



Town Council AGENDA

Monday, July 15, 2024 - 5:30 PM
Council Chambers, Easton Town Office
14 S Harrison Street

5:30 PM: Call to Order by President Gunsallus.

Opening remarks and Pledge of Allegiance by Councilmember Montgomery.

Approval of Minutes.

Minutes of the July 1, 2024 meeting.

Municipal Official Items.

Items by Mayor Cook.

Appointment Confirmation for Ms. Emily Carey to the Historic District Commission.

Items by Town Manager

Approval to award a bid to Blue Tech for upfits to the seven new police vehicles in the amount of \$124,505.20.

Approval to award bid from Sourcewell for two new dump trucks in the amount of \$205,659 each.

Items by Town Attorney.

Presentations.

Police Board.

Sean Lynn, Washington College and Ron Engle to present a demonstration of the Easton Interactive Traffic Dashboard.

Jennifer Klug Vaccaro, Community Restoration Coordinator ShoreRivers, Inc. to discuss a program to provide free trees to residents of Easton.

Public Hearings.

cont'd. PUBLIC HEARING (annexation request) "FOR A PARCEL OF LAND LOCATED ON THE EAST SIDE OF OCEAN GATEWAY/US ROUTE 50, CONSISTING OF 17.329 ACRES OF LAND, MORE OR LESS."

cont'd. PUBLIC HEARING to discuss and receive public comments on Ordinance No. 822, "AN ORDINANCE OF THE TOWN OF EASTON ADDING A NEW CHAPTER 6C OF THE CODE OF THE TOWN OF EASTON TO ADOPT PROVISIONS RELATED TO ILLICIT DISCHARGES."

cont'd. PUBLIC HEARING to discuss the request of Lane Engineering LLC (The Applicant) on behalf of NAI Saturn Eastern, LLC (The Owner) and Miller Development Corporation, for a proposed Planned Unit Development (PUD) - Infill. The property is located at 139 N Washington Street.

Legislation.

Res. No. 6185, "A RESOLUTION TO ANNEX A PARCEL OF LAND OWNED BY CORRIGAN & TRIPPE VENTURES, LLC LOCATED ON THE EAST SIDE OF OCEAN GATEWAY/US ROUTE 50, CONSISTING OF 17.329 ACRES OF LAND, MORE OR LESS, INTO THE TOWN OF EASTON AND TO PROVIDE FOR THE TERMS AND CONDITIONS OF THE ANNEXATION."

Ord. 811, "AN ORDINANCE OF THE TOWN OF EASTON AMENDING THE OFFICIAL ZONING MAP OF THE TOWN OF EASTON TO APPLY THE R-10A RESIDENTIAL ZONING DISTRICT TO CERTAIN LOTS OR PARCELS OF LAND ANNEXED TO THE TOWN OF EASTON BY RESOLUTION NO. 6185 LOCATED TO THE EAST OF OCEAN GATEWAY/US ROUTE 50 CONSISTING OF 17.329 ACRES OF LAND, MORE OR LESS."

Approval of the Annexation and Public Facilities Agreement.

Ord. No. 822, "AN ORDINANCE OF THE TOWN OF EASTON ADDING A NEW CHAPTER 6C OF THE CODE OF THE TOWN OF EASTON TO ADOPT PROVISIONS RELATED TO ILLICIT DISCHARGES."

Res. No. 6190, "A RESOLUTION OF THE TOWN OF EASTON APPROVING RULES AND REGULATIONS FOR THE USE OF TOWN PARKS."

Public Participation/Comments.

Items by Members of the Council:

Adjournment.

The public can access the meeting as follows:

<https://www.eastonmd.gov/129/Agendas-Minutes>

If you are an Easton Cable subscriber, you can view the meeting through TV-Channel 98.

Please note: There is a possibility of all or part of the meeting may be held in Closed Session.

Town of Easton

Board and Commission Volunteer Interest Form

Submit Completed Form to the Mayor of the Town of Easton, Maryland for consideration

(Please Print)

Last Name Carey First Name Emily MI J

Residence Address (Street) 13 North Aurora St.

(Town) Easton (County) Talbot (State) MD

(Zip Code) 21601

How Long at this Residence? Nov. 2023 (6-7 mos.)

Home Telephone Number (202) 469-1414

Occupation Attorney

Employer Name Choice Hotels International, Inc.

Employer Address 915 Meeting St., Ste. 600, North Bethesda, MD

Work Telephone Number (301) 592-5075

Please circle the board(s) or commission(s) you are interested in serving as a member of:

Board of Appeals Planning and Zoning Commission **Historic District Commission**

Housing Authority Easton Utilities Commission Park Board

Ethics Commission Waterfowl Festival Commission Board of Canvassers

Tree Board Affordable Housing Board

Other (list) _____

Please list why you would like to serve on this committee and what your qualifications are (Attach extra sheets if necessary) _____

My family and I moved to Easton from Oxford at the end of 2023. We love our "new" house (built in 1890), being in town, and the cohesive character of downtown Easton. Before moving to Oxford, we lived in northwest DC and Manhattan, and I grew up in Keene, NH, a town not dissimilar to Easton. My three children have been attending The Country School, and my older two, twins, will be attending Saints Peter and Paul High School in the fall. We are Tred Avon Yacht Club members, and my husband, Reed Carey, is a member of the Chesapeake Bay Yacht Club and the Talbot Investors Group, a board member for Freedom Rowers, and is also flotilla commander of the local Coast Guard Auxiliary flotilla.

I am a real estate and hospitality attorney, which makes it easy for me to review and parse language in rules and regulations, and I am also very good at drafting new language that is both precise and clear. I spent several years practicing law at large law firms, then moved to in-house legal practice, first at Marriott, and now at Choice Hotels. I work remotely from Easton, and can easily attend meetings on Monday or Tuesday evenings. I also simply love real estate and architecture, particularly historic and vernacular architecture, and enjoy learning about construction techniques and advances in modern construction materials that combine traditional appearance with improved cost and durability.

Being a part of and helping the Easton community is important to me and my family. I am hoping that if I am selected for the Historic District Commission, I will be able to combine an area of professional expertise and my own affinity for architecture and historic buildings with being a contributing member of this wonderful downtown Easton community.

Applicant Signature:

Date:

Emily I. Carey

5/29/2024



TOWN OF EASTON

P.O. Box 520
Easton, Maryland 21601
www.town-eastonmd.com

MEMORANDUM

TO: Mr. Frank Gunsallus, President of the Council
Members of the Town Council

cc: Donald J. Richardson
Sharon VanEmburch

FROM: Mayor Megan JM Cook

SUBJECT: Historic District Commission Appointment

DATE: July 15, 2024

I am asking for confirmation of Emily Carey to the Historic District Commission. I have attached her Volunteer Interest Form for your consideration. Her appointment will fill the vacant position on the Historic District Commission. Ms. Carey's appointment will be for the remainder of a three-year term which commenced April 5, 2024.

Your consideration for the above appointment is appreciated.

This is for the upfits to the 7 new police vehicles that were approved and are coming from ARPA funding.

The "bids" you will see are from the only 3 upfitters within a reasonable drive from here (just over an hour tops). The upfitters also have to be certified to sell and install the products we use (SoundOff Signal lights and sirens, Troy Products for the cages, consoles, etc., 911 Circuits for the wiring harnesses, BlacRac weapons racks, they must also be certified by AXON to install our Fleet 3 in-car video systems). This really narrows down the field of potential upfitters. Their bids show 2 different specs (per the request) and are per vehicle (except Global). I'll break it down below:

Blue Tech

Veh with cage: \$19,525.30 per (x4 for a subtotal of \$78,101.20)

Veh w/o cage: \$15,468.00 per (x3 for a subtotal of \$46,404.00)

Total upfit cost: **\$124,505.20**

Front Line Mobile

Veh with cage: \$20,573.00 per (x4 for a subtotal of \$82,292.00)

Veh w/o cage: \$17,633.00 per (x3 for a subtotal of \$52,899.00)

Total upfit cost: **\$135,191.00**

Global Public Safety

Veh with cage: \$21,318.94 per (x4 for a subtotal of \$85,275.76)

Veh w/o cage: \$18,323.49 per (x3 for a subtotal of \$54,970.47)

Total upfit cost: **\$140,246.23**

Obviously, BlueTech is the low bid. Blue Tech has done the majority of our work over the last few years and is a qualified / certified upfitter that meets our needs. If you think everything looks in order, we will move to the next step for awarding the bid, submitting a PO Requisition and getting this ball rolling.

Thank you

Mark

Lt. Mark D. Hrobar #0069

Commander, Support Services Division

Easton Police Department

106 W. Dover St.

Easton, MD 21601

410-822-1111 (phone)

410-822-3847 (fax)

mhrobar@eastonmd.gov (e-mail)

mhrobar@town-eastonmd.com (e-mail)

BlueTech

7570 Gumboro Rd.
Pittsville, MD 21850
+1 4107267661
justin@bluetechinstallations.net
www.bluetechinstallations.net



BlueTech, LLC

Estimate

ADDRESS	SHIP TO	ESTIMATE	2093
Mark Hrobar	Mark Hrobar	DATE	06/18/2024
Easton Police Department	Easton Police Department		
106 W Dover St.	106 W Dover St.		
Easton, Maryland 20601	Easton, Maryland 20601		

SKU	DESCRIPTION	QTY	RATE	AMOUNT
ENFWBF	nFORCE® Interior LED Lightbar (F)	1	807.23	807.23
ENFWB	nFORCE® Interior LED Lightbar (R)	1	668.67	668.67
ENGSA5100RSP	bluePRINT® 500 Series Remote Control System with Button Control, 10-16v - 100 watt single-tone	1	753.01	753.01
ENGLMK008	bluePRINT Link® Micro Module and Vehicle Harness for Ford Transit 2020-2021, Ford Explorer / Police Interceptor Utility (PIU) 2016-2022, Ford F150 2017-2020 only, Ford F250-F550 2017-2021, Ford Escape 2020-2022	1	273.49	273.49
ENGSYM001	bluePRINT Sync® Module	1	204.82	204.82
ETSS100J5	100J Series Composite Speaker w/ Universal Bail Bracket - 100 watt	1	217.35	217.35
ETSSVBK01	100J Series Speaker Bracket (only - no drill) for the Ford PI Utility 2020, Bumper Mount	1	28.43	28.43
ENGND04102	bluePRINT® Remote Node with Magnetic ID	1	156.63	156.63
ENGHNK06	10 ft Harness Kit for Remote Node (02)	1	82.89	82.89
EMPS1STS3J	mpower® 3" Stud Mount Fascia Light for Ford Grille Mount application, 18" hard wire w/ sync option, SAE Class 1 & CA Title 13, 9-32 Vdc, Black Housing, 8 LED, Dual Color - Red/Blue	2	105.54	211.08
EMPS2SMS4J	mpower® 4" Fascia Light w/ Screw Mount, 18" hard wire w/ sync option, SAE Class 1 & CA Title 13, 9-32 Vdc, Black Housing, 12 LED, Dual Color - Red/Blue	4	118.07	472.28
PMPSABZ01B	Black 4" Bezel (includes gasket & hardware kit) for use with 4" Lights	4	10.60	42.40
EXFS10002-J	XF Flush Mount Light - Dual Color Red/Blue	2	62.17	124.34
ELUC3H010J	Universal UnderCover Screw-In LED Insert Single Light Kit, 9-32 Vdc w/ 10' 5-wire harness: includes insert, Lens #1 (Extreme Angle) & Inline Flasher - Dual Color Red/Blue	2	80.00	160.00
ESLRL6115J	SL Running Light, 61" - 5 Module, Dual Color Red/Blue	2	317.59	635.18
PSLVBK01	Mounting Kit for SL Running Light includes: Bracket & Hardware Kit, Ford Explorer 2020-2022	2	22.65	45.30
ETTFUT-16	Flashback Plug-In Alternating Taillight Flasher, Solid State - 2.4 f.p.s. for Ford PI Utility 2016-2020	1	89.16	89.16

CH27.1.500.80%base	Smart Start modular timer, plug and play harness for SoundOFF 500 BluePRINT	1	1,024.10	1,024.10
80%Console-Ford	Console quick connect for 80% 500 or CORE base harness to plug and play for Ford Interceptors	1	42.17	42.17
CC-20-UV10-L8	2020+ PI Utility 18" Sloped console, 10" slope, 8" level (no floor plate needed, mounts directly to floor) If needed, includes AC-UV20-HC harness cover	1	412.73	412.73
FP-SO500-R	4" Soundoff 500 siren remote head	1	0.00	0.00
FP-MXTL2500	3" XTL2500/5000/APX6500 remote 05/07	1	0.00	0.00
AC-MIC-Z-FPI	Height adjustable, no-holes-drilled L-slot microphone clip plate assembly	2	22.66	45.32
MAGNETIC-MIC-MMSU-1	Magnetic Mic	2	32.00	64.00
FP-USB-2DC	2" face plate pre-punched w/ holes for (2) DC outlets & (1) dual-port USB module	1	60.72	60.72
AC-INBHG	4" internal dual beverage holder	1	43.95	43.95
FP-SGTRAY	4" face plate shallow tray w/sloped floor; Store cell phone, keys, wallet, sunglasses, etc. 1.75" H	1	36.14	36.14
AC-PENPRTR-58-CC	Printer mount w/5x8 pad, bolts to console rear (AC-ARM-BKT, AC-ARM-PED-TB, AC-PENPRTR, AC-FOAM-58)	1	339.94	339.94
CM-SDMT-SL-LED	Console side ht. adj. mount w/slide arm for docking station	1	404.49	404.49
GM-SGL-SC	Universal single weapon mount for single-cell Ford PIU, F150 and Tahoe	1	238.30	238.30
PS-20UV-SC-OS-FX-LCP	2020+ Single Cell with Poly window half cage, kick panel w/ foot pocket, metal/poly divider with removable panel (Patent Pending), center seat floor plate, replacement plastic seat with OS seatbelt system, TROY rear partition square-hole pattern with driver side fire extinguisher cubby and passenger side compartment	1	2,376.42	2,376.42
DP-UV20-PS	Ford 2020 PI-U passenger side door panel	1	126.51	126.51
AC-20-UV-PS	2020-23 Ford PI Utility passenger side of diamond-punched window screen (ordered separately with PIU single cell kit	1	89.28	89.28
RP-AC-UNIV-FX-BKT	Universal fire extinguisher mounting bracket for rear partition (works with PIU)	1	89.28	89.28
EM-20UV-CRGDCK-STRG	2020-23 PI Utility Cargo Deck with storage compartment, one electronics box, two open storage compartments, rubber mat top and gap panel	1	1,845.98	1,845.98
8211-10101	KIT-WRS 1082-E-AR, Electronic, 8-Second Delay, 10" T-Channel (25010), Cold Wire (29002), 90° Bracket (27001), with 2 MA209 keys	1	582.18	582.18
75882	Stinger DS C4 LED HP Rechargeable Flashlight - 800 Lumens, Black	1	222.93	222.93
PJ823-VK	Brother PJ-823 A4 Mobile Thermal Printer with Vehicle Kit	1	650.92	650.92
3320G-LTC-ETIX	Honeywell 3320G 2D barcode imaging scanner	1	391.57	391.57
SH-IN2440	5 in 1 Sharkfin Blk- Ftd Ext Cab	1	312.72	312.72
MA1-0900120B-NNA	IBR900 router with WiFi (1000Mbps modem) & 1-yr NetCloud Mobile Essentials Plan, no AC power supply or antennas	1	1,136.39	1,136.39
Installation Supplies	Installation Supplies	1	350.00	350.00
Standard Labor	Standard Labor	1	3,317.00	3,317.00

2023-24 PIU Single Cell (1)

EIN 81-4695385

SUBTOTAL	19,175.30
TAX	0.00
SHIPPING	350.00
TOTAL	\$19,525.30

Accepted By

Accepted Date

BlueTech

7570 Gumboro Rd.
Pittsville, MD 21850
+1 4107267661
justin@bluetechinstallations.net
www.bluetechinstallations.net

**BlueTech, LLC****Estimate**

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EMPS2SMS4J	mpower® 4" Fascia Light w/ Screw Mount, 18" hard wire w/ sync option, SAE Class 1 & CA Title 13, 9-32 Vdc, Black Housing, 12 LED, Dual Color - Red/Blue	4	118.07	472.28
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FP-MXTL2500	3" XTL2500/5000/APX6500 remote 05/07	1	0.00	0.00
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CM-SDMT-SL-LED	Console side ht. adj. mount w/slide arm for docking station	1	404.49	404.49
EM-20UV-CRGDCK-STRG	2020-23 PI Utility Cargo Deck with storage compartment, one electronics box, two open storage compartments, rubber mat top and gap panel	1	1,845.98	1,845.98
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SH-IN2440	5 in 1 Sharkfin Blk- Ftd Ext Cab	1	312.72	312.72
MA1-0900120B-NNA	IBR900 router with WiFi (1000Mbps modem) & 1-yr NetCloud Mobile Essentials Plan, no AC power supply or antennas	1	1,136.39	1,136.39
Installation Supplies	Installation Supplies	1	350.00	350.00
Standard Labor	Standard Labor	1	2,996.00	2,996.00

2023-24 PIU (1)	SUBTOTAL	15,268.00
EIN 81-4695385	TAX	0.00
	SHIPPING	200.00
	TOTAL	\$15,468.00

Accepted By

Accepted Date



National Auto Fleet Group

A Division of Chevrolet of Watsonville

490 Auto Center Drive, Watsonville, CA 95076

(855) 289-6572 • (831) 480-8497 Fax

Fleet@NationalAutoFleetGroup.com

6/25/2024

Quote ID#2739HD (R1)

Mr. Mike Dickerson

Town of Easton
14 S. Harrison Street
Easton, MD 21601

Dear Mike Dickerson,

National Auto Fleet Group is pleased to quote the following sourced item(s) for your consideration. One (1) New/Unused (**2025 Western Star 47X, Cummins L9 300 HP Engine, Allison 3500 RDS Transmission with HA DeHart & Sons 14' Flatbed**) and provided by Ms. Beth Brittingham with Freightliner of Delmarva, each for:

	Contract Price
Chassis and Option	\$ 129,188.00
HA DeHart Quote	\$ 73,509.00
Tax (0.00%)	\$ 0.00
Ext Warranty	\$ 2,962.00
 Total	 \$ 205,659.00

This sourced item(s) is available under the Sourcwell (Formerly Known as NJPA) Contract 060920-NAF. Please reference this Bid Number on all Purchase Orders.

Thank you in advance for your consideration. Should you have any questions, please do not hesitate to call.

Sincerely,

Ben Rodriguez

HD Contract Manager

BEN@NationalAutoFleetGroup.com

Office (855) 289-6572

Fax (831) 480-8497





QUOTE # 1674

JUNE 12, 2024

SELL TO: BAYLOR, INC.
ATTN: BETH BRITTINGHAM

END USER: TOWN OF EASTON

QUOTE

FURNISH AND INSTALL ON DROP SHIPPED CHASSIS WITH 102" CA, ALLISON 3000 SERIES OR LARGER AUTOMATIC TRANSMISSION CAPABLE OF LIVE PTO, BUCKET SEATS, PLOW LIGHT PACKAGE, STATIONARY GRILL, INTEGRAL FRONT FRAME EXTENSION, VERTICAL EXHAUST AND CLEAN CA CONFIGURATION

ONE (1) BODY FB1460 FLATBED 14 X 60 HEADBOARD
POCKETS AT REAR OF BODY FOR WOODEN TAILGATE (CUSTOMER BUILDING)
SOLID METAL SIDES 30" TALL
HOIST GS6615 P22
STAINLESS STEEL RESERVOIR
HEADBOARD 50 WITH WINDOW
FLOOR: AR3/16 400/500
CAB PROTECTOR FLAT BED HALF
ALUMINUM 4 SPRING ELECTRIC TARP SYSTEM
ZINC PRIME & BLACK POWDER COAT FINISH
INSTALL SINGLE AXLE FULL BLOWN-HYDRAULICS FOR PLOW, SPREADER & DUMP BODY
HITCH PINTLE HOOK RIGID PH20
INSTALL FRONT BUMPER PLOW REINFORCE
MUD GUARD STEEL FRONT
GLAD HANDS
LICENSE PLATE BRACKET
INSTALL 4-PIN ELECTRIC PLUG
INSTALL 6-PIN ELECTRIC PLUG
INSTALL 7-PIN ELECTRIC PLUG FLAT
UNDERCOATING
SEALED WIRING HARNESS
PLOW LIGHTS, BRACKET, HARNESS (CHASSIS TO HAVE PLOW LIGHT PROVISION HOOK UP INCLUDED)
REINSTALL CHASSIS LIGHTS AND BACKUP LIGHTS
97db BACK UP ALARM
ROUND AMBER STROBE MOUNTED ON CENTER OF CAB PROTECTOR ON
SELF LEVELING BRACKET
MUNCIE PTO HOT SHIFT
MANUAL HYDRAULIC CONTROL LEVERS
UNIVERSAL PUSH BUMPER TO FRAME WITH QUICK LOOP

GOODROADS PLOW 120M 10' X 36" MOLDBOARD
PLOW SNOWSHIELD ASSEMBLY RUBBER
10' x 8"-SUPER BLADE-5/8 AR450
PLOW POWER REVERSE
PLOW WRAP AROUND CURB BUMPER
PLOW, JACK W/FOOT PLATE
PLOW MOLD BOARD END MARKERS 36
AIR RIDE PLOW OPTION FOR PLOW HITCH
PLOW LOOP QUICK HITCH ATTACH

TOTAL SELL PRICE: \$73,508.63

ORDER WILL ONLY BE PLACED AFTER AN OFFICIAL PURCHASE ORDER HAS BEEN RECEIVED.
ONCE THE ORDER IS PLACED, IT IS NON-CANCELLABLE. PRICING WILL BE LOCKED IN ONCE
THE ORDER IS PLACED

*** DUE TO VOLATILE CHANGES WITH STEEL PRICING, THIS QUOTE WILL NEED TO BE
REVIEWED PRIOR TO ORDER AND IS ONLY VALID FOR **60 DAYS** FROM THE DATE OF THIS
QUOTE. IF PURCHASE ORDER IS RECEIVED AFTER THE 60 DAYS, PRICING MAY NEED TO BE
REVISITED***

THANK YOU FOR THE OPPORTUNITY TO SUBMIT OUR QUOTE. PLEASE SIGN AND RETURN UPON
APPROVAL.

JEREMY KOERING
732-761-4123
SALES REPRESENTATIVE

CUSTOMER SIGNATURE: _____ DATE: _____

CUSTOMER PRINTED: _____

/SM

Prepared for:
Mike Dickerson
EASTON TOWN OF
14 S Harrison St
Easton, MD 21601
Phone: 4108220513

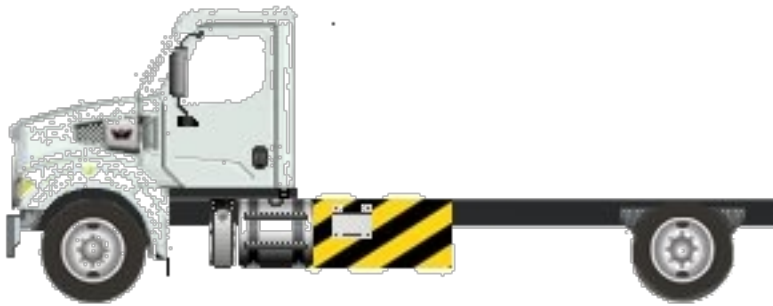
Prepared by:
Beth Brittingham
FREIGHTLINER OF DELMARVA
9367 OCEAN HIGHWAY
DELMAR, MD 21857
Phone:

A proposal for
EASTON TOWN OF

Prepared by
FREIGHTLINER OF DELMARVA
Beth Brittingham

Jun 12, 2024

Western Star 47X



Components shown may not reflect all spec'd options and are not to scale

Application Version 11.9.805
Data Version PRL-28X.045
Single Axle for 14ft Flatbed 36220K

06/12/2024 1:51 PM

Page 1 of 21

Prepared for:
Mike Dickerson
EASTON TOWN OF
14 S Harrison St
Easton, MD 21601
Phone: 4108220513

Prepared by:
Beth Brittingham
FREIGHTLINER OF DELMARVA
9367 OCEAN HIGHWAY
DELMAR, MD 21857
Phone:

S P E C I F I C A T I O N P R O P O S A L

Description	Weight Front	Weight Rear
Price Level		
WST 47X/49X PRL-28X (EFF:MY25 ORDERS)		
Data Version		
SPECPRO21 DATA RELEASE VER 045		
Vehicle Configuration		
WESTERN STAR 47X	9,050	6,525
2025 MODEL YEAR SPECIFIED		
SET FORWARD AXLE - TRUCKx	-480	480
TRAILER TOWING PROVISION AT END OF FRAME WITH SAE J560	10	10
LH PRIMARY STEERING LOCATION		
General Service		
TRUCK/TRAILER CONFIGURATION		
DOMICILED, USA (EXCLUDING CALIFORNIA AND CARB OPT-IN STATES)		
EPA EMISSIONS CERTIFICATION FOR REGISTRATION IN EPA OR ACT STATES - EPA CLEAN IDLE (INCLUDES 6X4 INCH LABEL ON LOWER FORWARD OF DRIVER DOOR)		
NONE		
CONSTRUCTION SERVICE		
GOVERNMENT BUSINESS SEGMENT		
DIRT/SAND/ROCK COMMODITY		
TERRAIN/DUTY: 100% (ALL) OF THE TIME, IN TRANSIT, IS SPENT ON PAVED ROADS		
MAXIMUM 8% EXPECTED GRADE		
SMOOTH CONCRETE OR ASPHALT PAVEMENT - MOST SEVERE IN-TRANSIT (BETWEEN SITES) ROAD SURFACE		
WESTERN STAR VOCATIONAL WARRANTY		
EXPECTED FRONT AXLE(S) LOAD : 13220.0 lbs		
EXPECTED REAR DRIVE AXLE(S) LOAD : 23000.0 lbs		

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Description	Weight Front	Weight Rear
EXPECTED GROSS VEHICLE WEIGHT CAPACITY : 36220.0 lbs		
EXPECTED GROSS COMBINATION WEIGHT : 80000.0 lbs		
Truck Service		
FLATBED/PLATFORM/STAKE BODY GODWIN MANUFACTURING COMPANY		
Tractor Service		
FLATBED TRAILER SINGLE (1) TRAILER		
Engine		
CUM L9 300 HP @ 2200 RPM; 2200 GOV RPM, 860 LB-FT @ 1200 RPM	-850	-70
Electronic Parameters		
65 MPH ROAD SPEED LIMIT CRUISE CONTROL SPEED LIMIT SAME AS ROAD SPEED LIMIT PTO MODE ENGINE RPM LIMIT - 1100 RPM PTO MODE THROTTLE OVERRIDE - LIMIT TO 1500 RPM PTO RPM WITH CRUISE SET SWITCH - 900 RPM PTO GOVERNOR RAMP RATE - 100 RPM PER SECOND THREE TEM PTO SPEEDS PTO SPEED 1 SETTING - 800 RPM PTO SPEED 2 SETTING - 900 RPM PTO SPEED 3 SETTING - 1000 RPM ALTERNATE ROAD SPEED LIMIT - 15 MPH WITH AUX INPUT PTO MINIMUM RPM - 750 PTO 1, WITH SWITCH, TEM SUPPLIED FEEDBACK AND INTERLOCKS, WITH PTO CONNECTIONS, ROLLING INTERLOCKS		
Engine Equipment		
EPA 2010/GHG 2024 CONFIGURATION STANDARD OIL PAN ENGINE MOUNTED OIL CHECK AND FILL SIDE OF HOOD AIR INTAKE WITH ENGINE MOUNTED AIR CLEANER		

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Description	Weight Front	Weight Rear
DR 12V 160 AMP 28-SI QUADRAMOUNT PAD ALTERNATOR WITH REMOTE BATTERY VOLT SENSE	-10	
(3) DTNA GENUINE, FLOODED STARTING, MIN 3000CCA, 555RC, THREADED STUD BATTERIES	-10	
BATTERY BOX WITH ALUMINUM COVER MOUNTED SHORT SIDE TO RAIL	-50	10
SINGLE BATTERY BOX FRAME MOUNTED LH SIDE BACK OF CAB		
WIRE GROUND RETURN FOR BATTERY CABLES WITH ADDITIONAL FRAME GROUND RETURN		
UNPOLISHED ALUMINUM WST BATTERY BOX COVER		
AUXILIARY POWER NET DISTRIBUTION BLOCK FOR BODY BUILDER USE	5	
POSITIVE LOAD DISCONNECT WITH CAB MOUNTED CONTROL SWITCH MOUNTED OUTBOARD DRIVER SEAT	2	
POSITIVE AND NEGATIVE POSTS FOR JUMPSTART CHASSIS MOUNTED LH BACK OF CAB	4	
CUMMINS TURBOCHARGED 18.7 CFM AIR COMPRESSOR WITH INTERNAL SAFETY VALVE		
ELECTRONIC ENGINE INTEGRAL SHUTDOWN PROTECTION SYSTEM		
CUMMINS ENGINE INTEGRAL BRAKE WITH VARIABLE GEOMETRY TURBO ON/OFF WITH BRAKE LAMPS	20	
RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH HORIZONTAL TAILPIPE	-30	-20
ENGINE AFTERTREATMENT DEVICE, AUTOMATIC OVER THE ROAD ACTIVE REGENERATION AND VIRTUAL REGENERATION REQUEST SWITCH IN CLUSTER AND DASH MOUNTED INHIBIT SWITCH		
STANDARD EXHAUST SYSTEM LENGTH		
RH STANDARD HORIZONTAL TAILPIPE		
8 GALLON DIESEL EXHAUST FLUID TANK		
UNPOLISHED ALUMINUM WST DIESEL EXHAUST FLUID TANK COVER		
LH HEAVY DUTY STANDARD DIESEL EXHAUST FLUID TANK LOCATION		
STANDARD DIESEL EXHAUST FLUID TANK CAP		
ELECTRONICALLY CONTROLLED VARIABLE SPEED VISCOUS FAN DRIVE		

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Description	Weight Front	Weight Rear
AUTOMATIC FAN CONTROL WITHOUT DASH SWITCH, NON ENGINE MOUNTED		
DETROIT FUEL/WATER SEPARATOR WITH WATER IN FUEL SENSOR AND 12 VOLT PREHEATER	10	
CUMMINS SPIN ON FUEL FILTER		
FULL FLOW OIL FILTER		
1400 SQUARE INCH VOCATIONAL RADIATOR		
ANTIFREEZE TO -34F, OAT (NITRITE AND SILICATE FREE) EXTENDED LIFE COOLANT		
GATES BLUE STRIPE COOLANT HOSES OR EQUIVALENT		
STANDARD CHARGE AIR COOLER PLUMBING		
RADIATOR DRAIN VALVE		
LOWER RADIATOR GUARD		
PHILLIPS-TEMRO 1000 WATT/115 VOLT BLOCK HEATER	4	
BLACK PLASTIC ENGINE HEATER RECEPTACLE MOUNTED UNDER LH DOOR		
ELECTRIC GRID AIR INTAKE WARMER		
DELCO 12V 39MT HD/OCP STARTER WITH THERMAL PROTECTION AND INTEGRATED MAGNETIC SWITCH	-45	

Transmission

ALLISON 3500 RDS AUTOMATIC TRANSMISSION WITH PTO PROVISION	-230	-130
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Transmission Equipment

ALLISON VOCATIONAL PACKAGE 223 - AVAILABLE ON 3000/4000 PRODUCT FAMILIES WITH VOCATIONAL MODELS RDS, HS, MH AND TRV

ALLISON VOCATIONAL RATING FOR ON/OFF HIGHWAY APPLICATIONS AVAILABLE WITH ALL PRODUCT FAMILIES

PRIMARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY

SECONDARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY

PRIMARY SHIFT SCHEDULE RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE

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Description	Weight Front	Weight Rear
SECONDARY SHIFT SCHEDULE RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
PRIMARY SHIFT SPEED RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
SECONDARY SHIFT SPEED RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
FUEL SENSE 2.0 DISABLED - PERFORMANCE - TABLE BASED		
NO TCU-PTO DRIVE INTERFACE		
MAXIMUM ENGINE SPEED FOR PTO ENGAGEMENT 1000 RPM		
QUICKFIT BODY LIGHTING CONNECTOR UNDER CAB, WITH CAP		
ELECTRONIC TRANSMISSION WIRING TO CUSTOMER INTERFACE CONNECTOR		
CUSTOMER INSTALLED CHELSEA 280 SERIES PTO		
PTO MOUNTING, LH SIDE OF MAIN TRANSMISSION ALLISON		
MAGNETIC PLUGS, ENGINE DRAIN, TRANSMISSION DRAIN, AXLE(S) FILL AND DRAIN		
HEAVY DUTY ELECTRONIC TRANSMISSION SHIFT CONTROL, COLUMN MOUNTED		
WATER TO OIL TRANSMISSION COOLER		
TRANSMISSION OIL CHECK AND FILL WITH ELECTRONIC OIL LEVEL CHECK		
SYNTHETIC TRANSMISSION FLUID (TES-295 COMPLIANT)		
Front Axle and Equipment		
CUMMINS-MERITOR MFS-14-143A 14,700# FF1 71.5 INCH KPI/3.74 INCH DROP SINGLE FRONT AXLE	60	
CONMET PRESET PLUS PREMIUM IRON FRONT HUBS	20	
MERITOR 16.5X5 Q+ CAST SPIDER CAM FRONT BRAKES, DOUBLE ANCHOR, FABRICATED SHOES	-10	
NON-ASBESTOS FRONT BRAKE LINING		
CONMET CAST IRON FRONT BRAKE DRUMS		
NO FRONT BRAKE DUST SHIELDS		
FRONT OIL SEALS		

