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DETAILED SITE PLAN

DSP-02013

Application	General Data
Project Name DUNKIN DONUTS/BASKIN ROBBINS Lot 41, Block C, Addison Heights Addison Road Metro Town Center Location 500 FEET EAST OF CENTRAL AVENUE/ ADDISON ROAD INTERSECTION ON THE NORTH SIDE OF CENTRAL AVENUE Applicant/Address ERROL BROWN 3540 CRAIN HIGHWAY BOWIE, MD 20716	Date Accepted 04/10/2002
	Planning Board Action Limit 06/19/2002
	ZHE Hearing Date NA
	Plan Acreage 0.41 acre
	Zone C-S-C, D-D-O-Z
	Dwelling Units NA
	Square Footage 2623
	Planning Area 72
	Council District 7
	Municipality Seat Pleasant
	200-Scale Base Map 201 SE 06

Purpose of Application	Notice Dates
2,623 SQUARE FOOT FAST-FOOD RESTAURANT WITH DRIVE-IN	Adjoining Property Owners 04/02/02 (CB-15-1998)
	Previous Parties of Record N/A (CB-13-1997)
	Sign(s) Posted on Site 05/08/02
	Variance(s): Adjoining N/A Property Owners

Staff Recommendation			Staff Reviewer: SUSAN LAREUSE
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION

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July 30, 2009

MEMORANDUM

TO: Prince George's County Planning Board

VIA: Steve Adams, Urban Design Supervisor

FROM: Susan Lareuse, Planner Coordinator

SUBJECT: Detailed Site Plan, DSP-02013
Dunkin Donuts/Baskin Robbins
Lot 41, Block C, Addison Heights
Addison Road Metro Town Center

The Urban Design staff has reviewed the Detailed Site Plan for the fast-food restaurant (with a drive-in window) and presents the following evaluation and findings leading to a recommendation of APPROVAL with conditions.

EVALUATION

This Detailed Site Plan was reviewed and evaluated for compliance with the following criteria:

- a. Conformance to the Development District Standards for the Addison Road Metro Town Center.
- b. Conformance to the Woodland Conservation and Tree Preservation Ordinance.
- c. Conformance to the *Landscape Manual*.
- d. Conformance to the Site Design Guidelines.
- e. Referral responses from concerned agencies and divisions.

FINDINGS

1. This Detailed Site Plan is for the purpose of reviewing a plan of development for a 2,623 square-foot fast-food restaurant (with a drive-in window) for a 24-hour Dunkin Donuts/Baskin Robbins, on Lot 41, Block C of Addison Heights, also known as 6412 Central Avenue in the City of Seat Pleasant, Maryland. The property is located approximately 500 feet east of Addison Road on the north side of Central Avenue. The project is located within the Addison Road Metro Town Center Development District Overlay Zone.
2. The subject property is vacant at this time. The existing improvements on site include a vine-covered retaining wall located along the rear of the property and the remnant of a building wall located in the northwest corner of the property. A chain-link fence is located

along the street line. The property was paved with asphalt in the past, which has mostly deteriorated.

3. In conjunction with the Detailed Site Plan, the applicant is requesting an amendment to the permitted use list and alternatives to the Development District Standards. The Detailed Site Plan includes the site plan, the landscape plan and the proposed architectural elevations.
4. The property is located within the Addison Road Metro (ARM) Town Center, which consists of a number of properties to the north, east, south and west of the Addison Road Metro Station with the potential for Metro-related development. The town center is planned to serve as the focal point of the surrounding community. A compact, pedestrian-oriented street environment is envisioned for the town center. The Addison Road Metro Town Center sector plan recommends specific land uses for the town center to take advantage of the Metro station. It promotes a mixed-use neighborhood with retail, office, residential, public and recreational spaces within convenient walking distance to Metro. The plan recommends an urban boulevard treatment along MD 214 (an arterial) and Addison Road (a collector) incorporating new trees, plantings, sidewalks, crosswalks, coordinated sign system, street furniture and lighting.

Development in the ARM Town Center must comply with the approved Development District Standards and Use table. Compliance must be shown in the Detailed Site Plan review process. Redevelopment, rehabilitation, and renovation are all forms of development.

5. In the subject DSP application, the applicant is seeking to amend the use list for the subject site to allow the drive-in fast-food restaurant. The underlying zoning is CSC; however, the Development District Overlay Zone modified the uses permitted in that zone. According to the permitted use table in the Development District Standards, the fast-food restaurant (with drive-in) is not a permitted use. This exclusion of a drive-in fast-food restaurant is consistent with the four goals of the ARM Town Center. Generally, a drive-in use accommodates the driver of the automobile and not the pedestrian.
6. The Zoning Ordinance in Section 27-548.26(b)(1)(B), Amendment of Approved Development District Overlay Zone, states the following:

(B) An owner of a property in the Development District may request changes to the underlying zones or the list of allowed uses, as modified by the Development District Standards. (Underlining added for emphasis.)

