Seiss Custom Woodworking and Tile

SP-14-09, AP #14706, FRO #14709, APFO #14708, SWM #14707

Site Development Plan Approval

The Applicant is requesting Site Development Plan approval for a custom cabinetry shop with associated commercial sales on a single 1.76-acre lot.

ADDRESS/LOCATION: Northwest quadrant of the intersection of Franklinville Road and North Franklinville Road near its intersection with US 15, north of Thurmont

TAX MAP/PARCEL: Tax Map 19, Parcel 280
COMP. PLAN: General Commercial (GC)
ZONING: General Commercial (GC)
PLANNING REGION: Thurmont
WATER/SEWER: No Planned Service (NPS)

APPLICANT/REPRESENTATIVES:

APPLICANT: Brad Seiss
OWNER: - same -
ENGINEER/PLANNER: B&R Design Group

STAFF: Denis Superczynski

RECOMMENDATION: Conditional Approval

ATTACHMENTS:
Exhibit 1 - Site Plan Rendering
Exhibit 2 - Loading Space Modification Request
The Applicant is requesting Site Development Plan approval for a custom woodworking shop with associated commercial retail sales to be developed in two phases (4,800 s.f.-Phase 1; 3,000 s.f.-Phase 2) within a single structure. The Site is located on a 1.762-acre lot located in the village of Franklinville, north of Thurmont near US 15. The proposed use is being reviewed as “Carpentry” under the heading of Commercial Business and Personal Services, per Section 1-19-5.310 (Use Table) in the Zoning Ordinance. The proposed use is a principal permitted use in the General Commercial Zoning District subject to Site development plan approval. The proposed building will face North Franklinville Road (Phase 1 store front) and Franklinville Road (Phase 2 store front) at the intersection of these two public roadways, though vehicular access will be provided via a driveway onto Franklinville Road only.

All proposed uses will occur in a new structure since the existing parcel is now vacant, rough-graded, undeveloped land.

The Applicant is seeking approval for both phases of the development though only the first phase – the custom woodworking shop – is planned for immediate construction. Phase 2 will constitute either a second, complementary permitted Commercial Business and Personal Services – Carpentry, electrical, plumbing, welding, printing, upholstering use, or an expansion of the Phase 1 woodworking operation.
Development History

This parcel was originally zoned A-1 in 1959 – prior to the dualization of US 15 and shortly after North Franklinville Road ceased to be designated as this north-south highway - and received General Commercial (GC) zoning in the 1980’s with the development of the re-routed southern terminus of Franklinville Road. The property has maintained this zoning since that time.

A portion of the property housed the northern portion of the Franklinville Tourist Camp which provided cabins, gasoline, and a lunch room to early motorists travelling through northern Frederick County.

The Applicant’s property lies within the Town of Thurmont’s Community Growth Area (adopted December 2010) and is planned for annexation into the municipality within the next twenty years. The County’s Comprehensive Plan does not reflect the extension of the municipal growth area to this Site. Thurmont’s Comprehensive Plan land use mapping designates the property as ‘General Commercial’ and is consistent with the County land use designation and zoning.

Existing Site Characteristics

The Site is currently vacant and mostly cleared of vegetation. A dirt/gravel area in the center of the Site provided an area in the past for the display and sale of sheds. The parcel is located at the intersection of North Franklinville Road (old US 15) and Franklinville Road very close to the former at-grade intersection with the current US 15.

Existing land uses surrounding the Site represent a mix of older and newer uses. Directly across Franklinville Road, south of the Site, is the Gateway shopping center with three retail stores. West of
the Site, are single-family homes comprising most of the remaining village of Franklinville. North and immediately adjacent to the Site, is a 2.25-acre parcel that was zoned Limited Industrial (LI) in 2012. A commercial business operates from the property (construction/landscaping material stockpiling). East of the Site the US 15 corridor separates the subject Site from the more rural areas north of Thurmont.