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Description	Weight Front	Weight Rear
VENTED FRONT HUB CAPS WITH WINDOW, CENTER AND SIDE PLUGS - OIL		
HALDEX AUTOMATIC FRONT SLACK ADJUSTERS W/ SINGLE PIN CLEVIS		
SINGLE HIGH CAPACITY POWER STEERING GEAR, BENDIX, 14.6-18K	-18	
2 QUART SEE THROUGH POWER STEERING RESERVOIR		
CURRENT AVAILABLE SYNTHETIC 75W-90 FRONT AXLE LUBE		
Front Suspension		
14,600# TAPERLEAF FRONT SUSPENSION	90	
MAINTENANCE FREE RUBBER BUSHINGS - FRONT SUSPENSION		
FRONT SHOCK ABSORBERS		
Rear Axle and Equipment		
CUMMINS-MERITOR RS-23-160 23,000# R- SERIES SINGLE REAR AXLE		-2,260
CONMET PRESET PLUS PREMIUM IRON REAR HUBS		30
6.14 REAR AXLE RATIO		
IRON REAR AXLE CARRIER WITH STANDARD AXLE HOUSING		
SPL170 XL DANA SPICER MAIN DRIVELINE WITH HALF ROUND YOKES	-50	-50
NO INTERAXLE (#3) DRIVELINE		
MERITOR 16.5X7 Q+ CAST SPIDER HEAVY DUTY CAM REAR BRAKES, DOUBLE ANCHOR, FABRICATED SHOES		85
NON-ASBESTOS REAR BRAKE LINING		
BRAKE CAMS AND CHAMBERS ON FORWARD SIDE OF DRIVE AXLE(S)		
GUNITE CAST IRON REAR BRAKE DRUMS		-10
NO REAR BRAKE DUST SHIELDS		
REAR OIL SEALS		
WABCO TRISTOP D LONGSTROKE 1-DRIVE AXLE SPRING PARKING CHAMBERS		-20
GUNITE AUTOMATIC REAR SLACK ADJUSTERS		
CURRENT AVAILABLE SYNTHETIC 75W-90 REAR AXLE LUBE		
STANDARD REAR AXLE BREATHER(S)		
Rear Suspension		

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Description	Weight Front	Weight Rear
26,000# FLAT LEAF SPRING REAR SUSPENSION WITH HELPER AND RADIUS ROD		140
8.5 INCH NOMINAL RIDE HEIGHT (430MM GLOBAL REFERENCE HEIGHT)		
STANDARD AXLE SEATS IN AXLE CLAMP GROUP		
FORE/AFT CONTROL RODS		
NO REAR SHOCK ABSORBERS		-30
Pusher / Tag Equipment		
NO PUSHER/TAG BRAKE DUST SHIELDS		
Brake System		
WABCO 4S/4M ABS WITH TRACTION CONTROL WITH ATC SHUT OFF SWITCH		
REINFORCED NYLON, FABRIC BRAID AND WIRE BRAID CHASSIS AIR LINES		
RELAY VALVE WITH 5-8 PSI CRACK PRESSURE, NO REAR PROPORTIONING VALVE		
WABCO SYSTEM SAVER HP WITH INTEGRAL AIR GOVERNOR AND HEATER		
WABCO OIL COALESCING FILTER FOR AIR DRYER		
AIR DRYER MOUNTED INBOARD ON LH RAIL		
STEEL AIR TANKS MOUNTED BELOW FRAME RAILS	5	5
BW DV-2 AUTO DRAIN VALVE WITH HEATER TO WET TANK; DRAIN VALVE CABLES ON ALL OTHER TANKS		
Trailer Connections		
AIR CONNECTIONS TO END OF FRAME WITH GLAD HANDS FOR TRUCK AND DUST COVERS		
(1) ADDITIONAL SWITCH FOR ELEC/AIR SOLENOID W/STATE RETENTION PLUMBED TO END OF FRAME		
PRIMARY CONNECTOR/RECEPTACLE WIRED FOR SEPARATE STOP/TURN, ABS CENTER PIN POWERED THROUGH IGNITION		
SAE J560 7-WAY PRIMARY TRAILER CABLE RECEPTACLE MOUNTED END OF FRAME		
Wheelbase & Frame		
4740MM (187 INCH) WHEELBASE, SFA ONLY		
11.0MM X 85.0MM X 287.0MM STEEL FRAME (0.43X3.35X11.30 INCH) 120 KSI	-10	250
1900MM (75 INCH) REAR FRAME OVERHANG		

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Description	Weight Front	Weight Rear
FRAME OVERHANG RANGE: 71 INCH TO 80 INCH	-40	130
16 INCH INTEGRAL FRONT FRAME EXTENSION	65	
CALC'D BACK OF CAB TO REAR SUSP C/L (CA) : 105.12 in		
CALC'D FRAME LENGTH - OVERALL : 306.01 in		
FRAME HEIGHT TOP FRONT UNLADEN : 33.48 in		
FRAME HEIGHT TOP FRONT LADEN : 30.5 in		
FRAME HEIGHT TOP REAR UNLADEN : 42.05 in		
FRAME HEIGHT TOP REAR LADEN : 28.1 in		
SQUARE END OF FRAME		
STANDARD WEIGHT ENGINE CROSSMEMBER		
STANDARD CAST ALUMINUM CROSSMEMBER BACK OF TRANSMISSION		
STANDARD CAST ALUMINUM MIDSHIP		
HEAVY DUTY REAR C-CHANNEL CROSSMEMBER, NON-TOWING		70
STANDARD SUSPENSION CROSSMEMBER		20
STANDARD WEIGHT REAR SUSPENSION CROSSMEMBER		

Chassis Equipment

UNPOLISHED ALUMINUM WST EQUIPMENT COVERS	
CLEAR FRAME SPACE REQUESTED	
PAINTED STEEL 3/16 INCH (7GA) VOCATIONAL BUMPER	40
NO FRONT TOW HOOKS	-15
BUMPER MOUNTING FOR SINGLE LICENSE PLATE	
HUCK-SPIN ROUND COLLAR CHASSIS FASTENERS	
EXTERIOR HARNESSSES WRAPPED IN ABRASION TAPE	

Fuel Tanks

60 GALLON/227 LITER ALUMINUM FUEL TANK - LH	-5
25 INCH DIAMETER FUEL TANK(S)	
PLAIN ALUMINUM/PAINTED STEEL FUEL/HYDRAULIC TANK(S) WITH POLISHED STAINLESS STEEL BANDS	
FUEL TANK(S) FORWARD	
5 GALLONS ADDITIONAL FUEL	

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	Description	Weight Front	Weight Rear
	PLAIN STEP FINISH		
	CHROME FUEL TANK CAP(S)		
	EQUIFLO INBOARD FUEL SYSTEM		
	HIGH TEMPERATURE REINFORCED NYLON FUEL LINE		
Tires			
	MICHELIN XZE2 11R22.5 16 PLY RADIAL FRONT TIRES	24	
	MICHELIN XDN2 11R22.5 16 PLY RADIAL REAR TIRES		80
Wheels			
	ACCURIDE 29169 22.5X8.25 10-HUB PILOT 5- HAND HD STEEL DISC FRONT WHEELS	22	
	ACCURIDE 28828 22.5X8.25 10-HUB PILOT 2- HAND HD STEEL DISC REAR WHEELS		52
	FRONT WHEEL MOUNTING NUTS		
	REAR WHEEL MOUNTING NUTS		
Cab Exterior			
	111.6 INCH BBC CONVENTIONAL ALUMINUM CAB		
	STAINLESS STEEL CAB ACCENT MOLDING		
	FRONT FENDERS		
	INTERIOR GRAB HANDLES WITH ADDED LOWER LH AND RH A PILLAR GRAB HANDLES AND LH AND RH EXTERIOR NON-SLIP GRAB HANDLES		
	BRIGHT HOOD MOUNTED AIR INTAKE GRILLE, BLACK SCREEN		
	X-SERIES STEEL REINFORCED ALUMINUM CAB		
	X-SERIES VOCATIONAL HOOD		
	HOOD OPENING ASSIST WITH LOCKING STRUT		
	WESTERN STAR NAMEPLATES		
	SINGLE AIR HORN UNDER LH DECK	-4	
	SINGLE ELECTRIC HORN		
	LED LOW BEAM AND HIGH BEAM HEADLIGHTS		
	ROOF MOUNTED LED MARKER LIGHTS		
	WIRING AND SWITCH FOR CUSTOMER FURNISHED SNOW PLOW LAMPS WITH DUAL CONNECTIONS AT BUMPER		
	HEADLIGHTS ON WITH WIPERS, WITH DAYTIME RUNNING LIGHTS		
	INTEGRAL LED STOP/TAIL/BACKUP LIGHTS		

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Description	Weight Front	Weight Rear
LED SIDE TURN SIGNAL		
C-BAR MIRROR SYSTEM WITH DUAL HEATED MIRRORS WITH INTEGRAL HEATED CONVEX, DUAL REMOTE, STAINLESS STEEL BACK COVER, AND BRIGHT C-BAR	20	
102 INCH EQUIPMENT WIDTH		
LH AND RH CONVEX MIRRORS INTEGRAL WITH PRIMARY MIRRORS		
RH DOWN VIEW MIRROR		
STANDARD SIDE/REAR REFLECTORS		
UNPOLISHED ALUMINUM WST AFTERTREATMENT SYSTEM COVER		
PARK BRAKE REMINDER WARNING SYSTEM		
SINGLE SOLAR TINTED REAR WINDOW, (1) 31 INCH X 20 INCH		
1-PIECE ROPED-IN SOLAR GREEN GLASS WINDSHIELD		
8 LITER (2 GAL) WINDSHIELD WASHER RESERVOIR, CAB MOUNTED, WITH FLUID LEVEL INDICATOR		
Cab Interior		
X-SERIES BASE INTERIOR TRIM LEVEL PACKAGE		
CHARCOAL BLACK VINYL BASE LEVEL INTERIOR		
CARBON WITH BASE BLACK ACCENT		
BLACK MATS WITH ADDED FLOOR HEAT AND NOISE INSULATION		
(1) DASH MOUNTED POWER OUTLETS AND (1) DUAL USB CHARGING OUTPUT		
FORWARD ROOF MOUNTED CONSOLE		
LH AND RH DOOR STORAGE POCKETS INTEGRATED INTO MOLDED DOOR PANELS		
(2) COAT HOOKS ON BACKWALL OF CAB		
DIGITAL ALARM CLOCK IN DRIVER DISPLAY		
5 LB. FIRE EXTINGUISHER MOUNTED INBOARD OF DRIVER SEAT	10	
STANDARD HEATER PLUMBING WITH BALL SHUTOFF VALVES AT SUPPLY LINES ONLY		
RADIATOR MOUNTED AIR CONDITIONER CONDENSER		
PREMIUM INSULATION		
STANDARD LED CAB LIGHTING		

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Description	Weight Front	Weight Rear
NO SECURITY DEVICE		
DOOR LOCKS AND IGNITION SWITCH KEYED THE SAME		
KEY QUANTITY OF 3		
LH AND RH ELECTRIC DOOR LOCKS WITH AUTO UNLOCK FEATURE WHEN DOOR IS SET FROM OPEN TO CLOSED POSITION		
BLACK DOOR HANDLES		
TRIANGULAR REFLECTORS KIT WITHOUT FLARES SHIPPED LOOSE IN CAB	10	
BASIC 2.0 HIGH BACK AIR SUSPENSION DRIVER SEAT WITH 1 CHAMBER AIR LUMBAR, INTEGRATED CUSHION EXTENSION AND TILT		
BASIC 2.0 HIGH BACK NON SUSPENSION PASSENGER SEAT		
INBOARD DRIVER SEAT ARMREST, NO PASSENGER SEAT ARMREST	2	
BLACK VINYL DRIVER SEAT COVER WITH NO LOGO		
BLACK VINYL PASSENGER SEAT COVER WITH NO LOGO		
3 POINT ADJUSTABLE D-RING RETRACTOR DRIVER AND FIXED D-RING RETRACTOR PASSENGER SEAT BELTS		
ADJUSTABLE TILT AND TELESOPING STEERING COLUMN		
4-SPOKE 18 INCH (450MM) BLACK STEERING WHEEL WITH SWITCHES		
DRIVER AND PASSENGER INTERIOR SUN VISORS		

Instruments & Controls

STANDARD FOOT PEDAL SYSTEM		
ELECTRONIC ACCELERATOR CONTROL		
ENGINE REMOTE INTERFACE WITH PARK BRAKE AND NEUTRAL INTERLOCKS		
BLACK GAUGE BEZELS		
STANDARD CENTER INSTRUMENT PANEL		
DUAL NEEDLE PRIMARY AND SECONDARY AIR PRESSURE GAUGE		
DASH MOUNTED AIR RESTRICTION INDICATOR WITH GRADUATIONS	2	
97 DB BACKUP ALARM		3
ELECTRONIC CRUISE CONTROL WITH CONTROLS ON STEERING WHEEL SPOKES		

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	Description	Weight Front	Weight Rear
	KEY OPERATED IGNITION SWITCH AND INTEGRAL START POSITION; 4 POSITION OFF/RUN/START/ACCESSORY		
	AUXILIARY POWER DISTRIBUTION MODULE FOR TEM USE, AUXILIARY EVault MOUNTED, CIRCUIT BREAKER PROTECTED		
	PREMIUM INSTRUMENT CLUSTER WITH 5.0 INCH TFT COLOR DISPLAY		
	DIGITAL PANEL LAMP DIMMER SWITCH IN DRIVER DISPLAY		
	HEAVY DUTY ONBOARD DIAGNOSTICS INTERFACE CONNECTOR WITH DUST CAP LOCATED BELOW LH DASH		
	2 INCH ELECTRIC FUEL GAUGE		
	ENGINE REMOTE INTERFACE WITH ONE OR MORE SET SPEEDS		
	SINGLE REAR AXLE TEMPERATURE GAUGE WITH SENSOR SHIELD		
	ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE		
	NO ENGINE OIL TEMPERATURE GAUGE		
	ELECTRIC ENGINE OIL PRESSURE GAUGE		
	2 INCH TRANSMISSION OIL TEMPERATURE GAUGE		
	ELECTRONIC OUTSIDE TEMPERATURE SENSOR DISPLAY IN DRIVER MESSAGE CENTER		
	ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER DISPLAY		
	PTO CONTROLS FOR ENHANCED VEHICLE ELECTRIC/ELECTRONIC ARCHITECTURE		
N	PTO PKG 05, END DUMP, FEEDLOT, SWEEPER, RECYCLER, SAND SPREADER		
	NO OBSTACLE DETECTION SYSTEM		
	NO SIDE OBJECT DETECTION SYSTEM		
	NO REVERSE PROXIMITY SENSOR		
	NO DR ASSIST SYSTEM		
	NO VEHICLE STABILITY ADVISOR OR CONTROL		
	NO LANE DEPARTURE WARNING SYSTEM		
	1 QUIKFIT PROGRAMABLE MODULE (QPM/XMC) W/ (4) 20AMP FUSED RELAYS	10	
	TMC RP1226 ACCESSORY CONNECTOR LOCATED BEHIND PASSENGER SIDE REMOVEABLE DASH PANEL		

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Description	Weight Front	Weight Rear
AM/FM/WB WORLD TUNER RADIO WITH BLUETOOTH, USB AND AUXILIARY INPUTS, J1939		
DASH MOUNTED RADIO		
STANDARD SPEAKER SYSTEM		
NO AM/FM RADIO ANTENNA		
POWER AND GROUND WIRING PROVISION OVERHEAD		
ROOF/OVERHEAD CONSOLE CB RADIO PROVISION		
SINGLE REMOTE SPEAKER WITH LEAD FOR 2- WAY RADIO		
SINGLE FIBERGLASS LH MIRROR MOUNTED CB ANTENNA WITH BRACKET AND LEAD		
HEADLINER MULTI-BAND ANTENNA: AM/FM/WEATHERBAND, WIFI/BLUETOOTH, GNSS/GPS		
ELECTRONIC MPH SPEEDOMETER WITH SECONDARY KPH SCALE, WITHOUT ODOMETER		
ELECTRONIC 2500 RPM TACHOMETER		
DETROIT CONNECT PLATFORM HARDWARE		
5 YEARS DAIMLER CONNECTIVITY BASE PACKAGE (FEATURES VARY BY MODEL) POWERED BY DETROIT CONNECT ON CUMMINS ENGINES		
IGNITION SWITCH CONTROLLED ENGINE STOP		
FOUR EXTRA HARDWIRED SWITCHES IN DASH, ROUTE TO BETWEEN SEATS, CAPPED		
HARDWIRE SWITCH #1, ON/OFF LATCHING, 20 AMPS BATTERY POWER		
HARDWIRE SWITCH #2, ON/OFF LATCHING, 10 AMPS BATTERY POWER		
HARDWIRE SWITCH #3, ON/OFF LATCHING, 10 AMPS BATTERY POWER		
HARDWIRE SWITCH #4, ON/OFF LATCHING, 20 AMPS BATTERY POWER		
PRE-TRIP INSPECTION FEATURE FOR EXTERIOR LAMPS ONLY		
BW TRACTOR PROTECTION VALVE		
TRAILER HAND CONTROL BRAKE VALVE	2	
NO TURBO AIR PRESSURE GAUGE		
DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY		

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	Description	Weight Front	Weight Rear
	ROTARY HEADLAMP SWITCH, MARKER LIGHTS/HEADLIGHTS SWITCH WITH PULL OUT FOR OPTIONAL FOG/ROAD LAMPS TWO VALVE PARKING BRAKE SYSTEM WITH DASH VALVE CONTROL AUTONEUTRAL AND WARNING INDICATOR SELF CANCELING TURN SIGNAL SWITCH WITH DIMMER, HEADLAMP FLASH, WASH/WIPE/INTERMITTENT QUICKFIT POWERTRAIN INTERFACE CONNECTOR UNDER CAB WITH CAPS QUICKFIT PROGRAMMABLE INTERFACE CONNECTOR(S) UNDER CAB WITH CAP OPTIONAL AIR SWITCH 1 WITH IGN ON		
Design			
	PAINT: ONE SOLID COLOR		
Color			
	CAB COLOR A: L0006EY WHITE ELITE EY BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT POWDER WHITE (N0006EA) FRONT WHEELS/RIMS (PKWHT21, TKWHT21, W, TW) POWDER WHITE (N0006EA) REAR WHEELS/RIMS (PKWHT21, TKWHT21, W, TW) BUMPER PAINTED SAME AS CHASSIS		
Certification / Compliance			
	U.S. FMVSS CERTIFICATION, EXCEPT SALES CABS AND GLIDER KITS		
Secondary Factory Options			
	CORPORATE PDI CENTER IN-SERVICE ONLY		
Clear Frame Space Details			
	CFS,LH,OB,#1,START 6" BOC CFS,LH,OB,#1, 99" LONG CFS,RH,OB,#1,START 6" BOC CFS,RH,OB,#1, 97" LONG		

TOTAL VEHICLE SUMMARY

Weight Summary

Application Version 11.9.805
Data Version PRL-28X.045
Single Axle for 14ft Flatbed 36220K

06/12/2024 1:51 PM

Page 15 of 21

Prepared for:
Mike Dickerson
EASTON TOWN OF
14 S Harrison St
Easton, MD 21601
Phone: 4108220513

Prepared by:
Beth Brittingham
FREIGHTLINER OF DELMARVA
9367 OCEAN HIGHWAY
DELMAR, MD 21857
Phone:

	Weight Front	Weight Rear	Total Weight
Factory Weight ⁺	7630 lbs	5300 lbs	12930 lbs
Dealer Installed Options	0 lbs	0 lbs	0 lbs
Total Weight⁺	7630 lbs	5300 lbs	12930 lbs

Extended Warranty

CUM 2017 L9: HD1 MD DTY 5 YEARS / 100,000 MILES / 161,000 KM
EXTENDED WARRANTY. FEX APPLIES

CUM 2017 L9: AT3 MD DTY 5 YEARS / 100,000 MILES / 161,000 KM
AFTERTREATMENT. FEX APPLIES

ALLISON 3500 RDS SERIES TRANSMISSION EXTEND WARRANTY, 5
YEARS/UNLIMITED MILES FEX

Dealer Installed Options

	Weight Front	Weight Rear
H A DEHART QUOTE #1674 ONE FB1460 14 FT FLATBED WITH 30" SIDES, 120M GOOD ROADS PLOW W MANUAL CONTROLS	0	0
Total Dealer Installed Options	0 lbs	0 lbs

(+) Weights shown are estimates only.

If weight is critical, contact Customer Application Engineering.

(***) All cost increases for major components (Engines, Transmissions, Axles, Front and Rear Tires) and government mandated requirements, tariffs, and raw material surcharges will be passed through and added to factory invoices.

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Q U O T A T I O N

WESTERN STAR 47X

SET FORWARD AXLE - TRUCKx
CUM L9 300 HP @ 2200 RPM; 2200 GOV RPM, 860 LB-FT
@ 1200 RPM
ALLISON 3500 RDS AUTOMATIC TRANSMISSION WITH
PTO PROVISION
CUMMINS-MERITOR RS-23-160 23,000# R-SERIES
SINGLE REAR AXLE
26,000# FLAT LEAF SPRING REAR SUSPENSION WITH
HELPER AND RADIUS ROD

CUMMINS-MERITOR MFS-14-143A 14,700# FF1 71.5
INCH KPI/3.74 INCH DROP SINGLE FRONT
AXLE
14,600# TAPERLEAF FRONT SUSPENSION
111.6 INCH BBC CONVENTIONAL ALUMINUM CAB
4740MM (187 INCH) WHEELBASE, SFA ONLY
11.0MM X 85.0MM X 287.0MM STEEL FRAME
(0.43X3.35X11.30 INCH) 120 KSI
1900MM (75 INCH) REAR FRAME OVERHANG

Daimler Truck Financial

Financing that works for you.

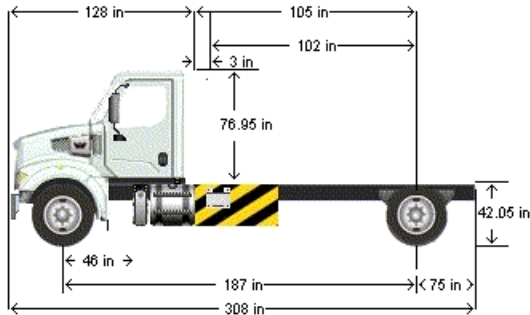
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contact us at Information@dtfoffers.com.

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DIMENSIONS



VEHICLE SPECIFICATIONS SUMMARY - DIMENSIONS

Model	47X
Wheelbase (545).....	4740MM (187 INCH) WHEELBASE, SFA ONLY
Rear Frame Overhang (552).....	1900MM (75 INCH) REAR FRAME OVERHANG
Fifth Wheel (578)	NO FIFTH WHEEL
Mounting Location (577)	NO FIFTH WHEEL LOCATION
Maximum Forward Position (in)	0
Maximum Rearward Position (in).....	0
Amount of Slide Travel (in)	0
Slide Increment (in)	0
Desired Slide Position (in).....	0.0
Cab Size (829)	111.6 INCH BBC CONVENTIONAL ALUMINUM CAB
Sleeper (682)	NO SLEEPER BOX/SLEEPER CAB
Exhaust System (016).....	RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH HORIZONTAL TAILPIPE

TABLE SUMMARY - DIMENSIONS

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Dimensions	Inches
Bumper to Back of Cab (BBC)	127.6
Bumper to Centerline of Front Axle (BA)	46.1
Front Axle to Back of Cab (AC)	81.5
Min. Cab to Body Clearance (CB)	3.0
Back of Cab to Centerline of Rear Axle(s) (CA)	105.1
Effective Back of Cab to Centerline of Rear Axle(s) (Effective CA)	102.1
Back of Cab Protrusions (Exhaust/Intake) (CP)	2.0
Back of Cab Protrusions (Side Extenders/Trim Tab) (CP)	0.0
Back of Cab Protrusions (CNG Tank)	0.0
Back of Cab Clearance (CL)	3.0
Back of Cab to End of Frame	179.9
Cab Height (CH)	76.9
Wheelbase (WB)	186.6
Frame Overhang (OH)	74.8
Overall Frame Length	306.0
Overall Length (OAL)	307.5
Rear Axle Spacing	0.0
Unladen Frame Height at Centerline of Rear Axle	42.1

Performance calculations are estimates only. If performance calculations are critical, please contact Customer Application Engineering.

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GVWR

VEHICLE SPECIFICATIONS SUMMARY - GVWR

Model	47X
Cab Size (829)	111.6 INCH BBC CONVENTIONAL ALUMINUM CAB
Expected Front Axle(s) Load (lbs)	13220.0
Expected Pusher Axle(s) Load (lbs)	0.0
Expected Rear Axle(s) Load (lbs)	23000.0
Expected Tag Axle(s) Load (lbs)	0.0
Expected GVW (lbs)	36220
Expected GCW (lbs)	80000.0
Front Axle (400)	CUMMINS-MERITOR MFS-14-143A 14,700# FF1 71.5 INCH KPI/3.74 INCH DROP SINGLE FRONT AXLE
Front Suspension (620)	14,600# TAPERLEAF FRONT SUSPENSION
Front Hubs (418)	CONMET PRESET PLUS PREMIUM IRON FRONT HUBS
Front Disc Wheels (502)	ACCURIDE 29169 22.5X8.25 10-HUB PILOT 5-HAND HD STEEL DISC FRONT WHEELS
Front Tires (093)	MICHELIN XZE2 11R22.5 16 PLY RADIAL FRONT TIRES
Front Brakes (402)	MERITOR 16.5X5 Q+ CAST SPIDER CAM FRONT BRAKES, DOUBLE ANCHOR, FABRICATED SHOES
Steering Gear (536)	SINGLE HIGH CAPACITY POWER STEERING GEAR, BENDIX, 14.6-18K
Rear Axle (420)	CUMMINS-MERITOR RS-23-160 23,000# R-SERIES SINGLE REAR AXLE
Rear Suspension (622)	26,000# FLAT LEAF SPRING REAR SUSPENSION WITH HELPER AND RADIUS ROD
Rear Hubs (450)	CONMET PRESET PLUS PREMIUM IRON REAR HUBS
Rear Disc Wheels (505)	ACCURIDE 28828 22.5X8.25 10-HUB PILOT 2-HAND HD STEEL DISC REAR WHEELS
Rear Tires (094)	MICHELIN XDN2 11R22.5 16 PLY RADIAL REAR TIRES
Rear Brakes (423) ..	MERITOR 16.5X7 Q+ CAST SPIDER HEAVY DUTY CAM REAR BRAKES, DOUBLE ANCHOR, FABRICATED SHOES
Pusher / Tag Axle (443)	NO PUSHER OR TAG AXLE
Pusher / Tag Suspension (626)	NO PUSHER OR TAG SUSPENSION
Pusher / Tag Hubs (449)	NO PUSHER OR TAG HUBS
Dead/Pusher/Tag Disc Wheels (509)	NO PUSHER/TAG DISC WHEELS
Pusher / Tag Tires (095)	NO PUSHER/TAG TIRES
Pusher / Tag Brakes (456)	NO PUSHER/TAG BRAKES

TABLE SUMMARY - GVWR

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	Front	Rear
Axle Component Weight Ratings		
Axles	14700	23000
Suspension	14600	26000
Hubs	14700	26000
Brakes	14700	23000
Wheels	16000	32000
Tires	13220	24020
Power Steering	18000	N/A
GAWR (per axle)	13220	23000
GAWR (per axle system)	13220	23000
Expected Load (per axle system)	13220	23000
GVWR due to Frame	90000	
GVWR due to Transmission	80000	
Vehicle GVWR Summary		
Calculated GVWR	36220	
Expected GVWR	36220	
All weights displayed in pounds		

Performance calculations are estimates only. If performance calculations are critical, please contact Customer Application Engineering.



National Auto Fleet Group

A Division of Chevrolet of Watsonville

490 Auto Center Drive, Watsonville, CA 95076

(855) 289-6572 • (831) 480-8497 Fax

Fleet@NationalAutoFleetGroup.com

6/25/2024

Quote ID#2739HD (R1)

Mr. Mike Dickerson

Town of Easton
14 S. Harrison Street
Easton, MD 21601

Dear Mike Dickerson,

National Auto Fleet Group is pleased to quote the following sourced item(s) for your consideration. One (1) New/Unused (**2025 Western Star 47X, Cummins L9 300 HP Engine, Allison 3500 RDS Transmission with HA DeHart & Sons 14' Flatbed**) and provided by Ms. Beth Brittingham with Freightliner of Delmarva, each for:

	Contract Price
Chassis and Option	\$ 129,188.00
HA DeHart Quote	\$ 73,509.00
Tax (0.00%)	\$ 0.00
Ext Warranty	\$ 2,962.00
 Total	 \$ 205,659.00

This sourced item(s) is available under the Sourcwell (Formerly Known as NJPA) Contract 060920-NAF. Please reference this Bid Number on all Purchase Orders.

Thank you in advance for your consideration. Should you have any questions, please do not hesitate to call.

Sincerely,

Ben Rodriguez

HD Contract Manager

BEN@NationalAutoFleetGroup.com

Office (855) 289-6572

Fax (831) 480-8497





QUOTE # 1674

JUNE 12, 2024

SELL TO: BAYLOR, INC.
ATTN: BETH BRITTINGHAM

END USER: TOWN OF EASTON

QUOTE

FURNISH AND INSTALL ON DROP SHIPPED CHASSIS WITH 102" CA, ALLISON 3000 SERIES OR LARGER AUTOMATIC TRANSMISSION CAPABLE OF LIVE PTO, BUCKET SEATS, PLOW LIGHT PACKAGE, STATIONARY GRILL, INTEGRAL FRONT FRAME EXTENSION, VERTICAL EXHAUST AND CLEAN CA CONFIGURATION

ONE (1) BODY FB1460 FLATBED 14 X 60 HEADBOARD
POCKETS AT REAR OF BODY FOR WOODEN TAILGATE (CUSTOMER BUILDING)
SOLID METAL SIDES 30" TALL
HOIST GS6615 P22
STAINLESS STEEL RESERVOIR
HEADBOARD 50 WITH WINDOW
FLOOR: AR3/16 400/500
CAB PROTECTOR FLAT BED HALF
ALUMINUM 4 SPRING ELECTRIC TARP SYSTEM
ZINC PRIME & BLACK POWDER COAT FINISH
INSTALL SINGLE AXLE FULL BLOWN-HYDRAULICS FOR PLOW, SPREADER & DUMP BODY
HITCH PINTLE HOOK RIGID PH20
INSTALL FRONT BUMPER PLOW REINFORCE
MUD GUARD STEEL FRONT
GLAD HANDS
LICENSE PLATE BRACKET
INSTALL 4-PIN ELECTRIC PLUG
INSTALL 6-PIN ELECTRIC PLUG
INSTALL 7-PIN ELECTRIC PLUG FLAT
UNDERCOATING
SEALED WIRING HARNESS
PLOW LIGHTS, BRACKET, HARNESS (CHASSIS TO HAVE PLOW LIGHT PROVISION HOOK UP INCLUDED)
REINSTALL CHASSIS LIGHTS AND BACKUP LIGHTS
97db BACK UP ALARM
ROUND AMBER STROBE MOUNTED ON CENTER OF CAB PROTECTOR ON
SELF LEVELING BRACKET
MUNCIE PTO HOT SHIFT
MANUAL HYDRAULIC CONTROL LEVERS
UNIVERSAL PUSH BUMPER TO FRAME WITH QUICK LOOP

GOODROADS PLOW 120M 10' X 36" MOLDBOARD
PLOW SNOWSHIELD ASSEMBLY RUBBER
10' x 8"-SUPER BLADE-5/8 AR450
PLOW POWER REVERSE
PLOW WRAP AROUND CURB BUMPER
PLOW, JACK W/FOOT PLATE
PLOW MOLD BOARD END MARKERS 36
AIR RIDE PLOW OPTION FOR PLOW HITCH
PLOW LOOP QUICK HITCH ATTACH

TOTAL SELL PRICE: \$73,508.63

ORDER WILL ONLY BE PLACED AFTER AN OFFICIAL PURCHASE ORDER HAS BEEN RECEIVED.
ONCE THE ORDER IS PLACED, IT IS NON-CANCELLABLE. PRICING WILL BE LOCKED IN ONCE
THE ORDER IS PLACED

*** DUE TO VOLATILE CHANGES WITH STEEL PRICING, THIS QUOTE WILL NEED TO BE
REVIEWED PRIOR TO ORDER AND IS ONLY VALID FOR **60 DAYS** FROM THE DATE OF THIS
QUOTE. IF PURCHASE ORDER IS RECEIVED AFTER THE 60 DAYS, PRICING MAY NEED TO BE
REVISITED***

THANK YOU FOR THE OPPORTUNITY TO SUBMIT OUR QUOTE. PLEASE SIGN AND RETURN UPON
APPROVAL.