The owner's representative has filed a request to change the list of allowed uses in order to permit a fast-food restaurant (with drive-in) for the subject property. Section 27-548.26(b)(5) states the following:

- (5) The District Council may approve, approve with conditions, or disapprove any amendment requested by a property owner under this Section. In approving an application and site plan, the District Council shall find that the proposed development conforms with the purposes and recommendation for the Development District, as stated in the Master Plan, Master Plan Amendment, or the Sector Plan, and meets applicable site plan requirements.**

The staff finds that the proposed development conforms to the purposes and recommendations for the Development District as stated in the Addison Road Metro Town Center sector plan. The ARM Town Center Development District sector plan sets out four primary goals or purposes. These four goals emphasize the need for revitalization of the area and the need to accommodate the users of the Metro station and pedestrians. The Development District Standards were written as design criteria to implement these goals. The sector plan summary states the following purposes:

The chief single purpose of the sector plan is to maximize the public benefits from the Addison Road Metro Station. Built on a widened and improved Central Avenue, the Addison Road station represents years of transportation planning and construction and millions of dollars of public investment. The station connects the ARM Town Center to the many employment, shopping, recreation, and business opportunities available to users of the Washington Metro system.

The sector plan sets out four primary goals:

First, revitalizing the town center with new, upscale residential and commercial development. The entire town center area is in need of revitalization to attract new business and residents.

Comment: The proposed infill project is the first Detailed Site Plan review under the Development District Standards and should be considered the first step in the revitalization of the Addison Road Metro Town Center. The existing lot is vacant. A chain-link fence is located along the front property line along the street edge. An unattractive sign advertizes the property for development. Along the east side of the property are rusting and broken bollards that were probably placed there to prevent vehicles from entering the site. The property was paved with asphalt sometime in the past; weeds and debris litter the site. The development of this site into a Dunkin Donuts/Baskin Robbins is a use that is welcomed by the neighborhood as a first step toward revitalization of the area.

Second, promoting transit-oriented development near the Metro station. Transit-oriented development serves Metro users, not the automobile.

Comment: The degree to which transit-oriented development can be provided on the subject site is somewhat limited in that the site is divided from the Addison Road Metro Station by a heavily traveled arterial. However, the use provides a service which is convenient to both the pedestrian and the automobile. An important aspect of this design is that the site plan has minimized the conflicts between the motorist and the pedestrian by separating the vehicular route from the pedestrian walkway to the degree possible. The vehicle parking and the driveway are removed to the side and rear of the building, away from the pedestrian route.

Third, promoting pedestrian-oriented development. Pedestrian-oriented development aids Metro users and will encourage pedestrians to use residential and commercial properties near the Metro station; and

Comment: The site plan has been revised since it was originally submitted to provide for the use of the site by pedestrians. The layout places the building toward the front of the site and the vehicle driveway and parking facilities are removed from the pedestrian zone. The pedestrian will have direct access to the building near the street line without having to cross a parking lot to access the building. Although the automobile will be provided for on the site, pedestrian and vehicular conflicts have been minimized.

Fourth, compact development in the form of a town center, with a town commons area at Addison Road and MD 214, next to the Metro station. Compact development, with higher development densities favoring Metro users and pedestrians, offers the benefits of the Metro station to the greatest number of residents and businesses.●

Comment: The proposed site plan contributes to the compact form of development envisioned in the Development District Standards. The building location is in accordance with the build-to line requirements that contribute to the sense of compact development. This is one of the most important contributing factors to building the appearance of a Town Center.

7. Section 27-548.25(d), Site Plan Approval, states the following regarding uses:

Special exception procedures shall not apply to uses within a Development District. Uses which would normally require a special exception in the underlying zone shall be permitted uses, if the Development District Standards so provide, subject to site plan review by the Planning Board. Development District Standards may restrict or prohibit any such uses. The Planning Board shall find in its approval of the site plan that the use complies with all applicable Development District Standards, meets the general special exception standards in Section 27-317 (a)(1),(4),(5) and (6), and conforms to the recommendations in the Master Plan, Master Plan Amendment, or Sector Plan. (underlining added for emphasis)

The proposed amendment to the table of uses is from a fast-food restaurant (no drive-in) to a fast-food restaurant (with drive-in). A fast-food restaurant (with or without a drive-in) would normally require a special exception in the underlying zone. Therefore, in order to find the proposal to allow the fast-food restaurant (with drive-in) acceptable, the Planning Board must also find that the use meets the general special exception standards as stated above.

