



Note: Staff reports can be accessed at www.mncppc.org/pgco/planning/plan.htm.

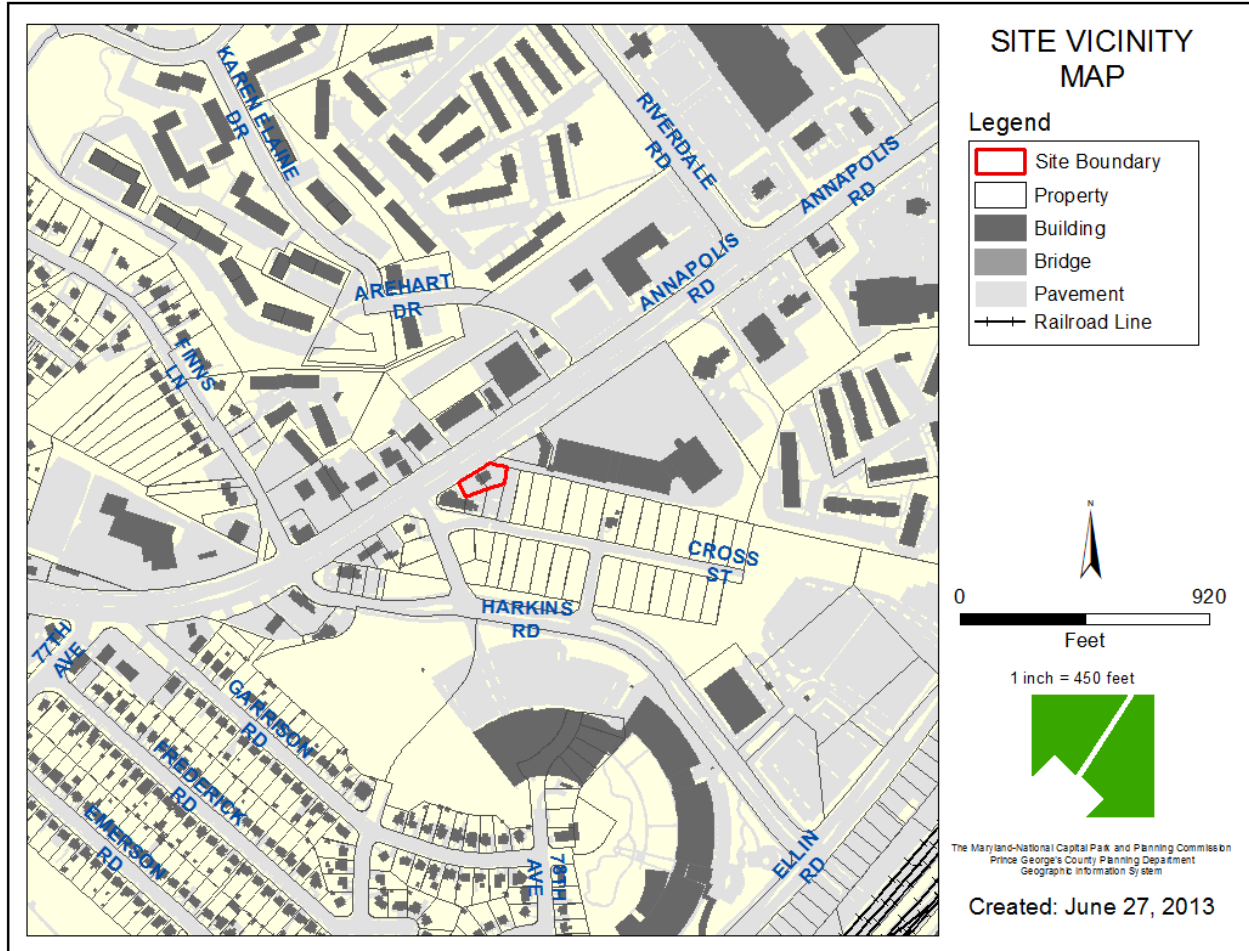
Detailed Site Plan

DSP-12019

Application	General Data	
Project Name: Dunkin' Donuts, Lanham Location: On the south side of Annapolis Road (MD 450), 650 feet northeast of its intersection with Harkins Road. Applicant/Address: Dunkin' Donuts – Lanham 7903 Annapolis Road Lanham, MD 20706	Planning Board Hearing Date:	07/18/13
	Staff Report Date:	07/03/13
	Date Accepted:	04/04/13
	Planning Board Action Limit:	Waived
	Plan Acreage:	0.294
	Zone:	M-X-T/T-D-O
	Dwelling Units:	N/A
	Gross Floor Area:	1,819 sq. ft.
	Planning Area:	69
	Tier:	Developed
	Council District:	03
	Election District	20
	Municipality:	N/A
	200-Scale Base Map:	206NE07

Purpose of Application	Notice Dates	
A 304-square-foot building addition to an existing eating and drinking establishment with drive-through, and site modifications.	Informational Mailing:	06/04/12
	Acceptance Mailing:	04/01/13
	Sign Posting Deadline:	06/18/13

Staff Recommendation		Staff Reviewer: Meika Fields Phone Number: 301-780-2458 E-mail: Meika.Fields@ppd.mncppc.org	
APPROVAL	APPROVAL WITH CONDITIONS	DISAPPROVAL	DISCUSSION
	X		



THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

PRINCE GEORGE’S COUNTY PLANNING BOARD

STAFF REPORT

SUBJECT: Detailed Site Plan DSP-12019
Dunkin’ Donuts, Lanham

The Urban Design staff has completed the review of the subject application and appropriate referrals. The following evaluation and findings lead to a recommendation of APPROVAL with conditions, as described in the Recommendation section of this technical staff report.

EVALUATION CRITERIA

This detailed site plan was reviewed and evaluated for conformance with the following criteria:

- a. The 2010 *New Carrollton Approved Transit District Development Plan and Adopted Transit District Overlay Zoning Map Amendment*;
- b. The requirements of the Zoning Ordinance for the Transit District Overlay (T-D-O) and Mixed Use Transportation–Oriented (M-X-T) Zones;
- c. The requirements of the 2010 *Prince George’s County Landscape Manual*;
- d. The requirements of the 2010 Prince George’s County Woodland and Wildlife Habitat Conservation Ordinance;
- e. The requirements of the Tree Canopy Coverage Ordinance;
- f. Referral comments.