JEREMY KOERING
732-761-4123
SALES REPRESENTATIVE

CUSTOMER SIGNATURE: _____ DATE: _____

CUSTOMER PRINTED: _____

/SM

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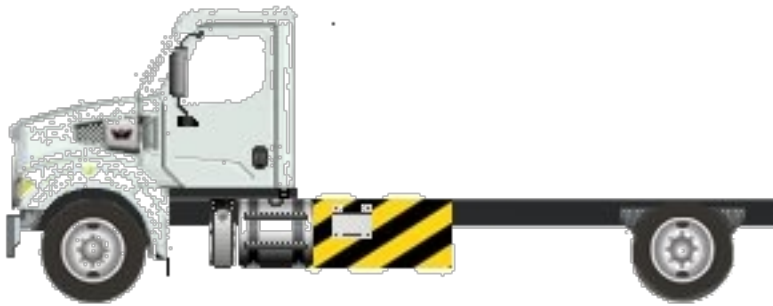
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A proposal for
EASTON TOWN OF

Prepared by
FREIGHTLINER OF DELMARVA
Beth Brittingham

Jun 12, 2024

Western Star 47X



Components shown may not reflect all spec'd options and are not to scale

Application Version 11.9.805
Data Version PRL-28X.045
Single Axle for 14ft Flatbed 36220K

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S P E C I F I C A T I O N P R O P O S A L

Description	Weight Front	Weight Rear
Price Level		
WST 47X/49X PRL-28X (EFF:MY25 ORDERS)		
Data Version		
SPECPRO21 DATA RELEASE VER 045		
Vehicle Configuration		
WESTERN STAR 47X	9,050	6,525
2025 MODEL YEAR SPECIFIED		
SET FORWARD AXLE - TRUCKx	-480	480
TRAILER TOWING PROVISION AT END OF FRAME WITH SAE J560	10	10
LH PRIMARY STEERING LOCATION		
General Service		
TRUCK/TRAILER CONFIGURATION		
DOMICILED, USA (EXCLUDING CALIFORNIA AND CARB OPT-IN STATES)		
EPA EMISSIONS CERTIFICATION FOR REGISTRATION IN EPA OR ACT STATES - EPA CLEAN IDLE (INCLUDES 6X4 INCH LABEL ON LOWER FORWARD OF DRIVER DOOR)		
NONE		
CONSTRUCTION SERVICE		
GOVERNMENT BUSINESS SEGMENT		
DIRT/SAND/ROCK COMMODITY		
TERRAIN/DUTY: 100% (ALL) OF THE TIME, IN TRANSIT, IS SPENT ON PAVED ROADS		
MAXIMUM 8% EXPECTED GRADE		
SMOOTH CONCRETE OR ASPHALT PAVEMENT - MOST SEVERE IN-TRANSIT (BETWEEN SITES) ROAD SURFACE		
WESTERN STAR VOCATIONAL WARRANTY		
EXPECTED FRONT AXLE(S) LOAD : 13220.0 lbs		
EXPECTED REAR DRIVE AXLE(S) LOAD : 23000.0 lbs		

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Description	Weight Front	Weight Rear
EXPECTED GROSS VEHICLE WEIGHT CAPACITY : 36220.0 lbs		
EXPECTED GROSS COMBINATION WEIGHT : 80000.0 lbs		
Truck Service		
FLATBED/PLATFORM/STAKE BODY GODWIN MANUFACTURING COMPANY		
Tractor Service		
FLATBED TRAILER SINGLE (1) TRAILER		
Engine		
CUM L9 300 HP @ 2200 RPM; 2200 GOV RPM, 860 LB-FT @ 1200 RPM	-850	-70
Electronic Parameters		
65 MPH ROAD SPEED LIMIT CRUISE CONTROL SPEED LIMIT SAME AS ROAD SPEED LIMIT PTO MODE ENGINE RPM LIMIT - 1100 RPM PTO MODE THROTTLE OVERRIDE - LIMIT TO 1500 RPM PTO RPM WITH CRUISE SET SWITCH - 900 RPM PTO GOVERNOR RAMP RATE - 100 RPM PER SECOND THREE TEM PTO SPEEDS PTO SPEED 1 SETTING - 800 RPM PTO SPEED 2 SETTING - 900 RPM PTO SPEED 3 SETTING - 1000 RPM ALTERNATE ROAD SPEED LIMIT - 15 MPH WITH AUX INPUT PTO MINIMUM RPM - 750 PTO 1, WITH SWITCH, TEM SUPPLIED FEEDBACK AND INTERLOCKS, WITH PTO CONNECTIONS, ROLLING INTERLOCKS		
Engine Equipment		
EPA 2010/GHG 2024 CONFIGURATION STANDARD OIL PAN ENGINE MOUNTED OIL CHECK AND FILL SIDE OF HOOD AIR INTAKE WITH ENGINE MOUNTED AIR CLEANER		

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Description	Weight Front	Weight Rear
DR 12V 160 AMP 28-SI QUADRAMOUNT PAD ALTERNATOR WITH REMOTE BATTERY VOLT SENSE	-10	
(3) DTNA GENUINE, FLOODED STARTING, MIN 3000CCA, 555RC, THREADED STUD BATTERIES	-10	
BATTERY BOX WITH ALUMINUM COVER MOUNTED SHORT SIDE TO RAIL	-50	10
SINGLE BATTERY BOX FRAME MOUNTED LH SIDE BACK OF CAB		
WIRE GROUND RETURN FOR BATTERY CABLES WITH ADDITIONAL FRAME GROUND RETURN		
UNPOLISHED ALUMINUM WST BATTERY BOX COVER		
AUXILIARY POWER NET DISTRIBUTION BLOCK FOR BODY BUILDER USE	5	
POSITIVE LOAD DISCONNECT WITH CAB MOUNTED CONTROL SWITCH MOUNTED OUTBOARD DRIVER SEAT	2	
POSITIVE AND NEGATIVE POSTS FOR JUMPSTART CHASSIS MOUNTED LH BACK OF CAB	4	
CUMMINS TURBOCHARGED 18.7 CFM AIR COMPRESSOR WITH INTERNAL SAFETY VALVE		
ELECTRONIC ENGINE INTEGRAL SHUTDOWN PROTECTION SYSTEM		
CUMMINS ENGINE INTEGRAL BRAKE WITH VARIABLE GEOMETRY TURBO ON/OFF WITH BRAKE LAMPS	20	
RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY WITH RH HORIZONTAL TAILPIPE	-30	-20
ENGINE AFTERTREATMENT DEVICE, AUTOMATIC OVER THE ROAD ACTIVE REGENERATION AND VIRTUAL REGENERATION REQUEST SWITCH IN CLUSTER AND DASH MOUNTED INHIBIT SWITCH		
STANDARD EXHAUST SYSTEM LENGTH		
RH STANDARD HORIZONTAL TAILPIPE		
8 GALLON DIESEL EXHAUST FLUID TANK		
UNPOLISHED ALUMINUM WST DIESEL EXHAUST FLUID TANK COVER		
LH HEAVY DUTY STANDARD DIESEL EXHAUST FLUID TANK LOCATION		
STANDARD DIESEL EXHAUST FLUID TANK CAP		
ELECTRONICALLY CONTROLLED VARIABLE SPEED VISCOUS FAN DRIVE		

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Description	Weight Front	Weight Rear
AUTOMATIC FAN CONTROL WITHOUT DASH SWITCH, NON ENGINE MOUNTED		
DETROIT FUEL/WATER SEPARATOR WITH WATER IN FUEL SENSOR AND 12 VOLT PREHEATER	10	
CUMMINS SPIN ON FUEL FILTER		
FULL FLOW OIL FILTER		
1400 SQUARE INCH VOCATIONAL RADIATOR		
ANTIFREEZE TO -34F, OAT (NITRITE AND SILICATE FREE) EXTENDED LIFE COOLANT		
GATES BLUE STRIPE COOLANT HOSES OR EQUIVALENT		
STANDARD CHARGE AIR COOLER PLUMBING		
RADIATOR DRAIN VALVE		
LOWER RADIATOR GUARD		
PHILLIPS-TEMRO 1000 WATT/115 VOLT BLOCK HEATER	4	
BLACK PLASTIC ENGINE HEATER RECEPTACLE MOUNTED UNDER LH DOOR		
ELECTRIC GRID AIR INTAKE WARMER		
DELCO 12V 39MT HD/OCP STARTER WITH THERMAL PROTECTION AND INTEGRATED MAGNETIC SWITCH	-45	

Transmission

ALLISON 3500 RDS AUTOMATIC TRANSMISSION WITH PTO PROVISION	-230	-130
--	------	------

Transmission Equipment

ALLISON VOCATIONAL PACKAGE 223 - AVAILABLE ON 3000/4000 PRODUCT FAMILIES WITH VOCATIONAL MODELS RDS, HS, MH AND TRV

ALLISON VOCATIONAL RATING FOR ON/OFF HIGHWAY APPLICATIONS AVAILABLE WITH ALL PRODUCT FAMILIES

PRIMARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY

SECONDARY MODE GEARS, LOWEST GEAR 1, START GEAR 1, HIGHEST GEAR 6, AVAILABLE FOR 3000/4000 PRODUCT FAMILIES ONLY

PRIMARY SHIFT SCHEDULE RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE

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Description	Weight Front	Weight Rear
SECONDARY SHIFT SCHEDULE RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
PRIMARY SHIFT SPEED RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
SECONDARY SHIFT SPEED RECOMMENDED BY DTNA AND ALLISON, THIS DEFINED BY ENGINE AND VOCATIONAL USAGE		
FUEL SENSE 2.0 DISABLED - PERFORMANCE - TABLE BASED		
NO TCU-PTO DRIVE INTERFACE		
MAXIMUM ENGINE SPEED FOR PTO ENGAGEMENT 1000 RPM		
QUICKFIT BODY LIGHTING CONNECTOR UNDER CAB, WITH CAP		
ELECTRONIC TRANSMISSION WIRING TO CUSTOMER INTERFACE CONNECTOR		
CUSTOMER INSTALLED CHELSEA 280 SERIES PTO		
PTO MOUNTING, LH SIDE OF MAIN TRANSMISSION ALLISON		
MAGNETIC PLUGS, ENGINE DRAIN, TRANSMISSION DRAIN, AXLE(S) FILL AND DRAIN		
HEAVY DUTY ELECTRONIC TRANSMISSION SHIFT CONTROL, COLUMN MOUNTED		
WATER TO OIL TRANSMISSION COOLER		
TRANSMISSION OIL CHECK AND FILL WITH ELECTRONIC OIL LEVEL CHECK		
SYNTHETIC TRANSMISSION FLUID (TES-295 COMPLIANT)		
Front Axle and Equipment		
CUMMINS-MERITOR MFS-14-143A 14,700# FF1 71.5 INCH KPI/3.74 INCH DROP SINGLE FRONT AXLE	60	
CONMET PRESET PLUS PREMIUM IRON FRONT HUBS	20	
MERITOR 16.5X5 Q+ CAST SPIDER CAM FRONT BRAKES, DOUBLE ANCHOR, FABRICATED SHOES	-10	
NON-ASBESTOS FRONT BRAKE LINING		
CONMET CAST IRON FRONT BRAKE DRUMS		
NO FRONT BRAKE DUST SHIELDS		
FRONT OIL SEALS		

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Description	Weight Front	Weight Rear
VENTED FRONT HUB CAPS WITH WINDOW, CENTER AND SIDE PLUGS - OIL		
HALDEX AUTOMATIC FRONT SLACK ADJUSTERS W/ SINGLE PIN CLEVIS		
SINGLE HIGH CAPACITY POWER STEERING GEAR, BENDIX, 14.6-18K	-18	
2 QUART SEE THROUGH POWER STEERING RESERVOIR		
CURRENT AVAILABLE SYNTHETIC 75W-90 FRONT AXLE LUBE		
Front Suspension		
14,600# TAPERLEAF FRONT SUSPENSION	90	
MAINTENANCE FREE RUBBER BUSHINGS - FRONT SUSPENSION		
FRONT SHOCK ABSORBERS		
Rear Axle and Equipment		
CUMMINS-MERITOR RS-23-160 23,000# R- SERIES SINGLE REAR AXLE		-2,260
CONMET PRESET PLUS PREMIUM IRON REAR HUBS		30
6.14 REAR AXLE RATIO		
IRON REAR AXLE CARRIER WITH STANDARD AXLE HOUSING		
SPL170 XL DANA SPICER MAIN DRIVELINE WITH HALF ROUND YOKES	-50	-50
NO INTERAXLE (#3) DRIVELINE		
MERITOR 16.5X7 Q+ CAST SPIDER HEAVY DUTY CAM REAR BRAKES, DOUBLE ANCHOR, FABRICATED SHOES		85
NON-ASBESTOS REAR BRAKE LINING		
BRAKE CAMS AND CHAMBERS ON FORWARD SIDE OF DRIVE AXLE(S)		
GUNITE CAST IRON REAR BRAKE DRUMS		-10
NO REAR BRAKE DUST SHIELDS		
REAR OIL SEALS		
WABCO TRISTOP D LONGSTROKE 1-DRIVE AXLE SPRING PARKING CHAMBERS		-20
GUNITE AUTOMATIC REAR SLACK ADJUSTERS		
CURRENT AVAILABLE SYNTHETIC 75W-90 REAR AXLE LUBE		
STANDARD REAR AXLE BREATHER(S)		
Rear Suspension		

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Description	Weight Front	Weight Rear
26,000# FLAT LEAF SPRING REAR SUSPENSION WITH HELPER AND RADIUS ROD		140
8.5 INCH NOMINAL RIDE HEIGHT (430MM GLOBAL REFERENCE HEIGHT)		
STANDARD AXLE SEATS IN AXLE CLAMP GROUP		
FORE/AFT CONTROL RODS		
NO REAR SHOCK ABSORBERS		-30
Pusher / Tag Equipment		
NO PUSHER/TAG BRAKE DUST SHIELDS		
Brake System		
WABCO 4S/4M ABS WITH TRACTION CONTROL WITH ATC SHUT OFF SWITCH		
REINFORCED NYLON, FABRIC BRAID AND WIRE BRAID CHASSIS AIR LINES		
RELAY VALVE WITH 5-8 PSI CRACK PRESSURE, NO REAR PROPORTIONING VALVE		
WABCO SYSTEM SAVER HP WITH INTEGRAL AIR GOVERNOR AND HEATER		
WABCO OIL COALESCING FILTER FOR AIR DRYER		
AIR DRYER MOUNTED INBOARD ON LH RAIL		
STEEL AIR TANKS MOUNTED BELOW FRAME RAILS	5	5
BW DV-2 AUTO DRAIN VALVE WITH HEATER TO WET TANK; DRAIN VALVE CABLES ON ALL OTHER TANKS		
Trailer Connections		
AIR CONNECTIONS TO END OF FRAME WITH GLAD HANDS FOR TRUCK AND DUST COVERS		
(1) ADDITIONAL SWITCH FOR ELEC/AIR SOLENOID W/STATE RETENTION PLUMBED TO END OF FRAME		
PRIMARY CONNECTOR/RECEPTACLE WIRED FOR SEPARATE STOP/TURN, ABS CENTER PIN POWERED THROUGH IGNITION		
SAE J560 7-WAY PRIMARY TRAILER CABLE RECEPTACLE MOUNTED END OF FRAME		
Wheelbase & Frame		
4740MM (187 INCH) WHEELBASE, SFA ONLY		
11.0MM X 85.0MM X 287.0MM STEEL FRAME (0.43X3.35X11.30 INCH) 120 KSI	-10	250
1900MM (75 INCH) REAR FRAME OVERHANG		

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Description	Weight Front	Weight Rear
FRAME OVERHANG RANGE: 71 INCH TO 80 INCH	-40	130
16 INCH INTEGRAL FRONT FRAME EXTENSION	65	
CALC'D BACK OF CAB TO REAR SUSP C/L (CA) : 105.12 in		
CALC'D FRAME LENGTH - OVERALL : 306.01 in		
FRAME HEIGHT TOP FRONT UNLADEN : 33.48 in		
FRAME HEIGHT TOP FRONT LADEN : 30.5 in		
FRAME HEIGHT TOP REAR UNLADEN : 42.05 in		
FRAME HEIGHT TOP REAR LADEN : 28.1 in		
SQUARE END OF FRAME		
STANDARD WEIGHT ENGINE CROSSMEMBER		
STANDARD CAST ALUMINUM CROSSMEMBER BACK OF TRANSMISSION		
STANDARD CAST ALUMINUM MIDSHIP		
HEAVY DUTY REAR C-CHANNEL CROSSMEMBER, NON-TOWING		70
STANDARD SUSPENSION CROSSMEMBER		20
STANDARD WEIGHT REAR SUSPENSION CROSSMEMBER		

Chassis Equipment

UNPOLISHED ALUMINUM WST EQUIPMENT COVERS	
CLEAR FRAME SPACE REQUESTED	
PAINTED STEEL 3/16 INCH (7GA) VOCATIONAL BUMPER	40
NO FRONT TOW HOOKS	-15
BUMPER MOUNTING FOR SINGLE LICENSE PLATE	
HUCK-SPIN ROUND COLLAR CHASSIS FASTENERS	
EXTERIOR HARNESSSES WRAPPED IN ABRASION TAPE	

Fuel Tanks

60 GALLON/227 LITER ALUMINUM FUEL TANK - LH	-5
25 INCH DIAMETER FUEL TANK(S)	
PLAIN ALUMINUM/PAINTED STEEL FUEL/HYDRAULIC TANK(S) WITH POLISHED STAINLESS STEEL BANDS	
FUEL TANK(S) FORWARD	
5 GALLONS ADDITIONAL FUEL	

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	Description	Weight Front	Weight Rear
	PLAIN STEP FINISH		
	CHROME FUEL TANK CAP(S)		
	EQUIFLO INBOARD FUEL SYSTEM		
	HIGH TEMPERATURE REINFORCED NYLON FUEL LINE		
Tires			
	MICHELIN XZE2 11R22.5 16 PLY RADIAL FRONT TIRES	24	
	MICHELIN XDN2 11R22.5 16 PLY RADIAL REAR TIRES		80
Wheels			
	ACCURIDE 29169 22.5X8.25 10-HUB PILOT 5- HAND HD STEEL DISC FRONT WHEELS	22	
	ACCURIDE 28828 22.5X8.25 10-HUB PILOT 2- HAND HD STEEL DISC REAR WHEELS		52
	FRONT WHEEL MOUNTING NUTS		
	REAR WHEEL MOUNTING NUTS		
Cab Exterior			
	111.6 INCH BBC CONVENTIONAL ALUMINUM CAB		
	STAINLESS STEEL CAB ACCENT MOLDING		
	FRONT FENDERS		
	INTERIOR GRAB HANDLES WITH ADDED LOWER LH AND RH A PILLAR GRAB HANDLES AND LH AND RH EXTERIOR NON-SLIP GRAB HANDLES		
	BRIGHT HOOD MOUNTED AIR INTAKE GRILLE, BLACK SCREEN		
	X-SERIES STEEL REINFORCED ALUMINUM CAB		
	X-SERIES VOCATIONAL HOOD		
	HOOD OPENING ASSIST WITH LOCKING STRUT		
	WESTERN STAR NAMEPLATES		
	SINGLE AIR HORN UNDER LH DECK	-4	
	SINGLE ELECTRIC HORN		
	LED LOW BEAM AND HIGH BEAM HEADLIGHTS		
	ROOF MOUNTED LED MARKER LIGHTS		
	WIRING AND SWITCH FOR CUSTOMER FURNISHED SNOW PLOW LAMPS WITH DUAL CONNECTIONS AT BUMPER		
	HEADLIGHTS ON WITH WIPERS, WITH DAYTIME RUNNING LIGHTS		
	INTEGRAL LED STOP/TAIL/BACKUP LIGHTS		

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Description	Weight Front	Weight Rear
LED SIDE TURN SIGNAL		
C-BAR MIRROR SYSTEM WITH DUAL HEATED MIRRORS WITH INTEGRAL HEATED CONVEX, DUAL REMOTE, STAINLESS STEEL BACK COVER, AND BRIGHT C-BAR	20	
102 INCH EQUIPMENT WIDTH		
LH AND RH CONVEX MIRRORS INTEGRAL WITH PRIMARY MIRRORS		
RH DOWN VIEW MIRROR		
STANDARD SIDE/REAR REFLECTORS		
UNPOLISHED ALUMINUM WST		
AFTERTREATMENT SYSTEM COVER		
PARK BRAKE REMINDER WARNING SYSTEM		
SINGLE SOLAR TINTED REAR WINDOW, (1) 31 INCH X 20 INCH		
1-PIECE ROPED-IN SOLAR GREEN GLASS WINDSHIELD		
8 LITER (2 GAL) WINDSHIELD WASHER RESERVOIR, CAB MOUNTED, WITH FLUID LEVEL INDICATOR		
Cab Interior		
X-SERIES BASE INTERIOR TRIM LEVEL PACKAGE		
CHARCOAL BLACK VINYL BASE LEVEL INTERIOR		
CARBON WITH BASE BLACK ACCENT		
BLACK MATS WITH ADDED FLOOR HEAT AND NOISE INSULATION		
(1) DASH MOUNTED POWER OUTLETS AND (1) DUAL USB CHARGING OUTPUT		
FORWARD ROOF MOUNTED CONSOLE		
LH AND RH DOOR STORAGE POCKETS INTEGRATED INTO MOLDED DOOR PANELS		
(2) COAT HOOKS ON BACKWALL OF CAB		
DIGITAL ALARM CLOCK IN DRIVER DISPLAY		
5 LB. FIRE EXTINGUISHER MOUNTED INBOARD OF DRIVER SEAT	10	
STANDARD HEATER PLUMBING WITH BALL SHUTOFF VALVES AT SUPPLY LINES ONLY		
RADIATOR MOUNTED AIR CONDITIONER CONDENSER		
PREMIUM INSULATION		
STANDARD LED CAB LIGHTING		

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Description	Weight Front	Weight Rear
NO SECURITY DEVICE		
DOOR LOCKS AND IGNITION SWITCH KEYED THE SAME		
KEY QUANTITY OF 3		
LH AND RH ELECTRIC DOOR LOCKS WITH AUTO UNLOCK FEATURE WHEN DOOR IS SET FROM OPEN TO CLOSED POSITION		
BLACK DOOR HANDLES		
TRIANGULAR REFLECTORS KIT WITHOUT FLARES SHIPPED LOOSE IN CAB	10	
BASIC 2.0 HIGH BACK AIR SUSPENSION DRIVER SEAT WITH 1 CHAMBER AIR LUMBAR, INTEGRATED CUSHION EXTENSION AND TILT		
BASIC 2.0 HIGH BACK NON SUSPENSION PASSENGER SEAT		
INBOARD DRIVER SEAT ARMREST, NO PASSENGER SEAT ARMREST	2	
BLACK VINYL DRIVER SEAT COVER WITH NO LOGO		
BLACK VINYL PASSENGER SEAT COVER WITH NO LOGO		
3 POINT ADJUSTABLE D-RING RETRACTOR DRIVER AND FIXED D-RING RETRACTOR PASSENGER SEAT BELTS		
ADJUSTABLE TILT AND TELESCOPING STEERING COLUMN		
4-SPOKE 18 INCH (450MM) BLACK STEERING WHEEL WITH SWITCHES		
DRIVER AND PASSENGER INTERIOR SUN VISORS		
Instruments & Controls		
STANDARD FOOT PEDAL SYSTEM		
ELECTRONIC ACCELERATOR CONTROL		
ENGINE REMOTE INTERFACE WITH PARK BRAKE AND NEUTRAL INTERLOCKS		
BLACK GAUGE BEZELS		
STANDARD CENTER INSTRUMENT PANEL		
DUAL NEEDLE PRIMARY AND SECONDARY AIR PRESSURE GAUGE		
DASH MOUNTED AIR RESTRICTION INDICATOR WITH GRADUATIONS	2	
97 DB BACKUP ALARM		3
ELECTRONIC CRUISE CONTROL WITH CONTROLS ON STEERING WHEEL SPOKES		

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	Description	Weight Front	Weight Rear
	KEY OPERATED IGNITION SWITCH AND INTEGRAL START POSITION; 4 POSITION OFF/RUN/START/ACCESSORY		
	AUXILIARY POWER DISTRIBUTION MODULE FOR TEM USE, AUXILIARY EVault MOUNTED, CIRCUIT BREAKER PROTECTED		
	PREMIUM INSTRUMENT CLUSTER WITH 5.0 INCH TFT COLOR DISPLAY		
	DIGITAL PANEL LAMP DIMMER SWITCH IN DRIVER DISPLAY		
	HEAVY DUTY ONBOARD DIAGNOSTICS INTERFACE CONNECTOR WITH DUST CAP LOCATED BELOW LH DASH		
	2 INCH ELECTRIC FUEL GAUGE		
	ENGINE REMOTE INTERFACE WITH ONE OR MORE SET SPEEDS		
	SINGLE REAR AXLE TEMPERATURE GAUGE WITH SENSOR SHIELD		
	ELECTRICAL ENGINE COOLANT TEMPERATURE GAUGE		
	NO ENGINE OIL TEMPERATURE GAUGE		
	ELECTRIC ENGINE OIL PRESSURE GAUGE		
	2 INCH TRANSMISSION OIL TEMPERATURE GAUGE		
	ELECTRONIC OUTSIDE TEMPERATURE SENSOR DISPLAY IN DRIVER MESSAGE CENTER		
	ENGINE AND TRIP HOUR METERS INTEGRAL WITHIN DRIVER DISPLAY		
	PTO CONTROLS FOR ENHANCED VEHICLE ELECTRIC/ELECTRONIC ARCHITECTURE		
N	PTO PKG 05, END DUMP, FEEDLOT, SWEEPER, RECYCLER, SAND SPREADER		
	NO OBSTACLE DETECTION SYSTEM		
	NO SIDE OBJECT DETECTION SYSTEM		
	NO REVERSE PROXIMITY SENSOR		
	NO DR ASSIST SYSTEM		
	NO VEHICLE STABILITY ADVISOR OR CONTROL		
	NO LANE DEPARTURE WARNING SYSTEM		
	1 QUIKFIT PROGRAMABLE MODULE (QPM/XMC) W/ (4) 20AMP FUSED RELAYS	10	
	TMC RP1226 ACCESSORY CONNECTOR LOCATED BEHIND PASSENGER SIDE REMOVEABLE DASH PANEL		

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Description	Weight Front	Weight Rear
AM/FM/WB WORLD TUNER RADIO WITH BLUETOOTH, USB AND AUXILIARY INPUTS, J1939		
DASH MOUNTED RADIO		
STANDARD SPEAKER SYSTEM		
NO AM/FM RADIO ANTENNA		
POWER AND GROUND WIRING PROVISION OVERHEAD		
ROOF/OVERHEAD CONSOLE CB RADIO PROVISION		
SINGLE REMOTE SPEAKER WITH LEAD FOR 2- WAY RADIO		
SINGLE FIBERGLASS LH MIRROR MOUNTED CB ANTENNA WITH BRACKET AND LEAD		
HEADLINER MULTI-BAND ANTENNA: AM/FM/WEATHERBAND, WIFI/BLUETOOTH, GNSS/GPS		
ELECTRONIC MPH SPEEDOMETER WITH SECONDARY KPH SCALE, WITHOUT ODOMETER		
ELECTRONIC 2500 RPM TACHOMETER		
DETROIT CONNECT PLATFORM HARDWARE		
5 YEARS DAIMLER CONNECTIVITY BASE PACKAGE (FEATURES VARY BY MODEL) POWERED BY DETROIT CONNECT ON CUMMINS ENGINES		
IGNITION SWITCH CONTROLLED ENGINE STOP		
FOUR EXTRA HARDWIRED SWITCHES IN DASH, ROUTE TO BETWEEN SEATS, CAPPED		
HARDWIRE SWITCH #1, ON/OFF LATCHING, 20 AMPS BATTERY POWER		
HARDWIRE SWITCH #2, ON/OFF LATCHING, 10 AMPS BATTERY POWER		
HARDWIRE SWITCH #3,ON/OFF LATCHING, 10 AMPS BATTERY POWER		
HARDWIRE SWITCH #4,ON/OFF LATCHING, 20 AMPS BATTERY POWER		
PRE-TRIP INSPECTION FEATURE FOR EXTERIOR LAMPS ONLY		
BW TRACTOR PROTECTION VALVE		
TRAILER HAND CONTROL BRAKE VALVE	2	
NO TURBO AIR PRESSURE GAUGE		
DIGITAL VOLTAGE DISPLAY INTEGRAL WITH DRIVER DISPLAY		

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	Description	Weight Front	Weight Rear
	ROTARY HEADLAMP SWITCH, MARKER LIGHTS/HEADLIGHTS SWITCH WITH PULL OUT FOR OPTIONAL FOG/ROAD LAMPS TWO VALVE PARKING BRAKE SYSTEM WITH DASH VALVE CONTROL AUTONEUTRAL AND WARNING INDICATOR SELF CANCELING TURN SIGNAL SWITCH WITH DIMMER, HEADLAMP FLASH, WASH/WIPE/INTERMITTENT QUICKFIT POWERTRAIN INTERFACE CONNECTOR UNDER CAB WITH CAPS QUICKFIT PROGRAMMABLE INTERFACE CONNECTOR(S) UNDER CAB WITH CAP OPTIONAL AIR SWITCH 1 WITH IGN ON		
Design			
	PAINT: ONE SOLID COLOR		
Color			
	CAB COLOR A: L0006EY WHITE ELITE EY BLACK, HIGH SOLIDS POLYURETHANE CHASSIS PAINT POWDER WHITE (N0006EA) FRONT WHEELS/RIMS (PKWHT21, TKWHT21, W, TW) POWDER WHITE (N0006EA) REAR WHEELS/RIMS (PKWHT21, TKWHT21, W, TW) BUMPER PAINTED SAME AS CHASSIS		
Certification / Compliance			
	U.S. FMVSS CERTIFICATION, EXCEPT SALES CABS AND GLIDER KITS		
Secondary Factory Options			
	CORPORATE PDI CENTER IN-SERVICE ONLY		
Clear Frame Space Details			
	CFS,LH,OB,#1,START 6" BOC CFS,LH,OB,#1, 99" LONG CFS,RH,OB,#1,START 6" BOC CFS,RH,OB,#1, 97" LONG		

TOTAL VEHICLE SUMMARY

Weight Summary

Application Version 11.9.805
Data Version PRL-28X.045
Single Axle for 14ft Flatbed 36220K

06/12/2024 1:51 PM

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	Weight Front	Weight Rear	Total Weight
Factory Weight ⁺	7630 lbs	5300 lbs	12930 lbs
Dealer Installed Options	0 lbs	0 lbs	0 lbs
Total Weight⁺	7630 lbs	5300 lbs	12930 lbs

Extended Warranty

CUM 2017 L9: HD1 MD DTY 5 YEARS / 100,000 MILES / 161,000 KM
EXTENDED WARRANTY. FEX APPLIES

CUM 2017 L9: AT3 MD DTY 5 YEARS / 100,000 MILES / 161,000 KM
AFTERTREATMENT. FEX APPLIES

ALLISON 3500 RDS SERIES TRANSMISSION EXTEND WARRANTY, 5
YEARS/UNLIMITED MILES FEX

Dealer Installed Options

	Weight Front	Weight Rear
H A DEHART QUOTE #1674 ONE FB1460 14 FT FLATBED WITH 30" SIDES, 120M GOOD ROADS PLOW W MANUAL CONTROLS	0	0
Total Dealer Installed Options	0 lbs	0 lbs

(+) Weights shown are estimates only.

If weight is critical, contact Customer Application Engineering.

(***) All cost increases for major components (Engines, Transmissions, Axles, Front and Rear Tires) and government mandated requirements, tariffs, and raw material surcharges will be passed through and added to factory invoices.

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Q U O T A T I O N

WESTERN STAR 47X

SET FORWARD AXLE - TRUCKx
CUM L9 300 HP @ 2200 RPM; 2200 GOV RPM, 860 LB-FT
@ 1200 RPM
ALLISON 3500 RDS AUTOMATIC TRANSMISSION WITH
PTO PROVISION
CUMMINS-MERITOR RS-23-160 23,000# R-SERIES
SINGLE REAR AXLE
26,000# FLAT LEAF SPRING REAR SUSPENSION WITH
HELPER AND RADIUS ROD

CUMMINS-MERITOR MFS-14-143A 14,700# FF1 71.5
INCH KPI/3.74 INCH DROP SINGLE FRONT
AXLE
14,600# TAPERLEAF FRONT SUSPENSION
111.6 INCH BBC CONVENTIONAL ALUMINUM CAB
4740MM (187 INCH) WHEELBASE, SFA ONLY
11.0MM X 85.0MM X 287.0MM STEEL FRAME
(0.43X3.35X11.30 INCH) 120 KSI
1900MM (75 INCH) REAR FRAME OVERHANG

Daimler Truck Financial

Financing that works for you.

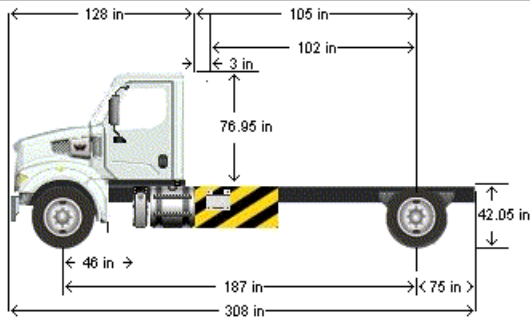
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DIMENSIONS



VEHICLE SPECIFICATIONS SUMMARY - DIMENSIONS

Model47X
Wheelbase (545).....4740MM (187 INCH) WHEELBASE, SFA ONLY
Rear Frame Overhang (552).....1900MM (75 INCH) REAR FRAME OVERHANG
Fifth Wheel (578)NO FIFTH WHEEL
 Mounting Location (577) NO FIFTH WHEEL LOCATION
 Maximum Forward Position (in) 0
 Maximum Rearward Position (in)..... 0
 Amount of Slide Travel (in) 0
 Slide Increment (in) 0
 Desired Slide Position (in)..... 0.0
Cab Size (829) 111.6 INCH BBC CONVENTIONAL ALUMINUM CAB
Sleeper (682) NO SLEEPER BOX/SLEEPER CAB
Exhaust System (016).....RH OUTBOARD UNDER STEP MOUNTED HORIZONTAL AFTERTREATMENT SYSTEM ASSEMBLY
WITH RH HORIZONTAL TAILPIPE

TABLE SUMMARY - DIMENSIONS

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Dimensions	Inches
Bumper to Back of Cab (BBC)	127.6
Bumper to Centerline of Front Axle (BA)	46.1
Front Axle to Back of Cab (AC)	81.5
Min. Cab to Body Clearance (CB)	3.0
Back of Cab to Centerline of Rear Axle(s) (CA)	105.1
Effective Back of Cab to Centerline of Rear Axle(s) (Effective CA)	102.1
Back of Cab Protrusions (Exhaust/Intake) (CP)	2.0
Back of Cab Protrusions (Side Extenders/Trim Tab) (CP)	0.0
Back of Cab Protrusions (CNG Tank)	0.0
Back of Cab Clearance (CL)	3.0
Back of Cab to End of Frame	179.9
Cab Height (CH)	76.9
Wheelbase (WB)	186.6
Frame Overhang (OH)	74.8
Overall Frame Length	306.0
Overall Length (OAL)	307.5
Rear Axle Spacing	0.0
Unladen Frame Height at Centerline of Rear Axle	42.1

Performance calculations are estimates only. If performance calculations are critical, please contact Customer Application Engineering.

