TITLE: Margie’s View, Lots 1 and 2

FILE NUMBER: M-3032, AP 19195 (APFO N/A, FRO 19196)

REQUEST: Driveway Entrance Spacing Modification
The Applicants are requesting a modification to allow a new common driveway entrance, which does not meet the minimum separation distances from existing driveways that is required for a Staff level approval.

PROJECT INFORMATION:
ADDRESS/LOCATION: Located on the east side of Jefferson Boulevard, near the intersection with Woodlyn Road.
TAX MAP/PARCEL: Map 75, Parcel 93, Tax ID#24-459977
COMP. PLAN: Rural Residential and Agricultural / Rural
ZONING: Residential-3 (R3) and Agricultural (AG)
PLANNING REGION: Middletown
WATER/SEWER: No Planned Service

APPLICANT/REPRESENTATIVES:
APPLICANT: Jim Zanelli, Fox & Assoc.’s
OWNER: Hurd Builders LLC / Russell and Melody Hurd
SURVEYOR/ENGINEER: Jim Zanelli, Fox & Assoc.’s
ARCHITECT: N/A
ATTORNEY: N/A

STAFF: Craig Terry, Planner II

RECOMMENDATION: Conditional Approval

ATTACHMENTS:
EXHIBIT 1- Combined Preliminary/Final Plat
EXHIBIT 2- FcPc Entrance Spacing Policy Table 4
STAFF REPORT

ISSUE
The Applicants are requesting a modification to the Entrance Spacing Policy to allow a new common driveway entrance that does not meet the minimum separation distances from existing driveways that is required for a Staff level approval.

BACKGROUND
The Applicants are proposing to subdivide the existing 5.432 acre parcel 93 into 2 lots. The Minor subdivision of the two lots is a Staff-level review and approval is required in accordance with the Subdivision Regulations. The portion of the proposed plat that is before the Planning Commission for review and decision is the request for a modification of the established policy for the distance between driveway access points for new residential lots.

In 2002 the Frederick County Planning Commission adopted a Driveway Entrance Spacing Policy. This policy was amended in 2004. The purpose of this policy is to limit the number of new entrances on public roads, to provide for a minimum separation distance between driveways, and therefore limit the number of locations along public roads where vehicles would be pulling out into traffic, slowing down to turn into the driveways, and to otherwise provide safer locations for ingress and egress.
ANALYSIS

Jefferson Boulevard Access
The proposed common driveway entrance accessing Jefferson Boulevard will serve proposed Lots 1 and 2. Jefferson Boulevard is a Collector classified roadway (60’ r/w) that requires an FcPc modification when less than 150 feet separates a new common entrance from the nearest existing residential entrance (see first entry in Table 4 of Exhibit 2). The proposed common entrance location is 102 feet to the nearest existing driveway to the north and approximately 207 feet from the existing driveway to the south. The southern separation is adequate for staff approval, but the 102 feet of separation to the north requires FcPc approval for the application to move forward.

The subject property is currently under review for a Minor subdivision utilizing the proposed common driveway. The Subdivision Regulations (Section 1-16-109(D)(1)) allow no more than 5 lots or parcels to utilize a common driveway. The common driveway as proposed will only be providing access to 2 lots.

The proposed new entrance location exceeds the minimum sight distance requirement for a safe location for ingress/egress.
RECOMMENDATION

Staff has no objection to conditional approval of the requested entrance spacing modification.

Because the Applicants have demonstrated adequate sight distance for the proposed driveway location and the location is consistent with driveway separation in the neighborhood, staff supports the approval of this modification for this application (M-3032, AP 19195) subject to the following conditions:

1. The Applicants shall comply with all Staff and agency comments through the completion of the plan.
2. The Applicant shall construct a common driveway to facilitate access to each lot prior to lot recordation. The area of driveway extending into Lot 2 as shown on the plat shall be extended further into lot 2 to facilitate the required access.

PLANNING COMMISSION ACTION

MOTION TO APPROVE

I move that the Planning Commission APPROVE the entrance spacing modifications associated with M-3032 (AP 19195) with conditions as listed in the staff report for the Margie’s View project based on the findings and conclusions of the staff report and the testimony, exhibits, and documentary evidence produced at the public meeting.

Margie’s View, Lots 1 and 2

April 10, 2019

Page 4 of 5
### Table 4

<table>
<thead>
<tr>
<th>COLLECTOR Street</th>
<th>Rural Character</th>
<th>Examples: Mountville Rd. outside of Adamstown Growth Limit Line (GLL), Coppermine Rd. outside Woodsboro GLL</th>
</tr>
</thead>
</table>

#### Driveway Access Permitted

<table>
<thead>
<tr>
<th><em>Separation from:</em> (Proposed Access)</th>
<th><em>To:</em> (Nearest Existing Entrance)</th>
<th>FCPC Review (Modification Needed)</th>
<th>Staff Review (Justification Required)</th>
<th>Approved (No Justification Needed)</th>
</tr>
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<tbody>
<tr>
<td>Residential Driveway</td>
<td>Residential Driveway</td>
<td>Common 100-149' Single 100-249'</td>
<td>Common 150'-349' Single 250'+</td>
<td>Common Entrance + 350'</td>
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<td>Residential Driveway</td>
<td>Commercial Driveway</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Residential Driveway</td>
<td>Public Street (Near-curb line)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Commercial Driveway</td>
<td>Commercial Driveway</td>
<td>125-169'</td>
<td>200-349'</td>
<td>350'</td>
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<tr>
<td>Commercial Driveway</td>
<td>Public Street (Near-curb line)</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Egress of R-in / R-out access</td>
<td>Next street downstream</td>
<td>125-174'</td>
<td>175-224'</td>
<td>225'+</td>
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<td>(median condition)</td>
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<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Street</td>
<td>Local Street</td>
<td>150-200'</td>
<td>300-449'</td>
<td>500'+</td>
</tr>
<tr>
<td>Local Street</td>
<td>Collector Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Local Street</td>
<td>Arterial Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Collector Street</td>
<td>Collector Street</td>
<td>200-324'</td>
<td>325-449'</td>
<td>500'+</td>
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<td>Collector Street</td>
<td>(Minor or Major) Arterial Street</td>
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<td></td>
<td></td>
</tr>
<tr>
<td>Minor Arterial Street</td>
<td>(Minor or Major) Arterial Street</td>
<td>300-449'</td>
<td>500-749'</td>
<td>750+</td>
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<tr>
<td>Median-Break for Driveways (Optional)</td>
<td>Median-Break for Driveways</td>
<td>Try at first, then use 200' min.</td>
<td>No Median Access</td>
<td>No Median Access</td>
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<tr>
<td>Median-Break for Driveways (Optional)</td>
<td>Median-Break for Driveways</td>
<td></td>
<td></td>
<td></td>
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</table>

*All values are measured from centerline, unless otherwise expressed.

a) Medians are often not constructed for this condition. However, in the event that medians or "monumented" entrance medians exist or are planned, then the minimum CIL-to-CIL separation is recommended to be 200'.

b) The median break width "w" is recommended to be 20" + width of travel way of the intersecting driveway/street.