FINDINGS

Based upon the analysis of the subject application, the Urban Design staff recommends the following findings:

1. **Request:** The subject application proposes a 304-square-foot building addition to an existing eating and drinking establishment with drive-through, and site modifications.
2. **Location:** The property is located on the south side of Annapolis Road (MD 450), 650 feet northeast of its intersection with Harkins Road. The subject property address is 7903 Annapolis Road.

3. **Development Data Summary:**

	EXISTING	PROPOSED
Zone	M-X-T/T-D-O	M-X-T/T-D-O
Use(s)	Eating and Drinking Establishment with Drive-Through	Eating and Drinking Establishment with Drive-Through
Acreage	0.294	0.294
Lots	2	2
Square Footage/GFA	1,515	1,819

OTHER DEVELOPMENT DATA

Parking Requirements:

	REQUIRED	PROPOSED
Total Parking Spaces	6	13
2.75 spaces per 1,000 SF retail/commercial		
of which Handicap Spaces	1	1
	(1 Van-Accessible)	(1 Van-Accessible)
Total Loading Spaces for retail sales and service	0	0

4. **Surrounding Uses:** The subject property is bounded to the north by Annapolis Road (MD 450). The property to the west, south, and east is located in the Mixed Use Transportation–Oriented (M-X-T) and Transit District Overlay (T-D-O) Zones and is owned by the Volunteers of America, Chesapeake. It is developed with a two-story, 1970’s era, brick office building with an associated surface parking lot. The property is bounded to the northeast by a driveway associated with Defense Shopping Center also located in the M-X-T and T-D-O Zones. Across Annapolis Road are existing commercial uses located within the Multifamily High Density Residential (R-10) Zone.

5. **Previous Approvals:** According to tax records, the primary structure was constructed in 1969. There is no previous approval history for the subject property.

6. **Design Features:** The subject site contains an operating Dunkin’ Donuts restaurant with a drive-through. The existing building is a one-story concrete masonry unit building with a mansard roof. With the subject application, the applicant proposes to construct a 304-square-foot building addition to accommodate Baskin Robbins ice-cream sales. The detailed site plan (DSP) also includes an update of the entire exterior of the existing building, new and refaced signage, restriping of the existing parking lot, and landscape improvements along the property’s frontage.

The subject site has two existing points of access on Annapolis Road (MD 450). Currently, the westernmost entrance provides a right-in/right-out ingress and egress. Due to traffic concerns during peak business hours and poor queuing on the site, the applicant proposes to restripe the westernmost access point to indicate ingress only. The parking lot will also be restriped to provide angled parking and require patrons to exit the site by using either the dedicated drive-through lane or the one-way drive aisle adjacent to the drive-through lane at the rear of the site, and exit the site by using the easternmost access point. The proposed circulation revisions

are indicated to be accomplished by restriping only. Staff recommends that, instead of restriping only, appropriate curbing be provided and the access be revised to eliminate excess asphalt at the site's westernmost entrance. Excess asphalt should become green area, which would improve the pedestrian experience along the site's frontage. These revisions are subject to concurrence and modification by the Maryland State Highway Administration (SHA). All restriped parking spaces should also demonstrate adequate back-up distance on the subject property without infringing on the right-of-way.

The existing building is located 16.8 feet from the Annapolis Road (MD 450) right-of-way. The 304-square-foot building addition is proposed at the front of the building and will place the building approximately 14 feet from the right-of-way. The submitted building elevations indicate that, while the front of the building will be expanded, the entire building will be refaced in order to more closely reflect the Dunkin' Donuts and Baskin Robbins brand.

The building is proposed to be refaced with cement board panel and a base of brick veneer. The front of the building includes an area of storefront windows with an orange exterior insulation finishing system (EIFS) element above. The front entrance includes a feature described as a monolith on the architectural elevations. There are additional monoliths on the east and west building elevations that include building-mounted signage. The appearance of the overall height of the building will be increased by a proposed three-foot-tall parapet wall, which extends to a height of 17 feet. The monolith features extend above the parapet to a height of between 18 and 22 feet.

The submitted building elevations do little to portray the building's actual appearance upon construction. The colors of the materials include varying shades of mustard, orange, brown, and gray, and do not reflect an attractive proposal. Staff recommended that the applicant provide additional information regarding the appearance of the proposed building, such as more realistic building colors, and perhaps photographs of the constructed monolith features, but as of the date of this writing, additional information that addresses staff concerns regarding the architectural proposal has not been received. Staff does not recommend approval of the franchise architectural proposal, and recommends that the elevations be revised to portray an attractive proposal that may be supported within the development district.

The signage proposal includes four building-mounted signs, one freestanding sign, and one directional, drive-through sign. Sections 27-613(f)(1) and 27-614(e)(1) of the Zoning Ordinance state that the design standards for all signs attached to a building, and all on-site freestanding signs, shall be determined by the Planning Board for each individual development in the M-X-T Zone at the time of DSP review. The 2010 *New Carrollton Approved Transit District Development Plan and Adopted Transit District Overlay Zoning Map Amendment* (New Carrollton TDDP/TDO) further states that box signs are prohibited. See Finding 7(b) for additional discussion.

The architectural elevations portray the appearance of the building-mounted signs, but they do not indicate which signs will be lit. Three new building-mounted signs are proposed and one building-mounted sign (the primary front-facing sign) will be refaced. Staff understands that the applicant proposes to reface the existing building-mounted sign because the internal lighting exists within the sign cabinet, and the applicant wishes to maintain the internally-lit box-style signage. This is inconsistent with the goals of the sector plan. Staff believes the sign style should be revised to provide individual letters, or logos, attached more directly to the building façade.

The applicant also proposes to retain and resurface the existing freestanding pylon sign with an internally-lit sign cabinet along the property's frontage. In the Zoning Ordinance, freestanding signs are typically only permitted on a property where the main building associated with the sign is located at least 40 feet behind the front street line. The existing pylon sign is located approximately eight feet from the front street line and six feet from the front of the building. The proposed building-mounted signage will be in such close proximity to the freestanding pylon sign that it creates a proliferation of signage on the small site. Staff recommends that the pylon sign with box lighting be removed from the site.

