TITLE: Meunier Division, Lots 1 - 3

FILE NUMBER: M-3216, AP 19199 (APFO N/A, FRO 19200/19201)

REQUEST: Driveway Entrance Spacing Modification

The Applicants are requesting a modification to allow a new single entrance driveway, 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 northwest side of Old Frederick Road, near the intersection with Links Bridge Road.

TAX MAP/PARCEL: Map 41, Parcel 75, Tax ID#20-398280

COMP. PLAN: Agricultural / Rural

ZONING: Agricultural (AG)

PLANNING REGION: Frederick

WATER/SEWER: No Planned Service

APPLICANT/REPRESENTATIVES:
APPLICANT: RF Gauss & Associates, Inc.

OWNER: Rob Meunier

SURVEYOR/ENGINEER: Chris Gauss

ARCHITECT: N/A

ATTORNEY: N/A

STAFF: Craig Terry, Planner II

RECOMMENDATION: Conditional Approval

ATTACHMENTS:

EXHIBIT 1 - Applicant’s Justification Letter
EXHIBIT 2 - Applicant’s Driveway Separation Exhibit
EXHIBIT 3 - Combined Preliminary/Final Plat
EXHIBIT 4 - FcPc Entrance Spacing Policy Table 6
STAFF REPORT

ISSUE
The Applicants are requesting a modification to the Entrance Spacing Policy to allow a new single entrance driveway 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 4.5± acre parcel into 3 lots. The minor subdivision of the three lots is a Staff-level review and approval as 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.

DEVELOPMENT SITE AND SURROUNDINGS
ANALYSIS

Old Frederick Road Access
The proposed single entrance driveway accessing Old Frederick Road will serve proposed Lot 1. Old Frederick Road is a classified as a Minor Arterial roadway (80’ r/w) and requires an FcPc modification for Single Entrance Residential Driveways (see first entry in Table 6, attached hereto as Exhibit 4). The proposed single entrance location is 250 feet to the nearest existing (common) driveway to the north and approximately 264 feet from the existing driveway to the south.

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

The Applicants have noted in their justification letter that a common driveway to serve all 3 lots would not be practical, due to the shape of the land and location of the existing single-family dwelling. An attempt to coordinate with existing driveways on adjoining parcels was rejected by the owners, so the Applicants are requesting a modification to use a single driveway entrance.

[Diagram of the area with markings and annotations]
The Applicants have demonstrated adequate sight distance for the proposed driveway location and the location is consistent with driveway separation in the neighborhood, so staff supports the approval of this modification for this application (M-3216, AP 19199) subject to the following conditions:

1. The Applicants shall comply with all Staff and agency comments through the completion of the plan.

PLANNING COMMISSION ACTION

MOTION TO APPROVE

I move that the Planning Commission APPROVE the entrance spacing modification associated with M-3216 (AP 19199) with conditions as listed in the staff report for the Meunier Division project based on the findings and conclusions of the staff report and the testimony, exhibits, and documentary evidence produced at the public meeting.

Driveway Spacing Modification
Meunier Division, Lots 1 – 3
July 10, 2019
Page 4 of 5
**ENTRANCE SPACING TABLE 6 EXHIBIT**

Original FePc Approved Policy - March 13, 2002
*(and FePc Approved Changes on October 20, 2004)*

**Table 6**

MINOR ARTERIAL Road Rural Character Examples: New Design Rd. south of, and Manor Woods Rd. west of Adamstown Growth Limit Line (GLL)

<table>
<thead>
<tr>
<th><em>Separation from:</em> (Proposed Access)</th>
<th><em>To:</em> (Nearest Existing Entrance)</th>
<th>FePc Review (Modification Needed)</th>
<th>Staff Review (Justification Required)</th>
<th>Approved (No Justification Needed)</th>
</tr>
</thead>
<tbody>
<tr>
<td>Residential Driveway</td>
<td>Residential Driveway</td>
<td>Single Entrances Not Encouraged, Common: 100’ - 246’</td>
<td>Common Entrances Required, 250’ - 499’</td>
<td>Common Entrances + 500’</td>
</tr>
<tr>
<td>Residential Driveway</td>
<td>Commercial Driveway</td>
<td></td>
<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>200-349’</td>
<td>350-499’</td>
<td>500’+</td>
</tr>
<tr>
<td>Commercial Driveway</td>
<td>Public Street (Near-curb line)</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Egress of R-in / R-out access (median condition)</td>
<td>Next street downstream</td>
<td>Below ‘a’, but not less than 275’</td>
<td>Use ‘a’, but in no case less than 350’</td>
<td>450’+</td>
</tr>
<tr>
<td>Local Street</td>
<td>Local Street</td>
<td>250-349’</td>
<td>350-749’</td>
<td>750’+</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>375-499’</td>
<td>500-749’</td>
<td>750’+</td>
</tr>
<tr>
<td>Collector Street</td>
<td>(Minor or Major) Arterial Street</td>
<td></td>
<td></td>
<td></td>
</tr>
<tr>
<td>Minor Arterial Street</td>
<td>(Minor or Major) Arterial Street</td>
<td>375-499’</td>
<td>500-749’</td>
<td>750’+</td>
</tr>
<tr>
<td>Median-Break for Driveways</td>
<td>Median-Break for Driveways</td>
<td>Use ‘b’, but in no case less than 250’</td>
<td>No Median Access</td>
<td>No Median Access</td>
</tr>
<tr>
<td>Median-Break for Driveways</td>
<td>Public Street (Near-curb line)</td>
<td></td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

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

a) Must not impede the average stacking length, n, where number of vehicles at closest intersection during peak hours. Criteria shall be [(n x 25) x 1.23] rounded up to the nearest 25’, or 350’, whichever is greater.
b) Medians are not often constructed for this classification. However, when medians exist, the recommended minimum separations should equal the ideal street spacings. For non-intersection median break requests, the "absolute" minimum DL-to-C/I separation is recommended to be midpoint between upstream and downstream breaks, but not less than 250’. The median break width 'w' is recommended to be: 20’ + width of travel way of the intersecting driveway/street.