



FREDERICK COUNTY PLANNING COMMISSION
October 10, 2018

TITLE: Love My Carwash
Lot 1RB, Harding Farm

FILE NUMBER: SP-97-23, AP#18579

REQUEST: Site Development Plan Approval
The Applicant is requesting Site Plan approval to develop a 5,740 SF carwash on a 1.01 acre site zoned General Commercial (GC).

PROJECT INFORMATION:

ADDRESS/LOCATION: Lot 1RB2, 5440 Urbana Pike. Located at the intersection of Spectrum and Holiday Drives.
TAX MAP/PARCEL: Tax Map 77, Parcel 185
COMP. PLAN: General Commercial (GC)
ZONING: General Commercial (GC)
PLANNING REGION: Frederick
WATER/SEWER: W-1/S-1

APPLICANT/REPRESENTATIVES:

APPLICANT: Robert Haddad, Love My Carwash
OWNER: Magnus South Parcel LLC
ENGINEER: Harris, Smariga and Assoc.
ARCHITECT: N/A
ATTORNEY: N/A

STAFF: Jerry Muir, Principal Planner I

RECOMMENDATION:

Conditional Approval

ATTACHMENTS:
Exhibit 1 – Rendered Site Plan

STAFF REPORT

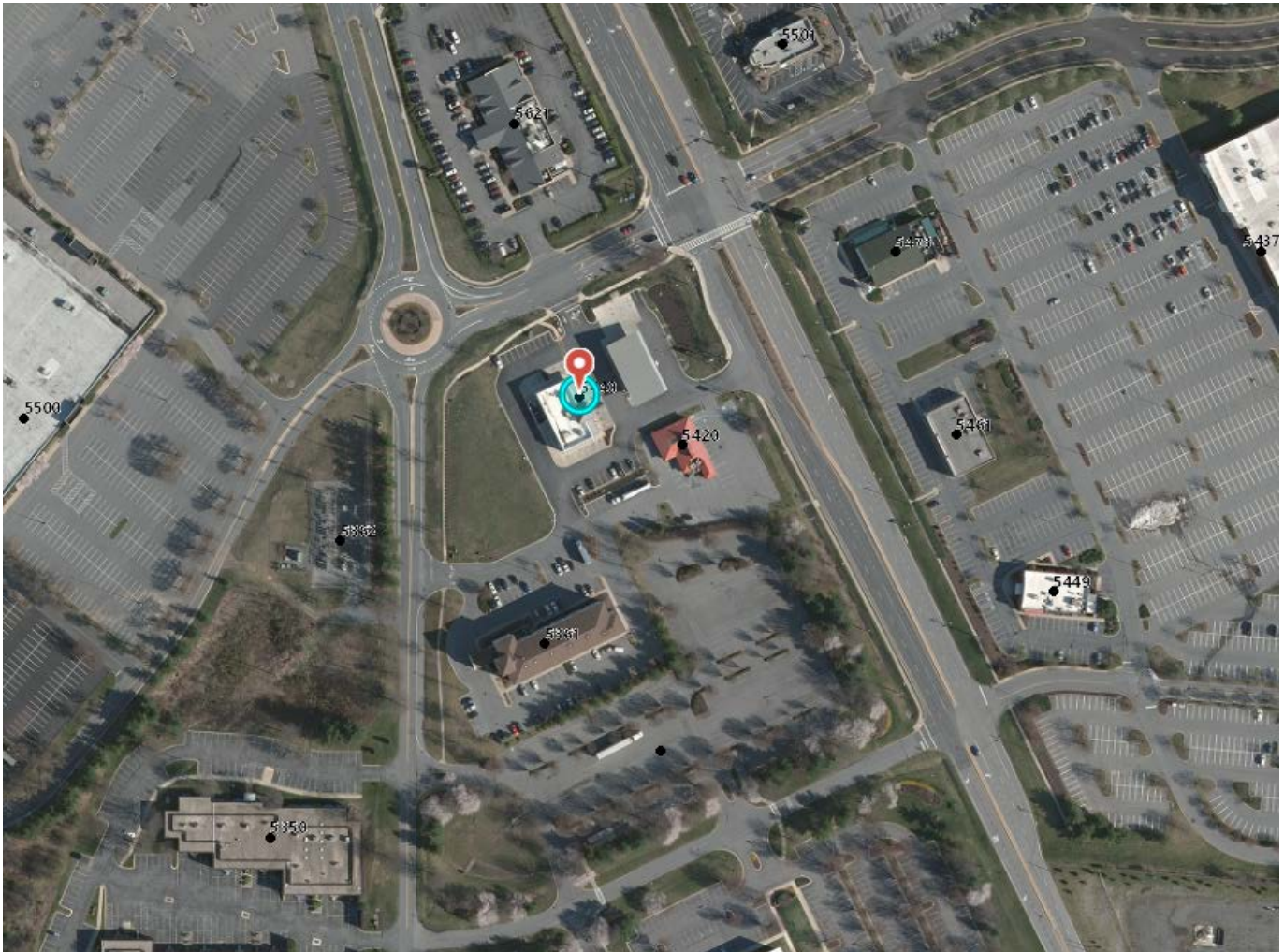
ISSUE

The Applicant is requesting Site Plan approval to establish a 5,740 SF carwash and detailing building at a newly created lot on the corner of Spectrum Drive and Holiday Drive. The proposed use is being reviewed as a carwash under automobile and related services per §1-19-5.310 (Use Table) of the Zoning Ordinance. It is a principal permitted use in the General Commercial (GC) Zoning District subject to site development plan approval.

The proposed development consists of a single building and associated parking for employees and vacuum stations. Stacking lanes for vehicles are provided.

The site provides a single commercial entrance on Spectrum Drive and will also utilize the Holiday Drive entrance for the existing Wawa via an existing access easement for the sites.

Figure 1: Site Vicinity Map – Aerial Image



BACKGROUND