COMPLIANCE WITH EVALUATION CRITERIA

7. **2010 New Carrollton Approved Transit District Development Plan and Transit District Overlay Zoning Map Amendment:** The subject site is located in the 2010 New Carrollton TDDP/TDO. The purpose of the New Carrollton TDDP/TDO is to ensure that future development around the New Carrollton Metro Station maximizes transit ridership, revitalizes the area while maintaining its socio-economic diversity, and adopts a sustainable development pattern. The TDDP sets out a development vision for the New Carrollton Transit District that articulates vibrant and diverse neighborhoods, a multimodal transportation system, sustainable and accessible environmental infrastructure, and pedestrian-oriented urban design.

The site specifically is located within the Annapolis Road Neighborhood. The TDDP contains specific development standards and guidelines for development within this neighborhood with the intent to create a revitalized and enhanced moderate-density, mixed-use commercial district along Annapolis Road (MD 450).

- a. In accordance with Section 27-548.08(c)(2) of the Zoning Ordinance, the applicant may ask the Planning Board to apply development standards that differ from mandatory requirements in the TDDP, unless the plan provides otherwise. The Zoning Ordinance specifically states that the Planning Board may amend any mandatory requirements except building height restrictions and parking standards, requirements which can only be amended by the District Council under procedures in Part 10A, Division 1. The Planning Board may amend parking provisions concerning the dimensions, layout, or design of parking spaces or parking lots.

In approving the DSP, the Planning Board must find that the mandatory requirements, as amended, will benefit the proposed development and the transit district and will not substantially impair implementation of the transit district plan, and the Planning Board must find that the site plan meets all mandatory requirements that apply.

If approved with conditions, the subject application will conform to all of the recommendations and requirements except for those from which the applicant has requested an amendment. In areas where staff is recommending that the amendment be approved, staff believes that the granting of the amendment will not substantially impair implementation of the transit district plan.

- b. The applicant requests amendments of the following design standards:

Annapolis Road Neighborhood, Standards (page 138)

1. Buildings shall be between three and eight stories in height.

Comment: Staff supports amending this standard. Due to the minor nature of the expansion, requiring conformance with this standard is not practical. The existing building is one story. An increase in the number of stories cannot be provided.

2. Buildings on Annapolis Road (MD 450) shall sit along the established build-to-line measured 12 feet from the edge of the curb.

Applicant's Justification: According to the TDDP, the build-to line is to be measured 12 feet from the curb. This puts the build-to line in the right-of-way. Since the building cannot legally be located in the right-of-way, the applicant is requesting an amendment to this standard which would allow the build-to line to be measured from the property line, which is a common standard for establishing a build-to line. The applicant believes this waiver serves to meet the intent of the TDDP.

Comment: Staff believes this standard should be amended. The intent of this standard is to create a continuous street wall by locating the building face along a consistent build-to-line. Complying with this standard would require locating the building within the existing right-of-way, which is not feasible. The proposed building addition will be constructed approximately 14 feet from the property line. The applicant is proposing an expansion toward the street front which is appropriate. The applicant's revised plan also creates more of a street wall through the provision of a low brick wall and evergreen shrubs. The streetscape improvements, including the low wall, will be constructed 4 to 5.5 feet from the property line, which serves to meet the intent of the build-to-line within the TDDP.

3. Buildings shall cover between 60 percent and 80 percent of their lot and shall occupy at least 70 percent of their street frontage.

Comment: The building occupies 13 ± percent of the lot and does not meet the minimum 60 percent requirement. Furthermore, the existing building occupies only 54 percent of the site's street frontage. Staff supports amending this standard. Due to the minor nature of the expansion, requiring conformance with this standard is not practical.

5. Off-street parking lots and structures shall be placed behind their on-site uses.

Comment: Staff supports amending this standard. Existing parking areas are located largely to the sides of the existing building. The applicant is not proposing additional parking and there is no room to relocate parking to the rear of the site because of the shallow rear yard.

Building Form and Scale, Building Façade Treatments, Standards (page 174)

- 2. Prohibited building façade materials: Tilt-up concrete panels, smooth-faced concrete masonry panels, mirrored glass stucco, wood, EFIS (exterior insulating finishing system), concrete masonry units, imitation or synthetic stone or brick veneers, and prefabricated metal panels shall not be permitted.**
- 4. Universal Compliance of (Franchise Outlet Design) building facades with TDDP Architectural Standards: The exterior facades and signage of all mixed-use and nonresidential buildings must comply with the TDDP architectural standards. Trademark franchise outlets shall not be permitted except as ancillary retail uses housed in larger commercial or mixed-use commercial buildings. In addition, their exterior facades and signage must comply with the TDDP architectural standards.**
- 5. Building frontage as storefronts: Facades on retail frontages shall be detailed as storefronts. No less than 70 percent of ground floor retail frontage shall be glazed with clear glass.**

Comment: The existing Dunkin' Donuts building is a one-story concrete masonry unit building with a mansard roof. The front of the existing building is faced in EIFS. The subject application proposes to expand the building towards Annapolis Road and reface the existing building with cement board panels and brick veneer. Any use of brick veneer should be genuine brick, as imitation brick veneers are not permitted. The orange canopy detail proposed above the storefront window is EIFS, which is a prohibited material. While cement board panels and brick veneer are likely an improvement upon the existing building materials, staff has concerns about the overall appearance of the proposal.

The applicant proposes a revision of the entire façade. These façade revisions will have the effect of creating a highly-branded, franchised image for the Dunkin' Donuts/ Baskin Robbins building. Trademark franchise buildings are not permitted in the TDDP. As currently designed and portrayed, staff does not support the proposal.

The building elevations indicate that 29.5 percent of the front façade will be storefront glass. Brick veneer is proposed along the base of the entire building to a height of three to four feet. Storefront windows are proposed above the brick veneer to the ceiling height, which occurs at ten feet. In order to be closer to full compliance with this requirement, the storefront windows would need to be revised to extend closer to the floor. An amendment of this standard may be supported by staff in the future, provided that a more attractive proposal is prepared and provided for evaluation.

In total, the subject application requests amendment of too many of the building façade treatment standards. Staff does not recommend approval of the submitted architecture. The applicant should revise the architecture to provide an attractively designed building that is more in keeping with the standards in the TDDP.

Signage, Standards (page 176)

- 9. Prohibition of Back-Lit Signs: Signs must be externally lit and designed to illuminate the sign face only. Box signs are prohibited.**

Staff believes a waiver should be supported to permit the internal lighting of individual letters and logos of the building-mounted signage. This would create a more attractive sign style that would improve the quality of signage along the corridor. The refaced box signs (building-mounted and freestanding) should be eliminated from the proposal.