The FEMA 100-Year floodplain along with its 25' buffer is located at the farsouthwestern corner of the Site. Flooding soils and an associated 25' buffer further extend the environmental constraints into this undeveloped portion of the parcel. Some landscaping – four street trees and several plantings proposed as vegetative screening of the adjacent residential property – are also shown as occurring in this environmentally-constrained area of the Site.
The Site of this proposed custom woodworking shop is located in the General Commercial, GC zoning district and must comply with the general Site Plan Review criteria (Section 1-19-3.300.4).

Key issues related to the proposed Site Plan include:
- Building orientation, massing, and general site design
- Adequacy of proposed improvements for both phases of the project
- Maximizing the efficiency and clarity of the internal circulation on the Site
- Providing adequate vegetative screening and street tree plantings
- Allowing for signage compliance for Phase 2 if user is not an expansion of Seiss Custom Woodworking
- Modification to permit reduced size of second loading space

Staff worked with the Applicant to identify any issues that would complicate the eventual expansion of the structure. In keeping with the wishes of the Applicant, the proposed Site Plan allows for either an expansion of the primary use (custom woodworking shop) or the development of a second Commercial Business and Personal Services – carpentry, electrical, plumbing, welding, printing, upholstering user in the expanded (Phase 2) structure. The Applicant – if granted Site Development Plan approval for this proposal – will not be required to seek further approvals from the Planning Commission or development review staff unless there is a change proposed for the Site or structure, or the proposed use is not one covered under the previously mentioned land use category.

Site Development Plan Approval shall be based upon the criteria found in Section 1-19-3.300.4 Site Plan Review Approval Criteria of the Frederick County Zoning Ordinance.

Site Development, Section 1-19-3.300.4 (A): Existing and anticipated surrounding land uses have been adequately considered in the design of the development and negative impacts have been minimized through such means as building placement or scale, landscaping, or screening, and an evaluation of lighting.

Findings/Conclusions

1. **Dimensional Requirements/Bulk Standards, Section 1-19-6.100**: In the General Commercial Zoning District, setback requirements, lot dimension requirements, and maximum height limitations for the proposed uses are provided in Section 1-19-6.100 (Design Requirements For Specific Districts). In the GC District, the required front yard for commercial uses is 25 feet; the side yard is 8 feet; and, rear yard is 25 feet. The Site is considered a corner lot which per Section 1-19-6.140(C) of the Zoning Ordinance requires no rear yard. Therefore the setbacks of 8’, 8’, and 25’ as shown on the proposed plan meet the requirements of the Code. The Applicant has reflected building restriction lines consistent with the required setbacks. The building planned for the Site is illustrated at a proposed height of 18.5 feet and will not exceed the maximum height standard of 60 feet in this district.

The design of the proposed shop allows for one public entrance on the front of the building facing North Franklinville Road, and two overhead doors for loading/unloading on the facade facing Franklinville Road. A separate entrance may be added to the façade of the building facing Franklinville Road if the Phase 2 expansion results in the development of a second
user. A second (small) loading space is provided in front of the Phase 2 section to allow for the future use to have access to its own loading area. If Phase 2 includes an associated retail component, the Applicant must provide one ADA-compliant parking space as well as a hard-surfaced path between the parking space and the entrance door to the business.

The minimum lot area required in the GC District is 12,000 s.f. and is exceeded by this project (1.762 acres). Required lot width is established at 100 feet and is exceeded as well by this proposal. Staff finds the proposed setback and height dimensions to be consistent with those permitted in the Zoning Ordinance.

| Minimum Front yard setback (GC): | 25 ft |
| Proposed Front yard building location: | 176 ft (North Franklinville Road) |
| Minimum Front yard setback (GC): | 25 ft |
| Proposed Front yard building location: | 62 ft (Franklinville Road) |
| Minimum Side yard setback (GC): | 8 ft |
| Proposed side yard building location: | 8 ft |
| Maximum Building Height (GC): | 60 ft. |
| Proposed Building Height: | 18.5 ft. |

The Applicant has included all of the required setbacks within the GC zoning district in Note 10 of the plan. However, due to the fact that this is a corner lot (a lot located at the intersection of two or more streets), the rear setback is not applicable and should be removed from the plan.