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GVWR

VEHICLE SPECIFICATIONS SUMMARY - GVWR

Model	47X
Cab Size (829)	111.6 INCH BBC CONVENTIONAL ALUMINUM CAB
Expected Front Axle(s) Load (lbs)	13220.0
Expected Pusher Axle(s) Load (lbs)	0.0
Expected Rear Axle(s) Load (lbs)	23000.0
Expected Tag Axle(s) Load (lbs)	0.0
Expected GVW (lbs)	36220
Expected GCW (lbs)	80000.0
Front Axle (400)	CUMMINS-MERITOR MFS-14-143A 14,700# FF1 71.5 INCH KPI/3.74 INCH DROP SINGLE FRONT AXLE
Front Suspension (620)	14,600# TAPERLEAF FRONT SUSPENSION
Front Hubs (418)	CONMET PRESET PLUS PREMIUM IRON FRONT HUBS
Front Disc Wheels (502)	ACCURIDE 29169 22.5X8.25 10-HUB PILOT 5-HAND HD STEEL DISC FRONT WHEELS
Front Tires (093)	MICHELIN XZE2 11R22.5 16 PLY RADIAL FRONT TIRES
Front Brakes (402)	MERITOR 16.5X5 Q+ CAST SPIDER CAM FRONT BRAKES, DOUBLE ANCHOR, FABRICATED SHOES
Steering Gear (536)	SINGLE HIGH CAPACITY POWER STEERING GEAR, BENDIX, 14.6-18K
Rear Axle (420)	CUMMINS-MERITOR RS-23-160 23,000# R-SERIES SINGLE REAR AXLE
Rear Suspension (622)	26,000# FLAT LEAF SPRING REAR SUSPENSION WITH HELPER AND RADIUS ROD
Rear Hubs (450)	CONMET PRESET PLUS PREMIUM IRON REAR HUBS
Rear Disc Wheels (505)	ACCURIDE 28828 22.5X8.25 10-HUB PILOT 2-HAND HD STEEL DISC REAR WHEELS
Rear Tires (094)	MICHELIN XDN2 11R22.5 16 PLY RADIAL REAR TIRES
Rear Brakes (423)	MERITOR 16.5X7 Q+ CAST SPIDER HEAVY DUTY CAM REAR BRAKES, DOUBLE ANCHOR, FABRICATED SHOES
Pusher / Tag Axle (443)	NO PUSHER OR TAG AXLE
Pusher / Tag Suspension (626)	NO PUSHER OR TAG SUSPENSION
Pusher / Tag Hubs (449)	NO PUSHER OR TAG HUBS
Dead/Pusher/Tag Disc Wheels (509)	NO PUSHER/TAG DISC WHEELS
Pusher / Tag Tires (095)	NO PUSHER/TAG TIRES
Pusher / Tag Brakes (456)	NO PUSHER/TAG BRAKES

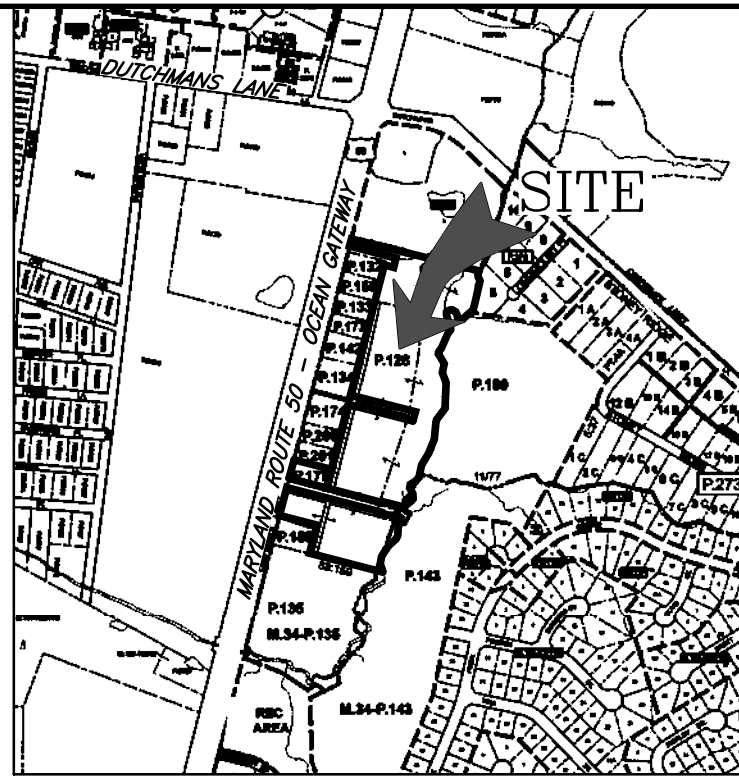
TABLE SUMMARY - GVWR

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	Front	Rear
Axle Component Weight Ratings		
Axles	14700	23000
Suspension	14600	26000
Hubs	14700	26000
Brakes	14700	23000
Wheels	16000	32000
Tires	13220	24020
Power Steering	18000	N/A
GAWR (per axle)	13220	23000
GAWR (per axle system)	13220	23000
Expected Load (per axle system)	13220	23000
GVWR due to Frame	90000	
GVWR due to Transmission	80000	
Vehicle GVWR Summary		
Calculated GVWR	36220	
Expected GVWR	36220	
All weights displayed in pounds		

Performance calculations are estimates only. If performance calculations are critical, please contact Customer Application Engineering.



VICINITY MAP
SCALE: 1" = 1000'

[illegible]

PROPERTY OWNER: CORRIGAN AND TRIPPE VENTURES LLC
PROPERTY ADDRESS: OCEAN GATEWAY
EASTON, MARYLAND 21601
DEED REFERENCE: 2937/5
PLAT REFERENCE: 23/46 AND 52/18

AREA TO BE ANNEXED

TAX PARCEL 175 (DEED PARCEL ONE):	0.459 AC.±
TAX PARCEL 128 (DEED PARCEL TWO):	15.857 AC.±
FIRST STREET:	0.057
SECOND STREET:	0.401 AC.±
THIRD STREET:	0.555 AC.±
TOTAL AREA TO BE ANNEXED:	17.329 AC.±

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED BY ME OR UNDER MY RESPONSIBLE CHARGE, AND COMPLIES WITH THE REQUIREMENTS AS SET FORTH IN REGULATION 09.13.06.12, AND THAT I AM A DULY LICENSED PROPERTY LINE SURVEYOR UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 363, AND, SUBJECT TO BIENNIAL RENEWAL, MY CURRENT EXPIRATION DATE IS AUGUST 3, 2025.

Jeffery Ewell
JEFFERY E. ELL HUBBARD
REGISTERED PROPERTY LINE SURVEYOR
MARYLAND REGISTRATION No. 363
LINE ENGINEERING, LLC
117 BAY STREET
EASTON, MARYLAND 21601

1/5/24
DATE

Lane Engineering, LLC

Established 1986
Civil Engineers • Land Planning • Land Surveyors



E-mail: general@leinc.com
117 Bay St. Easton, MD 21601 (410) 822-8003
15 Washington St. Cambridge, MD 21613 (410) 221-0818
354 Pennsylvania Ave. Centreville, MD 21617 (410) 758-2095



INVESTURE 1/5/24
DATE

ANNEXATION
PLAT

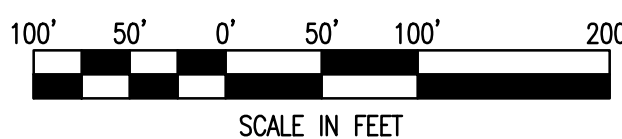
ON THE LANDS OF
CORRIGAN
AND
TRIPPE VENTURES, LLC
IN THE FIRST ELECTION DISTRICT
TALBOT COUNTY, MARYLAND
TAX MAP 34, GRID 24, PARCEL 128

ISSUED FOR:	DATE:	BY:
DRAFT - CLIENT REVIEW	12-21-23	BCE
CLIENT REVIEW	01-02-24	BCE
AGENCY SUBMITTAL	01-05-24	BCE

SHEET No. 1 OF 1 DATE: 12-21-23

1 OF 1	JOB No. 230265
SCALE: AS NOTED	FILE No. 1110

LEGEND



NAD 83 (2011)
MN COORDINATE SYSTEM

TOWN OF EASTON
NOTICE OF PUBLIC HEARING
PLANNED UNIT DEVELOPMENT - INFILL
NAI SATURN EASTERN, LLC AND MILLER DEVELOPMENT CORPORATION
139 NORTH WASHINGTON STREET

The Council of the Town of Easton will hold a public hearing on Monday, June 17, 2024 at 5:40 P.M. in the Council Meeting Room, 14 South Harrison Street. The purpose of this hearing is to discuss the request of Lane Engineering, LLC (The Applicant) on behalf of NAI Saturn Eastern, LLC (The Owner) and Miller Development Corporation, for a proposed Planned Unit Development (PUD) - Infill. The property is located at 139 North Washington Street, also known as Tax Map 104, Grid 00EA, Parcel 612.

The application seeks to redevelop the site to construct twenty-four (24) four-story townhomes and nine (9) single-family detached dwellings with associated parking, stormwater management facilities, and landscaping. The application was reviewed and approved by the Easton Historic District Commission at their May 13, 2024 meeting where a Certificate of Appropriateness was granted for the demolition of the existing former Safeway building and the architecture of the proposed buildings.

The public is hereby invited to comment on this application. Such comments may be either submitted in writing at any time prior to the Hearing, or made in person at the Hearing. Copies of the application are on file in the office of the Town Planner and are available for public inspection during normal business hours.

Persons wishing to attend or participate in the public hearing who require special accommodations or assistance because of a disability should contact the Town Clerk, Kathy Ruf at the Town Office, telephone number (410) 822-2525 during normal business hours by June 14, 2024.

Kathy M. Ruf
Town Clerk

Note to Star Democrat: Please publish the above ad in the June 2, 2024 and June 12, 2024 issues of the Star Democrat and send a Certificate of Publication to: Town Clerk, Town of Easton, P.O. Box 520, Easton, MD 21601.



TOWN OF EASTON
PLANNING & ZONING
14 S Harrison Street, Easton MD 21601

Date of Hearing: June 17, 2024

**TOWN COUNCIL
PUBLIC HEARING
STAFF REPORT**

SUBJECT: **PUD Infill application and Sketch Subdivision Plat on the lands of NAI Saturn Eastern, LLC**

ELECTION WARD: Ward 1

CRITICAL ACTION DATE: At the pleasure of the Council

STAFF CONTACTS: Joseph Mayer, Plan Reviewer
Miguel Salinas, Director of Planning and Zoning

APPLICANT: Miller Development Corporation % Robert Miller

DOCUMENT CREATED ON: May 31, 2024

PURPOSE: The applicant, Miller Development Corporation, is seeking Town Council approval of a PUD request to construct twenty-four (24) four-story townhomes and nine (9) single-family detached dwellings with associated parking, stormwater management facilities, and landscaping.

RECOMMENDATION:

Planning Commission: At the Planning Commission Public Hearing on May 16, 2024 meeting, the Commission forwarded (4-0) the application to the Town Council with a recommendation of approval with recommended conditions.

Staff: Staff notes to Council the outstanding issue outlined below. Should the Town Council approve the sketch site plan, staff recommends proposed conditions (see below).

APPLICATION INFORMATION:	
APPLICANT: NAI Saturn Eastern, LLC (Owner) Miller Development Corporation (Developer): Robert Miller	REPRESENTATIVE: Lane Engineering, LLC (Agent): Brett Ewing MDSW: Ryan D. Showalter
PARCELS/ACREAGE:	
Parcel Information	Acreage
Map 104, Grid 0000, Parcels 0612	1.522
ACCEPTANCE DATE: April 29, 2024	LOCATION: 139 N Washington Street
EXISTING ZONING CB PUD Infill Boundary	EXISTING LAND USE: Commercial
HISTORIC DISTRICT: Applicable	FUTURE LAND USE MAP: Commercial

CONTEXT:

Location/Site Access – The subject property is located along North Washington Street, fronting on the West side of the road, at the intersection of Washington and Bay Streets.

Existing Conditions – The subject property is currently improved with a 22,547 square foot (SF) +/- vacant building.

Surrounding Properties

- 7, 11, 13, 17, 19 & 101 Bay Street - CB
- 117, 119, 120, 129 North West Street - CB
- 122, 123, 130, 134, 133 & 201 North Washington Street - CB



Figure 1: Vicinity Map

PROPOSAL: Miller Development Corporation (Applicant) is seeking Town Council approval of a Planned Unit Development (PUD) Infill application for the construction of twenty-four (24) townhomes and nine (9) single-family detached dwellings with associated parking, stormwater management facilities, and landscaping. The site is the former Safeway grocery store and is zoned Central Business (CB). Areas zoned CB allow a maximum density of 7 dwelling units per gross acre for single-family dwellings and 12 dwelling units per gross acre for townhomes. The maximum density allowed on the property, based on the PUD (Infill) standards, is 60 dwelling units per acre which equals a maximum density of 91 dwelling units based on the property's size (1.46 acres). The total proposed density is 21.68 dwelling units per acre. The subdivision also proposes a mews, which includes an ornamental fence, garden walls and decorative pavers to provide a walkable connection between North Washington Street and North West Street.

BACKGROUND:

Easton Staff Development Review (ESDR)

The applicant submitted an application to the Easton Staff Development Review (ESDR) Committee on April 24, 2024 (please see attached ESDR Determination Letter). The property is also within the Historic District and the Applicant is scheduled to appear before the HDC at their May 13, 2024 meeting for a Certificate of Appropriateness.

Historic District Commission Review

The Town of Easton Historic District Commission, at their regularly scheduled meeting on May 13, 2024, reviewed the application seeking approval for the demolition of the non-contributing former Safeway building, and to construct twenty-four (24) four-story townhomes, and nine (9) single-family dwellings with associated parking, stormwater management facilities, and landscaping. The Commission voted 4-0 to approve the application as submitted with the condition that minor revisions to the proposed site and structure that are consistent with the Historic District Guidelines may be administratively approved by staff after consultation with the Chair of the Commission. The applicant received a Certificate of Appropriateness on May 29, 2024.

Planning Commission Review

The Town of Easton Planning Commission, at their regularly scheduled meeting on May 16, 2024, reviewed the application to request sketch plat subdivision approval, and a recommendation to the Town Council regarding a Planned Unit Development (PUD) - Infill, to construct twenty-four (24) four-story townhomes and nine (9) single-family detached dwellings with associated parking, stormwater management facilities, and landscaping. The applicant also indicated that the project would provide private solid waste removal services.

The Commission voted 4-0 to approve the sketch subdivision plan subject to the Town Council's approval of the PUD - Infill request.

The Commission also voted 4-0 to forward a positive recommendation of approval for the PUD - Infill application and to find the request consistent with the Town's Comprehensive Plan subject to the following conditions:

1. The applicant shall coordinate with the Town Engineer and State Highway Administration to obtain approval of the Traffic Impact Study.
2. The applicant shall address all Easton Staff Development Review (ESDR) comments intended to be complete during the Preliminary Site Plan review.

OUTSTANDING ISSUES PRESENTED AT THE PLANNING COMMISSION:

1. **Trash and Recycling Collection.** The applicant needs to coordinate with the Engineering Department for refuse collection; resolving the placement of trash receptacles on collection day and a safe maneuverable route for the vehicles to collect the refuse

The Applicant indicated at the May 16th Planning Commission meeting that the site would use tipper cans that would be stored in the garages. In addition, the proposed onsite roads are private and there would be a private trash service.

2. **Mews Access.** Staff is seeking clarification from the Applicant on whether the mews is planned for public access.

The Applicant stated at the May 16th Planning Commission meeting that the Mews will be open to the public.

3. Traffic Impact Analysis. Staff is requesting clarification from the Applicant and traffic consultant on whether there are recommended improvements to the intersection of Bay Street and North Washington Street or Bay Street and North West Street.

The Applicant will coordinate with the Town Engineer and State Highway Administration to obtain approval of the Traffic Impact Study. The Applicant stated at the May 16th Planning Commission meeting that currently there is no formal response from the State Highway Administration and the Applicant doesn't anticipate any improvement requests.

ZONING ANALYSIS:

A. Purpose and Intent

Section 28-701 A.

The purpose of a PUD District is to provide for carefully planned residential, mixed use and certain commercial developments at appropriate locations within the Town of Easton. It is the intent of this Section to allow all aspects of a PUD District to be subject to public review and control by the Town with specific provisions to be made on a case-by-case basis for adequate open space, architectural appearance, the height, bulk and location of buildings, required public facilities, and a variety of housing types, densities, and/or compatible commercial or industrial uses as a part of a detailed development plan.

Not all locations in the Town are suitable for PUD development and the nature, size, scale or intensity of proposed uses may cause a particular site not to be suitable for a specific PUD proposal. Therefore, there is no general presumption that an application for such a use at a particular location is valid, inures to the general benefit of the Town or is in compliance with the Town's Comprehensive Plan. Instead, each application will be evaluated according to its particular location and the degree to which the developer is willing or able to propose a development plan which furthers the goals and objectives of this Section and the Ordinance generally.

B. Location

Section 28-701 B. The PUD is a floating zone. That means that while provisions and regulations are made to govern development within any PUD District, no such District will be pre-mapped on the Zoning Map. A PUD District may be established in any parent zoning district provided the requirements outlined in this subsection are met.

Analysis - The current process of the Town of Easton Zoning Ordinance is for the Planning and Zoning Commission to review the material submitted and forward a recommendation to the Mayor and Town Council. The Commission may include recommended changes to the PUD sketch plan or recommended conditions of approval that the Commission deems necessary to better insure compliance with the Comprehensive Plan. In reaching its conclusion, the Commission shall make recommendations addressing the factors in § 28-701.H(2) (see below).

C. Off-Street Parking

28-1001.3 Parking Requirements

	Use/Activity	Minimum Vehicle Spaces	Maximum Vehicle Spaces	Minimum Bicycle Spaces	Notes
--	--------------	------------------------	------------------------	------------------------	-------

	Residential Buildings				
1	Single-Family Detached	2 per du	–	–	
2	Single-Family Attached	2 per du	–	–	

Total Site Parking Required:

Single-Family Detached: 2 Spaces per dwelling unit required-Minimum
9 units x 2 = 18 spaces required-Minimum
Single-Family Attached: 2 Spaces per dwelling unit required-Minimum
(Townhomes) 24 units x 2 = 48 spaces required-Minimum

33 units x 2 = 66 spaces required-Minimum

Total spaces provided: 67

Analysis- There are no minimum off-street parking spaces required within the CB zoning district, although the adequacy of parking may be a consideration of site plan review. The Applicant is proposing 67 parking spaces.. The townhomes have a total of 24 units and the single-family detached dwellings have a total of 9 units. The Applicant believes the proposed parking is adequate to support the daily operation of this property.

D. DEVELOPMENT STANDARDS

Section 28-701.G.

Applications for any type of Planned Unit Development shall meet the following requirements:

(1) The area proposed for a planned unit development shall be in one (1) ownership, or, if in several ownerships, the proposal shall be filed jointly by all the owners of the property included in the development plan.

Analysis - The Property is owned by a single entity.

(2) The site shall be of a configuration suitable for the development proposed.

Analysis - The site includes 1.522 acres and has direct access onto Bay Street and North West Street. The planned layout and proposed site design provide for a functionally designed site.

(3) Public water and sewerage shall be available, although it may be made available in conjunction with the development of the PUD.

Analysis - There's adequate water and sewer service on-site to serve the proposed Project. The Applicant will provide the utility extensions that are necessary to connect the Project to Town services and will work with Easton Utilities to ensure that all permits and approvals are granted.

(4) *The site shall be located adjacent to adequate transportation facilities capable of serving existing traffic and that expected to be generated by the proposed development. Private roads may only be approved in commercial and multifamily projects or portions of projects. Such roads shall be internal to the development. Private roads shall comply with any standards developed and adopted for such roads by the Town Council. The Town shall bear no responsibility for construction or maintenance of private roads. Development on private roads may not be entitled to all Town services.*

Analysis - The Project has two existing access points; one from Bay Street, a State-owned street and the other from North West Street, a Town-owned street. A Traffic Impact Study ("TIS") was conducted by Traffic Concepts, Inc. in April 18, 2024, which is included with the submittal of this Application. The TIS demonstrates that all intersections of interest near the Project will continue to operate at a Level of Service (LOS) of "D" after the Project is completed. Comments from The Maryland State Highway Administration ("SHA") are pending.

(5) *The owners or developers must indicate that they plan to begin construction of the development within three (3) years after final approval. If there is no action on the part of the applicant at any point in the process for a period of three (3) years, the zoning of the site shall revert to its previous classification unless a time extension is requested by the developer and granted by the Planning and Zoning Commission. For projects constructed in parts or phases, the PUD approval applicable to any portion not improved in accordance with said PUD approval, shall expire if no development activity occurs for a period of five years.*

Analysis - The Applicant intends to commence construction upon approval from the Town Council, in light of the time incurred in obtaining all necessary building permits.

(6) *The setback, lot size, lot coverage, height, minimum frontage, minimum open space, and yard requirements shall be established for each individual project by the Town Council in the ordinance granting the application. The Planning and Zoning Commission shall make recommendations to the Town Council with regard to these requirements. The Town recognizes that it is necessary and encourages such uniquely established standards.*

Analysis - The minimum bulk requirements for the Project will remain consistent with the development standards, except for the deviation from the lot frontage requirements. The applicant intends to eliminate the lot frontage requirements for the townhomes.

(7) *Off-street parking shall be provided for each individual use in the planned unit development in accordance with the requirements of Section 1001. Mixed-use PUD's that integrate coordinated pedestrian and bicycle circulation systems throughout the development,*

shall be permitted to reduce the required off-street parking by 20% of the required standard without the need for a parking variance, waiver, or deferral.

Analysis - There are no minimum off-street parking spaces required within the CB Zoning District, although the adequacy of parking may be a consideration of site plan review. Off street parking within the Project does comply with Town standards. The Town code requires a minimum of two parking spaces per unit (66 spaces). The Project proposes 67 spaces, which is one space above the minimum parking requirement for the residential community. The municipal services offered for refuse collection will not access the private property, therefore the applicant will need to show and describe how refuse will be collected. The applicant needs to coordinate with the Engineering Department for refuse collection; resolving the placement of trash receptacles on collection day and a safe maneuverable route for the vehicles to collect the refuse.

(8) No more than 50% of the off-street parking area for the entire property of a major retail or shopping center use, shall be located between the front façade of the principal building(s) and the primary abutting street.

Analysis - Not Applicable.

In addition, some development standards will vary according to the type of PUD in accordance with the following Table:

Standard	PUD Sub District	
	PUD- Infill	139 N. Washington Street
Minimum Size	N/A	1.522 acres
Maximum Size	5 acres	N/A
Maximum Residential Density (per gross residential acre)**	60 du/acre****	21.68 du/ac
Minimum Open Space Requirement***	Open space shall be that which is deemed adequate by the Town Council. In addition, landscaping shall be provided to enhance the project and advance the degree to which the infill project blends in with surrounding properties.	Required: 30% of total gross area = 0.456 acres. Proposed: A Mews is proposed, which includes ornamental fence, garden walls and decorative pavers to provide a walkable connection between North

		Washington Street and North West Street.
Applicability	Lands within the area indicated on Map 7-1	The property qualifies as Infill

Analysis - Not Applicable.

*****The Town Council may consider projects with a density of up to 25% more than the maximum stated in this table upon a finding that such increased density is in keeping with the existing or intended character of the neighborhood (as expressed in the Comprehensive Plan or, if applicable, any adopted Small Area Plans) and that any potential detrimental impacts from such increased density are ameliorated to the satisfaction of the Council. Additionally, if residential use is part of a vertically-mixed use project (i.e., non-residential uses are present on the ground floor with residential units on non-ground floors), there shall be no limit on the residential density.***

Analysis - As explained above, the Applicant is requesting approval of the PUD allowing a density of 21.68 dwelling units per acre, less than the potential maximum of 60 dwelling units per acre and will not result in any detriment to neighboring properties or nearby traffic patterns and public right of ways. The Property is situated between commercial uses and residential uses and is perfectly suited for higher-density development to create a tiered development scheme. Approval of the requested density is consistent with the goals of the Comprehensive Plan and results in provision of housing that the Town of Easton is seeking for its current and future residents. This has been achieved through creating a sense of place; utilizing existing infrastructure efficiently, producing a pedestrian-friendly neighborhood with connectivity and accommodating transit to Washington Street, Bay Street and West Street.

******The Town Council may consider projects with less than the minimum open space required as specified in this Table, upon a finding that unique circumstances or conditions exist which warrant such a reduction and further provide that the applicant addresses the open space requirement in another acceptable means.***

Analysis - Though there is no designated open space, the Applicant has designed a Mews, which includes an ornamental fence, garden walls and decorative pavers to provide a walkable connection between North Washington Street and North West Street.

*******In the PUD General sub district, for any residential units proposed in excess of the maximum residential density permitted in base residential zoning districts (3.5 du/ac), at least 25% must be devoted to affordable housing, or the developer may contribute a fee-in-lieu to an entity to be determined by the Town.***

Analysis - Not Applicable.

E. Forest Conservation

Easton Forest Conservation Ordinance #718, Article III, § 31-3.2 Exemptions

O. An activity on a previously developed area covered by impervious surface and located in the priority funding area.

Analysis - The site is within the priority funding area and is an existing developed area covered by impervious surface; existing building, parking lot and utilities. The overall site area is 1.522 acres with nine (9) proposed single-family detached dwellings and twenty-four (24) proposed 4-story townhomes with associated parking, stormwater management and landscaping. Required Forest Conservation would be 0.228 acres or 9,945 square feet. The intent of the project is to maximize density within the infill area and provide adequate facilities to accommodate the site. The applicant has provided a landscape plan with ten (10) deciduous-shade/canopy trees, fourteen (14) understory trees and one (1) evergreen tree that is sixty (60) percent of the required forest conservation area. Based on the existing conditions and priority funding area, the staff supports the exemption under *Ordinance #718, Article III, § 31-3.2 Exemption, "O", an activity on a previously developed area covered by impervious surface and located in the priority funding area.*

F. Traffic Impact Analysis

The Traffic Impact Analysis (TIA) was submitted by the applicant on April 18, 2024. The documents prepared by Lenhart Traffic Consulting, Inc. described that the primary access to the single-family detached dwellings and townhome units will be provided along Bay Street and West Street.

The study was prepared in accordance with a scoping agreement coordinated with the Town of Easton and conforms to the MDOT SHA Traffic Impact Study Guidelines. Note that per MDOT SHA's Access Permits Manual, all study intersections were evaluated using the Critical Lane Volume (CLV) methodology and must maintain Level-of-Service (LOS) D or better to be considered adequate. The Highway Capacity Manual (HCM) methodology was also utilized to evaluate the study intersections per Town of Easton Guidelines. Study intersections included:

- Bay Street & West Street.
- Bay Street & Site Access.
- Bay Street & MD 565 (Washington Street).
- West Street & Site Access.
- West Street & Federal Street.

Morning and evening peak hour turn movement counts were conducted on April 18, 2024. The Maryland Department of Transportation State Highway Administration's Average Daily Traffic Volumes (ADT's) have been reviewed for the past ten years and it was determined that average yearly growth in the area is approximately 1.34%. To provide a conservative analysis, a growth rate of 3.0% was applied for 3 years to the existing peak hour volumes and the resulting base

peak hour volumes. The previous use for the property, a Safeway grocery store, has been vacant for some time. To account for the traffic previously generated by the property, the previous grocery store use was included as a background development.

Projected Conditions with Site

The site is proposed to be redeveloped with 9 single family detached units and 24 single family attached units. The trip generation rates were obtained from the ITE Trip Generation Manual, 11th Edition. Trips associated with the previous use for the property were included in the background peak hour volumes. With the proposed redevelopment, these trips will no longer be on the roadway. The proposed project will generate less trips than the previous grocery store.

The CLV analysis indicates that all intersections operate at LOS A under total conditions. The results of the HCM analyses indicate that each study intersection operates with LOS “D” or better. The TIA also indicates minimal impact on the minor street delays at the unsignalized study intersections.

The TIA noted that an evaluation of sight distance for each of the proposed access points was evaluated to ensure vehicles are able to safely exit the site. The posted speed limit along both Bay Street and West Street is 25 MPH. Given the proximity of the proposed access points to the signalized intersection of MD 565 & Bay Street, and the stop-controlled intersection of Bay Street & West Street, it is likely vehicles are traveling below the posted speed limit when passing the site access points. As such, a 25 MPH design speed is assumed for Bay Street and West Street for the purpose of the sight distance evaluations. The required stopping sight distance (SSD) for left turns from stop considering a 25 MPH design speed is 155 feet and the required intersection sight distance (ISD) is 280 feet. Right turn maneuvers from stop require lower distances for both SSD and ISD purposes and are not analyzed in the following discussion.

The minimum SSD is provided in both directions from each access point. While the minimum ISD is not achieved, the AASHTO Green Book (A Policy on Geometric Design of Highways and Streets) contains guidance on intersection sight distance in Chapter 9.5.1 and states that, *“if the available sight distance for an entering or crossing vehicle is at least equal to the appropriate sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions”*. As mentioned above, due to the proximity of the access points to the intersections of MD 565 & Bay Street and Bay Street & West Street, it is likely that vehicles are traveling well below the posted speed limit of 25 MPH. As such, the actual SSD required to anticipate and avoid collisions at these locations is likely lower than the minimum SSD used in this analysis. Based on the results of the sight distance evaluation, and according to AASHTO guidance, drivers have sufficient sight distance to safely anticipate and avoid collisions.

In the conclusion of the findings contained in the report, it is recommended by Lenhart Traffic Consulting, Inc. that the proposed development be approved. In their letter dated April 26, 2024, the Town of Easton Engineering Department stated that they reviewed the analysis and found it acceptable with the following comments that should be addressed by the Traffic Consultant at the Planning Commission meeting:

- SHEET 83 OF 83: AASHTO stopping sight distance layout is acceptable
- Curb markings indicating NO PARKING locations must be labeled on the Preliminary Site Plan
- Are there any recommended improvements to the intersection at Bay/Washington or Bay/West?
- Comments from The Maryland State Highway Administration ("SHA") are pending.

POLICY ANALYSIS:

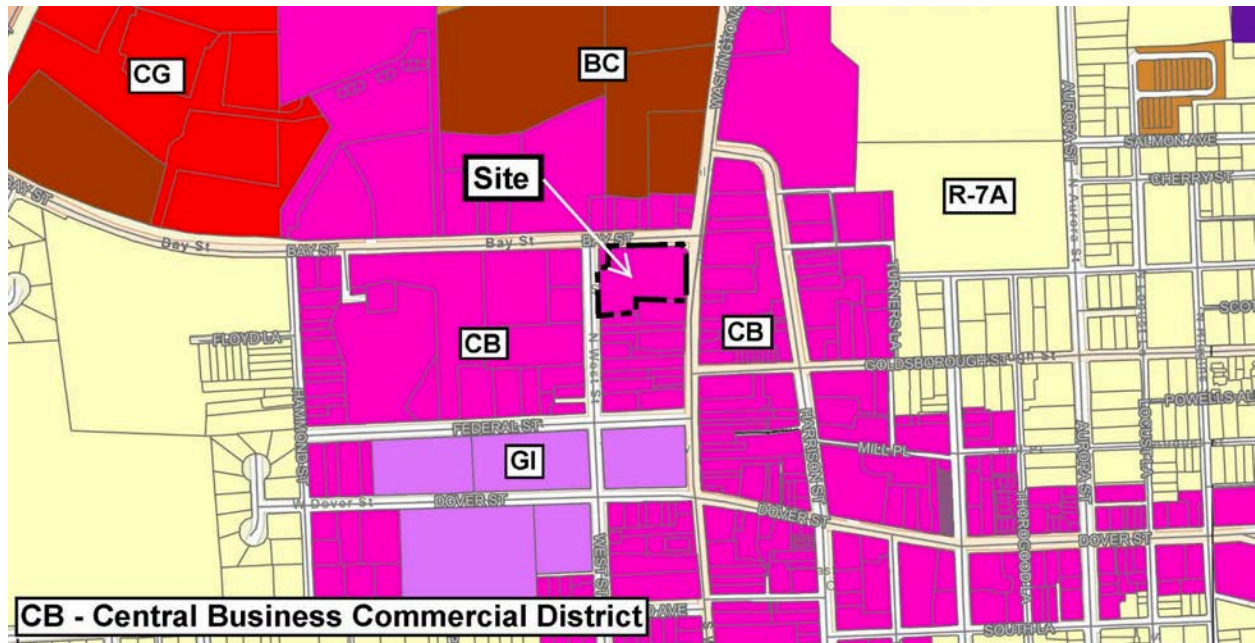


Figure 2: Zoning Map

Section 28-901.2.G of the Town Code states that the submission of a site plan for a proposed use or development activity shall not be approved unless it meets the factors below:

1. The site plan meets the design principles and standards and required improvements set forth in this Ordinance, the Town Comprehensive Plan, the Town of Easton Subdivision Regulations, and other ordinances, regulations, and policies established by the Town of Easton.