Section 27-317(a) of the Zoning Ordinance provides that a special exception may be approved if:

- (1) The proposed use and site plan are in harmony with the purposes of this Subtitle.**

Finding: The approval of the fast-food restaurant (with drive-in window) will be in harmony with the purposes of the Zoning Ordinance. The purposes generally seek to protect and promote the health, safety, morals, comfort, convenience and welfare of the present and future inhabitants of the county. The subject property, being in the DDOZ, should be

oriented to the pedestrian, not the automobile. The site plan is in harmony with the purposes of the DDOZ as stated above.

(4) The proposed use will not adversely affect the health, safety or welfare of residents or workers in the area.

(5) The proposed use will not be detrimental to the use or development of adjacent properties or the general neighborhood.

Finding: Special exception uses are those uses which are deemed compatible in the specific zone where they are allowed, but are not permitted by right because they may have some potential impact on the health, safety and welfare of the area in which they are proposed. In the subject case, if the fast-food restaurant (with drive-in) is allowed, the impacts to adjacent properties and the health, safety and welfare of those residents and workers in the area will not be impacted. The drive-in, fast-food restaurant is a use that can be both automobile and pedestrian oriented if the site design specifically caters to the needs of the pedestrian. The site design places the building near the front streetline and the vehicle use is oriented to the side and rear of the site, thereby creating an inviting place for the pedestrian who may live or work in the immediate area.

(6) The proposed site plan is in conformance with an approved Tree Conservation Plan.

Finding: The site is exempt from the Woodland Conservation Ordinance because it has less than 10,000 square feet of woodland and the site does not have a previously approved Tree Conservation Plan.

8. In accordance with Section 27-548.25(b), the Planning Board must also find that the application conforms to the Development District Standards. In general, if the conditions of approval are adopted, the plan will conform to all of the standards. The applicant has requested the approval of three alternative Development District Standards in order to implement the proposed plan of development. The following three standards are requested to be modified:

S3. Building Siting And Setbacks

- A. Buildings shall be sited close to and face the street edge throughout the town center. The primary entrance to a building shall be clearly visible from the street. Prominent entrances are encouraged for architectural interest and as an element of scale and orientation. Primary building entrances from interior facing parking lots should be avoided.**
- J. Drive-thru windows for any use are not permitted in the town center.**

B7. Signs

- C. Building signs shall be simply designed, contain a minimum amount of information and have a maximum of three colors. Buildings signs that are**

excessively elaborate, oversized in proportions, or use poor quality materials are not permitted.

The applicant requests the approval of the following Development District Standards as alternatives to the two above:

- A. Buildings shall be sited close to and face the street edge throughout the town center. Sides of buildings may face the street edge provided that the side facing the street edge includes architectural detail that adds visual interest to the building facade and maintains a sense of scale and also provided that the primary entrance is close to the street edge. The primary entrance to a building shall be clearly visible from the street. Prominent entrances are encouraged for architectural interest and as an element of scale and orientation. Primary building entrances from interior facing parking lots should be avoided. (Underlining indicates additional language.)
- J. Drive-thru windows for any use are not permitted in the town center if the building location does not satisfy the front build-to-line requirement established for the particular use proposed for the building. (Underlining indicates additional language.)

B7. Signs

- C. Building signs shall be simply designed, contain a minimum amount of information and have a maximum of three colors. Building signs may contain a maximum of five colors if the colors include black and white. Building signs that are excessively elaborate, oversized in proportions, or use poor quality materials are not permitted. (Underlining indicates additional language.)

Comment: The applicant's representative provides the following justification for the alternative standards:

■Mr. Brown proposes rotating the building 90 degrees with the front of the building facing east. As proposed, the building will be located ten feet from the street line, which satisfies one of the most significant design standards in Metro North, specifically Site Design Standard S3C. Without rotating the building, Mr. Brown would not be able to satisfy the front build-to line requirement. Mr. Brown also proposes to locate the primary entrance near the street edge to encourage pedestrian traffic. Furthermore, by facing the building to the east, the building presents itself well to traffic traveling west along Central Avenue. This is significant because only the westbound traffic along Central Avenue can directly access the subject property. Finally, Mr. Brown submits that the 90-degree rotation, coupled with the building being located far forward on the site, strikes an acceptable balance between

promoting pedestrian traffic and accommodating the high volume of vehicular traffic that exists along Central Avenue.

■Mr. Brown proposes a drive-thru window for the restaurant. Mr. Brown submits that a Dunkin Donuts and Baskin Robbins Restaurant with a drive-thru window conforms with the purposes and recommendations for the Addison Road Metro Sector Plan and the Landover and Vicinity Master Plan. The proposed restaurant is designed to accommodate both an automobile-oriented and a pedestrian customer base. The restaurant addresses the needs of an under-served retail market and will contribute to narrowing the market gap and satisfying the current demand for restaurants. The Dunkin Donuts will serve a variety of hot food items, in addition to the full complement of donuts and beverages found in a typical Dunkin Donuts Restaurant. Customers will be able to dine in the restaurant, carry-out their order, or pick-up an order from the drive-thru window. The drive-thru component is particularly convenient for the automobile-oriented Metro ridership. By providing these three options, Mr. Brown submits that the needs of both the pedestrian and vehicle-based customers are met.