2. **Signage, Section 1-19-6.300**: Signage proposed must comply with Zoning Ordinance Sections 1-19-6.300 through 1-19-6.340. The proposed signage plan identifies and distributes site signage based upon the following calculation:

<table>
<thead>
<tr>
<th>Phase 1 (146 ft. frontage)</th>
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<tr>
<td>Maximum Signage Area Permitted:</td>
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<td>Signage Area identified on Site Plan:</td>
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<th>Phase 2 (60 ft. frontage)</th>
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<tr>
<td>Maximum Signage Area Permitted:</td>
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<td>Signage Area identified on Site Plan:</td>
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Calculated @ 10 x Square Root of the Total Building Frontage.

Based on a calculation of permitted signage for a structure with 206 feet of frontage, combined signage for the Site is limited to 143.5 square feet of sign area. If a second user expands the current structure consistent with this approved Site Plan, the signage allotted to that use shall be no more than the remaining sign area after accounting for the signage of the Phase 1 user.

One freestanding sign is proposed to face the intersection of Franklinville and North Franklinville Roads as shown. Its height shall not exceed 25 feet. The location of the sign meets the setback for signs of ½ the 25’ front yard setback for the GC district.

The signage plan submitted as part of the Site Development Plan does not accurately reflect
the requirements of the Zoning Ordinance for signs in the GC Zoning District for the proposed use (Commercial) per Section 1-19-6.320(7). All signage-related Site Plan notes and calculations shall reflect a maximum of 143.5 sq. ft. of signage area for the entirety of the project, including both Phases 1 and 2. Phase I shall be limited to 121 square feet of signage.

3. **Landscaping, Section 1-19-6.400:** The Applicant has submitted a landscape plan in accordance with Zoning Ordinance Section 1-19-6.400. Landscaped screening of parking areas is generally sufficient as shown. However, Section 1-19-6.400(C) requires that the plantings be capable of providing a minimum 30-inch high vegetative screen at the time of planting. The planting table (Plant List) provided on Sheet 3 indicates that the Inkberry may not meet this initial requirement.

Street tree plantings required by the Zoning Ordinance are sufficient as proposed. A total of sixteen (16) street trees are required in the Ordinance and the Applicant is proposing to plant sixteen red maple trees to fulfill the requirement for a site with 568 feet of frontage.

Section 1-19-6.400(D) of the Zoning Ordinance requires that tree canopy providing shade to parking areas cover no less than 20% of that surface. The Applicant meets this standard with a proposed canopy cover of 53% on the east side of the structure and 32% on the building’s south side parking areas.

4. **Lighting, Section 1-19-6.500:** The Applicant has provided a lighting plan in accordance with Zoning Ordinance Section 1-19-6.500. Multiple building-mounted lamps and one pole-mounted lamp are provided on site as shown on the lighting plan. Section 1-19-6.500 of the Zoning Ordinance provides that pole and building mounted lighting shall not exceed a maximum height of 18’ for commercial uses. The plan meets the standards in the Zoning Ordinance for the height of the pole-mounted light and the illumination levels at all property boundaries.