- c. The applicant is not requesting amendments from the following design standards, and staff believes the following standards can be met in full with design modifications or through the submission of additional information, or as otherwise discussed below:

Building Form and Scale, Signage, Standards (page 176)

- 1. **Basic Building Sign Design Requirements: Building signs shall be constructed of quality materials. Signs shall be simply designed, contain only essential information, and shall serve to identify the name, business type, company logo, and street address of the business establishment.**

Comment: The proposed design does not strictly comply with this standard. ‘Drive-thru’ should be eliminated from the building-mounted signage, as a directional drive-through sign is also proposed, and is adequate to inform patrons of the location of the drive-through. Details of all proposed signs that label their materials should be provided. Building signs should be constructed of quality materials.

- 8. **Prince George’s County Zoning Ordinance:** The subject application has been reviewed for compliance with the requirements of the M-X-T and T-D-O Zones of the Zoning Ordinance and the following discussion is offered:

- a. The subject application is in accordance with the requirements of Section 27-547 of the Zoning Ordinance, Uses Permitted, of the Zoning Ordinance. Eating and drinking establishments are permitted in the M-X-T Zone.

Section 27-547(d) of the Zoning Ordinance provides standards for the required mix of uses for sites in the M-X-T Zone, as follows:

- (d) **At least two (2) of the following three (3) categories shall be included on the Conceptual Site Plan and ultimately present in every development in the M-X-T Zone. In a Transit District Overlay Zone, a Conceptual Site Plan may include only one of the following categories, provided that, in conjunction with an existing use on abutting property in the M-X-T Zone, the requirement for two (2) out of three (3) categories is fulfilled. The Site Plan shall show the location of the existing use and the way that it will be integrated in terms of access and design with the proposed development. The amount of square footage devoted to each use shall be in sufficient quantity to serve the purposes of the zone:**
 - (1) **Retail businesses;**
 - (2) **Office, research, or industrial uses;**
 - (3) **Dwellings, hotel, or motel.**

Comment: A conceptual site plan is not required for sites within the May 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment*. As the subject site is located within a Transit District Overlay Zone, a mix of uses is not required on the subject property. A mix of uses is ultimately provided because the adjacent property to the southwest is an office building owned by the Volunteers of America.

b. The DSP is consistent with Section 27-548, Regulations, of the Zoning Ordinance. The following discussion is offered:

- (1) The proposed floor area ratio (FAR) should be provided on the site plan. The subject application does not use the optional method of development.
- (2) Developments in the M-X-T Zone are required to have vehicular access to a public street in accordance with Section 27-548(g) noted below.

Each lot shall have frontage on, and direct vehicular access to, a public street, except lots for which private streets or other access rights-of-way have been authorized pursuant to Subtitle 24 of this Code.

Comment: The subject site has frontage and direct access to Annapolis Road (MD 450), a public street.

c. The subject application has been reviewed for conformance with the requirements of Section 27-546(d)(1) of the Zoning Ordinance, which requires additional findings for the Planning Board to approve a detailed site plan in the M-X-T Zone, as follows:

- (1) **The proposed development is in conformance with the purposes and other provisions of this Division:**

Comment: The purposes of the M-X-T Zone as stated in Section 27-542(a) of the Zoning Ordinance include the following:

- (1) **To promote the orderly development and redevelopment of land in the vicinity of major interchanges, major intersections, and major transit stops, so that these areas will enhance the economic status of the County and provide an expanding source of desirable employment and living opportunities for its citizens;**

Comment: The subject establishment, Dunkin' Donuts, is located near a major interchange along a busy commercial corridor. The applicant proposes to expand an existing business through interior and exterior improvements, including improvements of the property's appearance from Annapolis Road and the on-site vehicular circulation. The subject DSP will help ensure an orderly redevelopment of the property, so that the property enhances the Annapolis Road Corridor.

- (2) **To implement recommendations in the approved General Plan, Master Plans, and Sector Plans, by creating compact, mixed-use, walkable communities enhanced by a mix of residential, commercial, recreational, open space, employment, and institutional uses;**

Comment: This application is consistent with the 2002 Approved General Plan Development Pattern policies for the Developed Tier. This application is not strictly in conformance with the mixed-use recommendations of the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment*, because of the relatively low density nature of the subject proposal. The application proposes only a modest addition to the existing single commercial use with a drive-through. Staff believes that the proposal moves in a positive direction in implementing the recommendations of the master plan due to some of the improvements to the site's frontage and the increase in density on the subject site.

- (3) To conserve the value of land and buildings by maximizing the public and private development potential inherent in the location of the zone, which might otherwise become scattered throughout and outside the County, to its detriment;**

Comment: By improving the existing building and site, the proposal furthers the goal of conserving the value of land and buildings.

- (4) To promote the effective and optimum use of transit and other major transportation systems;**

Applicant's Justification: This existing business is located in the midst of a business corridor that has a mix of surrounding uses. Given its close proximity to other businesses in the area, it is able to capitalize on the effectiveness of transit usage.

Comment: Staff recommends that the Planning Board adopt the above statement as a finding.

- (5) To facilitate and encourage a twenty-four (24) hour environment to ensure continuing functioning of the project after workday hours through a maximum of activity, and the interaction between the uses and those who live, work in, or visit the area;**

Comment: The applicant indicates that the Dunkin' Donuts will open well before workday hours and will remain open long after work hours. This assists in the facilitation of a more twenty-four hour environment for those who live, work in, or visit the area.

- (6) To encourage diverse land uses which blend together harmoniously;**

Applicant's Justification: This Dunkin' Donuts is surrounded by a mixture of uses, including retail, office, hotels and other eating and drinking establishments. Not only does this coffee shop serve those who live in and visit the area, but also those who work in the surrounding offices, retail stores and other establishments.

Comment: Staff recommends that the Planning Board adopt the above statement as a finding.

- (7) To create dynamic, functional relationships among individual uses within a distinctive visual character and identity;**

Comment: While staff believes that the Dunkin' Donuts will have an appropriate functional relationship with adjacent uses, modification of the building's appearance is necessary to create an attractive visual character for the site. An appropriate visual character is one that will blend in harmoniously with existing and future uses. Franchise architecture will detract from creating a cohesive visual identity for the corridor.