■Mr. Brown proposes a maximum of five colors for the building sign(s), not a maximum of three colors as required in Site Design No. B7C. For the reasons set forth below, Mr. Brown requests that the Planning Board approve the departure and different standard as set forth above and described herein.

■Mr. Brown proposes five colors: orange, raspberry, blue, white, and black. As proposed, the background of the building sign(s) will be white, all nonidentification lettering will be black (e.g. ■Drive Thru●), and the business identification lettering and images will be a combination of orange, raspberry and blue. These five colors are distinctive colors that have traditionally been associated with the Dunkin-Donuts and Baskin Robbins franchises. Furthermore, approximately 50 percent of the sign consists of the white background, and the other colors are somewhat subdued in tone.

■Mr. Brown submits that use of more than three colors is particularly warranted and appropriate here because the sign serves the purpose of identifying two distinct businesses: the Dunkin Donuts as well as the Baskin Robbins. Mr. Brown further submits that the proposed building sign(s) is simply designed and contain a minimum amount of information.●

The staff agrees with the applicant's proposal to modify the Development District Standards because the goals of the Addison Road Metro Town Center sector plan continue to be met with the proposed alternative standards. The Detailed Site Plan as proposed meets each of the alternative standards.

9. The following District Development Standards have been generally met but warrant discussion:

SITE DESIGN

S1. Vehicular Circulation/Access

- C. Vehicular entrance drives shall permit safe and clear pedestrian crossings. Sidewalk material(s) should continue across driveway aprons.**

Comment: The sidewalk is located within the State Highway Administration right-of-way. The site plan must be revised to transition the sidewalk to the driveway in accordance with the State Highway Administration requirements. The plan should be revised prior to signature approval.

S2. Parking Areas

- D. Parking lots/spaces which are located adjacent to the right-of-way line or curb edge due to site constraints shall be screened from adjacent roadways and public areas with a continuous, low masonry wall in compliance with the Parking Lot Landscape Strip, Option 4 requirements in the *Landscape Manual*. A four-foot-wide landscape strip shall be provided between the right-of-way line and the parking lot. The wall should be between 36 to 42 inches in height and be faced on both sides with a masonry veneer. A masonry veneer may be constructed of brick, stone, precast concrete panels, split-face concrete masonry units or an equivalent material. Unfinished concrete block or poured-in place concrete are not acceptable materials. The low masonry wall shall be compatible in materials and design with nearby buildings. One shade tree per 35 linear feet of frontage, excluding driveway openings shall also be provided. Shrubs may be planted in front of the wall and between the shade trees to form a solid hedge within two growing seasons. Shrubs shall be installed at a minimum of 18 inches in height and 30 inches on center. Parking lots utilizing berms should be avoided.**

Comment: The plan proposes parking on the east side of the proposed structure. Only one of the spaces is adjacent to the right-of-way. The plan indicates a 36-inch high masonry wall; however, the plans should be revised to add the details and specifications.

- E. Pedestrian zones (internal sidewalks) shall be well-illuminated and clearly delineated within parking lots. (See Public Area/Sidewalks, Trails and Crosswalks.)**

Comment: The location, details and specifications, and type of lighting fixtures should be shown on the plans prior to signature approval.

- Q. The amount of commercial parking spaces in Metro West and Metro North shall be calculated utilizing integrated shopping center requirements and shall be considered the maximum quantity allowed. The number of required parking spaces may be reduced below the maximum quantity established by the Zoning Ordinance (but no less than one-half).**

Comment: The application proposes six parking spaces. According to the Zoning Ordinance, the requirement for parking facilities for an integrated shopping center is one

space per 250 square feet of gross floor area. The minimum number of spaces is five and the maximum number of spaces permitted is 10.

S3. Building Siting And Setbacks

- C. A front build-to line between 10 and 15 feet from the right-of-way line shall be established for office, retail/commercial and institutional buildings which front onto MD 214 and Addison Road.**

Comment: Although the originally submitted plan set the building back approximately 65 feet from the right-of-way, the plan has been revised to place the building ten feet from the property line. This requirement has been fulfilled.

- K. Buildings in Metro North should be sited as close to MD 214 as possible, with parking provided in small well-landscaped lots.**

Comment: This requirement has been fulfilled.

- L. A retaining wall shall be provided along rear property boundaries in Metro North where steep slopes are present. Materials shall be of high quality, such as split-face concrete block. Timber ties are not an acceptable retaining wall material.**

Comment: An existing concrete retaining wall will remain at the rear of the property. It is covered with vines and other vegetation. The staff recommends that the retaining wall be cleared of the existing vegetation so as not to interfere with the proposed plantings.