**Conditions:** The Applicant shall correctly reflect permitted signage for the Site on the Plan.

*Transportation and Parking, Section 1-19-3.300.4 (B): The transportation system and parking areas are adequate to serve the proposed use in addition to existing uses by providing safe and efficient circulation, and design consideration that maximizes connections with surrounding land uses and accommodates public transit facilities. Evaluation factors include: on-street parking impacts, off-street parking and loading design, access location and design, vehicular, bicycle, and pedestrian circulation and safety, and existing or planned transit facilities.*

**Findings/Conclusions**

1. **Access/Circulation:** The Applicant proposes to construct an entrance onto Franklinville Road to serve both phases of this project. The layout is straightforward and provides paved circulation and parking areas on the eastern side of the Site to serve Phase 1 of the project. A gravel area is proposed to serve the loading/unloading area of the structure along its southern face. All proposed drive aisles are sufficiently wide to provide for emergency vehicle access. If, at Phase 2, a second user occupies the expanded structure, the Applicant must provide for an ADA-compliant paved parking space including accessible surfacing between that space and the door of the building.
2. **Connectivity, Section 1-19-6.220 (F):** The Site, as planned, will be well connected to the local road network as well as to the adjacent commercial development through the placement and orientation of the access drive directly across from the driveway serving the Gateway shopping center. North Franklinville Road provides direct, full-movement, at-grade access to US 15. Vehicles can access MD 550 (Sabillasville Road) via Franklinville and Kelbaugh Roads. Direct connection to adjacent sites is not provided or prudent considering the residential and industrial nature of the adjacent uses.

3. **Public Transit:** This Site is not served by any current County or regional transit service.

4. **Vehicle Parking and Loading, Section 1-19-6.200 through 1-19-6.220:** Pursuant to Section 1-19-6.220 of the Zoning Ordinance, parking space requirements for the proposed land use are as follows:

   Phases 1 & 2 (Retail store)
   
   **Total Required:** 16 spaces (1 space per 250 sf of floor area excluding storage)

   - **Phase 1**
     - Retail/restrooms/hallway: 1,652 s.f.
     - Storage/carpentry shop: 3,148 s.f.
     - Phase 1 Required: 7 spaces
     - Phase 1 Provided: 11 total spaces
     - Loading Space (Phase 1): 1 large space required; 1 large space provided

   - **Phase 2**
     - Retail: 2,100 s.f.
     - Storage: 900 s.f.
     - Phase 2 Required: 9 spaces
     - Phase 2 Provided: 5 spaces (11 spaces provided at Phase 1)
     - Loading Space (Phase 2): 1 large space required; 1 small space provided

   The Applicant is requesting a modification of Section 1-19-6.210(B) to allow for a slight reduction in loading space requirements from two (2) large spaces to one (1) large - at Phase 1 - and an additional one (1) small space at Phase 2. Staff is comfortable with the approval of this modification.

   The Applicant is proposing to construct, at Phase 1, enough hard-surfaced parking spaces to exceed the requirement for that portion of the development. Any unpaved parking spaces developed at Phase 2 shall require the installation of wheel stops to more clearly define these spaces.

   Development of a separate user space at Phase 2 would require the provision of an ADA-compliant parking space and access point near the entrance to that use. A note shall be added to the plan to reflect this requirement.

5. **Bicycle Parking:** The Zoning Ordinance requires bicycle parking to be provided for buildings 5,000 s.f. in size or greater at a rate of one bicycle rack per 20 vehicle parking spaces. Each rack must accommodate two parked bicycles. The bike racks are generally located in well-illuminated, hard-surfaced areas within close proximity to front entrances. Bicycle parking
must conform to the Frederick County Bicycle Parking Design Guide. The Applicant is proposing one rack (2 bike spaces), a number that meets the County requirement normally applied based on the required 16 vehicle parking spaces. Staff finds the number of proposed bicycle parking spaces to be sufficient for this proposed use. However, the proposed Plan needs to be updated to include details and a note reflecting conformance to the Bicycle Parking Design Guide.

6. **Pedestrian Circulation and Safety, Section 1-19-6.220**: Pedestrian access to and from the Site is severely limited. However, the Applicant has provided an opportunity for pedestrian access from the adjacent Gateway shopping center through the alignment of the proposed driveway directly across from the existing drive. A 4’ wide hard-surfaced walkway is provided around the perimeter of the structure.