- (8) To promote optimum land planning with greater efficiency through the use of economies of scale and savings in energy beyond the scope of single-purpose projects;**

Comment: The subject proposal is largely a single-purpose project; however, the location of the site within close proximity to other commercial and office uses provides energy savings for patrons.

- (9) To permit a flexible response to the market; and**

Comment: The applicant indicates that by permitting the applicant to expand the existing building, the applicant is able to respond to the market.

- (10) To allow freedom of architectural design in order to provide an opportunity and incentive to the developer to achieve excellence in physical, social, and economic planning.**

Comment: The above finding is not directly applicable to the subject application.

- (2) For property placed in the M-X-T Zone through a Sectional Map Amendment approved after October 1, 2006, the proposed development is in conformance with the design guidelines or standards intended to implement the development concept recommended by the Master Plan, Sector Plan, or Sectional Map Amendment Zoning Change;**

Comment: The DSP is subject to this requirement because the property was placed in the M-X-T Zone through a sectional map amendment zoning change. As discussed in the body of this report, the proposal is an expansion to an existing use and is, therefore, permitted by the TTDP. The site is in partial conformance with the design standards intended to implement the TDDP. If approved with conditions, the proposal will conform to this requirement.

- (3) The proposed development has an outward orientation which either is physically and visually integrated with existing adjacent development or catalyzes adjacent community improvement and rejuvenation;**

Comment: The proposal has an outward orientation and most of the improvement will be visible from Annapolis Road (MD 450). The proposed site improvements are a reinvestment in the property, and should encourage similar reinvestment and improvements on adjacent properties.

- (4) The proposed development is compatible with existing and proposed development in the vicinity;**

Comment: The proposed expansion is compatible with existing development in the vicinity, which was largely constructed prior to the changes in zoning through the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment*. Staff believes the subject proposal will also, if modified in accordance with conditions proposed below, be compatible with proposed development that will be constructed pursuant to the requirements of M-X-T regulations.

- (5) The mix of uses, and the arrangement and design of buildings and other improvements, reflect a cohesive development capable of sustaining an independent environment of continuing quality and stability;**

Comment: Pursuant to Section 27-547(d), this finding is not directly applicable, as a mix of uses is not required on the subject site that is located within a T-D-O-Z. The proposed improvements do reflect a development capable of sustaining an environment of continuing quality.

- (6) If the development is staged, each building phase is designed as a self sufficient entity, while allowing for effective integration of subsequent phases;**

Comment: No phasing is proposed.

- (7) The pedestrian system is convenient and is comprehensively designed to encourage pedestrian activity within the development;**

Comment: A standard sidewalk exists along the site's frontage on Annapolis Road (MD 450). A bike rack is also proposed near the front of the building. The applicant also proposes to improve the site frontage with a low, three-foot-tall, brick wall, which will improve the pedestrian experience along the site frontage and screen cars parking in the parking lot.

- (8) On the Detailed Site Plan, in areas of the development which are to be used for pedestrian activities or as gathering places for people, adequate attention has been paid to human scale, high quality urban design, and other amenities, such as the types and textures of materials, landscaping and screening, street furniture, and lighting (natural and artificial); and**

Comment: The DSP does not propose any places which are to be used as gathering places for people, outside of the existing sidewalk. Staff notes that the area between the front of the building and the proposed brick wall could become an attractive space for outdoor seating for the business, and would be in keeping with the principles of transit-oriented development. Prior to signature approval of the plans, staff recommends that this area be modified so that it could be used for outdoor tables or benches. The five-foot-wide sidewalk along the front of the building should be extended closer to the brick wall to provide a wider area for outdoor gathering. Details for proposed outdoor furniture should be provided.

- (9) **On a Conceptual Site Plan for property placed in the M-X-T Zone by a Sectional Map Amendment, transportation facilities that are existing; that are under construction; or for which one hundred percent (100%) of construction funds are allocated within the adopted County Capital Improvement Program, or the current State Consolidated Transportation Program, or will be provided by the applicant, will be adequate to carry anticipated traffic for the proposed development. The finding by the Council of adequate transportation facilities at the time of Conceptual Site Plan approval shall not prevent the Planning Board from later amending this finding during its review of subdivision plats.**

Comment: The subject application is a detailed site plan. This requirement is not applicable.

- (10) **On the Detailed Site Plan, if more than six (6) years have elapsed since a finding of adequacy was made at the time of rezoning through a Zoning Map Amendment, Conceptual Site Plan approval, or preliminary plat approval, whichever occurred last, the development will be adequately served within a reasonable period of time with existing or programmed public facilities shown in the adopted County Capital Improvement Program, within the current State Consolidated Transportation Program, or to be approved by the applicant.**

Comment: The site has never been subjected to a review of transportation adequacy. The “Transportation Review Guidelines, Part 1” prescribe that DSP reviews for such sites, in making the required finding in Section 27-546, consider recent traffic counts in the area or otherwise determine that the proposal is de minimus. Further information should be required of an applicant if it is determined that the site would generate more than 50 peak hour trips. In consideration of trip rates and pass-by rates provided in *Trip Generation* (Institute of Transportation Engineers), along with the small amount of additional square footage in the proposal, it is determined that the proposal is de minimus, and therefore, complies with this section.

- (11) **On a property or parcel zoned E-I-A or M-X-T and containing a minimum of two hundred fifty (250) acres, a Mixed-Use Planned Community including a combination of residential, employment, commercial and institutional uses may be approved in accordance with the provisions set forth in this Section and Section 548.**

Comment: The subject site contains 0.294 acres and is not a mixed-use planned community. Therefore, this DSP is not subject to this requirement.

- d. **Transit District Overlay Zone Submission Requirements**—The subject site is located in a T-D-O Zone. In addition to the information required by Part 3, Division 9 of the Zoning Ordinance for detailed site plans, additional information is required on plans in the T-D-O Zone per Section 27-548.08(b)(1), Contents. The subject site plan is substantially in conformance with this section; however, as required by the Zoning Ordinance, the applicant should also provide the following information:

Section 27-548.08(b)(1)

(b) Contents.

- (1) In addition to the information required by Part 3, Division 9, for Detailed Site Plans, the following additional information shall be included for Plans in the T-D-O Zone:**
 - (C) The density and floor area ratios proposed, and how they were calculated;**
 - (F) An exterior lighting plan, showing exterior lighting of all buildings, parking areas, driveways, and pedestrian ways, including the heights, number, and type of fixtures. The plan shall also show the amount of glare upon adjoining properties in terms of level of illumination (measured in foot-candles) and cut-off angle;**

Comment: A note indicating the property's floor/area ratio should be provided on the plan.