S4. Buffers and Screening

- A. All mechanical equipment, dumpsters, storage, service, loading and delivery areas shall be screened from public view and rights-of-way with an appropriate buffer consisting of plantings, walls or fences in compliance with the Screening Requirements of the *Landscape Manual*.**

Comment: A detail of the proposed board-on-board enclosure around the dumpster is shown on the plans.

- C. Appropriate elements for a buffer include continuous solid, opaque fences and masonry walls. Evergreen plant material may also be used in combination with metal picket-type fencing. Plant material shall be of an appropriate species, size and quantity to provide an effective, immediate buffer.**

- D. Walls and fences shall be made of appropriate materials which are compatible with adjacent buildings.**

Comment: The low masonry wall at the front of the building should be the same material as the proposed structure. Also, the enclosure around the dumpster should be revised to include

masonry pillars at the front two corners of the enclosure to create compatibility with the proposed building. Conditions have been included in the recommendation section of this report.

- E. The bufferyard requirements within the town center shall be reduced to facilitate a compact form of development compatible with the urban character of the area surrounding the Metro station. The minimum bufferyard requirements for incompatible uses in the *Landscape Manual* shall be reduced by 50 percent within the town center. Alternative Compliance shall not be required for this reduction. A six-foot-high opaque masonry wall or other opaque screening treatment shall be provided in conjunction with the reduced width of the bufferyard between residential and commercial uses. The plant units required per 100 linear feet of property line or right-of-way shall also be reduced by 50 percent.**

Comment: The landscape plan indicates the property is subject to Section 4.7 along the north and east property line. The use to the east of the subject property is a shopping center. A shopping center adjacent to a fast-food restaurant is a compatible use. No buffering is required and the plan should be revised to indicate the use correctly and the schedule should be adjusted accordingly. The following analysis indicates that the landscape plan is in conformance with the *Landscape Manual* and the Development District Standards.

REQUIRED: Bufferyard, Section 4.7 (north property line, adjacent to the alley and residential dwellings to the north of the alley).

Length of bufferyard	138 feet
Landscaped yard (50% of 40 feet)	20 feet
Building setback (50% of 50 feet)	25 feet
Fence or wall	Yes
Plant materials (50% of 160 PUs/100 LF)	110 plant units

PROVIDED:

Landscaped yard:	22.5 feet (minimum)
Building setback:	35 feet
Plant materials:	225 plant units

Comment: The width of the planting area at the base of the existing concrete wall is as narrow as 2.5 feet in a small portion. This narrow space will not accommodate the number of plant materials proposed. The staff recommends that the landscape plan be revised to indicate approximately 110 plant units as required. The plan should include a mixture of an upright, narrow form of *Thuja occidentalis* (arbovitae) and *Photinia x fraseri* (fraser Photinia).

- G. A bufferyard shall be provided in Metro North between the proposed retail/office and existing residential uses. The unused alley located between the residential properties on Adak Street and Metro North may be utilized for the bufferyard, if feasible.**

Alternative Compliance from the bufferyard requirements in the *Landscape Manual* may be needed due to shallow depth of the parcels within Metro North.

Comment: The analysis above indicates that the applicant did utilize the 20-foot width of the alley as part of the bufferyard. Alternative Compliance is not required on this site.

S5. Freestanding Signs

- B. The maximum height of freestanding signs shall be eight feet in the town commons and 13 feet elsewhere in the town center as measured from the finish grade at the base of the sign to the top of the sign for all commercial zones, as modified from Section 27-614 (b).**

Comment: The site plan currently indicates a freestanding pole sign proposed ten feet from the property line. The applicant is working on a revision to the design of the freestanding sign as of the writing of this report. The applicant's revised freestanding sign is ground mounted and consists of a brick feature, with a four-by-five sign which will be externally lit. The height of the structure will be no more than six feet tall.

- D. The area of the freestanding sign shall not exceed one square foot for each four linear feet of street frontage, to a maximum of 100 square feet for each sign for building(s) not located in an integrated shopping center, other commercial center with three or more businesses served by common and immediate off-street parking and loading facilities, or an office building complex, Section 27-614(c). The street frontage shall be measured on the property occupied by use associated with the sign.**

Comment: The maximum area of the freestanding sign, based on the 137 linear feet of frontage, is 34.25 square feet of area. The applicant proposed 20 square feet of area for the sign.

- E. The quantity of freestanding signs shall be equal to or less than the amount required by Section 27-614(d), Freestanding Signs, in Part 12 of the Zoning Ordinance.**

Comment: Under the section referred to above, only one freestanding sign is allowed for the subject property. The applicant only proposes one freestanding sign.