**Conditions:** The Applicant has included a request for modification of the loading space requirement to permit one large and one small loading space in lieu of the two required large loading spaces. The Applicant shall provide ADA-compliant parking and access for a separate Phase 2 user of the expanded structure. The Applicant shall illustrate the use of wheel stops for all unpaved parking spaces developed in Phase 2 of the project.

**Public Utilities, Section 1-19-3.300.4(C):** Where the proposed development will be served by publicly owned community water and sewer, the facilities shall be adequate to serve the proposed development.

**Findings/Conclusions**

1. **Public Water and Sewer Service:** The Site is classified NPS, No Planned Service for public water and sewer. The Site is to be served by an on-site well and septic system.

**Natural Features, Section 1-19-3.300.4(D):** Natural features of the site have been evaluated and to the greatest extent practical maintained in a natural state and incorporated into the design of the development. Evaluation factors include topography, vegetation, sensitive resources, and natural hazards.

**Findings/Conclusions**

1. **Topography:** Lot 5 generally consists of a mostly flat and cleared, construction-ready site, constrained only on its southwestern corner by FEMA floodplain and flooding soils. No disturbance associated with construction is planned for this portion of the Site. The proposed Site Plan will maintain the general grade of the existing lot.

2. **Vegetation:** The Applicant is proposing to maintain existing boundary trees located on the northern and western boundaries of the Site.

3. **Natural Hazards:** Based on flooding soils and FEMA floodplain mapping these features are located on the southwestern corner of the Site.

The proposed development of this Site will not negatively impact these resources.
**Common Areas, Section 1-19-3.300.4(E):** If the plan of development includes common areas and/or facilities, the Planning Commission as a condition of approval may review the ownership, use, and maintenance of such lands or property to ensure the preservation of such area, property, and facilities for their intended purposes.

**Findings/Conclusions**

1. **Proposed Common Area:** No common areas are required or proposed for this Site Plan.

**Other Applicable Regulations**

**Stormwater Management – Chapter 1-15.2:** Storm water management (SWM) shall be designed in accordance with the 2009 Maryland Storm Water Design Manual, including all revisions and all supplements. A SWM concept plan has been submitted and approved by staff. (SWM# 14707)

**APFO – Chapter 1-20:**

1. **Schools** – Schools are not impacted because the proposed development is a non-residential use.

2. **Water/Sewer** – The Site is to be served by on-site well and septic facilities. The property may be served by public water and sewer in future years if the parcel is annexed into the Town of Thurmont.

3. **Roads** – This project would generate less than 50 new trips and there are no existing road escrow accounts in the area, therefore it is exempt from the APFO.

**Forest Resource Ordinance (FRO) – Chapter 1-21:** This Site is subject to FRO. The Applicant has submitted a Forest Conservation Plan, which has been conditionally approved. The Site does not contain any forest or specimen trees. The Applicant shall meet the FRO requirements through the purchase of forest banking credits. The FRO mitigation (0.26 acres of NEW forest credit OR 0.52 acres of Existing forest credit) must be provided prior to applying for grading permits or building permits, whichever is applied for first.

**Historic Preservation – Chapter 1-23:** The Subject Site is located in the village of Franklinville though very little of the 19th-century settlement remains intact including the road network and public buildings. The proposed structure will face old US 15 (North Franklinville Road) which pre-dates the realignment and dualization of the highway in the 1950’s. The Site is situated along the Catoctin Mountain Scenic Byway (part of the Journey Through Hallowed Ground National Scenic Byway). Visual impacts to the corridor are minimal and will be well screened with vegetation within 5-10 years. No adverse impacts to historic resources on or near the property are anticipated as a result of this development proposal.
Summary of Agency Comments

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<td>Development Review Planning:</td>
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<td>State Highway Administration (SHA):</td>
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<td>Office of Life Safety</td>
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<td>APFO</td>
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**RECOMMENDATION**

Staff has no objection to Conditional Approval of the Site Development Plan subject to the conditions and modifications noted below. If the Planning Commission conditionally approves the Site Plan, the plan is valid for a period of three (3) years, or until November 12, 2017.