The proposed cut-off light fixtures should be positioned as to not direct glare onto adjacent properties. A note to this effect should be placed on the detailed site plan.

- e. Section 27-548.08(c) lists the required findings for approving a DSP in the T-D-O Zone as follows:

Section 27-548.08(c)(1)

(c) Required Findings.

- (1) The findings required by Section 27-285(b) shall not apply to the T-D-O Zone. Instead, the following findings shall be made by the Planning Board when approving a Detailed Site Plan in the T-D-O Zone:**

- (A) The Transit District Site Plan is in strict conformance with any mandatory requirements of the Transit District Development Plan;**

Comment: The detailed site plan is in conformance with all applicable mandatory development requirements of the TDDP.

- (B) The Transit District Site Plan is consistent with, and reflects the guidelines and criteria for development contained in, the Transit District Development Plan;**

Comment: The subject site plan is consistent with, and reflects most of the development guidelines and criteria contained in the TDDP. For those requirements that cannot be met, the applicant has requested an amendment from the Planning Board in accordance with Section

27-548.08(c)(2) of the Zoning Ordinance. See Finding 8 above for a detailed discussion on the amendment of standards and requirements.

- (C) **The Transit District Site Plan meets all of the requirements of the Transit District Overlay Zone, and applicable regulations of the underlying zones;**

Comment: With the conditions in the Recommendation Section and approval of the requested amendments, the DSP will meet this requirement.

- (D) **The location, size, and design of buildings, signs, other structures, open spaces, landscaping, pedestrian and vehicular circulation systems, and parking and loading areas maximize safety and efficiency, and are adequate to meet the purposes of the Transit District Overlay Zone;**

Comment: The detailed site plan, if amended with the conditions in the Recommendation Section, will be in compliance with this requirement.

- (E) **Each structure and use, in the manner proposed, is compatible with other structures and uses in the Transit District, and with existing and proposed adjacent development.**

Comment: The architectural elevations do not meet this requirement. Staff does not believe that the building elevations are compatible with the vision for the Transit District. Staff does not recommend approval of the architectural elevations.

9. **2010 Prince George's County Landscape Manual:** The DSP for a building addition is subject to Section 4.2, Requirements for Landscape Strips Along Streets; and Section 4.4, Screening; and Section 4.9, Sustainable Landscaping Requirements of the 2010 *Prince George's County Landscape Manual* (Landscape Manual).

- a. **Section 4.2, Requirements for Landscaped Strips along Streets**—Section 4.2 specifies that, for all nonresidential uses in any zone and for all parking lots, a landscape strip shall be provided on the property abutting all public and private streets. A Section 4.2 landscape strip is required along Annapolis Road due to an increase in the building's square footage by more than ten percent.

The landscape plan indicates the use of landscape strip Option 4, which consists of a minimum four-foot-wide planting strip with shade trees and a three-foot-tall masonry wall. The landscape plan proposes three Thornless Honey Locust trees, and a three-foot-tall brick wall along Annapolis Road (MD 450), which meets this requirement. Site plan details indicate that a wall with a brick face will be provided. Plan notes indicating that the wall is concrete masonry should be removed.

- b. **Section 4.4, Screening Requirements**—Section 4.4 requires that all dumpsters, loading spaces, and mechanical areas be screened from adjoining existing residential uses, land in any residential zone, and constructed public streets. The submitted information indicates

that a vinyl dumpster enclosure for one dumpster is proposed in the location of the existing concrete dumpster pad, and a detail of the enclosure has been provided. The color of the enclosure should be indicated on the detailed site plan. A non-white, low sheen finish for the enclosure should be indicated on the plans. No loading space is required for the building.

- c. **Section 4.9, Sustainable Landscaping Requirements**—The site is subject to Section 4.9 of the 2010 *Prince George's County Landscape Manual*, which requires that a percentage of the proposed plant materials be native plants. The required charts have been provided on the plans and indicate conformance with this section.
- 10. **Prince George's County Woodland and Wildlife Habitat Conservation Ordinance:** The project is not subject to the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site contains less than 10,000 square feet of woodland and has no previous Tree Conservation Plans. A standard letter of exemption has been issued and is valid until February 19, 2018.
- 11. **Tree Canopy Coverage Ordinance:** Subtitle 25, Division 3, the Tree Canopy Coverage Ordinance, requires a minimum percentage of tree canopy coverage (TCC) on projects that propose 1,500 square feet or greater of gross floor area or disturbance. The submitted detailed site plan indicates an area of disturbance of 1,032 square feet, and is therefore not subject to the requirements of the Tree Canopy Coverage Ordinance.
- 12. **Referral Comments:** The subject application was referred to the concerned agencies and divisions. The referral comments are summarized as follows:
 - a. **Community Planning Division**—In a memorandum dated May 6, 2013, the Community Planning Division offered the following determinations:
 - (1) This application is consistent with the 2002 Approved General Plan Development Pattern policies for the Developed Tier.
 - (2) This application is not strictly in conformance with the mixed-use recommendations of the 2010 *Approved New Carrollton Transit District Development Plan and Transit District Overlay Zoning Map Amendment*. The sector plan's vision is for infill mixed-use development to create a moderate density along Annapolis Road (MD 450). The subject application proposes a modest addition to the existing single-commercial use with a drive-through.
 - b. **Transportation Planning Section**—In a memorandum dated July 1, 2013, the Transportation Planning Section provided comment on the site plan.

The site is subject to the general requirements of site plan review, which includes attention to parking, loading, on-site circulation, etc.

- (1) The transportation staff is inclined to support the expansion of the restaurant on the subject site. It is believed that the inclusion of drive-through service although legal given that it is existing, is not suitable within the TDDP. This contention is based on the goals of the transit district, including the creation of a pedestrian-friendly environment. It is also based on the general goals of the Transit District Overlay (T-D-O) Zone given in Section 27-548.03 of the Zoning Ordinance.

Furthermore, the “Transportation Review Guidelines, Part 1” document includes a checklist to assist in the determination of excellent or successful transit-oriented development (TOD). The checklist, which is based on review of similar checklists and sets of regulations around the United States, indicates that lack (or non-provision) of drive-through facilities is a positive characteristic.