- G. Signs should be compatible in design, color and materials with other urban design elements, as well as the overall architectural character of associated buildings on the parcel or property. Plantings may be incorporated around the base of signs to soften and integrate their appearance into the landscape.**

Comment: The proposed color package for the signage on the subject site is typical of other Dunkin Donuts/Baskin Robbins in the metropolitan area. The proposed colors are a combination of raspberry, orange, blue, black and white. The raspberry and orange are reflected on the architecture. However, the proposed brick sign enclosure should reflect the same color and/or materials as the building. The landscape plan must be revised to incorporate plantings at the base of the sign.

- H. Signs that are externally lit are recommended and should be directed to illuminate the sign face only.**

Comment: The applicant's freestanding sign will be externally lit.

- I. Lighting for signs should be discretely placed so the light source and associated glare is not visible to motorists or pedestrians.**

Comment: Details of the lighting of the signage must be added to the plans prior to signature approval.

- J. Ground or monument signs (signs directly on a solid base) shall be permitted in the town center. Existing pole-mounted signs may continue as permitted uses until such time as a major exterior renovation (50 percent or more front facade in the linear feet) or major rehabilitation (50 percent or more increase in GFA) is requested. At such time, all signs must conform to the standards for ground-mounted signs.**

Comment: The site plan must be changed prior to signature approval to delete the reference to a pole-mounted sign.

- L. Signs that are portable, moveable or have flashing components are not permitted.**

Comment: No portable, moveable or flashing components have been proposed.

- N. Freestanding signs in Metro North shall be coordinated and compatible in design and materials. At the time of the first detailed site plan for Metro North, standards for freestanding signs (size, quantity, height, location, design) shall be approved by the Planning Board and shall govern provision of signs in all subsequent sections of Metro North.**

Comment: This proposed sign will serve as a standard for the development of additional signage within the Metro North subarea of the Town Center. It is recognized that each subsequent Detailed Site Plan that comes in for review will be required to be similar in the size, location of the signage, landscaping techniques, etc.

PUBLIC AREAS

P2. Sidewalks, Trails and Crosswalks

- B. All roads within the town center shall have a continuous system of sidewalks on both sides of the street and show the required location of sidewalks and the attendant landscape areas. Differing treatments are required for particular sides of MD 214 and Addison Road to the varying existing conditions, including right-of-way width. Existing sidewalks shall be located away from the curb edge to provide an adequate pedestrian safety zone. Existing sidewalks which are already set back from the curb edge shall remain, and sidewalks along MD 214 shall be widened to five feet.**

- C. Sidewalks shall be set back from the curb on MD 214 and Addison Road to provide pedestrians a safe and comfortable walking environment. Sidewalks should be made of concrete paving or better, be a minimum of five feet in width, and should provide a five-foot-wide grass strip for the planting of shade trees.**

Comment: The site plan provides for a sidewalk within the State Highway Administration right-of-way. The plan indicates a five-foot-wide concrete sidewalk with brick banding placed five feet from the existing curb for planting of street trees. All improvements within the right-of-way are subject to approval by the State Highway Administration. The staff recommends that a condition be adopted that requires the street tree plantings and the details and specifications of the sidewalk be shown on the plan, subject to the State Highway Administration approval.

- J. Pedestrian circulation within Metro North shall provide convenient and well-marked access to the pedestrian crossing at MD 214 to the Metro station.**

Comment: This requirement applies to the property just south of the subject application in that a pedestrian crossing of MD 214 is located in front of that property.

P3. Street Furniture

- C. At the time of the first Detailed Site Plan submission, the Planning Board shall approve consistent styles and designs for the street furniture for all future development in the town center. This furniture includes, but is not limited to, benches, trash receptacles, bicycle racks, light fixtures, banners, bus shelters kiosks, planters and bollards.**

Comment: The applicant has submitted examples of proposed street furniture for this site. The staff has encouraged the applicant to coordinate benches, trash receptacles, bike rack and lighting fixtures. A condition has been included in order to coordinate the style, color, and materials of the street furniture prior to signature approval.

P4. Trees and Plantings

- A. Street trees shall be used along the sides of all roadways within the town center to define the street edge, provide a shaded overhead canopy and rhythmic, unifying element to the street environment.**
- B. Medium to large deciduous shade trees shall be utilized for street trees and be planted between 30 and 40 feet on center. Street trees shall be installed at a minimum height of 12 feet and 2. inch caliper.**
- D. A limited tree and plant palette shall be selected to provide consistency, uniformity and a distinct identity to the roads within the town center. One tree species shall be selected for use as the street for each roadway within the town center.**

Comment: These three requirements above are subject to the review of the State Highway Administration. The staff recommends that the Planning Board adopt a condition which

requires the inclusion of street tree planting within the public right-of-way to be shown on the plan, subject to the approval of the State Highway Administration.