Based upon the findings and conclusions as presented in this staff report, the application meets or will meet all applicable zoning, APFO, and FRO requirements once the following conditions are met:

1. Address all agency comments as the plan proceeds through to completion.

2. In order for any land use other than a Commercial Business and Personal Services – carpentry, electrical, plumbing, welding, printing, upholstering to occupy Phase 2 of the expanded structure additional Site Development Plan review shall be required including an amended site plan when deemed necessary by Staff.

3. The Applicant shall add a note to the plan that states the following: If a second Commercial Business and Personal Services – carpentry, electrical, plumbing, welding, printing, upholstering user occupies Phase 2 of the expanded structure, the Applicant must provide, to the satisfaction of the Office of Life Safety, ADA-compliant parking and accessible routes to serve that portion of the structure. The Applicant shall illustrate the use of wheel stops for all unpaved parking spaces developed in Phase 2 of the project.
4. The Applicant shall amend Note 21 and sign detail notes to correctly reflect a maximum permitted signage of 143.5 square feet for both Phase 1 and 2 of the Site Plan. Phase I shall be limited to a total of 121 square feet of the total signage allotment.

5. Prior to final Site Development Plan approval the Applicant shall amend the plan to add a note that states the following: Bicycle parking shall be provided in conformance with the Frederick County Bicycle Parking Design Guide. In addition, the Applicant shall amend the plan to provide bicycle parking details in conformance with the Design Guide.

6. Prior to final Site Development Plan approval the Applicant shall amend the Plant Schedule on the plan to indicate that shrub specimens, planted as parking area screening, are at least 30” in height at time of planting.

7. Planning Commission approval of the requested modification of the loading space requirements to allow one (1) large space and (1) small space in lieu of the required two (2) large spaces.

8. The FRO mitigation (0.26 acres of NEW forest credit OR 0.52 acres of Existing forest credit) must be provided prior to applying for grading permits or building permits, whichever is applied for first.

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**PLANNING COMMISSION ACTION**

**MOTION TO APPROVE WITH CONDITIONS**

I move that the Planning Commission **APPROVE** Site Development Plan SP-14-09 (AP #14706, FRO 14709, APFO 14708, SWM 14707) with conditions and modifications as listed in the staff report for the proposed Seiss Custom Woodworking, based on the findings and conclusions of the staff report and the testimony, exhibits, and documentary evidence produced at the public meeting.
September 30, 2014

Frederick County Department of Planning & Development Review
30 North Market Street
Frederick, MD  21701

Attn: Planning Commission Members

Subject: Seiss Custom Woodworking and Tile - Site Plan
Situated at 7540 Franklinville Rd., Thurmont, MD
FCPZ File #SP14-09; A/P #14706

Dear Commission Members:

On behalf of Brad and Amber Seiss, the owners of the subject property, we hereby request a modification of loading space requirements for the proposed development.

Per section 1-19-6.210 (B) of the Frederick County Zoning Ordinance, single user retail uses over 5,000 sq. ft. require 1 large loading space plus 1 additional large loading space for each additional 10,000 sq. ft. or part thereof over 5,000 sq. ft. The proposed building is 7,800 sq-ft, which requires 2 large loading spaces.

Our modification request is to allow the owners to provide 1 large loading space and 1 small loading space for the proposed use. Justification for this request is that the proposed use will not necessitate 2 large loading spaces at the same time. Deliveries are very infrequent, and are scheduled for specific times. The single large loading space provided is more than adequate for any delivery vehicle up to semi-trailer size, and the additional small loading space will accommodate other vehicles should the rare unexpected event occur that 2 delivery vehicles arrive at the same time.

Thank you for your consideration of this modification request.

Respectfully,
B&R Design Group

[Signature]

Rick Curry