Analysis - The proposed subdivision meets the design requirements of the Town of Easton, including those described in the Town's Comprehensive Plan, Zoning Code, and any Design Guidelines. Notwithstanding, the staff's outstanding comments as noted above. Those comments can be resolved prior to Final Record Plat recording.

Town of Easton 2010 Comprehensive Plan Design Principles (Principle #1) Integrated uses are desirable- Applicant's response: *This development proposes residential development adjoining other residential land use and commercial uses.*

Staff notes that this is an appropriate location for walkable residential townhomes and single-family detached dwellings within the Town of Easton's Central Business Commercial District. In addition, the proposed development is under the PUD Infill Boundary, which provides a mechanism for the redevelopment, rehabilitation, and general improvement of certain older areas within the Town of Easton, including properties that have fallen into a somewhat neglected or dilapidated state.

(Principle #2) Natural features should determine design – Applicant's response: *No compelling natural features; SWM integrated on site.*

Staff notes that there are no compelling natural features on site.

(Principle #3) Automobiles should not determine design – Applicant's response: *Parking for residents is important. The proposed parking has been designed to accommodate the building layout on-site.*

Staff notes that the applicant has provided adequate off-street parking interior to the site while maintaining a form of development consistent within the context of the Central Business District; i.e. the site layout with its street fronting single-family detached homes does not reflect a suburban, auto-oriented type of residential development.

(Principle #4) Ample Open Space should be provided within & around neighborhoods – Applicant's response: *Usable open space not specifically applicable here.*

Staff notes that an attractive open space has been created within the proposed mews area, which includes an ornamental fence, garden walls and decorative pavers to provide a walkable connection between North Washington Street and North West Street. The mews enhances the project and advances it to the degree to which this infill project blends in with surrounding properties.

(Principle #5) Architecture should respect Easton's Historical Development – Applicant's response: *The application proposes architecture compatible with existing buildings and compatible with existing architecture found in Easton.*

Staff notes that this project is scheduled for Historic District Commission on 5/13/24 for the demolition of an existing building and the construction of twenty-four (24) four-story townhomes and nine (9) single-family detached dwellings.

(Principle #6) Signs should inform but not dominate – Applicant's response: *Signs should inform but not dominate-signage tasteful, simple and per code.*

Staff notes that any proposed monument sign will require a Signage Application to be submitted prior to installation.

(Principle #7) Neighborhoods should contain a diversity of housing types – *Applicant's response: This development proposes townhomes and single family dwellings as permitted in the CB Zoning District.*

Staff notes that the townhomes and single family dwellings offer a diverse pairing of housing types on the project site.

(Principle #8) Residential neighborhoods should be interesting places – *Applicant's response: This development setting provides diversity to the downtown district.*

(Principle #9) Neighborhoods should connect – *Applicant's response: The mews will provide pedestrian connection from Washington Street to West Street.*

Staff notes that the Comprehensive Plan states that older historic areas of Easton are where you find a great variety of lot sizes, configurations, and housing types as opposed to the more recent homogenous subdivisions built over the last 30 years. In addition, the plan states that connected neighborhoods are a fundamental characteristic of the older parts of Easton that are essential to emulate in new development projects for four reasons: 1) to offer multiple travel options, 2) to promote community and increase the opportunities for social interactions and walking between adjacent developments, 3) connected neighborhoods are safer and urban gridded streets promote lower vehicular speeds, and 4) connected neighborhoods are more sustainable and can promote compact, vibrant, mixed-use neighborhoods where living in a mixed-use environment where residents are within walking distance of shops and services results in increased walking and biking.

The Comprehensive Plan's Community Character chapter, related to the role of infill development in Easton's growth strategy, states that infill development can accommodate growth without annexing land. Infill and redevelopment means:

- *decreased demand for new, undeveloped greenfields*
- *mobility for those who do not or cannot drive*
- *it's less expensive to provide services to infill sites versus greenfield sites*
- *An increased supply of smaller-sized housing units can offer more affordable and lower maintenance housing choices for smaller households*
- *new opportunities and improved quality of life for in-Town residents,*
- *savings on energy and the environment,*
- *development that is consistent with State Smart Growth Policies*

The plan does state that extra attention needs to be given to compatibility and neighborhood impact issues and the plan offers points for consideration with any infill or redevelopment project. These points include: ensure housing types that are compatible with existing types, employ appropriate traffic calming measures, and provide a continuous pedestrian network.

It is also noted that this site is included within the area subject to the Downtown Easton Master Plan for Infill Development, and was in fact one of a handful of parcels examined more closely for potential infill and redevelopment opportunities. The plan was finalized in

July of 2008. While outdated, there are principles or recommendations in the plan which are still useful for reference. The following is a portion of the description of such opportunities for this site:

NORTH SIDE STRATEGIC INFILL SITE: SAFEWAY

DEVELOPMENT PRINCIPLES AND CONCEPT PLAN

As shown on Figure 1-15, the development principles of this infill site create a unique opportunity to begin making the important gateway intersection of Bay and Washington Streets integrated to the character and context of downtown (also see the rendered illustration in Figure 1-11, above). By creating a development plan that pushes parking to the interior and brings active building frontages to the corner, a new gateway anchor in the community can be established. Use of the adjacent Town parking lot across West Street can also minimize the total parking provided on-site.

Figure 1-15 provides a concept plan for the site emphasizing its street-oriented and mixed-use approach. The proposed site redevelopment a small residential component of about 12 units fronting on West Street, about 29,500 square feet of new retail, and about 36,000 square feet of ground floor and upper floor commercial space. Like the existing Safeway store, the site is very appropriate for an urban-scale grocery store and that is the assumed use for the new retail space. Parking would be to the interior possibly on a two story deck or utilizing internal parking and the Town lot located across West Street.

The Downtown Plan envisioned a mixed-use project with residential units over retail. Notwithstanding, the proposed site plan practically mirrors the recommendations of the Downtown Plan. In addition, the Downtown Plan states that providing for residential development will serve to reactivate downtown and increase the hours that downtown is active. The property is located in what the Downtown Plan calls the Downtown Gateway, which includes Washington Street. The building heights of the dwellings facing the street are consistent with the recommended stories (three plus a dormer level), the homes demonstrate variations of siding materials (brick and fiber cement), the window openings are vertically oriented, and the dwellings are close to the front setback line (Table 1-2, Infill Design Guidelines).

The Downtown Plan also notes that there is a noticeable gap or divide between the existing development pattern north and south of Goldsborough Street. Where the area south of Goldsborough includes small parcels, finely-scaled architecture, and historical street-fronting buildings, the area north of the street is characterized by larger vacant lots (some used for parking), irregular street walls (street frontage), and irregular building styles. Staff notes this area includes more auto-dominated development patterns typical of suburban patterns of development. Prime examples are the Talbot Town shopping center, Talbot Cleaners, the two buildings at 134 and 137 North Washington Street, and the old Safeway site that is the subject of this application.

The Downtown Plan recommends establishing the Washington/Bay Street intersection as a new gateway presence to help connect the northern and southern portions of downtown¹. The plan also recommends closing up gaps in the street wall and activating the street at ground level to help make the area more walkable and to reinvigorate downtown. Staff notes that the architectural renderings show a low street wall that includes a series of planting beds along North Washington Street. These beds, combined with the single family homes located close to the front setback, closes the current gap that exists along the roadside and achieves the more traditional urban form that defines the downtown².

2. The site plan avoids or minimizes adverse impacts upon features (whether on-site or off-site) of historical, cultural or ecological significance.

Analysis - The site is within the Historic District and was granted architectural approval from the Historic District at their scheduled meeting on May 13, 2024. The site is not within the Critical Area. This project would provide thirty-three residential units with improved amenities; adequate parking, stormwater management facilities and landscaping.

3. The proposed use or development activity will not substantially increase traffic hazards due to traffic generated by the proposed use, the location of curb cuts or the layout of internal traffic circulation.

Analysis - The proposed use and activity will not increase traffic hazards in the surrounding area. Adequate off-street parking is provided.

4. The site plan and the proposed use or uses do not cause any adverse impact upon the health or safety of persons residing or working in the area surrounding the site or upon the character of the neighborhood surrounding the site; and

Analysis - There would be no adverse impacts. The existing property is located within the Central Business zoning district. The project would provide a residential use with associated parking, stormwater management facilities and landscaping.

5. The site plan improves the water quality of the Chesapeake Bay or its tributaries.

Analysis - The proposed site would meet required design practices for stormwater management.

¹ Other recommendations were to connect Bay Street with Brewers Lane and extend Harrison Street into the Talbot Town site.

² The Downtown Plan states that the entire character of the north downtown area can be enhanced by orienting new development to the street and eliminating large areas of open parking and non-contiguous street frontages (p. 1-7).

Section 28-701.H.2

The Planning and Zoning Commission shall review the material submitted and following the presentation from the applicant, shall forward a recommendation to the Mayor and Town Council. The Planning and Zoning Commission's transmittal to the Town Council may include recommended changes to the PUD Sketch Plan or recommended conditions of approval that the Commission deems necessary to better insure compliance with the Comprehensive Plan. In reaching its conclusion as to the merits of the project, the Commission shall make recommendations addressing the following:

- a. Whether the proposed PUD development conforms to the Town of Easton Comprehensive Plan;***

Analysis - The proposed PUD revisions conforms to the Town's Comprehensive Plan.

- b. Whether the proposed PUD development conforms with all provisions of the Town of Easton Zoning Code which are not proposed for modification subject to the request;***

Analysis - This PUD development conforms with all provisions of the Town of Easton Zoning Code which are not proposed for modification subject to the request.

- c. Whether the proposed PUD development complies with all Town engineering and design regulations and standards;***

Analysis - The overall development conforms with Town engineering and design regulations and standards. Staff notes the sketch plan will still need to submit a development site plan, upon approval of the PUD, for further review of site infrastructure.

- d. Whether the proposed PUD development complies with any other applicable Town, County, State, or Federal regulations, policies or plans, except those standards proposed for modification. If the standards of any jurisdiction other than the Town of Easton are proposed for modification, any PUD project approval, should it subsequently be granted by the Town Council, shall be subject to the applicant successfully obtaining approval of said modification and demonstrating proof of such approval to the Town's satisfaction.***

Analysis - Currently, this PUD development complies with the standards of any jurisdiction other than the Town of Easton.

- e. Whether the proposed PUD will be superior to or more innovative than conventional development and how it will provide greater public benefit without additional probable significant adverse impacts to public health, safety or the environment, than would be available through the use of conventional zoning and/or development standards.***

Analysis - The development's proximity to multiple use properties will provide greater public benefit without additional significant adverse impacts to public health, safety or the

environment. The development provides a walkable design to support a pedestrian-oriented community, parking, landscaping, stormwater management and forest conservation.

CHAPTER 25, ARTICLE IV-SECTION 401 SKETCH PLAT PROCEDURES

(f) The Planning and Zoning Commission shall not approve a sketch subdivision plan unless they determine that the proposed subdivision satisfies each of the following requirements. Failure to satisfy any single requirement shall be just cause to deny a subdivision application, even if all others are satisfied. For each subdivision, the Planning Commission shall make findings that:

(1) The proposed subdivision provides against such scattered or premature subdivision of land as would involve danger or injury to health, safety, or prosperity by reason of the lack of water supply, drainage, transportation, schools, fire protection, or other public services, or necessitate the excessive expenditure of public funds for the supply of such services;

Analysis - There would be no adverse impacts that would involve danger or injury to the surrounding area. The existing property is located within the Central Business zoning district and is not within the Critical Area.. The project would provide a residential use with associated parking, stormwater management facilities and landscaping. Adequate water and sewer services to serve the proposed Project exist and are adjacent to the property. The Applicant will provide the utility extensions that are necessary to connect the Project to Town services and will work with Easton Utilities to ensure that all permits and approvals are granted

(2) The proposed subdivision provides for harmonious development of the municipality and its environs;

Analysis - The proposed subdivision will promote a harmonious infill development by providing townhomes and single family dwellings that offer a diverse pairing of housing types to complement the Central Business Commercial District. This development provides an integrated use that is desirable for the site and its surrounding multiple use properties; ranging from commercial to residential. The development's proximity to multiple use properties will provide greater public benefit without additional probable significant adverse impacts to public health, safety or the environment. The development provides a walkable design to support a pedestrian oriented community, parking, landscaping, and stormwater management.

(3) The proposed subdivision requires the proper arrangement and coordination of streets within subdivisions in relation to other existing or planned streets;

Analysis - The single-family detached dwellings and townhome units will be provided access along Bay Street and West Street, utilizing the two (2) existing curb-cut entrances. The Traffic Impact Analysis (TIA), prepared by Lenhart Traffic Consulting, Inc., described the CLV analysis indicating that all intersections operate at LOS A under total conditions and the results of the HCM analyses indicate that each study intersection operates with LOS "D" or better. The TIA also indicates minimal impact on the minor street delays at the unsignalized study intersections. The previous use for the property, a Safeway grocery store, has been vacant for

some time. To account for the traffic previously generated by the property, the previous grocery store use was included as a background development. Staff is requesting clarification from the Applicant and traffic consultant on whether there are recommended improvements to the intersection of Bay Street and North Washington Street or Bay Street and North West Street. At this time, there is no formal response from the State Highway Administration and the Applicant doesn't anticipate any improvement requests.

(4) The proposed subdivision provides for open spaces of adequate proportions (or satisfies this requirement by other acceptable means, when and as specified herein);

Analysis - The proposed subdivision meets the open space requirement by creating an attractive mews area, which includes an ornamental fence, garden walls and decorative pavers to provide a walkable connection between North Washington Street and North West Street. The mews enhances the project and advances it to the degree to which this infill project blends in with surrounding properties.

(5) The proposed subdivision provides suitably located streets of sufficient width to accommodate existing and prospective traffic and afford adequate light, air, and access for fire fighting apparatus and equipment to buildings, and is coordinated so as to compose a convenient system; Town of Easton 9 Subdivision Regulations Effective DECEMBER 12, 2023

Analysis - The proposed subdivision provides adequate drive aisle widths necessary for maneuverability and access for parking spaces and garages. The Applicant will need to work with the Easton Fire Department to ensure that access for fire fighting apparatus and equipment to buildings are adequate. In addition, the proposed onsite roads are private and there would be a private trash service. The Applicant indicated at the May 16th Planning Commission meeting that the site would use tipper cans that would be stored in the garages.

(6) The proposed subdivision provides parks of reasonable size for neighborhood playgrounds or other recreational uses on land suitable for such uses (or satisfies this requirement by other acceptable means) in accordance with the standards of Section 708 of these Regulations;

Analysis - The proposed subdivision provides *other acceptable means* to meet the park requirement by creating an attractive mews area, which includes an ornamental fence, garden walls and decorative pavers to provide a walkable connection between North Washington Street and North West Street. The mews enhances the project and advances it to the degree to which this infill project blends in with surrounding properties.

(7) The land indicated on the plats submitted to the Planning Commission is of such character that it can be used for building purposes without danger to public health, safety, or general welfare;

Analysis - The proposed subdivision indicated on the Sketch Plat can be used for building purposes without danger to public health, safety, or general welfare.

(8) The proposed subdivision prescribes minimum areas of lots in conformance with the Town's Zoning Ordinance and such additional areas as may be needed for each lot for on-site sanitary facilities (if needed);

Analysis - The proposed subdivision offers adequate lot sizes with applicable utilities.

(9) The proposed subdivision promotes the orderly growth of the Town of Easton, providing for public and other open space and for proper development of land while preventing, through the Commission's discretion, such scattered, premature and undesirable subdivision and development of land as would involve danger, or injury to health, safety or property, by reason of lack of water supply, sewage, drainage, transportation, or other public services or would necessitate in the Commission's judgment an excessive expenditure of public funds for the supply of such services, or would be injurious to maintenance of the integrity of the adopted Town Comprehensive Plan;

Analysis - The proposed subdivision is a complementing infill project that promotes an orderly growth within the Central Business Commercial District. This project utilizes other acceptable means to meet the open space and park requirement by creating an attractive mews area, which enhances the project and advances it to the degree to which this infill project blends in with surrounding properties. There would be no adverse impacts that would involve danger or injury to the surrounding area. The project would provide a residential use with associated parking, stormwater management facilities, landscaping and a walkable connectivity between Washington Street and West Street through the proposed mews. Adequate water and sewer services to serve the proposed Project exist and are adjacent to the property. The Applicant will provide the utility extensions that are necessary to connect the Project to Town services and will work with Easton Utilities to ensure that all permits and approvals are granted

(10) The proposed subdivision satisfies all technical requirements of these Regulations; and

Analysis - The proposed subdivision satisfies the technical requirements. Notwithstanding, the staff's outstanding comments as noted above. Those comments can be resolved prior to Final Record Plat recording.

(11) The proposed subdivision meets all design requirements of the Town of Easton, including those described in the Town's Comprehensive Plan, Zoning Code, and any Design Guidelines as may be adopted by the Town Council. The Planning Commission may approve a sketch subdivision plat subject to conditions intended to insure compliance with these requirements.

Analysis - The proposed subdivision meets the design requirements of the Town of Easton, including those described in the Town's Comprehensive Plan, Zoning Code, and any Design Guidelines. Notwithstanding, the staff's outstanding comments as noted above. Those comments can be resolved prior to Final Record Plat recording.

RECOMMENDED CONDITIONS:

Staff believes the proposed PUD Amendment is consistent with the Town's Comprehensive Plan and recommends that you approve the PUD Amendment. If approved, staff recommends the following conditions:

- The applicant will need to coordinate with the Town Engineer and State Highway Administration to obtain approval of the Traffic Impact Study.
- Address all ESDR comments intended to be complete during the Preliminary Site Plan review.

DRAFT MOTIONS:

1. I move that the Town Council approve the PUD Amendment to the Town Council, subject to staff's Conditions of Approval.

OR

2. I move that the Town Council forward the application to the July 1st Council meeting for further discussion.

OR

3. I move an alternate motion.

ATTACHMENTS:

1. 2024-04-03 Application - Site Plan, paper copy & PDF
2. 2024-04-08 HDC Application, paper copy & PDF
3. 2024-04-08-Arch Drawings, paper copy & PDF
4. 2024-04-22 Traffic Impact Analysis, paper copy & PDF
5. 2024-04-25 ESDR Determination Letter & Application, paper copy & PDF
6. 2024-04-26 ReviewLetter-1-ESDR-(SAFEWAY), paper copy & PDF
7. 2024-04-26-CommentResponses, paper copy & PDF
8. 2024-04-29 139 N. Washington Street - Public Notice, paper copy & PDF
9. 2024-04-29-PUD Sketch Plan 139 N Washington-PC Submittal, paper copy & PDF
10. 2024-05-06 139 N. Washington Street - May PC 400' Notice Letter, paper copy & PDF
11. 2024-05-06 Subdivision Application, paper copy & PDF



Town of Easton
Engineering, Planning and Zoning
14 South Harrison Street, Easton, MD 21601

RECEIVED
APR 03 2024
TOWN OF EASTON

Site Plan, PUD, Planned Healthcare Application

Application Type

Planned Unit Development ☒ Amendment ☐ Health Care (HC) ☐ Site Plan ☒

Subdivision Information

Name 139 North Washington
Original Property Size Acres 1.522 AC ± Square Feet 66,298 SF ±
Telephone No. 301-807-7057 Email rmiller@miller.group

Site Plan Information

Property Size Acres 1.522 AC ± Square Feet 66,286 SF ±
Structure's Floor Area 25,548 SF ± total Structure's Square Feet 83,340 SF ± total approximate GFA
Area of Disturbance 1.522 AC ± Number of Dwelling Units 33

Property Information

Address 139 N Washington St, Easton, MD 21601
Tax Map 104 Grid EA Parcel 612 Lot
Deed Reference: Liber 2237 Folio 62
Plat Reference: Liber 21 / 37 Folio 48 / 10
Base Zoning District CB Historic Y ☒ N ☐ Planned Redevelopment Y ☐ N ☐
Source of Electricity Easton Utilities

Owner

Name NAI Saturn Eastern, LLC Developer: Miller Development Corporation c/o Robby Miller
Mailing Address 250 Park Center Blvd, Boise, ID 83706 8120 Woodmont Ave, #160, Bethesda, MD 20814
Telephone No. 301-807-7057 Email rmiller@miller.group

Applicant or Agent

Name Lane Engineering, LLC c/o Brett Ewing, AICP
Mailing Address 117 Bay St, Easton, MD 21601
Telephone No. 410-822-8003 Email bewing@leinc.com

Surveyor / Engineer

Name Jarret Beyer, P.E. License No. 48188 Expiration Date 12/28/2025
Mailing Address 117 Bay St, Easton, MD 21601
Telephone No. 410-822-8003 Email jrbeyer@leinc.com

Any modifications during review shall warrant an updated application.

I hereby certify that I have reviewed and satisfied the Town of Easton Development Standards and that submission of an incomplete application will be returned for correction prior to processing.

Signature of Applicant or Agent



Date 4/3/2024

Printed Name of Applicant or Agent

Brett Ewing, AICP, Lane Engineering, LLC

For Office Use Only

Planning Commission Required	Y ☒ N ☐	
Planning Commission Meeting Date	05/16/2024	
Sketch Approval Date		Project No. PUD 24-01 ESDR 24-08
Prelim/Dev. Approval Date		Application No. 2024-1182
Final Approval Date		Sketch Fee Paid 04/03/2024
Recordation Date		Develop. Fee Paid

Revised 02-2019



RECEIVED

APR 08 2024

HD 24-47

TOWN OF EASTON TOWN OF EASTON
PLANNING AND ZONING
14 SOUTH HARRISON STREET, EASTON, MD 21601

Application #: 2024-1182
Date Received: 04/08/2024
Fee Paid: 04/08/2024
HDC Meeting Date: 04/22/2024
Date Property Posted: 04/15/2024

HISTORIC DISTRICT COMMISSION HEARING APPLICATION

APPLICATION TYPE (PLEASE CIRCLE)

ROOFING DEMOLITION SIGNAGE FENCING OTHER
NEW CONSTRUCTION/ADDITION EXTERIOR ALTERATIONS
FOR TREE REMOVAL(S) - PLEASE USE THE TREE REMOVAL APPLICATION

PROPERTY INFORMATION

ADDRESS 139 N Washington St, Easton, MD 21601
☐ Contributing ☒ Non-Contributing YEAR BUILT: 1967 NATIONAL REGISTAR #

PROPERTY INFORMATION

OWNER NAME Contract Purchaser/Applicant: Miller Development Corporation c/o Robby Miller
TELEPHONE NO. 301-807-7057 EMAIL rmiller@miller.group

Applicant or Agent

NAME Lane Engineering, LLC c/o Brett Ewing, AICP
TELEPHONE NO. 410-822-8003 EMAIL bewing@leinc.com

Description of Proposal (include additional sheets, as necessary)

Demolition of the old Safeway building and construction of 4-story townhomes and single-family dwellings (33 units total).

Specific Requirements

- The payment of fees is due at the time of application submittal.
As of December 27, 2022, the fees are as follows:
Commercial - \$200 Residential - \$75 Signs - \$75 Staff Approval \$25
- Provide 2 hard copies plus 1 digital copy of the application and all supplemental information.
- Disclose any easements or deed restrictions pertaining to the property and any improvements including the details of said easements or restrictions.
- Disclose any tax credits and or grants being considered for the project.

The Historic District Commission (HDC) reserves the right to request reasonable additional information or design drawings that further clarify proposals. In cases where professional design services are warranted, HDC may require the applicant to retain a licensed design consultant.
If the applicant or their designee is not present for the scheduled meeting the Commission may elect to refrain from discussing and voting on the scheduled agenda item.
Any modifications during review shall warrant an updated application.

I hereby certify that I have reviewed the Easton Historic District Guidelines as published

Signature of Applicant or Agent

Date

Printed Name of Applicant or Agent

4/8/2024

Brett Ewing, AICP, Lane Engineering, LLC

Revised 4.4.2022



Historic District Commission Application Checklist

Revised December 2022

Please complete the section that applies to your application. If a checklist item is not included or is non-applicable, please provide information supporting its omission for the Commission's consideration.

Requirements:

The payment of fees is due at the time of application submittal. As of December, 2022, the fees are as follows:

Commercial - \$200, Residential - \$75, Signs - \$75, Staff Approval - \$25.

The application submitted shall include 2 copies plus 1 digital.

All Applications to Include:

☒ A narrative fully explaining the request

☒ Photographs of all existing conditions and that will be affected by the proposed project

TBD ☐ Description of all existing materials and a listing of all materials to be used for proposed project.

TBD ☐ Manufacturer cut-sheets and material specifications related to all proposed work.

☒ Any available and applicable historical photographs, sketches or other documentary evidence illustrating previous conditions and configurations of the building(s)

New Construction / Addition

☒ Dimensioned elevations drawn to an appropriate scale illustrating all sides of the proposed structure. Drawings shall include notations outlining roof pitches, trim details and the type of windows and doors to be used for the project

☒ Site plan drawn to an appropriate scale and including setbacks and neighboring structures. Site Plan should illustrate the footprint(s) of all proposed EXISTING AND PROPOSED construction.

TBD ☐ Construction schedule

☒ For new construction only, the Commission will require a three-dimensional rendering, superimposed photo, silhouette or model of the proposed structure, other structure(s) located on the subject property and neighboring structures when necessary to understand the visual impact of the new construction and its compliance with the Guidelines.

Renovations

- ☐ Elevations or photographs of the existing conditions
- ☐ Elevation of the proposed changes
- ☐ Cut sheet for all proposed materials – Be sure to include all of the following that apply and any other additional materials:
 - Windows
 - Doors
 - Trim, fascia, soffit, etc
 - Decking/ porch flooring materials
 - Roofing Materials, gutters

Windows

Restoration of existing windows is the Commissions first choice. However, the Commission recognizes it may not always be practical to replace windows. For contributing buildings the front façade and any other façade facing a primary right of way are required to be wood windows. Aluminum, or fiberglass clad wood windows may be approved by the Commission on side or rear façades of contributing buildings. For non-contributing buildings clad wood windows will be considered on all elevations. Note: National Register Buildings are held to the highest of standards.

- ☐ Photograph or scaled elevation of all elevations of the building with each window that is to be replaced clearly labeled.
- ☐ Manufacturers cut sheet for each window to be replaced. Clearly labeled where it will be installed on the building.
- ☐ Materials for the windows must be clearly identified on the cut sheet
- ☐ Please note if existing trim/shutters are to remain or if new are to be installed, please include list of all new materials and cut sheets.

Roofing

Note: National Register Buildings are held to the highest of standards.

- ☐ Photographs or scaled elevations showing the existing roofing material to be replaced.
- ☐ Manufacturers cut sheet for each type of roofing to be replaced. Clearly labeled where it will be installed on the building.
- ☐ Please note if existing trim, fascia, soffit, or gutters are to remain or if new are to be installed, please include list of all new materials and cut sheets.

Signs

- ☐ Dimensioned scale drawings of the sign. Identify all materials to be used, color(s), lettering (including size and font style) and wording
- ☐ Photograph depicting the proposed location for the signage
- ☐ Lighting detail
- ☐ Construction and or mounting details

Landscaping & Trees

- ☐ Landscape plan where existing and proposed landscape features to be installed/planted, removed and/or relocated are identified including the location and species of existing and new trees

Fence

- ☐ Application must Include:
 - A Site plan :
 - Drawn to scale
 - Show and label the location of new and any existing fence. (this can be completed on two separate site plans for clarity)
 - Include location of neighboring structures
 - Identify height of proposed fence, location of gates and other openings
 - If the height or style of fence changes based on location, this must be clearly identified.
 - Proposed fence style and material
 - Include photograph, manufacturer cut-sheet of the fence, or detailed sketch of proposed fence.
 - other relevant construction and or material detail

Demolition

The Historic District Commission (HDC) reserves the right to request a professional inspection of the structure(s). Said request may include evaluation by a historic preservation specialist.

- ☐ Elevations and photographic documentation of all elevations of the structure(s) to be demolished including footprint dimensions, height dimensions and a site plan illustrating location of the structure(s) to be demolished
- ☐ Structural Analysis by Structural Engineer or Licensed Architect
- ☐ For Economic Hardship please provide documentation. Reference Guideline 13.9
- ☐ Attach replacement plan

Other

- ☐ Attach all documentation supporting request

The Historic District Commission (HDC) reserves the right to request reasonable additional information or design drawings that further clarify proposals. In cases where professional design services are warranted, the HDC may require the applicant to retain a licensed design consultant.

If the applicant or their designee is not present for the scheduled HDC meeting, the Commission may elect to refrain from discussing and voting on the scheduled agenda item.

This checklist shall be submitted along with the completed Historic District Commission Application and all additional supporting information.

EASTON HISTORIC DISTRICT SURVEY

PROPERTY #:

Picture:



TAX ID		ADDRESS		OWNER NAME			
2101024329		139 N WASHINGTON ST		SAFEWAY STORES HOLDINGS CORP.			
YEAR BUILT		PHYSICAL CONDITION					
1967		VERY GOOD					
ARCHITECTURAL STYLE				ADDITION(S)			
COMMERCIAL							
NHL DISTRICT	NR DISTRICT	NR LISTED	MEETS NR CRITERIA	1980 NR RATING	MD INVENTORY	CONTRIBUTING	NC CODE
				E		N	AGE

NOTES

BUILT AFTER DISTRICTS PERIOD OF SIGNIFICANCE.



VIEW AT CORNER OF BAY ST AND WASHINGTON ST



KEY PLAN 1-40
1" = 40'-0"

HDC SUBMISSION - 04.08.24

139 N. Washington St.

139 N. WASHINGTON ST. | EASTON, MD 20814

1ST ELECTION DISTRICT
TALBOT COUNTY, MD
WSSC GRID:
TAX MAP:

NCPPC:

OWNER / CLIENT



8120 Woodmont Ave, Ste 160 | Bethesda, MD 20814

202.752.9866 | www.miller.group

ARCHITECT

mauricewalters | architect

400 7th St NW, Ste 502 | Washington, DC 20004

202.675.1094 | www.mwaltersarchitect.com

CIVIL ENGINEER

Lane Engineering, LLC

117 Bay St. | Easton, MD 21601

410.822.8003 | www.leinc.com

LANDSCAPE ARCHITECT

OEHME, VAN SWEDEN

800 G St SE | Washington, DC 20003

202.546.7575 | www.ovsla.com

LAND USE ATTORNEY

McAllister, DeTar, Showalter & Walker, LLC

100 N. West St | Easton, MD 21601

410.820.0222 | www.mdswlaw.com

Issues / Revisions

[illegible]

Professional Seal



I hereby certify that these document were prepared or approved by me, and that I am a duly licensed professional architect under the laws of the State of Maryland.

NAME: MAURICE WALTERS
LICENSE No: 15649
EXPIRATION DATE: 09/03/2024

Drawing Title

SITE RENDERING

Sheet No.

A001

Scale

1" = 40'-0"



BAY ST.

VIEW FROM WASHINGTON ST TOWARD MEWS ENTRY



○ KEY PLAN 1-40
1" = 40'-0"

139 N. Washington St.

139 N. WASHINGTON ST. | EASTON, MD 20814

1ST ELECTION DISTRICT
TALBOT COUNTY, MD
WSSC GRID:
TAX MAP:

MNCPPC:

OWNER / CLIENT

MILLER GROUP
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mauricewalters | architect
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Issues / Revisions

NO.	DESCRIPTION	DATE

Professional Seal



I hereby certify that these document were prepared or approved by me, and that I am a duly licensed professional architect under the laws of the State of Maryland.

NAME: MAURICE WALTERS
LICENSE No: 15649
EXPIRATION DATE: 09/03/2024

Drawing Title
SITE RENDERING

Sheet No.

A002

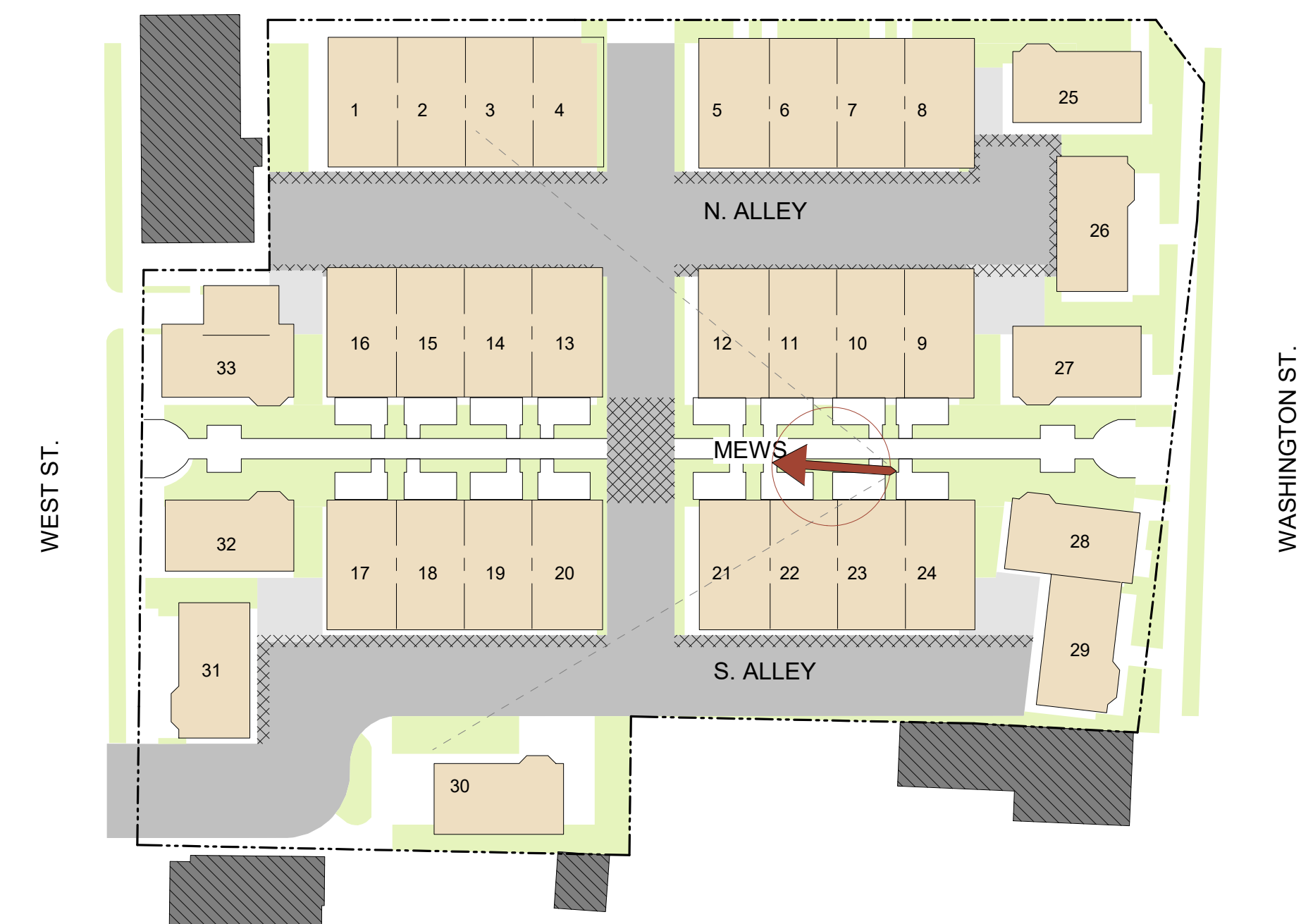
Scale 1" = 40'-0"

HDC SUBMISSION - 04.08.24



BAY ST.