P5. Lighting

- A. Pole-mounted light fixtures shall effectively illuminate all streets and sidewalks within the town center.**
- B. At the time of the first site plan along the MD 214 and/or Addison Road corridors, a consistent type of ornamental pole and luminary shall be selected in consultation with DPW&T.**
- D. Ornamental poles and luminaries should be used instead of standard cobra head highway fixtures along all major roadways.**
- E. Poles and luminaries should be in scale/proportion with their intended location and use.**
- F. Light fixtures should be relatively easy to maintain and be constructed of durable materials.**
- G. Light fixtures should be placed to provide maximum effective illumination and avoid conflicts with trees or other obstructions.**

Comment: The applicant has submitted details and specifications for a pole top luminary with a radius arm. The design is up-scale, colored black with the inside reflector painted white. This light is located along the pedestrian sidewalk within the State Highway Administration (SHA) right-of-way and will require review and approval prior to signature of the plans. If the SHA does not approve the lighting within the right-of-way, the poles could be relocated on site and create a similar effect. In either location, the proposed lighting meets the criteria above.

P6. Utilities

- B. Redevelopment of parcels within the town center should incorporate the relocation of utilities underground.**

Comment: The feasibility of a small development conforming to the above standards is questionable. This standard is more appropriate for a large redevelopment within the town center.

Building Design

B1. Height, Scale and Massing

- H. Service areas shall be architecturally integrated into the overall design of buildings.**

Comment: The proposed layout includes three service areas: a storage facility, a loading area, and a trash facility. The trash facility is appropriately removed from the main structure, the storage facility is a freezer box attached to the rear of the building, and the loading space is located directly adjacent to the storage facility. The staff recommends that the plans be revised to provide a screen wall as part of an extension of the building to conceal the storage and freezer area. The screen wall should be architecturally compatible with the proposed architectural elevations.

B2. Roofs

- A. Commercial buildings should employ flat roofs, located behind parapet walls. Simple gable or hipped roofs may also be integrated into the roof design of commercial buildings.**

Comment: The architectural drawings indicate a flat roof with a parapet wall.

B3. Materials and Architectural Details

- A. A high-quality material which is durable and attractive shall be used on all proposed nonresidential buildings within the town center. Exterior building materials such as precast concrete, brick, tile and stone are recommended.**

Comment: The building is proposed to be constructed of a combination of split-face block and EIFS. The overall design is attractive.

- K. Building materials and colors in Metro North shall be used to complement and visually tie to the existing Metro station structures.**

Comment: The materials of split-face block and EIFS in a tan color will complement the tan color of the Addison Road Metro complex.

- L. The selection of exterior colors should allow the building to blend in harmoniously with the overall fabric of adjacent buildings.**

Comment: The underlying base color of tan will blend with the Metro station and also complement the brown of the adjacent shopping center.

- M. The color palette for buildings should be kept simple and restrained. Wall color should be neutral with trim colors providing an appropriate accent.**

Comment: The proposed trim includes the colors of burgundy, plum and orange as accent colors to the tan wall color.

B4. Window and Door Openings

- C. Patterns of window openings or articulation of bays should be used to maintain a sense of scale and add visual interest to building facades.**

Comment: The patterns of window openings will provide visual interest as proposed.

D. Large, blank building walls are not permitted when facing public areas such as streets, parking lots or zones of pedestrian activity.

Comment: The window openings have been designed in accordance with the interior functioning of the floor plan. The architect has added awnings to an area of the building which appeared somewhat blank on the originally submitted plans. The addition of the awnings creates a visually interesting facade as seen from the proposed seating area and the parking lot.

B7. Signs

E. Signs that are externally lit are recommended and should be directed to illuminate the sign face only. Sign faces that are internally lit are not recommended. Individual letters or characters should be lit instead of the entire sign face.

Comment: The architectural elevations propose three signs. They are located directly above the primary entrance to the building, above the drive-in window, and on the front facade. The building signage will be externally lit.

B8. Awnings

A. The design of awnings, including the selection of a material and color, shall complement the architectural style and character of the building.

Comment: The awnings are proposed as a burgundy and orange striped fabric. The design and location are appropriate.

B9. Building Services

B. Rooftop mechanical equipment shall be located below sight lines of adjacent streets and architecturally integrated or screened with compatible building materials.

Comment: Any rooftop mechanical equipment should be screened from view from Central Avenue. The staff recommends that the applicant demonstrate that any rooftop equipment will be screened from view from Central Avenue.

10. The State Highway Administration has reviewed the revised Detailed Site Plan which was submitted after the SHA review of the original plan (see letter dated April 27, 2002, from Mike Bailey to Susan Lareuse) and supports the revised plan of development. However, Mr. Bailey has verbally commented on the design, explaining that an access permit from SHA will be required. In the review of the permit, he expects that the western egress point will be required to be moved five feet to the east, for safety purposes. This change will affect the proposed layout of the site plan. The building will need to be adjusted five feet to the east and the plaza area in front of the

building will be reduced from 17 feet to 12 feet. This reduced area is still adequate to create a seating area with benches to be used by patrons and continues to be supported by the Urban Design Section as well.