- (2) Annapolis Road (MD 450) is listed in the TDDP as an arterial roadway. No further dedication of right-of-way is required.

In summary, the Transportation Planning Section finds that the subject application does generally conform to the TDDP and other prior approved plans. It is determined that while the use is acceptable at this location, the provision of the drive-through service (a) is in conflict with the TDDP and the general goals of the T-D-O Zone, (b) is not consistent with excellent TOD, and (c) results in queuing issues affecting vehicles entering and leaving, and should be eliminated from the plan.

Comment: The drive-through service is legal, as it is existing. The applicant proposes modifications to the parking lot configuration and drive-aisles to reduce queuing conflicts. Urban Design Staff believes these revisions are acceptable.

- c. **Trails**—The trails planning staff indicated that the existing sidewalks are adequate, and provided no further comment.
- d. **Subdivision Review Section**—In a memorandum dated June 11, 2013, the Subdivision Review Section provided an analysis of the site plan as follows:
 - (1) The property is known as Lots 2 and 3, Block A, located on Tax Map 51 in Grid F-1, zoned M-X-T, and is 12,730 square feet. Lots 2 and 3 were recorded in Plat Book BB 6-27 and approved on January 21, 1938. The property is improved with a 1,515-square-foot restaurant, Dunkin’ Donuts. The applicant has submitted a detailed site plan to construct a 304-square-foot addition for a Baskin Robins, which will result in a total gross floor area of development of 1,819 square feet for the subject site.
 - (2) Section 24-111 of the Subdivision Regulations provides for exemptions from the requirement of filing a preliminary plan of subdivision for parcels with a record plat. Specifically, in this instance Parcel A is subject to Section 24-111(c)(4) which provides:
 - (c) **A final plat of subdivision approved prior to October 27, 1970, shall be resubdivided prior to the issuance of a building permit unless:**
 - (4) **The development of more than five thousand (5,000) square feet of gross floor area, which constitutes at least ten percent (10%) of the total area of the site, has been constructed pursuant to a building permit issued on or before December 31, 1991.**

Lots 2 and 3 are the subject of a record plat approved in 1938. The total site area is 12,730 square feet (Lots 2 and 3) and the existing gross floor area (GFA) on the property is 1,484 square feet or 11.65 percent of the total land area of subject

site. Based on available aerial photographs (PGAtlas) the existing development was built before 1977. The site is exempt from the requirement of filing a preliminary plan of subdivision pursuant to Section 24-111(c)(4) of the Subdivision Regulations for Lots 2 and 3 based on the existing conditions of the site.

- e. **Environmental Planning Section**—No additional referral comments were requested from the Environmental Planning Section, for the following reasons:
- (1) The project is not subject to the Woodland and Wildlife Habitat Conservation Ordinance (WCO) because the site is less than 40,000 square feet in size and has no previous Tree Conservation Plans. A standard letter of exemption has been issued and is valid until October 19, 2014.
 - (2) A Natural Resources Inventory (NRI) Equivalency Letter was issued for the site. The NRI equivalency letter is valid until February 19, 2018. No regulated environmental features exist on the site.
- f. **Historic Preservation Section**—In a memorandum dated April 5, 2013 (Moore to Fields), the Historic Preservation Section found that the subject application will have no effect on identified Historic Sites, Resources, or Districts.
- g. **Permit Review Section**—In a memorandum dated April 11, 2013 (Gallagher to Fields), the Permit Review Section stated that the New Carrollton Transit District Development Plan has a prohibited use list that can be found on page 62 of the plan. The use list strictly prohibits the drive-through or a fast-food restaurant that is not located within a shopping mall or an integrated shopping center, an office building, or a hotel. If an amendment of the use tables is not approved for the drive-through fast-food restaurant, the use will need to prove that it has been in continuous operation with no break in service.
- Comment:** The Urban Design Section met with the Legal Department regarding the above comment in the Permit Review memorandum. The TDDP's use list strictly prohibits the drive-through or a fast-food restaurant **as a new use** that is not located within a shopping mall or an integrated shopping center, an office building, or a hotel. The subject fast-food restaurant with drive-through is not a new use. It is an existing use, is permitted as an existing use, and is not nonconforming. An amendment to the use list in the TDDP is not required. A detailed site plan is required to evaluate the site plan and building expansion for conformance with the TDDP's standards.
- h. **Prince George's County Health Department**—In a memorandum dated April 6, 2013 (Wise to Fields), the Health Department stated that the Environmental Engineering Program of the Prince George's County Health Department had completed a health impact assessment review of the subject DSP and had the following recommendations:
- (1) There are 12 existing carry-out/convenience store food facilities and one market/grocery store within a 0.5 mile radius of this location. Research has found that people who live near an abundance of fast-food restaurants and convenience stores compared to grocery stores and fresh produce vendors, have a significantly higher prevalence of obesity and diabetes.

Comment: Staff understands that this comment is for informational and educational purposes only.

- (2) During the demolition/construction phases of this project, no dust should be allowed to cross over property lines and impact adjacent properties. Indicate intent to conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
- (3) During the demolition/construction phases of this project, no noise should be allowed to adversely impact activities on the adjacent properties. Indicate intent to conform to construction activity noise control requirements as specified in Subtitle 19 of the Prince George's County Code.

Comment: Plan notes should be provided that indicate the applicant intends to conform to the above recommendations provided by the Health Department.

- i. **Prince George's County Police Department**—In a memorandum dated May 10, 2013, (Schnitzenbaumer to Fields), the Prince George's County Police Department completed a review that included analysis of crime prevention through environmental design (CPTED) principles. The Police Department stated the following:

“After visiting the site and reviewing the plans there are a few CPTED related issues for recommendation at this time. I believe that the size of the lot and the amount of traffic flowing through the parking lot during peak hours causes several traffic related concerns. I have watched the traffic on site and have seen vehicles backed up onto Annapolis Road waiting for the drive through and for other vehicles to exit though the ingress/egress on the west side of the building. I recommend that the west side ingress be a designated entrance only forcing the traffic to drive around the Dunkin' Donuts and exit through the designated egress on the east side of the building.”

“In order to accommodate two lanes of traffic to the rear of the Dunkin' Donuts, I recommend removing the parking spot on the southwest corner of the building and narrowing the drive though lane in the rear. After studying the traffic flow to the rear of the Dunkin' Donuts, it appears that two large SUV's could easily pass each other without effecting traffic flow.

