



September 8, 2020

Mr. Denis Superczynski, AICP
Livable Frederick Planning Manager
Division of Planning and Permitting
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Re: Cromwell and Delauter-Hutzell Properties Rezonings (R-19-01 and R-19-02)

Dear Mr. Superczynski:

Cromwell Investments LLC is proposing to Rezone the Cromwell (R-19-01) and Delauter-Hutzell Properties (R-19-02) in Frederick County, Maryland. In support of the **General Approval Criteria § 1-19-3.110.4** and the **Specific Planned Development Approval Criteria § 1-19-10.500.3** regarding the adequacy of the transportation systems, I want to further note the following.

In reference to the traffic study performed for a modification to the Preferred Alternative reflected in the approved Interstate Access Point Approval (IAPA) for the I-70 and Meadow Road interchange, dated 11/22/2019 prepared by Sabra & Associates, specific factors that support the proposed rezoning approvals are evaluated. The study includes roadway capacity, and level of service and safety; projected construction schedule of planned improvements; and results of travel demand modeling assessing the change in future daily travel volumes, with and without the proposed development. We have reviewed this document and concur with the findings for the specific factors that support the proposed rezonings R-19-01 and R-19-02 in Frederick County.

In addition, other factors have been evaluated for the Transportation System Approval Criteria and we note that:

- The project will facilitate the completion of a long-planned master planned roadway (Lake Linganore Boulevard, once part of the Ijamsville Phase 3 Corridor Improvements and in past County Capital Improvement Programs(CIP)).
- The development will have limited access (two-points) along the master plan roadway and include the same design standards as the existing road to include bike and pedestrian facilities.
- Access is limited to Meadow Road due to final grading constraints, existing community input and the Planning Commissions recommended condition of approval.

- The location and design of the public roads impacting natural resources areas are being carefully planned. We have worked with staff to limit the size of the crossings, to narrow down the roadway to a narrow cross-section to limit a variety of impacts.

Based on this information, and as further evidenced in the application materials, we concur with the staff finding that both the Cromwell (R-19-01) and Delauter-Hutzell (R-19-02) Properties meet the Transportation System Approval Criteria under Section 1-19-10.3.110.4 and 1-19-10.500.3. respectively.

If you have any questions, please let me know. Thank you.

Sincerely,



Joseph J. Caloggero, P.E., PTOE, PTP
Vice President

JJC:amr

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