11. Conformance to the *Landscape Manual* - The plan conforms to the requirements of the *Landscape Manual* as modified by the Development District Standards.

12. The following chart lists the development data for the subject site:

Dunkin Donuts/Baskin Robbins
Central Avenue
Detailed Site Plan DSP-02013

Zone	C-S-C
Site Area	0.41 acres
Use	Fast-food restaurant
Building Area	2,623 square feet
Maximum Parking Permitted	(1 space per 250 square feet of GFA) 10 spaces
Minimum Parking Permitted	(1 space per 250 square feet of GFA/50%) 5 spaces
Parking Proposed	6 spaces
Loading Required	1 space
Loading Proposed	1 space

13. The Environmental Planning Section reviewed the Detailed Site Plan. The applicant is exempt from the requirements of the Woodland Conservation Ordinance and there are no other environmental issues for the development of this site.

14. The project is located in the City of Seat Pleasant. The following excerpt is taken from a letter dated February 20, 2002, from Eugene F. Kennedy, Mayor, and Bettie J. Jeter, President of the City Council, to Elizabeth M. Hewlett:

■On February 11, 2002, the Mayor and Council voted to support Mr. Brown's plan for this property, including this proposed site plan. The City supports the fast-food restaurant with a drive-thru lane, as well as the proposed portion in front of the building and the proposed 65-foot setback from Central Avenue.●

15. The Detailed Site Plan represents a reasonable alternative for satisfying the site design guidelines without requiring unreasonable costs and without detracting substantially from the utility of the proposed development for its intended use.

RECOMMENDATION

Based upon the foregoing evaluation of this report, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-02013 for the Dunkin Donuts/Baskin Robbins and APPROVE the proposed alternative Development District Standards S3.A, S3.J and B7.C as stated in Finding No. 7. Furthermore, the Planning Board recommends that the District Council APPROVE the amendment to the table of uses for the subject property to allow a fast-food restaurant (with drive-in), subject to the following conditions:

1. Prior to signature approval, the following conditions shall be fulfilled:
 - a. The sidewalk, street tree plantings, ingress/egress driveways, lighting and any other improvements within the public right-of-way shall be approved by the State Highway Administration. All details and specifications of these improvements shall be shown on the site/landscape plans.
 - b. The details and specifications of the proposed 36-inch wall shall be reviewed and approved by the Urban Design Section and shall be shown on the plans. The material of the wall shall be the same split-face block masonry as proposed on the building.
 - c. The location of light fixtures, height of pole, details and specifications, and fixture type shall be reviewed and approved by the Urban Design Section and shall be shown on the plans.
 - d. A note shall be added to the plan indicating that the existing concrete retaining wall shall be cleared of the existing vegetation.
 - e. The detail of the proposed dumpster enclosure shall be revised to include two masonry pillars at the front corners of the enclosure.
 - f. The plans shall be revised to indicate that the adjoining use to the east is a shopping center and the bufferyard schedule adjusted accordingly.
 - g. The plans shall be revised to provide an architecturally compatible screen wall to conceal the freezer box and the loading space.
 - h. The applicant shall demonstrate that rooftop equipment shall be screened from the view from Central Avenue or the plans shall be revised in order to screen the mechanical equipment from view.
 - i. The landscape plan shall be revised to indicate approximately 110 plant units in the bufferyard along the north property line and shall include, but not be limited to, a mixture of an upright, narrow form of *Thuja occidentalis* and *Photinia x fraseri* or a comparable plant species.
 - j. The exit driveway shall be adjusted five feet to the east in order to accommodate the State Highway Administration requirements. The building shall also be adjusted

five feet to the east. The distance of the east facade of the building from the face of curb shall be no less than 12 feet wide.

- k. The pedestrian area along the front of the building and the primary entrance area shall be reviewed and approved by the Urban Design Section. This area shall be revised to indicate foundation plantings on either side of the main entrance and a seating area with three benches along the front of the structure, under the three awnings on the north end of the building. The paving in this area shall be revised to indicate either a high-quality paving material or a combination of concrete and brick pavers to clearly delineate this area as gathering space. A bicycle rack shall also be provided in this area.
- l. The freestanding signage enclosure shall reflect the same color and/or materials as the building. The landscape plan shall be revised to include plantings around the base of the sign. The reference to the pole-mounted sign shall be removed from the site plan.
- m. Details and specifications of the lighting of signage shall be shown on the plans.
- n. All streetscape furniture shall be coordinated in style, black in color, metal in material, and properly anchored. The site plan shall be revised to locate two trash receptacles and one bicycle rack. Details and specifications of the proposed street furniture and anchoring shall be provided.