VIEW IN MEWS TOWARD WEST ST



○ KEY PLAN 1-40
1" = 40'-0"

HDC SUBMISSION - 04.08.24

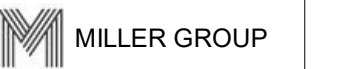
139 N. Washington St.

139 N. WASHINGTON ST. | EASTON, MD 20814

1ST ELECTION DISTRICT
TALBOT COUNTY, MD
WSSC GRID:
TAX MAP:

NCPPC:

OWNER / CLIENT



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Issues / Revisions

[illegible]

Professional Seal



I hereby certify that these document were prepared or approved by me, and that I am a duly licensed professional architect under the laws of the State of Maryland.

NAME: MAURICE WALTERS

LICENSE No: 15649
EXPIRATION DATE: 09/

--

Drawing Title	
---------------	--

SITE RENDERING

Sheet No.

A003

Scale

1" = 40'-0"

Materials Legend	
Key Value	Keynote Text
BR1	BRICK A (RED)
BR2	BRICK B (GRAY)
BR3	BRICK C (RED)
BR5	STACKED BOND BRICK, MATCH BRICK
BR6	SOLDIER COURSE BRICK HEADER, MATCH BRICK
BR7	BRICK CORBEL DETAIL, MATCH BRICK
BR8	CHECKERBOARD BRICK SPANDREL, MATCH BRICK
CB1	DECORATIVE PORCH COLUMNS AND ENTABLATURE
CS1	CAST STONE SILL,BAND/HEADER
CS2	CAST STONE COPING
DR1	TOWNHOUSE DOOR, SINGLE
DR2	TOWNHOUSE DOOR, DOUBLE
DR3	SECTIONAL ALUMINUM AND GLASS OVERHEAD GARAGE DOOR
DR4	TERRACE DOOR
FC1	CLAPBOARD SIDING (FIBER CEMENT)
FC2	VERTICAL SHIPLAP SIDING (FIBER CEMENT)
FC3	FIBER CEMENT PANEL
FC4	FIBER CEMENT TRIM
GW1	MASONRY GARDEN WALLS
MT1	DECORATIVE RAILING
MT2	STEEL LINTEL, PAINTED
RF1	SHINGLED ROOFING
RF3	STANDING SEAM METAL ROOF AND SIDING
SR1	SHUTTERS, OPERABLE
WS1	WINDOWS, HUNG OR AWNING
WS2	DORMER WINDOWS, HUNG OR AWING



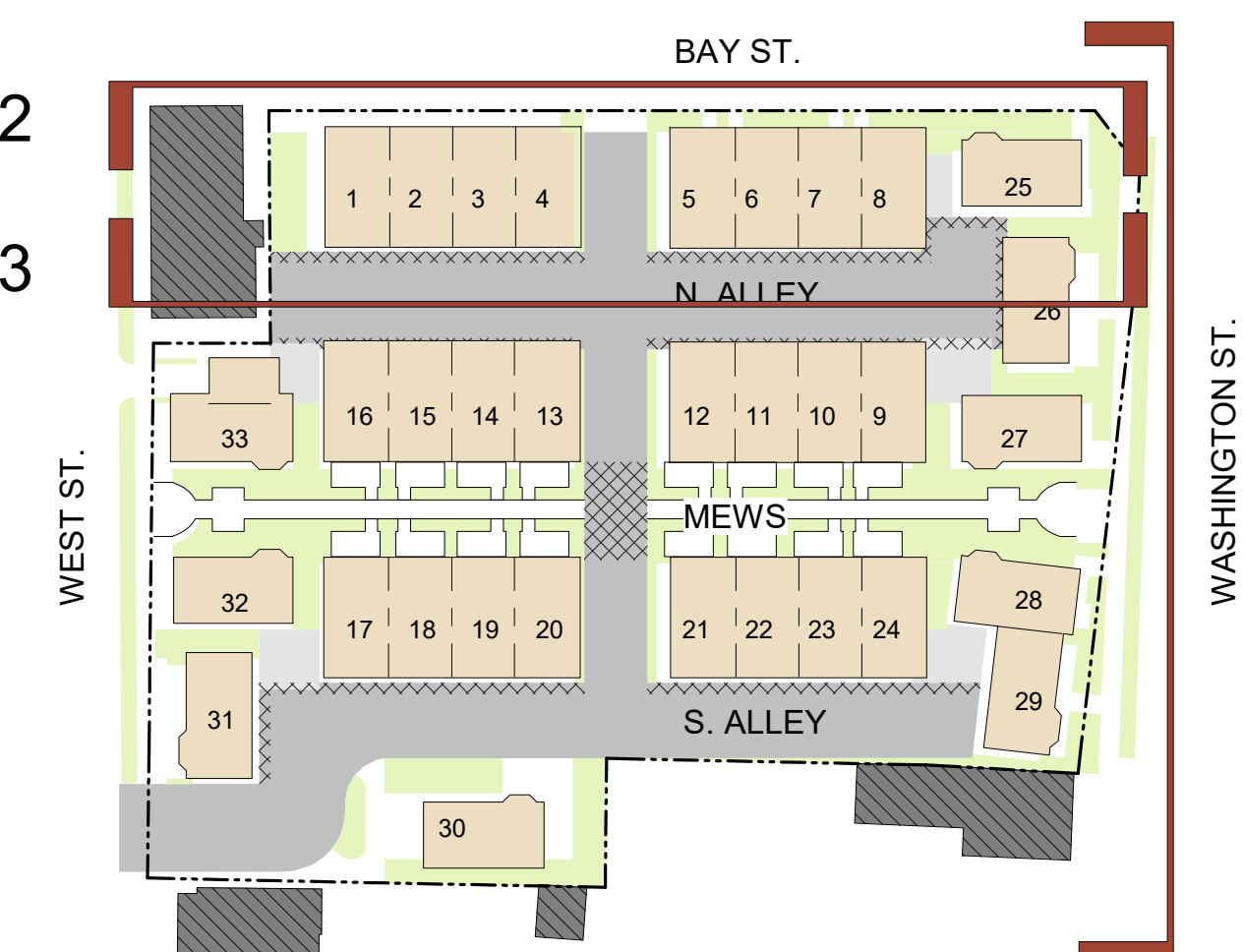
① Washington St - East Elevation
1/16" = 1'-0"



2 Bay Street - South Elevation
1/16" = 1'-0"



③ North Alley - North Elevation
1/16" = 1'-0"



139 N. Washington St.

39 N. WASHINGTON ST. | EASTON, MD 20814

ST ELECTION DISTRICT
TALBOT COUNTY, MD
WSSC GRID:
TAX MAP:

NCPPC:

OWNER / CLIENT



MILLER GROUP

120 Woodmont Ave, Ste 160 | Bethesda, MD 20814

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ARCHITECT

maurice**walters** | architect

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CIVIL ENGINEER

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410.822.8003 | www.leinc.com

LANDSCAPE ARCHITECT

OEHME, VAN SWEDEN

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202.546.7575 | www.ovsla.com

LAND USE ATTORNEY

eTar, Showalter & Walker, LLC

100 N. West St | Easton, MD 21601

410.820.0222 | www.mdswlaw.com

Issues / Revisions

[illegible]

Professional Seal



I hereby certify that these document were prepared or approved by me, and that I am a duly licensed professional architect under the laws of the State of Maryland.

NAME: MAURICE WALTERS
LICENSE No: 15649
EXPIRATION DATE: 09/03/2024

Drawing Title

SITE ELEVATIONS

Sheet No.

SD - 201

Scale	As indicated
-------	--------------

HDC SUBMISSION - 04.08.24

TRAFFIC IMPACT ANALYSIS

FOR

139 N. WASHINGTON

Prepared by:

LENHART TRAFFIC CONSULTING, INC.
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

April 18, 2024



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Section 1 Introduction

1.1 Project Description

This Traffic Impact Analysis (TIA) has been prepared for the proposed redevelopment of the property located at 139 N. Washington Street, located in Easton, Maryland. The location of the site is shown on **Exhibit 1**. The site was previously developed with a 22,547 square foot Safeway grocery store and is proposed to be redeveloped with 9 single family detached units and 26 single family attached units. Access to the site will be provided along Bay Street and West Street.

1.2 Scope of Study

This TIA has been prepared in accordance with a scoping agreement coordinated with the Town of Easton and conforms to the MDOT SHA Traffic Impact Study Guidelines. Note that per MDOT SHA's Access Permits Manual, all study intersections were evaluated using the Critical Lane Volume (CLV) methodology and must maintain Level-of-Service (LOS) D or better to be considered adequate. The Highway Capacity Manual (HCM) methodology was also utilized to evaluate the study intersections per Town of Easton Guidelines.

Study Intersections:

1. Bay Street & West Street
2. Bay Street & Site Access
3. Bay Street & MD 565 (Washington Street)
4. West Street & Site Access
5. West Street & Federal Street



Trip Generation Memo

Site Location
Map

**Exhibit
1**



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SEVERNA PARK, MD 21146
www.lenharttraffic.com

Section 2 Existing Conditions

2.1 Description of Road Network

The key roads in the study area are:

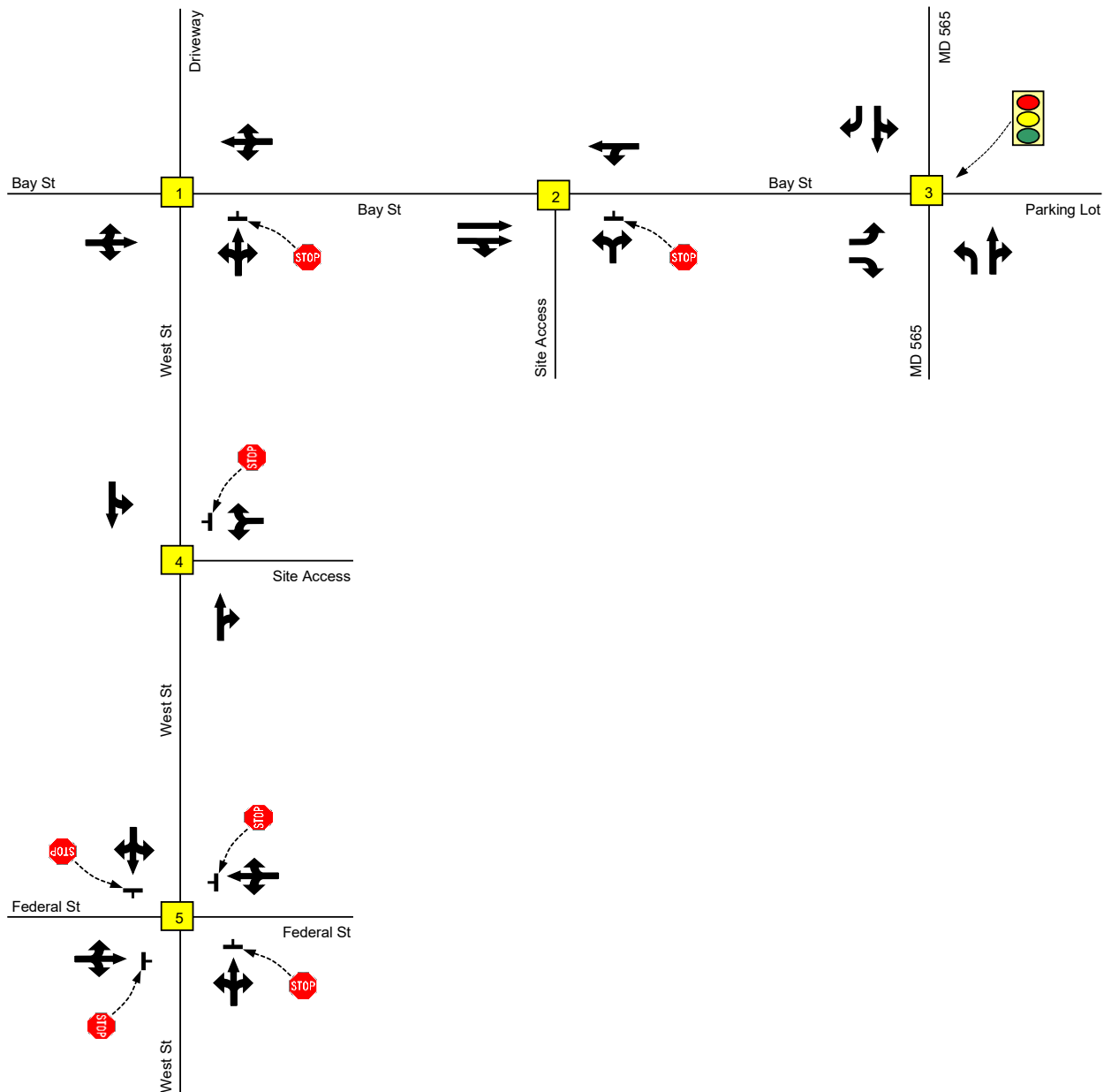
- N. Washington Street (MD 565) – a two- to four-lane roadway classified as a minor arterial. The roadway has a posted speed limit of 30 MPH.
- Bay Street (MD 33) – a two-lane roadway classified as a minor arterial. The roadway has a posted speed limit of 25 MPH within the vicinity of the site.
- West Street – a two-lane local roadway..

2.2 Existing Lane Configurations

The Lane Use & Traffic Control Devices are shown on **Exhibit 2**.

2.3 Existing Traffic Counts

Peak hour turning movement counts were conducted and are shown on **Exhibit 3**.



Traffic Impact Analysis

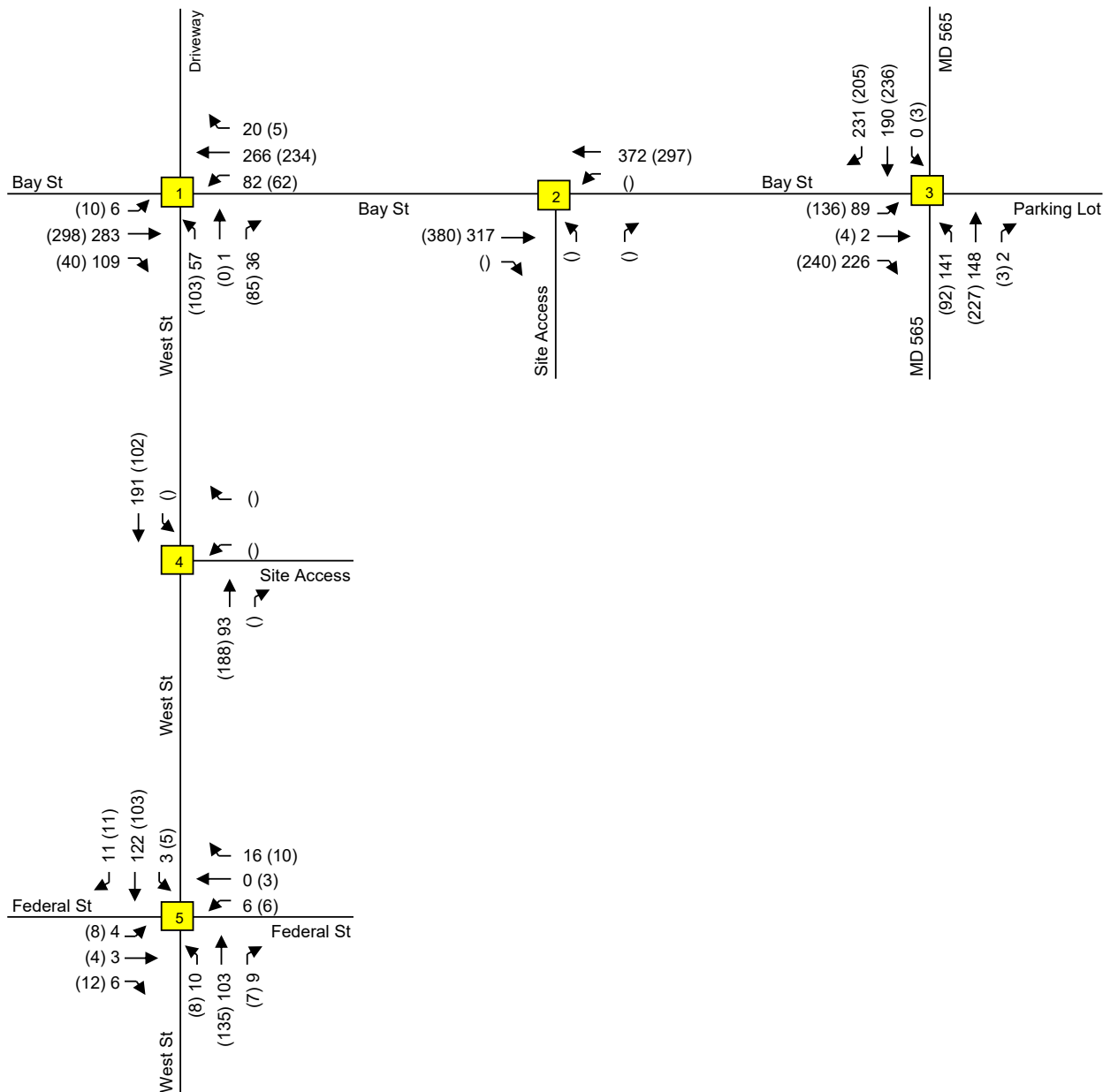
Existing Peak Hour Volumes

Exhibit 3



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 SEVERNA PARK, MD 21146
www.lenharttraffic.com

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's



Traffic Impact Analysis

Existing Peak Hour Volumes

**Exhibit
3**



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Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Section 3 Background Conditions

3.1 Annual Growth

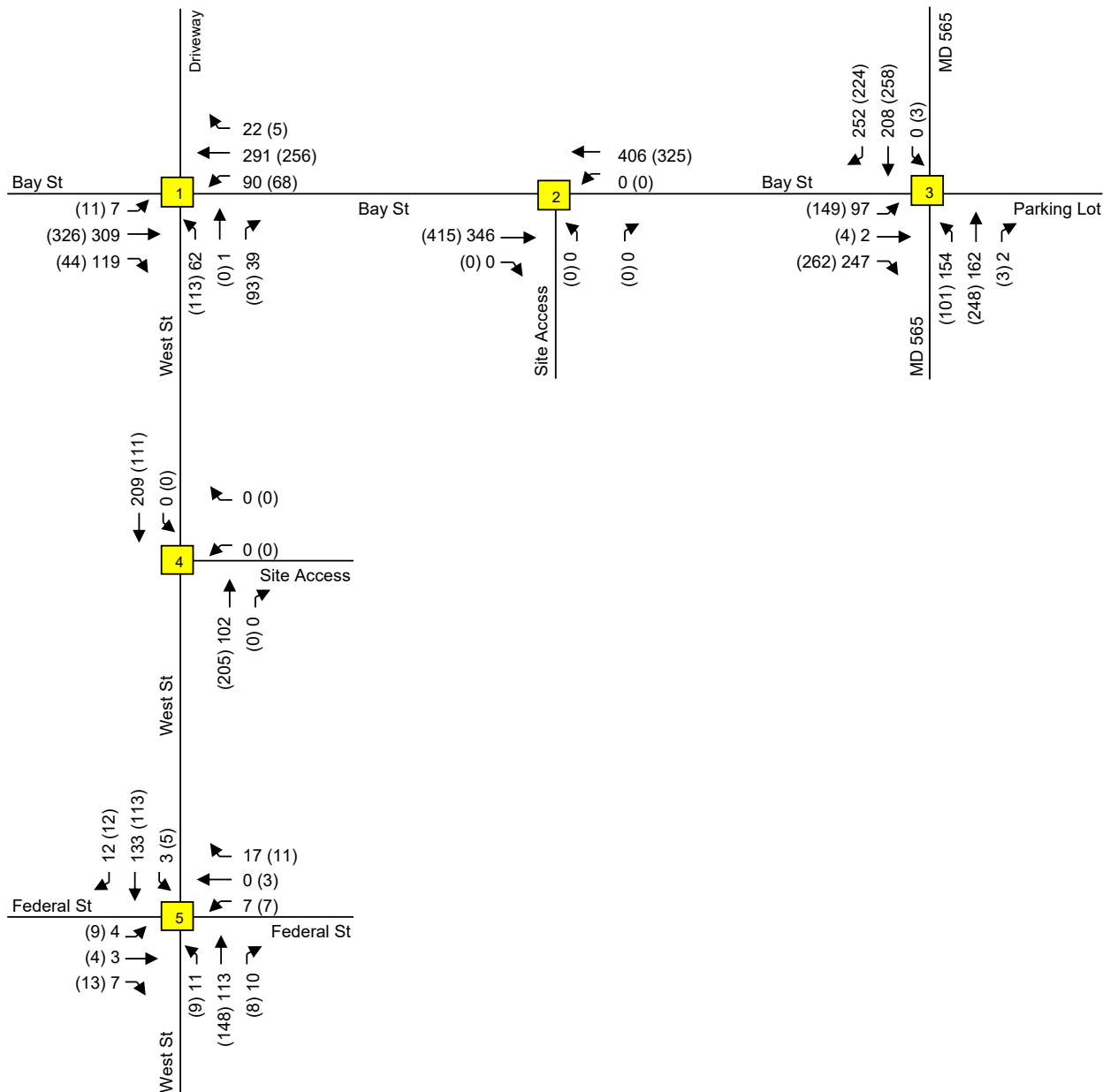
The Maryland Department of Transportation State Highway Administration's Average Daily Traffic Volumes (ADT's) have been reviewed for the past ten years and it was determined that average yearly growth in the area is approximately 1.34%. To provide a conservative analysis, a growth rate of 3.0% was applied for 3 years to the existing peak hour volumes and the resulting base peak hour volumes are shown on **Exhibit 4**.

3.2 Background Developments

The previous use for the property, a Safeway grocery store, has been vacant for some time. To account for the traffic previously generated by the property, the previous grocery store use was included as a background development. Trip generation and assignment exhibits for the previous use are provided in Appendix C.

3.3 Background Traffic Volumes

The background peak hour volumes are shown on **Exhibit 5**. These volumes combine the base peak hour volumes (Exhibit 4) with the trips generated by the previous use (Exhibit C-2 in Appendix C).



0.03	Growth Rate
3	Years of Growth
1.093	Total Growth

Traffic Impact Analysis

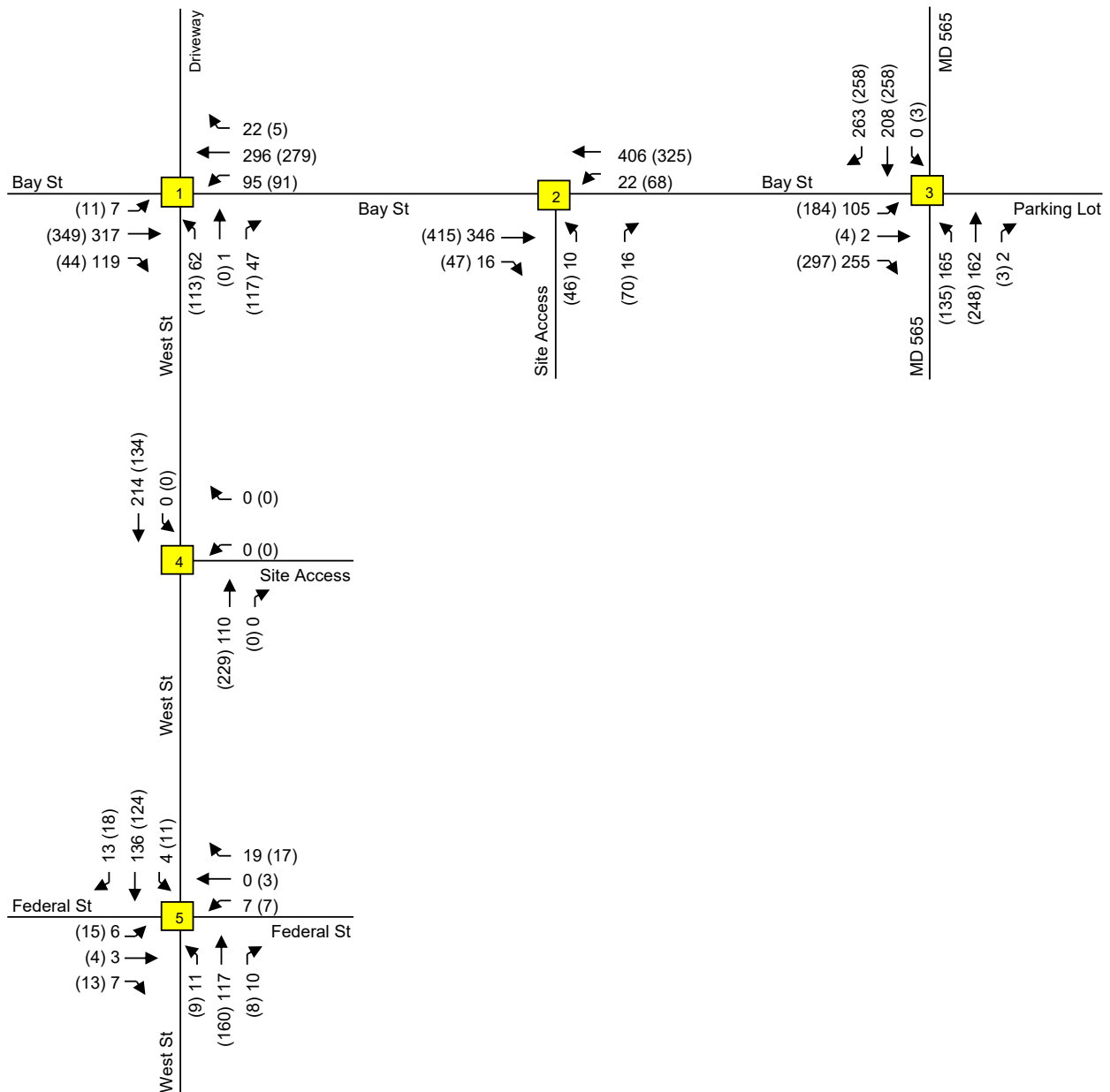


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SEVERNA PARK, MD 21146
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Existing Peak Hour Volumes

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Exhibit 3



Traffic Impact Analysis

Existing Peak Hour Volumes

**Exhibit
3**



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Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Section 4 Projected Conditions with Site

4.1 Site Trip Generation

The site is proposed to be redeveloped with 9 single family detached units and 26 single family attached units.

The trip generation for the proposed development is detailed on **Exhibit 6**. Trip generation rates were obtained from the ITE Trip Generation Manual, 11th Edition.

4.2 Removal of Trips Associated with Previous Use

Trips associated with the previous use for the property were included in the background peak hour volumes shown on Exhibit 5. With the proposed redevelopment, these trips will no longer be on the roadway. **Exhibit 7** removes the trips associated with the previous use for the property from the road network.

4.3 Site Trip Distribution & Trip Assignment

The trip distribution and assignment is shown on **Exhibit 8**.

4.4 Total Traffic Volumes

The Total Peak Hour Volumes are shown on **Exhibit 9**.

4.5 Projected Level of Service

The total peak hour traffic volumes shown on Exhibit 10 were evaluated using the CLV methodology per MDOT SHA Guidelines. The results of the CLV analyses are shown on **Exhibit 11** and indicate that all intersections operate at LOS A under total conditions. The results of the HCM analyses are shown on **Exhibit 12** and indicate that each study intersection operates with LOS D or better. The results on Exhibit 12 also indicate that the site has minimal impact on the minor street delays at the unsignalized study intersections.

4.6 Sight Distance Evaluation

The sight distance at each of the proposed access points was evaluated to ensure vehicles are able to safely exit the site.

The posted speed limit along both Bay Street and West Street is 25 MPH. Given the proximity of the proposed access points to the signalized intersection of MD 565 & Bay Street, and stop-controlled intersection of Bay Street & West Street it is likely vehicles are traveling below the posted speed limit when passing the site access

points. As such, a 25 MPH design speed is assumed for Bay Street and West Street for the purpose of the sight distance evaluations. The required stopping sight distance (SSD) for left turns from stop considering a 25 MPH design speed is 155 feet and the required intersection sight distance (ISD) is 280 feet. Right turn maneuvers from stop require lower distances for both SSD and ISD purposes and are not analyzed in the following discussion.

A sight distance evaluation exhibit has been included in Appendix D that includes sight distance lines for each access point.

As shown, the minimum SSD is provided in both directions from each access point. While the minimum ISD is not achieved, the AASHTO Green Book (A Policy on Geometric Design of Highways and Streets) contains guidance on intersection sight distance in Chapter 9.5.1 and states that, “if the available sight distance for an entering or crossing vehicle is at least equal to the appropriate sight distance for the major road, then drivers have sufficient sight distance to anticipate and avoid collisions”. As mentioned above, due to the proximity of the access points to the intersections of MD 565 & Bay Street and Bay Street & West Street, it is likely that vehicles are traveling well below the posted speed limit of 25 MPH. As such, the actual SSD required to anticipate and avoid collisions at these locations is likely lower than the minimum SSD used in this analysis.

Based on the results of the sight distance evaluation, and according to AASHTO guidance, drivers have sufficient sight distance to safely anticipate and avoid collisions.

Trip Generation Rates

Supermarket (ksf, ITE-850)		<u>Trip Distribution (In/Out)</u>
Morning Trips = 2.86 x ksf		60/41
Ln(Evening Trips) = 0.81 x Ln(ksf) + 2.92		51/49
Single-Family Detached Housing (ITE-210, Units)		<u>Trip Distribution (In/Out)</u>
Ln(Morning Trips) = 0.91 x Ln(Units) + 0.12		26/74
Ln(Evening Trips) = 0.94 x Ln(Units) + 0.27		63/37
Single-Family Attached Housing (ITE-215, Units)		<u>Trip Distribution (In/Out)</u>
Morning Trips = 0.52 x Units - 5.70		31/69
Evening Trips = 0.60 x Units - 3.93		57/43

Existing Trip Generation Totals

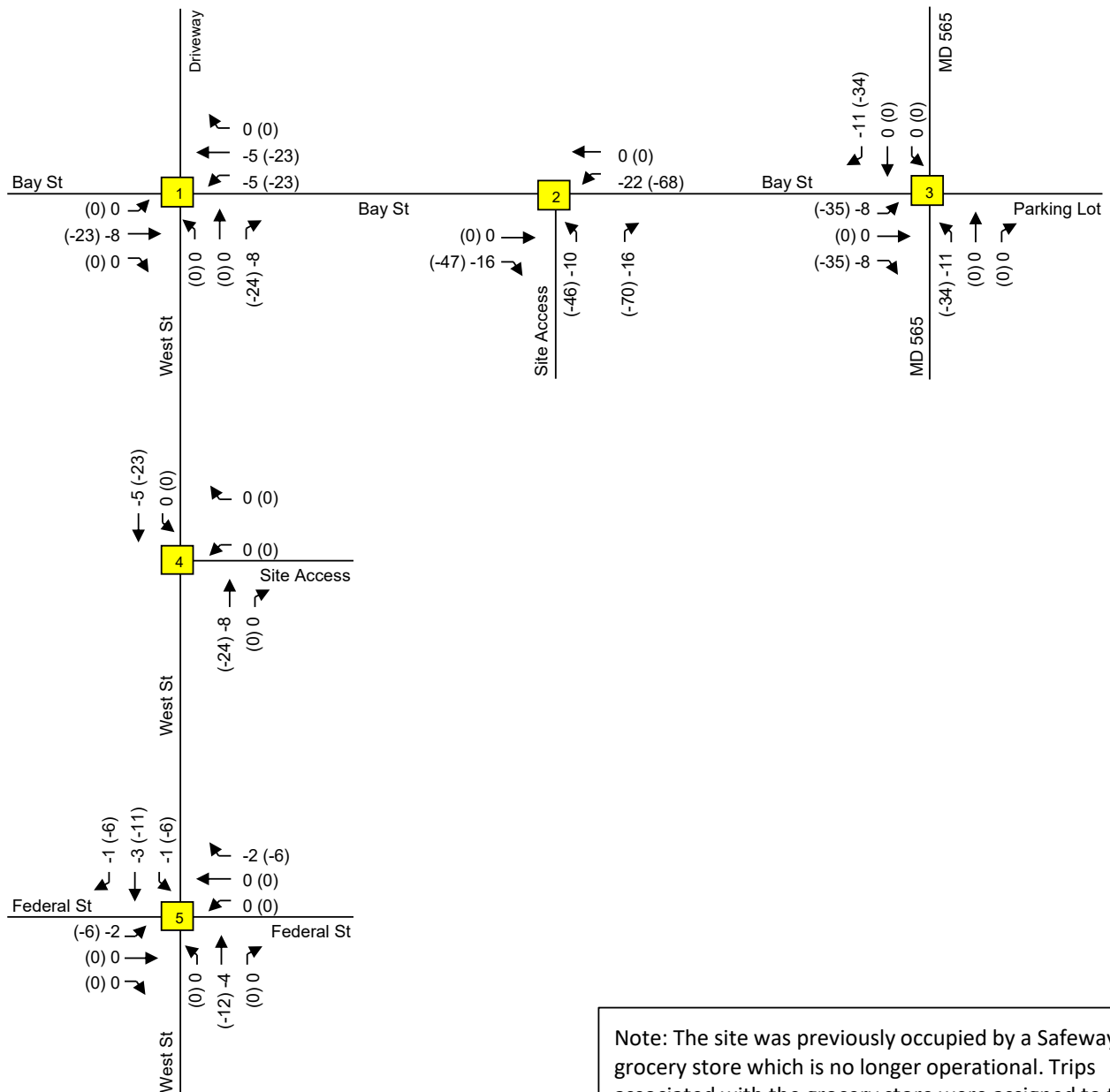
			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
LU Code 850	Supermarket (ksf, ITE-850)	22,547 sq.ft.	38	26	64	115	116	231

Proposed Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
LU Code 210	Single-Family Detached Housing (ITE-210, Units)	9 units	2	6	8	6	4	10
LU Code 215	Single-Family Attached Housing (ITE-215, Units)	26 units	2	6	8	7	5	12
Total:			4	12	16	13	9	22

NOTE: Trip Generation Rates obtained from the ITE Trip Generation Manual, 11th Edition

Traffic Impact Analysis		Trip Generation for Site	Exhibit 6
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com			



Note: The site was previously occupied by a Safeway grocery store which is no longer operational. Trips associated with the grocery store were assigned to the road network under background conditions. Those trips, shown on Exhibit C-2 in Appendix C, are removed from the study network on this exhibit as the grocery store is not part of the proposed redevelopment.