Development History: The site has been platted and replatted at various times as part of the Harding Farm subdivision. In the late nineties it was developed with two restaurants occupying the parcel. In 2012 the restaurants were removed and the current Wawa was approved and constructed. Wawa had considered building a carwash on this site but never acted upon the proposal.

Existing Site Characteristics: The site is a relatively flat with minimal vegetation.

Surrounding Land Uses: The site is bordered on three sides by public roads; Urbana Pike (MD 355) to the east, Holiday Drive to the north, and Spectrum Drive to the west. The Pizza Hut (currently unoccupied) and Sleep Inn buildings are situated to the south of the site.

ANALYSIS

Summary of Development Standards Findings and Conclusions

The site is suited to the proposed use but does present some access challenges regarding circulation and stacking.

The site plan meets all dimensional and bulk standards, parking, lighting, and landscape requirements

Detailed Analysis of Findings and Conclusions

Site Development Plan Approval shall be granted based upon the criteria found in §1-19-3.300.4 Site Plan Review Approval Criteria of the Frederick County zoning ordinance.

Site Development §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. Anticipated surrounding uses shall be determined based upon existing zoning and land use designations.

Findings/Conclusions

- 1. **Dimensional Requirements/Bulk Standards §1-19-6.100:** The proposed Site Development Plan adheres to the lot dimensions required for an automobile related service use in the General Commercial zone as established in Section 1-19-6.100.

The proposed setbacks for the facility are the following:

	<u>Required</u>	<u>Proposed</u>
Minimum Lot Area	12, 000 sf	44,041 sf
Minimum Lot Width	100'	283+'
Front Yard	25'	53'
Side Yard	8'	24'
Rear Yard	NA	
Max Building Height	60'	24'

- 2. **Signage §1-19-6.300:** Per the zoning ordinance the maximum signage allowed for business identification in the GC zoning district is calculated based upon the following formula:

10 x the square root of the building frontage. The plan shows 120 feet of frontage on Spectrum Drive and 66.5 feet of frontage on Holiday Drive, totaling 136.5 square feet of signage allowed. The Applicant proposes one free standing sign of approximately 63 SF and additional signage on

the building. The free standing sign is allowed a maximum height of 25' and a minimum setback of 12.5 feet. Applicant proposes a height of 11' and a setback of 13.4; which are in compliance with the Zoning Ordinance. **The location and details of the building mounted signage must be added to the site plan prior to final approval.**

3. Landscaping & Screening §1-19-6.400

The proposed on-site landscaping is in conformance with the zoning requirements. The planting area is constrained by a number of utility easements but the on-site landscaping is adequate and in conformance with the Zoning Ordinance, consisting largely of native species. Parking area canopy coverage is in conformance with the Zoning Ordinance.

A total of nine street trees are required (eight on Spectrum Drive and one on Holiday Drive). Three existing street trees on Spectrum Drive will be retained and five additional trees planted. One new street tree will be planted on Holiday Drive.

- 4. Lighting §1-19-6.500:** The Applicant proposes to retain three existing fourteen foot tall light poles along the Wawa west drive aisle. The rest of the site lighting will be provided by building mounted lights. The photometrics are in conformance with the Ordinance requirements. Light does not exceed 0.50 foot candles at the property line.

Transportation and Parking §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 & Pedestrian Circulation and Safety §1-19-6.220 (G):** The site will gain direct access from Spectrum Drive via a common access easement that is shared with the Sleep Inn and former Pizza Hut. Lot 1RA (Wawa) also has access through this common easement. The site has indirect access with Holiday Drive and southbound MD 355 through the Wawa site.

A private easement recorded in L.6908 F397 provides the right to adjust and modify the internal circulation access and for cross parking between lot owners as required by site development. There is no reference to this document on this plan. The recording reference needs to be noted on the plan.

Page 2 of the Site Plan includes graphics for entrance design and vehicle stacking, which illustrates that seven vehicles can be stacked from the carwash entrance to the carwash itself, and another potential eleven vehicles may be stacked in a striped stacking lane running along the east side of the lot. There is an existing access agreement allowing joint use of the drive aisles and entrances on site. There were discussions regarding maneuvering into the stacking lane from the Spectrum Drive entrance but it appears there is sufficient opportunity to navigate the parking areas and safely join the end of the queue. There are existing sidewalks on the two access streets. The site proposes only a right in and right out entrance to the adjacent driveway that accesses Spectrum Drive.

Connectivity §1-19-6.220 (F): The proposed carwash and the existing Wawa, Sleep Inn, and former Pizza Hut are well connected via shared access easements.

- 2. Public Transit:** The site has excellent accessibility to the #10 Mall to Mall Connector and the #20

FSK Mall Connector, both operating along Spectrum Drive and running 6 days a week.

3. **Vehicle Parking §1-19-6.220:** Parking standards are established for *Automobile and Related Services* in the Zoning Ordinance with the requirements as follows:

Parking spaces required: 2 spaces per service bay, plus 1.5 spaces per each employee. **The parking note on the plan is incorrect and must be changed to reflect the Zoning Ordinance requirement.**

Staff notes that the conveyor type carwash system does not constitute a service bay as contemplated by the Zoning Ordinance. The carwash has a single bay, which operates as a conveyor system. Once the vehicle exits the carwash the customer has the option of entering the detail bay, or pulling into one of the six vacuum spaces.

The use proposes six employees, which requires 9 parking spaces. Only 3 employee parking spaces are shown on the plan.

The applicant has discussed using the adjacent parking to the rear of Wawa to provide the additional six spaces as allowed under the terms of the aforementioned cross access and parking easement (L.6908 F.397). Staff has no objection to this as there is a surplus of parking spaces on the Wawa lot as shown below:

	Req.	Provided	Excess
WAWA	4,670 / 250 = 19	64	45
Hotel	87 rooms + 7 employees = 94	99	5

The parking note, when corrected, must also reference the L.F. permitting this arrangement and note the Wawa spaces will be used by employees; leaving the three on lot spaces for customer use.

