

CITY OF GREEN
Planning Department Review
DESIGN REVIEW BOARD

June 3, 2026

Item 26-22

Dairy Queen

(J. Drummond, David Pelligra & Architects, Inc.)

Location: 4015 Massillon Road

Site Plan Review

Zoning: PD

PLANNING DEPARTMENT

The applicant is requesting Design Review Board consideration for the construction of a new Dairy Queen Grill & Chill at 4015 Massillon Road. The proposal includes a new restaurant with drive-through service, patio space, parking, site circulation, landscaping, lighting, stormwater facilities, and related site improvements on a 1.47-acre site within the Planned Development area along Massillon Road.

The building design appears generally appropriate for the site. The elevations indicate a masonry-dominant exterior with EIFS used as a secondary material. The main customer entrance appears oriented toward the street, and the parapet appears to screen rooftop mechanical equipment from view. Overall, the architecture appears consistent with the intent of the City's design standards.

The plan indicates 35 parking spaces, including accessible spaces, where 34 spaces appear to be required based on the restaurant parking standard. The drive-through layout also appears to provide the required stacking. Staff does note that the entrance throat and front circulation area remain compact, particularly where parking movements, pedestrian crossings, and drive-through activity occur near one another. The submitted truck-turning study shows that a large truck can physically move through the site, although the maneuver remains tight. Staff had raised concerns regarding the design vehicle, delivery and refuse movements, and the consistency of the building area shown on the plans. The applicant has since indicated that the WB-50 is the controlling truck for the site and has responded to the prior staff concerns regarding these operational items.

The site includes pedestrian improvements and ADA-accessible routes. Staff had also raised concerns with the relationship between the decorative sitting area, the recreation space, and the pedestrian connection near the east side of the site. In response, the applicant proposed relocating the designated pedestrian connection so that it aligns with the front patio rather than crossing the drive-through lane, citing safety and drive-through queue concerns. The applicant also proposed a concrete connection area with benches and additional landscaping between the circular patio/green space area and the drive-through lane. Staff finds this to be an improvement to the pedestrian relationship between the building, patio, and open space. Staff also understands that the entrance throat dimension will be revised as needed. Staff had also asked for clarification regarding the intended function of the recreation area. Based on the applicant's response and revised layout, the earlier access concern appears to have been addressed. Even so, staff recommends some form of low-profile edge treatment or landscape buffer in this area, such as evergreen plantings, shrubs, or similar features, to provide clearer separation from nearby vehicular movement and improve safety.

The landscape plan is generally well developed and provides foundation planting, perimeter landscaping, parking lot islands, and plantings near the sign and patio areas. However, the submitted schedule still appears to include several shrubs at 24 inches in height or 24- to 36-inch size ranges, while shrubs and hedges used to satisfy the minimum landscape requirements are to be at least 36 inches in height at the

time of planting. Staff also notes that the plan includes a note indicating landscaping between the street and parking area may be “3' to 5' high,” while the code requires such landscaping to be a minimum of 3.5 feet in height and arranged to obscure at least 50% of the parking area. In addition, while the plan appears likely to satisfy the required 5% interior landscaped area for parking lots of 20 or more spaces, the submittal should include a simple tabulation confirming the amount required and the amount provided. The lighting package includes a photometric plan and fixture information and appears generally responsive to the City’s requirements. Final acceptability of lighting levels, property-line spill, and lighting uniformity remains subject to staff review.

Signage remains an open item. The architectural package shows signage for reference, but a separate sign submission and zoning review will still be required. The Board may consider the general relationship of signage to the building and site, but the freestanding sign, wall signs, directional signs, illumination, setbacks, and related sign details should not be considered fully resolved through this review.

Overall, the proposal includes site and building improvements that generally support the intended commercial use. The architecture appears consistent with the City’s design standards. The main remaining items for the Board’s consideration are front-site circulation, final landscape compliance, lighting review, signage, and the treatment of the recreation area edge.

DESIGN REVIEW BOARD

ENGINEERING

No comments requested.

FIRE

A Knox Box will need to be installed.

ZONING

STAFF RECOMMENDATION

Staff notes that the site remains compact, especially where parking, drive-through circulation, pedestrian movement, and truck access occur near one another. The Board should consider whether the overall site design will function well under normal operating conditions.

In particular, Staff would also recommend the following:

- 1. Clearly dimension the Massillon Road / PD entrance throat and revise as needed to ensure that the entrance width does not exceed the maximum width permitted by code.*
- 2. Provide a low-profile buffer or edge treatment around the recreation area, such as evergreen plantings, shrubs, or similar landscaping, to improve separation and safety.*
- 3. Revise the landscape plan so that all shrubs counted toward the required landscaping are minimum 36 inches in height at planting.*
- 4. Revise the street-edge landscaping note so that required landscaping between the street and visible parking areas is shown at a minimum height of 3.5 feet, consistent with code.*
- 5. Provide a tabulation confirming compliance with the minimum 5% interior landscaped area requirement for the parking lot.*
- 6. Submit all proposed signage under a separate sign review and zoning permit process*