Traffic Impact Analysis



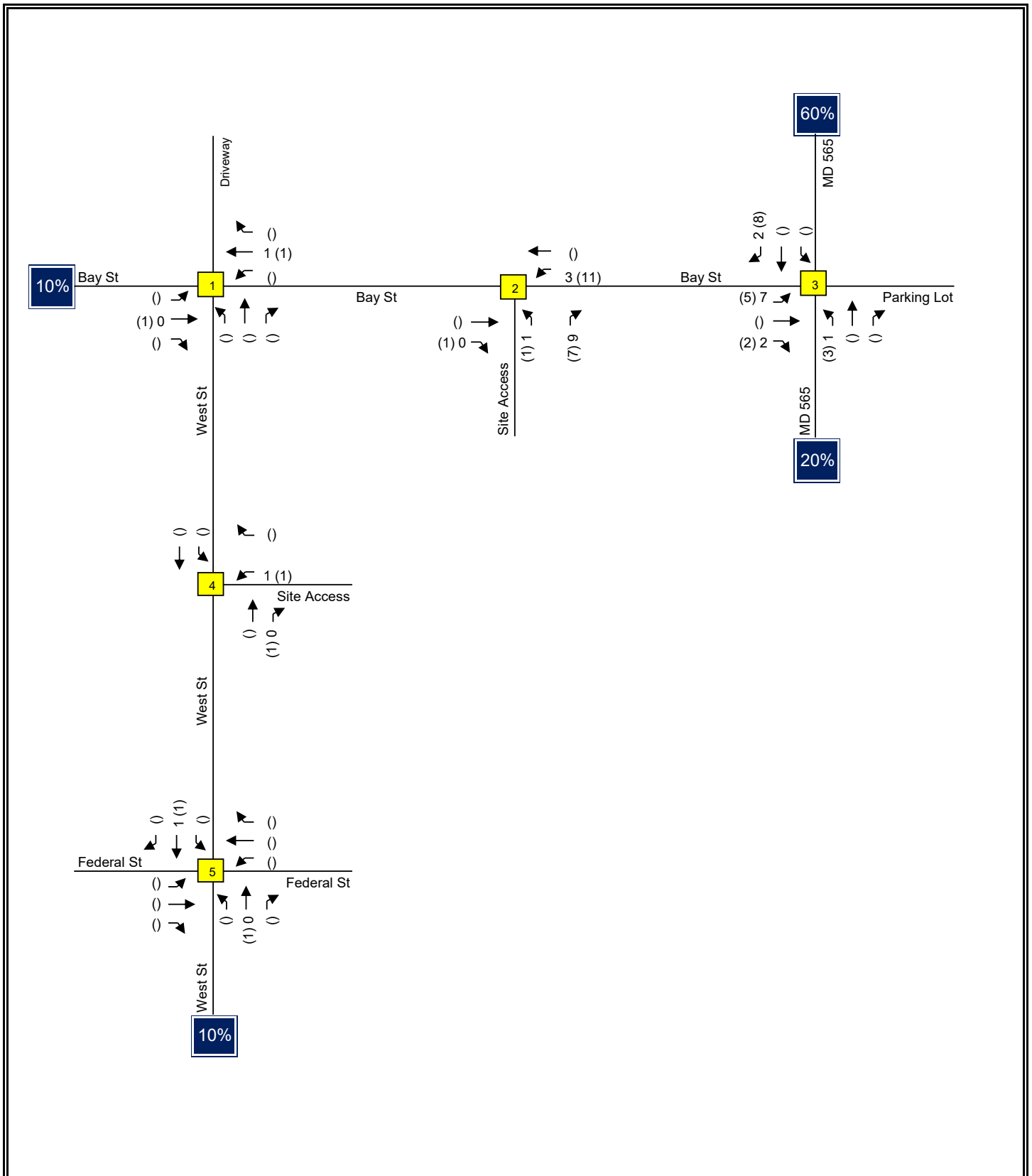
LENHART TRAFFIC CONSULTING, INC.
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SEVERNA PARK, MD 21146
www.lenharttraffic.com

Removal of Trips Associated with Previous Grocery Use

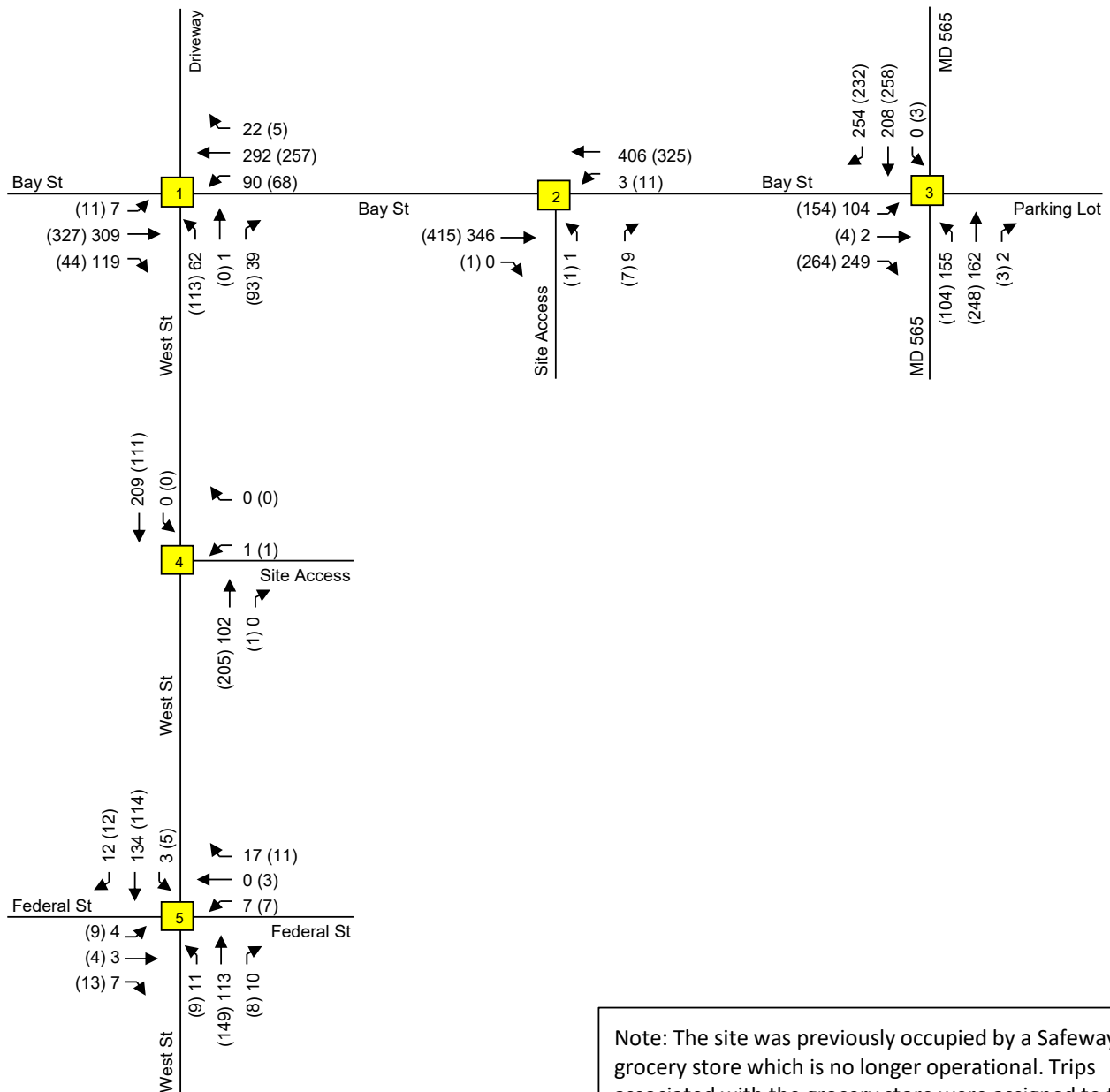
Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Exhibit

7



Traffic Impact Analysis LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com	Trip Assignment for Site Key: xx = AM Peak Vol's (xx) = PM Peak Vol's	Exhibit 8
--	--	-----------------------------



Note: The site was previously occupied by a Safeway grocery store which is no longer operational. Trips associated with the grocery store were assigned to the road network under background conditions. Those trips, shown on Exhibit C-1 in Appendix C, are removed from the study network on this exhibit as the grocery store is not part of the proposed redevelopment.

Traffic Impact Analysis



LENHART TRAFFIC CONSULTING, INC.
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SEVERNA PARK, MD 21146
www.lenharttraffic.com

Total Peak Hour Volumes

Key: xx = AM Peak Vol's (xx) = PM Peak Vol's

Exhibit 9

Level-of-Service Results

Morning Peak Hour	Existing CLV	Background CLV	Total CLV	LOS D or better?
1). Bay Street & West Street	A / 586	A / 661	A / 640	Y
2). Bay Street & Site Access	A / 372	A / 476	A / 422	Y
3). MD 565 & Bay Street	A / 559	A / 630	A / 614	Y
4). West Street & Site Access	A / 191	A / 214	A / 210	Y
5). West Street & Federal Street	A / 173	A / 197	A / 189	Y
Evening Peak Hour	Existing CLV	Background CLV	Total CLV	LOS D or better?
1). Bay Street & West Street	A / 618	A / 747	A / 678	Y
2). Bay Street & Site Access	A / 297	A / 577	A / 355	Y
3). MD 565 & Bay Street	A / 578	A / 700	A / 636	Y
4). West Street & Site Access	A / 188	A / 229	A / 207	Y
5). West Street & Federal Street	A / 187	A / 232	A / 206	Y

NOTES:

1. All intersections satisfy MDOT SHA Guidelines of LOS "D" or better.

Traffic Impact Analysis	Results of CLV Level-of-Service Analyses	Exhibit 10
 LENHART TRAFFIC CONSULTING, INC. 645 BALTIMORE ANNAPOLIS BLVD, SUITE 214 SEVERNA PARK, MD 21146 www.lenharttraffic.com		

Level-of-Service Results

Morning Peak Hour	Existing LOS	Background LOS	Total LOS	LOS D or better?
1). Bay Street & West Street Northbound Approach	A / 3.4 C / 20.1	A / 4.1 C / 24.4	A / 3.8 C / 23.7	Y
2). Bay Street & Site Access Northbound Approach	A / 0.0 A / 0.0	A / 0.8 B / 13.2	A / 0.2 B / 10.1	Y
3). MD 565 & Bay Street	B / 12.6	B / 13.0	B / 12.9	Y
4). West Street & Site Access Westbound Approach	A / 0.0 A / 0.0	A / 0.0 A / 0.0	A / 0.0 B / 10.5	Y
5). West Street & Federal Street Eastbound Approach	A / 7.8	A / 8.0	A / 8.0	Y
Westbound Approach	A / 7.4	A / 7.6	A / 7.4	
Northbound Approach	A / 7.2	A / 7.4	A / 7.4	
Southbound Approach	A / 7.9	A / 8.1	A / 8.0	
	A / 7.9	A / 8.1	A / 8.1	
Evening Peak Hour	Existing LOS	Background LOS	Total LOS	LOS D or better?
1). Bay Street & West Street Northbound Approach	A / 5.8 C / 22.1	B / 10.2 E / 39.7	A / 7.3 D / 28.4	Y
2). Bay Street & Site Access Northbound Approach	A / 0.0 A / 0.0	A / 2.7 C / 15.2	A / 0.3 B / 10.5	Y
3). MD 565 & Bay Street	B / 13.4	B / 14.9	B / 13.8	Y
4). West Street & Site Access Westbound Approach	A / 0.0 A / 0.0	A / 0.0 A / 0.0	A / 0.0 B / 10.5	Y
5). West Street & Federal Street Eastbound Approach	A / 7.9	A / 8.3	A / 8.1	Y
Westbound Approach	A / 7.5	A / 7.8	A / 7.6	
Northbound Approach	A / 7.5	A / 7.6	A / 7.6	
Southbound Approach	A / 8.1	A / 8.5	A / 8.3	
	A / 7.9	A / 8.2	A / 8.0	

Traffic Impact Analysis



Results of HCM
Level-of-Service Analyses

**Exhibit
11**

Section 5 Conclusions / Recommendations

5.1 Results of Analyses

This Traffic Impact Analysis (TIA) has been prepared for the proposed redevelopment of the property located at 139 N. Washington Street, located in Easton, Maryland. The site was previously developed with a 22,547 square foot Safeway grocery store and is proposed to be redeveloped with 9 single family detached units and 26 single family attached units. Access to the site will be provided along Bay Street and West Street.

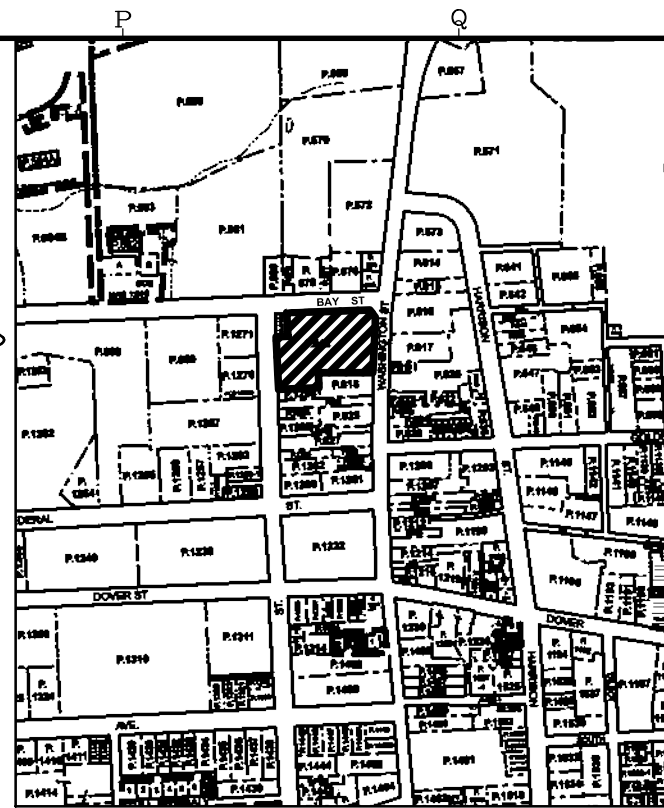
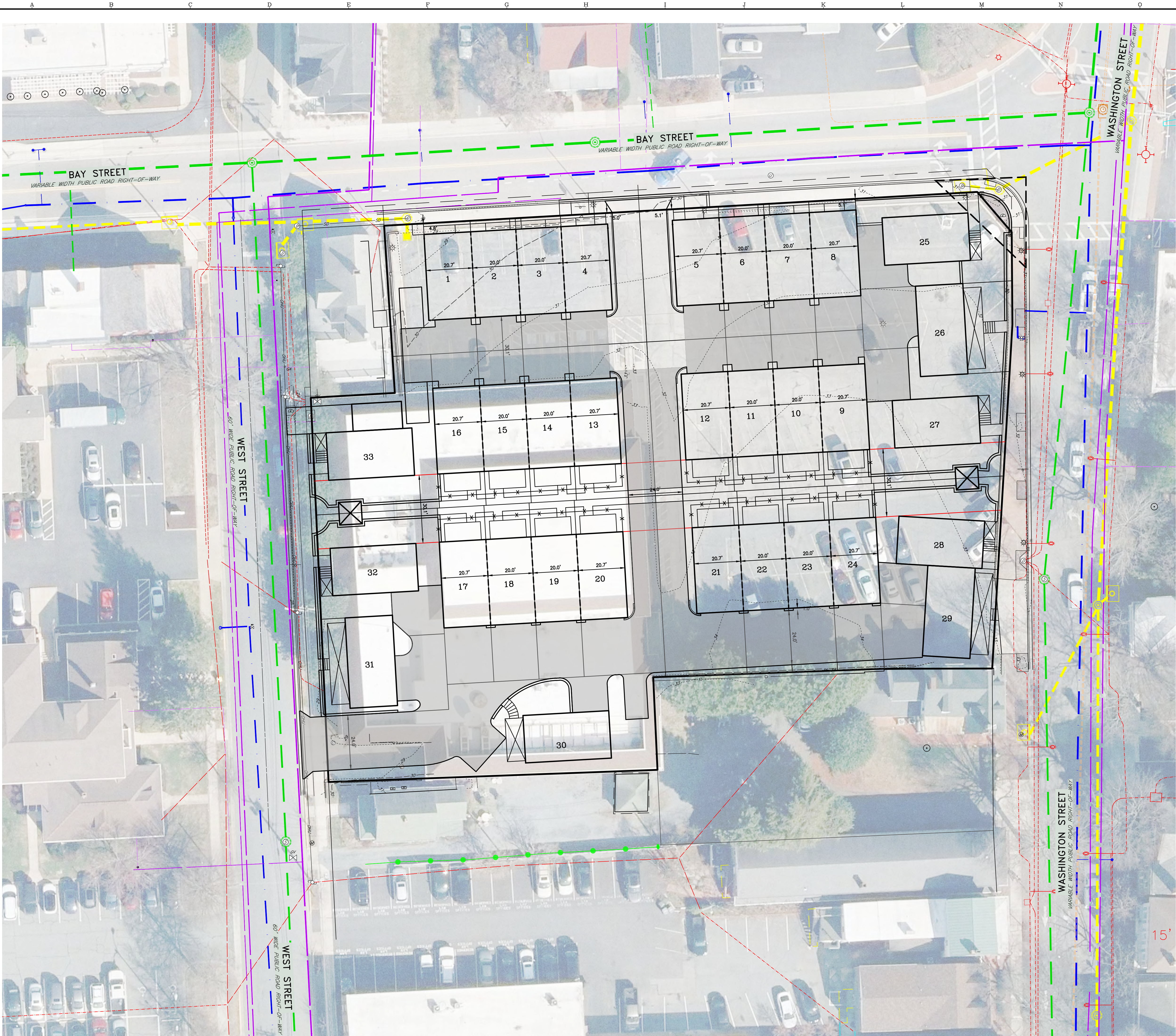
Based on the analyses contained in this report all study intersections operate at LOS “B” or better under existing, background, and total conditions using the CLV and HCM methodologies and are therefore considered to operate adequately per MDOT SHA and Town of Easton Guidelines.

In light of the findings contained in this report, it is recommended that the proposed development is approved.

Appendix A

Supplemental Information
Turning Movement Counts

Date: 03/27/2024 - 8:53am User: jcorroll Project Manager: BCE
Drawing Path: J:\2024\0000\240014\Draw\Plots\CSK-240014.dwg | Illustrative
XREF File(s): VLD-BASE-240014\2024-03-18-CAR\CSF-SRCE-240014\CSK-BASE-240014\CBS-BASE-2436-240014\RAE-BASE-240014\RLD-EUC-OLD-BASE-240014\VSF-BASE-240014



VICINITY MAP
SCALE: 1" = 600'

APPROVED: _____
TOWN OF EASTON TOWN PLANNER DATE _____
ISSUED FOR REVIEW ONLY
APPROVED: _____
TOWN OF EASTON - TOWN ENGINEER DATE _____
APPROVED: _____
EASTON TOWN ENGINEER DATE _____
ISSUED FOR CONSTRUCTION

REVISIONS TO APPROVED PLANS			
No.	DATE	DESCRIPTION	BY

WARNING!!
THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION. THE QUANTITIES SHOWN ON THIS PLAN ARE FOR INFORMATIONAL AND PERMITTING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL QUANTITIES TO HIS OWN SATISFACTION PRIOR TO BEGINNING CONSTRUCTION.
THE CONTRACTOR SHALL TEST PIT AND LOCATE EXISTING UNDERGROUND UTILITIES PRIOR TO THE BEGINNING OF ANY WORK ON-SITE. THE CONTRACTOR SHALL NOTIFY DEPT. OF PUBLIC WORKS OF ANY POSSIBLE CONFLICT AND REQUEST THE RELOCATION OF THE EXISTING UNDERGROUND UTILITIES BEFORE BEGINNING ANY WORK ON-SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY RELOCATION EXPENSE.



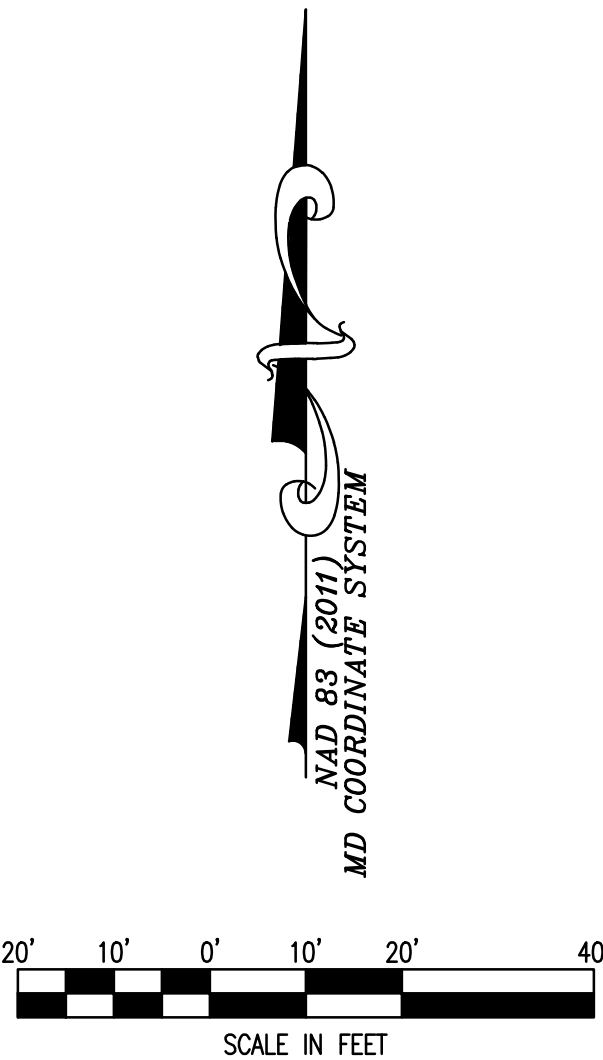
Lane Engineering, LLC
Established 1986
Civil Engineers • Land Planning • Land Surveyors
E-mail: general@laneinc.com
117 Bay St. Easton, MD 21601 (410) 822-8003
15 Washington St. Centreville, MD 21613 (410) 221-0818
354 Pennsylvania Ave. Centreville, MD 21617 (410) 758-2095

PROFESSIONAL CERTIFICATION: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 45188, Expiration Date: 12/28/2025.



ILLUSTRATIVE
SITE PLAN
ON THE LANDS OF
NAI SATURN EASTERN, LLC
IN THE TOWN OF EASTON, WARD DISTRICT 1
TALBOT COUNTY, MARYLAND
TAX MAP 104 TAX PARCEL 612

ISSUED/REVISED FOR: _____ DATE: _____ BY: _____
SHEET No. 1 OF 1
JOB No. 240014
AS NOTED
FILE No. B412



From: [Rick VanEmburch](#)
To: [mlenhart](#)
Cc: [Richard Baker \(SHA\)](#); [Robert Engel](#); [Nick Driban](#); [Henry Dierker](#); [Sierra Clem](#)
Subject: Re: Safeway Site (139 N. Washington) Scoping
Date: Tuesday, April 2, 2024 3:29:35 PM
Attachments: [image001.png](#)
[image002.png](#)
[Safeway Site Scoping Exhibits \(1\).pdf](#)
[2024-03-27.pdf](#)

Rich -

I spoke to Mike Lenahrt on the phone today about the proposed townhouse project at our old Safeway site.

I understand the townhouses will generate less traffic than the Safeway and feel that the Scope is reasonable based on the reduction in traffic.

In summary, the Scope looks acceptable to me, but defer to you if there is something you would like modified.

Thank you.

Rick Van Emburgh, P.E.
Town Engineer
Town of Easton
[Engineering Department](#)
410-820-8822

On Tue, Apr 2, 2024 at 3:05 PM mlenhart <mlenhart@lenharttraffic.com> wrote:

Hi Rich (Baker),

I sent a scoping agreement to Rick Van Emburgh and he asked that I forward it to you for your review. He also pointed out that Bay Street is a state road which I didn't realize at first.

1. Site plan is attached.
2. This site was previously developed with a Safeway that has access to Bay Street and N. W. Street. (Attached Exhibit 1)
3. The 22 ksf Safeway generated 64 AM trips and 231 PM trips based on ITE Trip Generation (Attached Exhibit 2)
4. The proposed 35 townhomes will generate 16 AM and 22 PM trips.

5. A TIA would not normally be required by SHA since it generates fewer than 50 peak hour trips, and particularly in this case since the proposed redevelopment is a significant reduction in trips.
6. Even though a traffic study would not normally be required, we are providing one to the Town in case any questions arise during the review. The attached scope goes to the next intersection in each direction from the two access points.

We've run this scope by Rick at the Town and he is ok with it, but wanted us to make you aware and ensure you don't have any comments. We'll be sure the SHA gets a copy during the review process.

Thanks,

Mike

Mike Lenhart, P.E., PTOE

President

Office: [\(410\) 216-3333](tel:(410)216-3333) (Ext. 1)

Mobile: [\(410\) 980-2367](tel:(410)980-2367)



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From: mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Sent: Tuesday, April 2, 2024 2:08 PM
To: 'Rick Van Emburgh' <rvanemburgh@eastonmd.gov>
Cc: Robert Engel <rengel@LENHARTTRAFFIC.COM>; Nick Driban <ndriban@LENHARTTRAFFIC.COM>; mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Subject: RE: Safeway Site (139 N. Washington) Scoping

Hi Rick,

Just wanted to follow up on the email trail below. We are placing cameras tomorrow to collect this traffic data. Please advise if you have any questions or comments, otherwise, we'll assume that the proposed scope (attached) is adequate.

As Nick pointed out in his email below, the townhomes will generate a fraction of the traffic that was generated by the Safeway. Also, the townhouses generate only 16 AM and 22 PM peak hour trips, therefore this should be adequate.

Thanks,

Mike

Mike Lenhart, P.E., PTOE

President

Office: [\(410\) 216-3333](tel:(410)216-3333) (Ext. 1)

Mobile: [\(410\) 980-2367](tel:(410)980-2367)



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From: mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Sent: Wednesday, March 27, 2024 5:23 PM
To: 'Rick Van Emburgh' <rvanemburgh@eastonmd.gov>
Cc: Robert Engel <rengel@LENHARTTRAFFIC.COM>; Nick Driban <ndriban@LENHARTTRAFFIC.COM>; mlenhart <mlenhart@LENHARTTRAFFIC.COM>
Subject: RE: Safeway Site (139 N. Washington) Scoping

Hi Rick,

I just wanted to follow up on Nick's scoping email below. See attached pdf for study intersections.

Please confirm this is acceptable. We're conducting traffic counts next week after school is back in session from Spring Break.

Thanks,

Mike

Mike Lenhart, P.E., PTOE

President

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From: Nick Driban <ndriban@LENHARTTRAFFIC.COM>
Sent: Monday, March 25, 2024 3:26 PM
To: 'Rick Van Emburgh' <rvanemburgh@eastonmd.gov>
Cc: mlenhart <mlenhart@LENHARTTRAFFIC.COM>; Robert Engel <rengel@LENHARTTRAFFIC.COM>
Subject: Safeway Site (139 N. Washington) Scoping

Hi Rick,

I hope all is well with you!

I've attached scoping exhibits for a redevelopment of the old Safeway site, located at 139 North Washington. The development is proposed to include up to 35 units, mostly townhomes, but also a few single-family units. As shown, the site generates a very low volume of traffic, especially when compared to the Safeway that previously occupied the site. As such, I think any potential impacts from this minimal volume of traffic would be limited to the immediately adjacent intersections, which are what I've identified as the Study Intersections. As far as the Safeway, I don't intend to take credit for the Safeway trips in the study in terms of removing them from the roadway network (unless you say otherwise) as I know the store has been closed for quite some time, but I wanted to at least show the numbers on the exhibit since that use was in fact open and operating on this site at one point.

Access to the proposed residences is via Bay Street and along West Street.

Please confirm that the attached is acceptable. In particular, we'd like to get the counts done ASAP, so if you could confirm the study intersections as soon as possible, I'd really appreciate it.

I'm out of the office for a few days after today, but Mike or Robert Engel, both Cc'd on this email, can answer any questions you may have.