One accessible parking space is required and one is provided. The six vacuum spaces are 13 feet wide, which is the width required for an accessible parking space with access aisle. The spaces are dimensionally compliant with the accessibility code but are not marked with striping for a dedicated access aisle and are not signed; therefore these spaces are not considered accessible parking spaces.

4. **Loading §1-19-6.210.B:** For this 5,740 SF building, one small loading space is required and one has been provided. .
5. **Bicycle Parking §1-19-6.220 (H):** In accordance with Z.O. § 1-19-6.220, one bike racks is required and one provided.

Public Utilities §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. Where proposed development will be served by facilities other than publicly owned community water and sewer, the facilities shall meet the requirements of and receive approval from the Maryland Department of the Environment/Frederick County Health Department.*

Findings/Conclusions

1. **Public Water and Sewer:** The site is classified as W-1, with existing service for public water in the Frederick County Water and Sewer Plan. The site is classified as S-1, with existing public sewer service to the site. Given the small size of the proposed water connection (2"0, no vault will be

required. There are three sections of existing water and sewer easements that were not properly described in the already recorded easements. These three segments are noted on the plat and will need to be recorded prior to recordation of the plat and approval of the site plan.

Natural features §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:** The site is generally flat and currently undeveloped.
2. **Vegetation:** No vegetation of note currently exists on-site
3. **Sensitive Resources:** No constrained soils, floodplains, or wetlands are present on the Site
4. **Natural Hazards:** No FEMA floodplain is identified on the Site.

Other Applicable Regulations

Stormwater Management – Chapter 1-15.2: A Concept Stormwater Plan has been submitted and is Conditionally Approved for this Application.

APFO – Chapter 1-20: Per 1-20-8 (D)(5), if a developer is seeking concurrent subdivision and site plan approval, the APFO testing shall be required as part of the subdivision approval. The APFO was reviewed and approved under AP 17897, Combined Preliminary/Final Plat, Lots 1RA and 1RB, Harding Farm.

Forest Resource – Chapter 1-21: FRO was previously mitigated as part of the Wawa development application (AP 12533).

Summary of Agency Comments

<i>Other Agency or Ordinance Requirements</i>	<i>Comment</i>
<i>Public Works Development Review (PWDR):</i>	Conditional Approval
<i>Development Review Planning:</i>	Conditional Approval
<i>DUSWM:</i>	Approval
<i>Street Name Review</i>	Approved
<i>Health Dept.</i>	Approved
<i>Office of Life Safety</i>	Approval
<i>Traffic Engineering</i>	Approved
<i>APFO</i>	Approval
<i>FRO</i>	Approval

RECOMMENDATION

Staff has no objection to conditional approval of this Site Development Plan. If the Planning Commission conditionally approves the site development plan, the plan is valid for a period of three (3) years from the date of Planning Commission approval (valid through October 10, 2021).

Based upon the findings, conclusions, and modifications as presented in the staff report, Staff finds that the application meets or will meet all applicable Zoning, APFO, and FRO requirements once the following modifications are granted and conditions met:

Staff-proposed conditions of approval:

1. Address all agency comments as the plan proceeds through to completion.
2. Add a note and the L.F. reference for the existing access and parking easement to the plan.
3. The Combined Preliminary/Final plat for Lots 1RA and 1RB must be recorded prior to site plan final approval.
4. The location and details of the building mounted signage must be added to the site plan prior to final approval.
5. The water and sewer easements L. F. must be added to the site plan prior to approval.
6. The parking note must be revised as noted in the staff report to reflect employee parking arrangements.

PLANNING COMMISSION ACTION

MOTION TO APPROVE

I move that the Planning Commission **APPROVE** SP-97-23, AP 18579 based upon the conditions as listed in the staff report for the proposed carwash facility, based on the findings and conclusions of the staff report and the testimony, exhibits, and documentary evidence produced at the public meeting.

Exhibit 1: Rendered Site Plan