“To replace the previously listed parking space on the southwest corner I recommend turning the dumpster, having it face west, to allow for an additional parking space next to it.

“To assist with traffic control I would use different signage at the ingress, egress and drive through lane. At the ingress I would use a sign stating 'Entrance Only' and use two arrows painted on the ground. I would also paint the words 'Drive Through' on the lane designated for the drive through. At the two egresses' I would place an 'Exit Only' sign along with arrows painted on the ground. Also, to prevent vehicles from parking along the rear fence I would place 'No Parking' signs on the fence.

“I found one discrepancy between the site plans and the physical site. The site plan has six parking spots along the west fence of the property where in actuality there are only five parking spots. The spot closest to the rear of the fence is actually blocked by the concrete base of the light post.

“After visiting the site at night there are a few CPTED related issues for recommendation. I believe the lighting to the rear of the location is inadequate and creates a safety issue during the night time hours. Currently there is only one, inadequate light, on the southwest corner of the building to light up the drive through area. I recommend that lights, which project out and at a downward angle be placed at the top of the southwest corner, the center of the building to the rear and on the southeast corner of the building to provide sufficient lighting for the drive through and the traffic driving behind the building. I also recommend that a light attached to a pole (same as the three already in place) be placed in the far southeast corner of the property to light the area around the dumpster and the rear parking lot.”

Comment: The site plan has been revised to address each of the Police Department’s recommendations. The parking lot will be reconfigured to create one-directional traffic flow. Two additional lamp posts are also proposed at the rear of the property.

j. **The Department of Public Works and Transportation (DPW&T)**—In a referral dated April 25, 2013, DPW&T provided an evaluation of the subject proposal, summarized as follows:

- (1) The property is located on the south side of Annapolis Road (MD 450), approximately 250 feet east of its intersection with West Lanham Drive. Annapolis Road (MD 450) is a state maintained roadway; therefore, coordination with The Maryland State Highway Administration (SHA) is required.
- (2) The site development has a Stormwater Management Concept Plan, 39869-2012. The concept letter indicates that since less than 5,000 square feet of development is proposed, the site is exempt from storm water management requirements.

k. **State Highway Administration (SHA)**—In a memorandum dated June 10, 2013, SHA provided comment on the subject proposal, summarized as follows:

- (1) An access permit will be required for the proposed entrance re-configuration at the west driveway location.
- (2) The following improvements along the property frontage will generally be required by SHA:
 - The modified west entrance must have a width of at least 17 feet, delineated with appropriate pavement markings.
 - The sidewalk along the Annapolis Road (MD 450) should be five feet wide.
 - Appropriate cross slopes for the sidewalk and ADA access should be provided.

Comment: Improvements ultimately provided are subject to modification by SHA. The site plan delineates the western access point as 17 feet wide, which is consistent with SHA's request. The width of the existing sidewalk should be labeled on the plan. It appears that the existing sidewalk is at least five feet in width.

1. **Fire Department**—In comments dated April 24, 2013, the Project Coordinator with the Fire Prevention Division indicated no issues with the proposal.

RECOMMENDATION

Based upon the foregoing evaluation and analysis, the Urban Design Section recommends that the Planning Board adopt the findings of this report and APPROVE Detailed Site Plan DSP-12019, Dunkin' Donuts, subject to the following:

- A. Staff recommends APPROVAL of the alternative development district standards for:
 1. **Annapolis Road Neighborhood Standard 1:** To permit a one-story building.
 2. **Annapolis Road Neighborhood Standard 2:** To permit a build-to-line approximately 14-feet from the property line.
 3. **Annapolis Road Neighborhood Standard 3:** To permit a building coverage of approximately 13 percent of the lot, and 54 percent of the street frontage.
 4. **Annapolis Road Neighborhood Standard 5:** To permit existing surface parking lots along the side of the building.
- B. Staff recommends DISAPPROVAL of the alternative development district standards for:
 1. **Building Form and Scale, Building Façade Treatments Standard 1:** To permit prohibited building materials.
 2. **Building Form and Scale, Building Façade Treatments Standard 2:** To permit franchise architecture.
 3. **Building Form and Scale, Building Façade Treatments Standard 3:** To permit less than 70 percent store front glass.
- C. Staff recommends APPROVAL of Detailed Site Plan DSP-12019, Dunkin' Donuts, Lanham with the following conditions:
 1. Prior to certificate of approval of the detailed site plan, the following revisions shall be made, or information shall be provided:
 - a. The revisions to the westernmost access shall be defined by additional curbing, and excess asphalt shall be removed and replaced with green area, subject to modification by State Highway Administration (SHA).
 - b. Restriped parking spaces shall demonstrate adequate back-up distance on the subject property without movement into the right-of-way.

- c. The setback of the proposed building addition to the right-of-way shall be reflected on the plan.
 - d. The freestanding pylon sign shall be indicated to be removed.
 - e. The “Drive-Thru” building-mounted sign shall be eliminated from the proposal.
 - f. Details of all proposed signs that label dimensions, area, colors, and building materials shall be provided.
 - g. Indicate the project’s floor/area ratio in a plan note.
 - h. The area between the front of the building and the proposed brick wall shall be modified to include an outdoor seating area. The proposed 5-foot-wide sidewalk along the front of the building shall be extended closer to the brick wall to provide a wider area for outdoor gathering. Details for proposed outdoor furniture, such as a bench or table, and a trash receptacle shall be provided. The design of these features shall be coordinated.
 - i. Plan notes referencing a concrete masonry wall shall be removed.
 - j. Proposed full cut-off light fixtures shall be positioned as to not direct glare onto adjacent properties. A note to this effect shall be placed on the detailed site plan.
 - k. The color of the dumpster enclosure shall be indicated on the detailed site plan. A non-white, low sheen finish for the enclosure shall be indicated on the plans.
2. The following notes shall be placed on the plan:
- a. During the demolition/construction phases of the project, the project shall conform to construction activity dust control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control;
 - b. During the demolition/construction phases of the project, the project shall conform to construction activity noise control requirements as specified in the 2011 Maryland Standards and Specifications for Soil Erosion and Sediment Control.
3. The architectural elevations shall be removed in their entirety from the detailed site plan package. New architectural elevations demonstrating conformance with the standards of the TDDP shall be submitted for review and approval by the Planning Board as a revision of Detailed Site Plan DSP-12019.