Thanks,

Nick

Nick Driban, P.E., PTOE

Associate Vice President

Cell Phone: [\(410\) 294-7195](tel:(410)294-7195)

Direct Dial: [\(410\) 777-9253](tel:(410)777-9253)

Office Directory: [\(410\) 216-3333](tel:(410)216-3333)



Time:	Weekday Morning Peak Hour (6:30 am - 9:30 am)																				Total
	West St Northbound					Driveway Southbound					Bay St Eastbound					Bay St Westbound					
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	8	0	3	0	0	0	1	0	0	0	1	25	3	0	0	2	41	0	0	84
6:45-7:00	0	15	0	2	0	0	0	0	0	0	0	1	28	9	0	0	4	57	0	0	116
7:00-7:15	0	16	0	6	0	0	0	0	0	0	0	1	25	13	0	0	8	44	2	0	115
7:15-7:30	0	9	1	6	0	0	0	0	0	0	0	0	61	14	0	0	12	48	1	0	152
7:30-7:45	0	12	0	6	1	0	0	0	0	1	0	3	61	14	0	0	12	59	7	0	174
7:45-8:00	0	10	0	5	2	0	0	0	1	0	0	2	90	22	0	0	20	78	1	0	229
8:00-8:15	0	15	0	9	0	0	0	0	0	0	0	1	74	33	0	0	16	74	7	1	229
8:15-8:30	0	17	0	10	0	0	0	0	0	0	0	1	59	27	0	0	24	60	7	0	205
8:30-8:45	0	15	1	12	0	0	0	0	0	2	0	2	60	27	0	0	22	54	5	0	198
8:45-9:00	0	7	0	15	1	0	0	0	1	0	0	0	61	24	0	0	22	49	4	1	183
9:00-9:15	0	16	0	9	0	0	0	0	0	2	0	2	47	15	0	0	12	49	0	0	150
9:15-9:30	0	9	0	5	0	0	0	0	0	0	0	1	59	14	0	0	14	41	4	1	147

Time:	Weekday Evening Peak Hour (4 pm - 7 pm)																			Total	
	West St Northbound					Driveway Southbound					Bay St Eastbound					Bay St Westbound					
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right		Peds
4:00-4:15	0	28	0	22	0	0	0	0	1	0	0	2	62	9	0	0	12	71	1	1	208
4:15-4:30	0	27	0	19	0	0	0	0	0	0	0	4	67	13	0	0	18	57	3	0	208
4:30-4:45	0	28	0	24	0	0	0	0	0	0	0	2	90	15	0	0	16	47	1	0	223
4:45-5:00	0	20	0	20	1	0	0	0	0	1	0	2	79	3	0	0	16	59	0	0	199
5:00-5:15	0	44	2	23	0	0	0	0	0	0	0	0	62	11	0	0	10	42	1	0	195
5:15-5:30	0	26	0	18	0	0	0	0	0	0	0	1	73	16	0	0	15	43	2	0	194
5:30-5:45	0	16	0	12	0	0	0	1	0	0	0	2	48	7	0	0	12	41	2	0	141
5:45-6:00	0	8	2	11	0	0	0	0	1	0	0	0	49	8	0	0	13	33	2	0	127
6:00-6:15	0	15	2	18	0	0	0	0	0	0	0	1	46	9	0	0	7	37	4	0	139
6:15-6:30	0	13	0	6	1	0	0	0	0	0	0	1	54	4	0	0	9	20	2	0	109
6:30-6:45	0	10	0	2	0	0	1	0	0	1	0	1	36	10	0	0	9	25	0	0	94
6:45-7:00	0	12	0	6	2	0	0	0	0	0	0	1	32	5	0	0	9	21	0	1	86

Peak Hour	Turning Movement Count
07:00-08:00	100
08:00-09:00	120
09:00-10:00	150
10:00-11:00	180
11:00-12:00	200
12:00-13:00	180
13:00-14:00	150
14:00-15:00	120
15:00-16:00	100
16:00-17:00	80
17:00-18:00	60
18:00-19:00	40
19:00-20:00	20
20:00-21:00	10
21:00-22:00	5
22:00-23:00	2
23:00-00:00	1



LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Intersection: Bay St & Driveway
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Thursday, April 11, 2024
Jurisdiction: Talbot County

Time:	Weekday Morning Peak Hour (6:30 am - 9:30 am)																				Total	
	MD 565 Northbound					MD 565 Southbound					Bay St Eastbound					Driveway Westbound						
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds		
6:30-6:45	0	23	17	0	0	0	0	29	19	0	0	10	0	19	0	0	0	1	0	0	118	
6:45-7:00	0	32	22	0	0	0	0	44	40	0	0	7	1	21	0	0	0	0	0	0	167	
7:00-7:15	0	24	11	0	0	0	0	22	29	0	0	10	0	20	0	0	0	0	0	0	116	
7:15-7:30	0	24	27	0	0	0	0	37	37	1	0	23	0	44	0	0	0	0	0	0	192	
7:30-7:45	0	33	38	0	0	0	0	50	44	0	0	17	2	47	1	0	0	0	0	0	231	
7:45-8:00	0	49	28	0	0	0	0	47	57	0	0	23	1	73	0	0	0	0	0	0	278	
8:00-8:15	0	27	48	0	0	0	0	52	65	1	0	14	1	66	1	0	0	0	0	0	273	
8:15-8:30	0	35	28	2	0	0	0	47	56	0	0	25	0	46	0	0	0	0	1	2	240	
8:30-8:45	0	30	44	0	0	0	0	44	53	0	0	27	0	41	3	0	0	0	0	0	239	
8:45-9:00	0	26	44	1	0	0	0	46	50	0	0	31	1	46	0	0	0	0	0	0	245	
9:00-9:15	0	27	52	0	0	0	0	1	44	33	0	0	14	0	39	0	0	0	0	1	2	211
9:15-9:30	0	31	38	0	0	0	0	1	40	28	0	0	17	0	45	3	0	0	0	1	0	201

Hourly Totals																					
6:30-7:30	0	103	77	0	0	0	0	132	125	1	0	50	1	104	0	0	0	1	0	0	594
6:45-7:45	0	113	98	0	0	0	0	153	150	1	0	57	3	132	1	0	0	0	0	0	708
7:00-8:00	0	130	104	0	0	0	0	156	167	1	0	73	3	184	1	0	0	0	0	0	819
7:15-8:15	0	133	141	0	0	0	0	186	203	2	0	77	4	230	2	0	0	0	0	0	978
7:30-8:30	0	144	142	2	0	0	0	196	222	1	0	79	4	232	2	0	0	0	1	2	1027
7:45-8:45	0	141	148	2	0	0	0	190	231	1	0	89	2	226	4	0	0	0	1	2	1037
8:00-9:00	0	118	164	3	0	0	0	189	224	1	0	97	2	199	4	0	0	0	1	2	1004
8:15-9:15	0	118	168	3	0	0	1	181	192	0	0	97	1	172	3	0	0	0	2	4	942
8:30-9:30	0	114	178	1	0	0	2	174	164	0	0	89	1	171	6	0	0	0	2	2	904
AM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
7:45-8:45	0	141	148	2	0	0	0	190	231	1	0	89	2	226	4	0	0	0	1	2	1037

Time:	Weekday Evening Peak Hour (4 pm - 7 pm)																				Total
	MD 565 Northbound					MD 565 Southbound					Bay St Eastbound					Driveway Westbound					
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	29	60	0	0	0	2	55	56	0	0	36	0	52	1	0	0	0	4	2	294
4:15-4:30	0	17	54	0	0	0	0	59	58	0	0	26	2	54	0	0	0	0	0	0	270
4:30-4:45	0	22	57	2	0	0	0	60	44	0	0	39	2	75	0	0	0	0	4	0	305
4:45-5:00	0	24	56	1	0	0	1	62	47	0	0	35	0	59	0	0	0	0	0	0	285
5:00-5:15	0	19	51	1	3	0	0	63	32	0	0	29	0	64	0	0	0	1	0	0	260
5:15-5:30	0	21	44	1	0	0	0	54	38	2	0	30	0	60	1	0	0	0	3	0	251
5:30-5:45	0	17	41	1	3	0	1	58	36	1	0	21	0	41	0	0	0	0	2	0	218
5:45-6:00	0	10	41	1	1	0	0	52	38	0	0	14	0	47	1	0	0	0	1	0	204
6:00-6:15	0	12	29	2	0	0	0	47	35	0	0	25	1	37	0	0	0	0	0	0	188
6:15-6:30	0	10	45	0	1	0	0	50	20	2	0	12	0	48	2	0	0	1	1	0	187
6:30-6:45	0	10	24	0	1	0	1	39	21	2	0	6	1	33	1	0	0	2	1	3	138
6:45-7:00	0	8	35	0	2	0	1	38	21	0	0	6	0	32	0	0	0	1	2	2	144

Hourly Totals																					
4:00-5:00	0	92	227	3	0	0	3	236	205	0	0	136	4	240	1	0	0	0	8	2	1157
4:15-5:15	0	82	218	4	3	0	1	244	181	0	0	129	4	252	0	0	0	1	4	0	1123
4:30-5:30	0	86	208	5	3	0	1	239	161	2	0	133	2	258	1	0	0	1	7	0	1107
4:45-5:45	0	81	192	4	6	0	2	237	153	3	0	115	0	224	1	0	0	1	5	0	1024
5:00-6:00	0	67	177	4	7	0	1	227	144	3	0	94	0	212	2	0	0	1	6	0	945
5:15-6:15	0	60	155	5	4	0	1	211	147	3	0	90	1	185	2	0	0	0	6	0	870
5:30-6:30	0	49	156	4	5	0	1	207	129	3	0	72	1	173	3	0	0	1	4	0	808
5:45-6:45	0	42	139	3	3	0	1	188	114	4	0	57	2	165	4	0	0	3	3	3	731
6:00-7:00	0	40	133	2	4	0	2	174	97	4	0	49	2	150	3	0	0	4	4	5	673
PM	Northbound					Southbound					Eastbound					Westbound					
Peak Hour	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	Total
4:00-5:00	0	92	227	3	0	0	3	236	205	0	0	136	4	240	1	0	0	0	8	2	1157

Time:	Weekday Morning Peak Hour (6:30 am - 9:30 am)																				Total
	West St Northbound					West St Southbound					Federal St Eastbound					Federal St Westbound					
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
6:30-6:45	0	0	11	1	0	0	0	5	0	1	0	0	0	0	0	0	0	0	0	1	17
6:45-7:00	0	1	17	0	0	0	1	9	0	3	0	1	0	0	0	0	0	0	0	1	29
7:00-7:15	0	0	23	1	0	0	0	18	2	1	0	0	0	1	0	0	0	1	1	0	47
7:15-7:30	0	1	18	0	3	0	0	21	3	0	0	0	0	1	0	0	1	0	0	0	45
7:30-7:45	0	3	22	3	0	0	1	16	3	3	0	1	0	0	0	0	0	0	1	0	50
7:45-8:00	0	3	15	3	5	0	1	30	2	9	0	1	1	2	2	0	0	0	4	6	62
8:00-8:15	0	2	18	3	3	0	0	37	0	9	0	1	1	2	0	0	2	0	9	3	75
8:15-8:30	0	1	27	1	2	0	0	30	1	8	0	1	0	2	1	0	1	0	2	2	66
8:30-8:45	0	1	34	2	1	0	1	29	5	8	0	0	2	2	0	0	1	0	2	1	79
8:45-9:00	0	6	24	3	0	0	2	26	5	15	0	2	0	0	0	0	2	0	3	4	73
9:00-9:15	0	2	24	0	0	0	0	19	2	10	0	2	0	2	1	0	0	0	1	0	52
9:15-9:30	0	3	15	2	0	0	0	21	3	4	0	2	0	0	0	0	1	0	1	2	48

Time:	Weekday Evening Peak Hour (4 pm - 7 pm)																				Total
	West St Northbound					West St Southbound					Federal St Eastbound					Federal St Westbound					
	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
4:00-4:15	0	1	38	0	0	0	0	22	2	3	0	4	0	2	2	1	2	1	2	1	75
4:15-4:30	0	1	32	1	0	0	1	26	3	0	0	0	1	0	1	0	0	1	3	1	69
4:30-4:45	0	3	38	1	6	0	2	26	2	1	0	2	2	5	4	0	0	1	2	0	84
4:45-5:00	0	0	29	3	0	0	1	21	3	3	0	3	1	3	1	2	1	1	4	1	72
5:00-5:15	0	1	40	1	2	0	2	24	2	3	0	3	0	3	2	0	2	1	4	0	83
5:15-5:30	0	4	28	2	0	0	0	32	4	4	0	0	1	1	3	1	0	0	0	0	73
5:30-5:45	0	0	24	1	0	0	0	19	2	2	0	1	2	1	1	1	0	0	1	4	52
5:45-6:00	0	2	11	3	2	0	1	17	3	1	0	1	0	3	0	0	2	0	2	2	45
6:00-6:15	0	0	26	1	0	0	0	15	1	2	0	2	0	1	1	2	6	0	2	0	56
6:15-6:30	0	0	17	6	7	0	0	13	1	1	0	0	0	1	0	1	4	2	4	1	49
6:30-6:45	0	1	11	3	2	0	1	14	3	6	0	0	0	0	0	0	3	3	1	0	40
6:45-7:00	0	0	14	2	4	0	0	10	2	0	0	0	1	1	0	0	2	1	2	1	35

Peak Hour	Turning Movement Count
07:00-08:00	100
08:00-09:00	120
09:00-10:00	150
10:00-11:00	180
11:00-12:00	200
12:00-13:00	180
13:00-14:00	150
14:00-15:00	120
15:00-16:00	100
16:00-17:00	80
17:00-18:00	60
18:00-19:00	40
19:00-20:00	20
20:00-21:00	10
21:00-22:00	5
22:00-23:00	2
23:00-00:00	1

Intersection: Federal St & West St
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Thursday, April 11, 2024
Jurisdiction: Talbot County



LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

TRAFFIC GROWTH PROJECTION

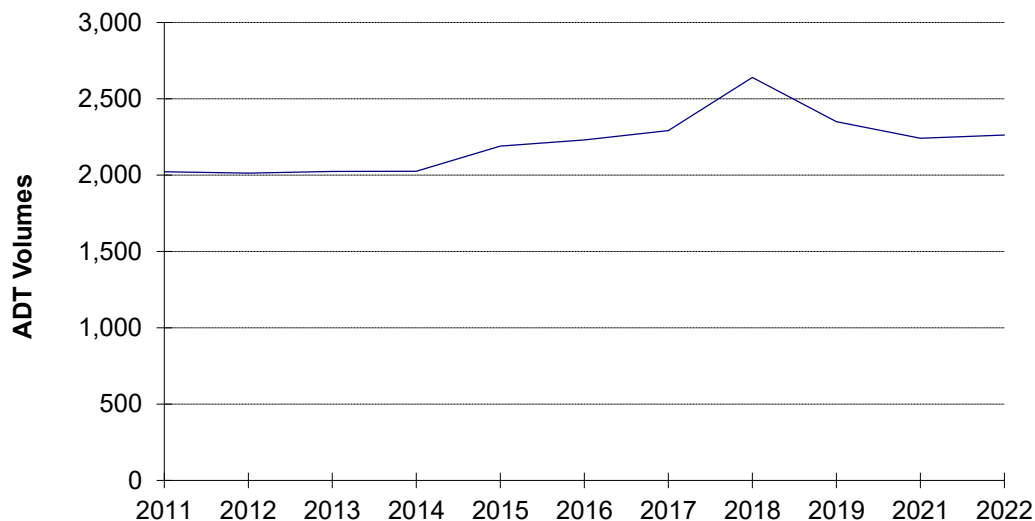
LOCATION: MD 565, north of MD 322

REPORT DATE: 17-Apr-24

AVERAGE GROWTH: 1.34%

MATHEMATICAL GROWTH: 1.13%

Year	ADT Volume	Vol. increase	% increase	Average %
2011	2,022			
2012	2,013	-9	-0.45%	-0.45%
2013	2,024	11	0.55%	0.05%
2014	2,025	1	0.05%	0.05%
2015	2,190	165	8.15%	2.07%
2016	2,231	41	1.87%	2.03%
2017	2,292	61	2.73%	2.15%
2018	2,640	348	15.18%	4.01%
2019	2,350	-290	-10.98%	2.14%
2021	2,242	-108	-4.60%	1.39%
2022	2,263	21	0.94%	1.34%



TRAFFIC GROWTH
MD 565, north of MD 322

Appendix B

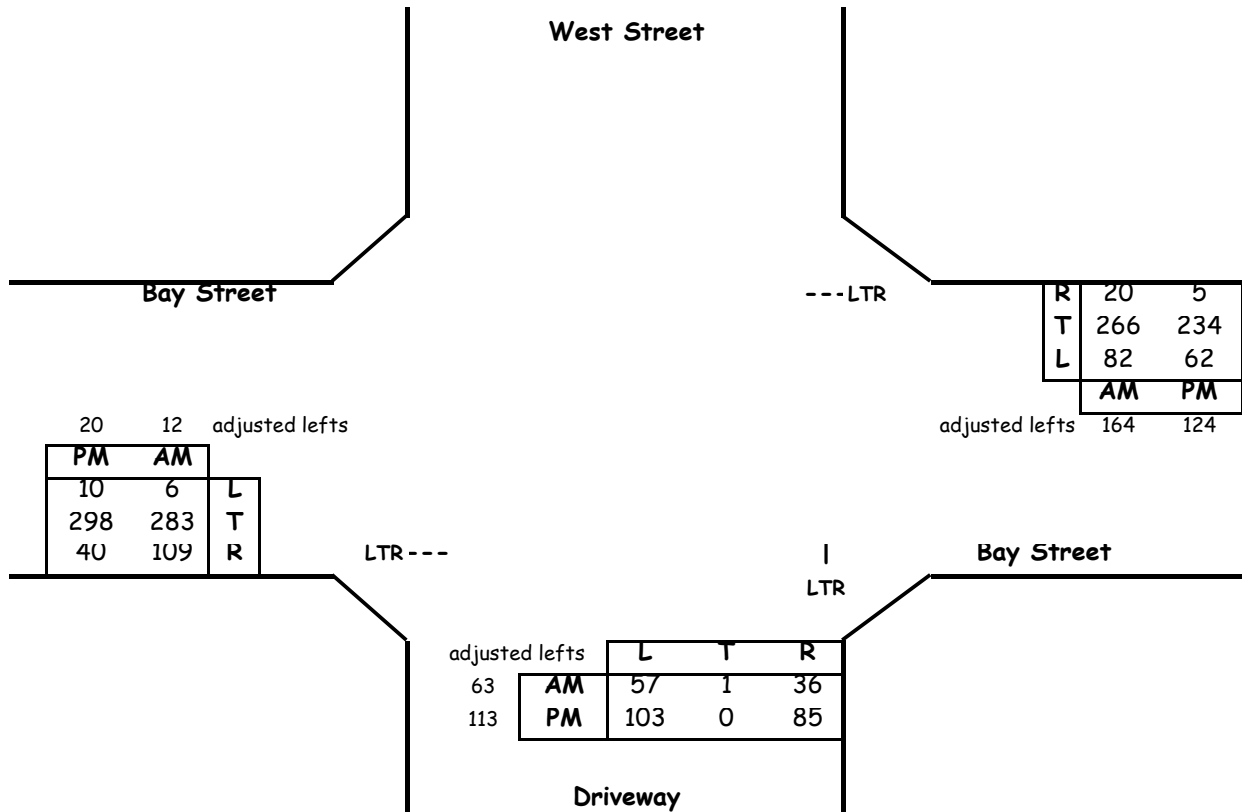
Critical Lane Volume (LOS) Worksheets

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: West Street
Minor Street: Bay Street
Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	100	1.00	100	0	0	0	100
SB	0	0.00	0	57	1	57	
EB	404	1	404	82	1	82	486
WB	450	1	450	6	1	6	
CLV TOTAL=							586
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	198	1.00	198	0	0	0	198
SB	0	0.00	0	103	1	103	
EB	358	1	358	62	1	62	420
WB	363	1	363	10	1	10	
CLV TOTAL=							618
Level of Service (LOS) =							A

Critical Lane Volume Analysis



**West Street &
 Bay Street**
 (Existing Traffic)

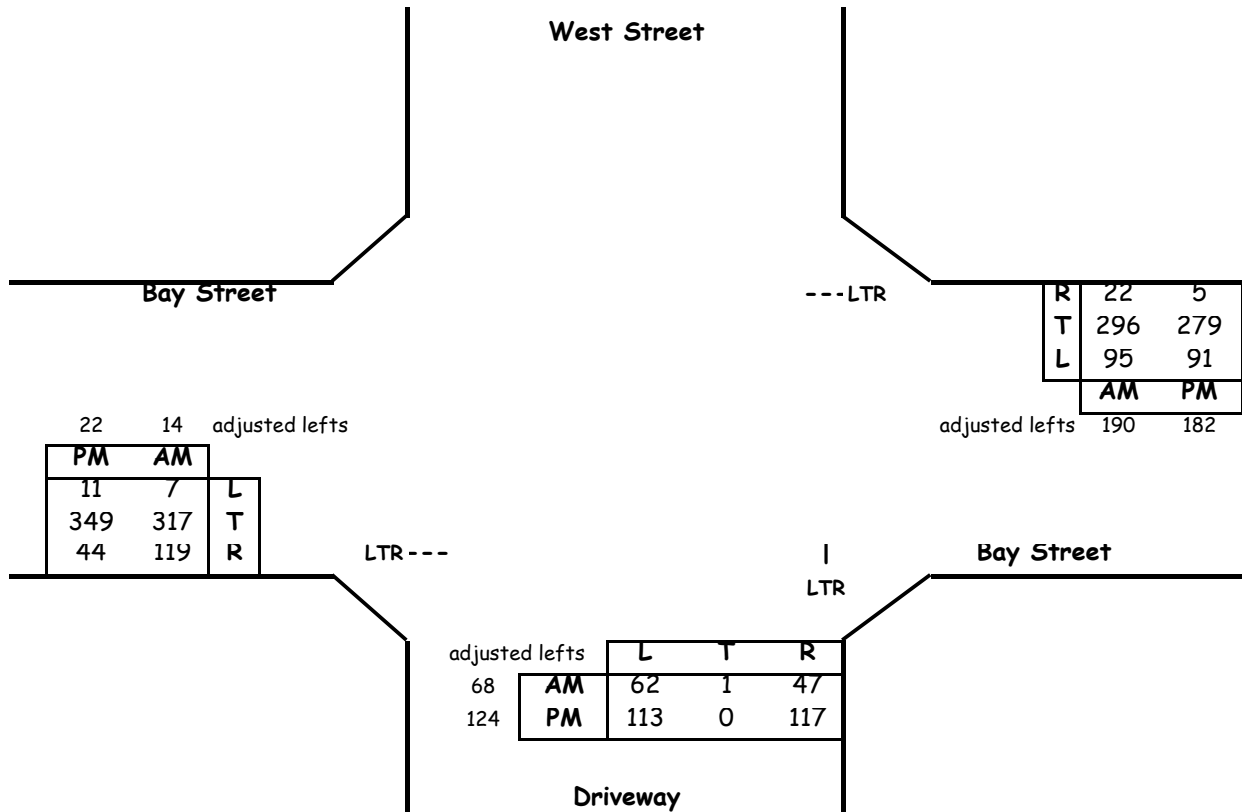
**Intersection
 1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: West Street
Minor Street: Bay Street
Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	116	1.00	116	0	0	0
SB	0	0.00	0	62	1	62
EB	450	1	450	95	1	95
WB	508	1	508	7	1	7
CLV TOTAL=						661
Level of Service (LOS)=						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	241	1.00	241	0	0	0
SB	0	0.00	0	113	1	113
EB	415	1	415	91	1	91
WB	466	1	466	11	1	11
CLV TOTAL=						747
Level of Service (LOS)=						A

Critical Lane Volume Analysis



**West Street &
Bay Street**
(Background Traffic)

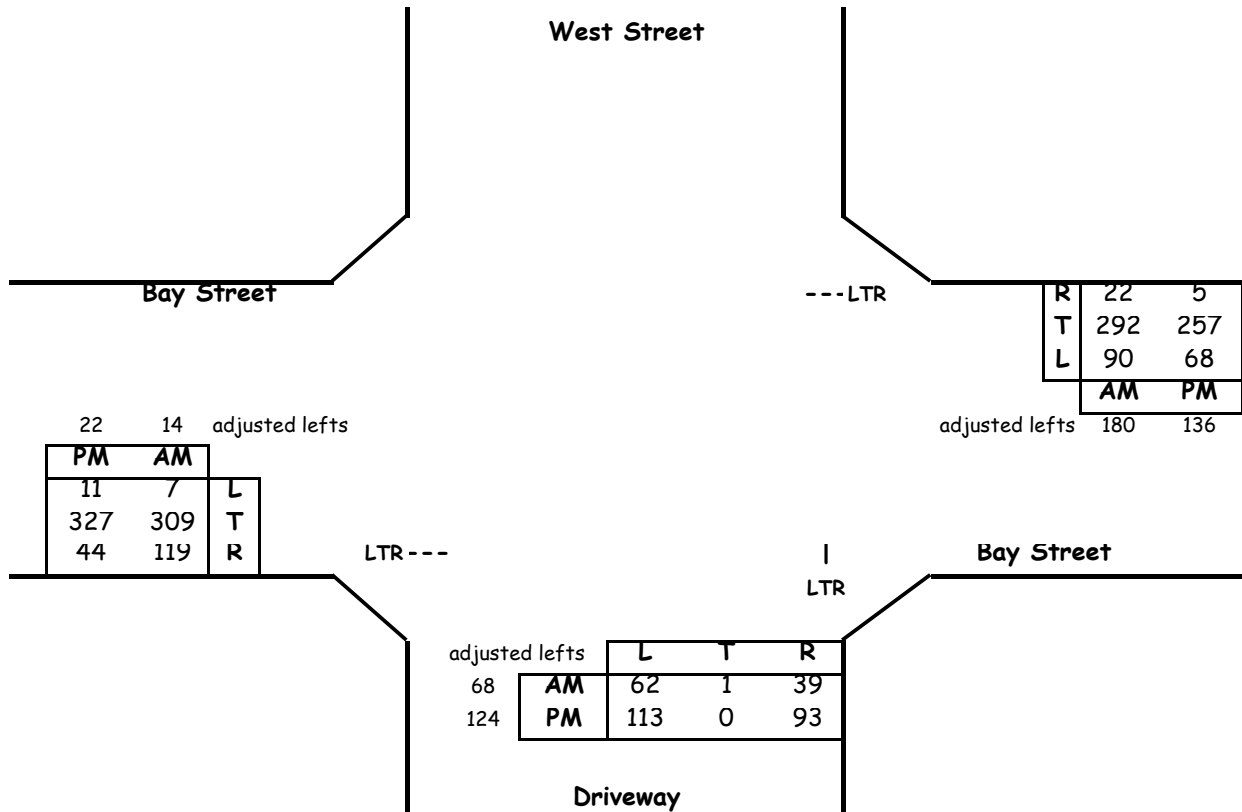
**Intersection
1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: West Street
Minor Street: Bay Street
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	108	1.00	108	0	0	0
SB	0	0.00	0	62	1	62
EB	442	1	442	90	1	90
WB	494	1	494	7	1	7
CLV TOTAL=						640
Level of Service (LOS)=						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	217	1.00	217	0	0	0
SB	0	0.00	0	113	1	113
EB	393	1	393	68	1	68
WB	398	1	398	11	1	11
CLV TOTAL=						678
Level of Service (LOS)=						A

Critical Lane Volume Analysis



**West Street &
Bay Street**
(Total Traffic)

**Intersection
1**

Critical Lane Volume (CLV) Methodology for MSHA

Main Line: Bay Street
Minor Street: Site Access
Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

BAY STREET

---TL

	AM	PM
T	372	297
L	0	0

adjusted lefts 0 0

PM	AM	
380	317	T
0	0	R

T---
TR---

BAY STREET

|
LR

Site Access

	L	R
AM	0	0
PM	0	0

Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	0	1.00	0			
EB	317	0.55	174	0	1.00	0
WB	372	1.00	372			
CLV TOTAL=						372
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	0	1.00	0			
EB	380	0.55	209	0	1.00	0
WB	297	1.00	297			
CLV TOTAL=						297
Level of Service (LOS) =						A

Critical Lane Volume Analysis



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**Bay Street &
 Site Access
 (Existing Traffic)**

**Intersection
 2**

Critical Lane Volume (CLV) Methodology for MSHA

Main Line: Bay Street
Minor Street: Site Access
Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

BAY STREET

---TL

	AM	PM
T	406	325
L	22	68

adjusted lefts 44 136

PM	AM	
415	346	T
47	16	R

T---
TR---

BAY STREET

|
LR

Site Access

	L	R
AM	10	16
PM	46	70

Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	26	1.00	26			
EB	362	0.55	199	22	1.00	22
WB	450	1.00	450			
CLV TOTAL=						476
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	116	1.00	116			
EB	462	0.55	254	68	1.00	68
WB	461	1.00	461			
CLV TOTAL=						577
Level of Service (LOS) =						A

Critical Lane Volume Analysis



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**Bay Street &
 Site Access**
 (Background Traffic)

**Intersection
 2**

Critical Lane Volume (CLV) Methodology for MSHA

Main Line: Bay Street
Minor Street: Site Access
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

BAY STREET

---TL

	AM	PM
T	406	325
L	3	11

adjusted lefts 6 22

PM	AM	
415	346	T
1	0	R

T---
TR---

BAY STREET

|
LR

Site Access

	L	R
AM	1	9
PM	1	7

Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	10	1.00	10			
EB	346	0.55	190	3	1.00	3
WB	412	1.00	412			
CLV TOTAL=						422
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	8	1.00	8			
EB	416	0.55	229	11	1.00	11
WB	347	1.00	347			
CLV TOTAL=						355
Level of Service (LOS) =						A

Critical Lane Volume Analysis



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Bay Street &
 Site Access
 (Total Traffic)

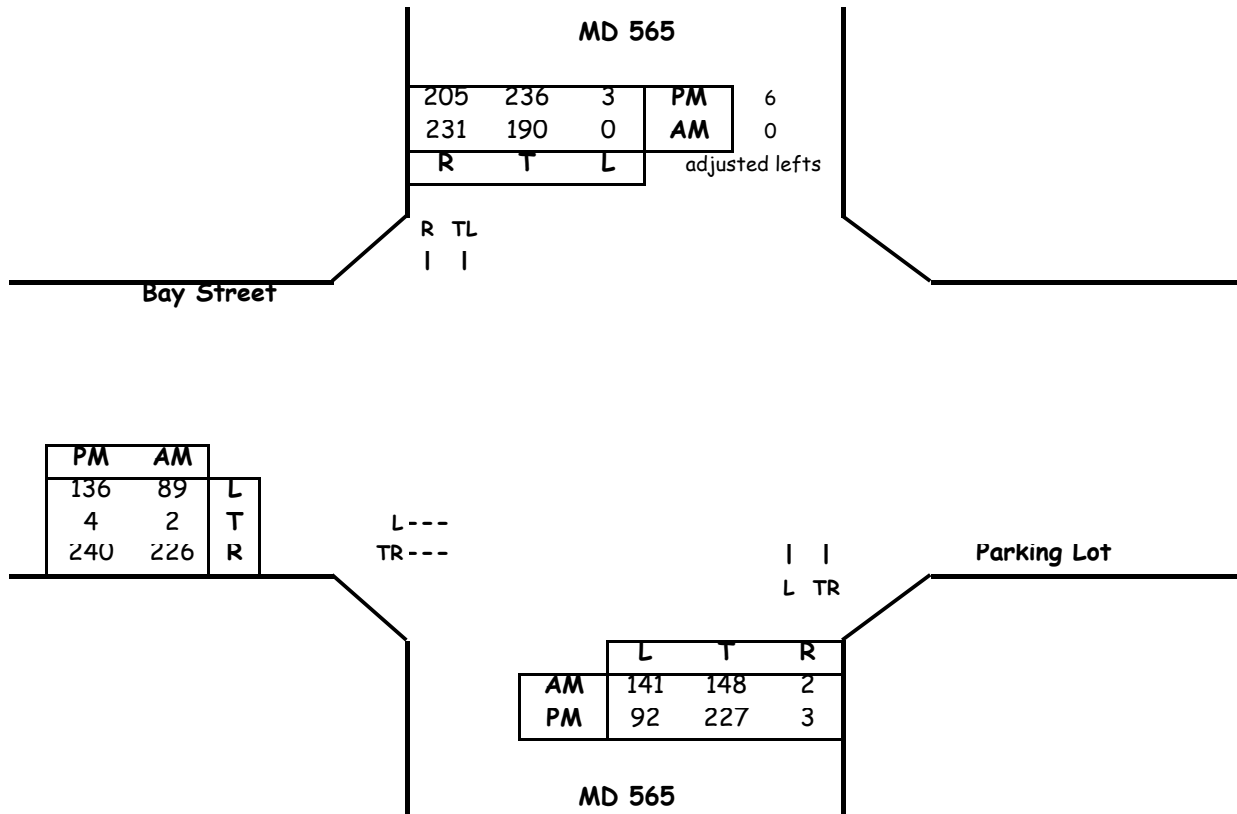
Intersection
2

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: MD 565
Minor Street: Parking Lot
Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	150	1.00	150	0	1	0	331
SB	190	1.00	190	141	1	141	
EB	228	1	228	0	0	0	228
WB	0	0	0	89	1	89	
CLV TOTAL=							559
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	230	1.00	230	3	1	3	334
SB	242	1.00	242	92	1	92	
EB	244	1	244	0	0	0	244
WB	0	0	0	136	1	136	
CLV TOTAL=							578
Level of Service (LOS) =							A

Critical Lane Volume Analysis



**MD 565 &
Parking Lot**
(Existing Traffic)

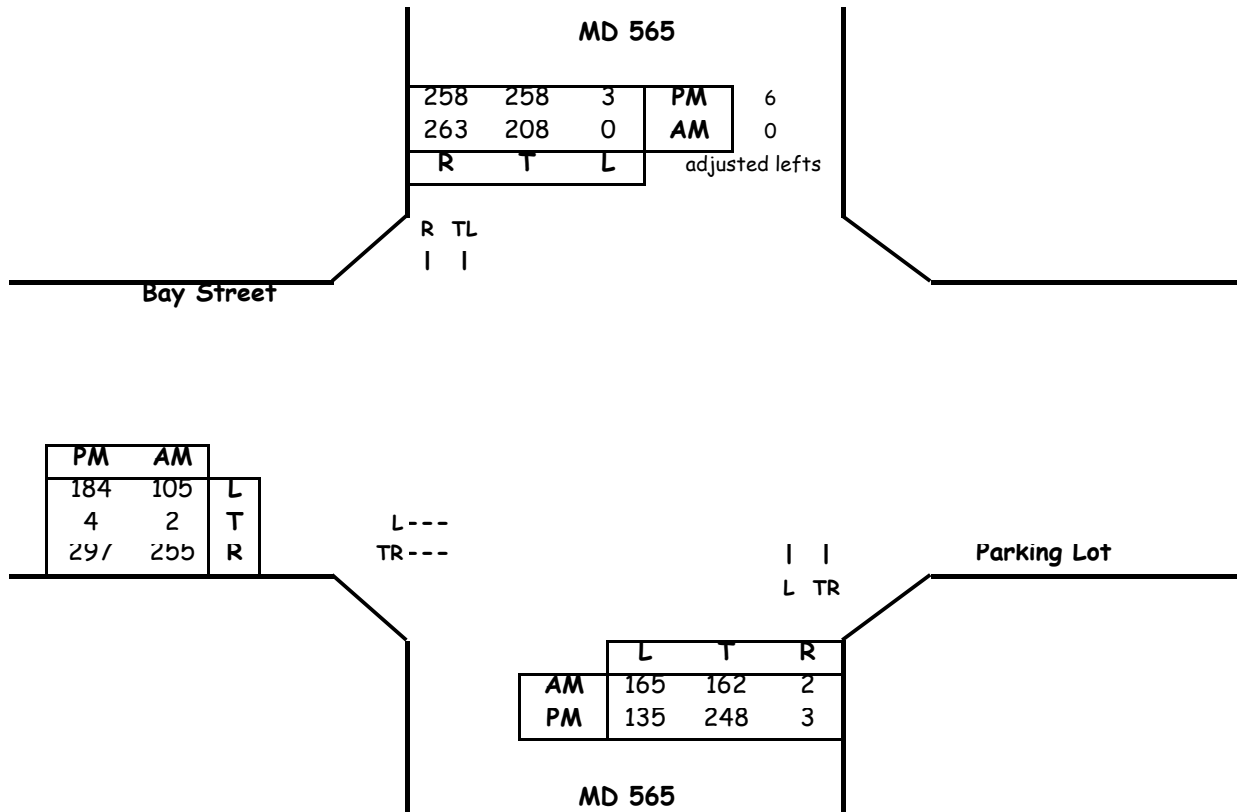
**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: MD 565
Minor Street: Parking Lot
Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	164	1.00	164	0	1	0
SB	208	1.00	208	165	1	165
EB	257	1	257	0	0	0
WB	0	0	0	105	1	105
CLV TOTAL=						630
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	251	1.00	251	3	1	3
SB	264	1.00	264	135	1	135
EB	301	1	301	0	0	0
WB	0	0	0	184	1	184
CLV TOTAL=						700
Level of Service (LOS) =						A

Critical Lane Volume Analysis



**MD 565 &
Parking Lot**
(Background Traffic)

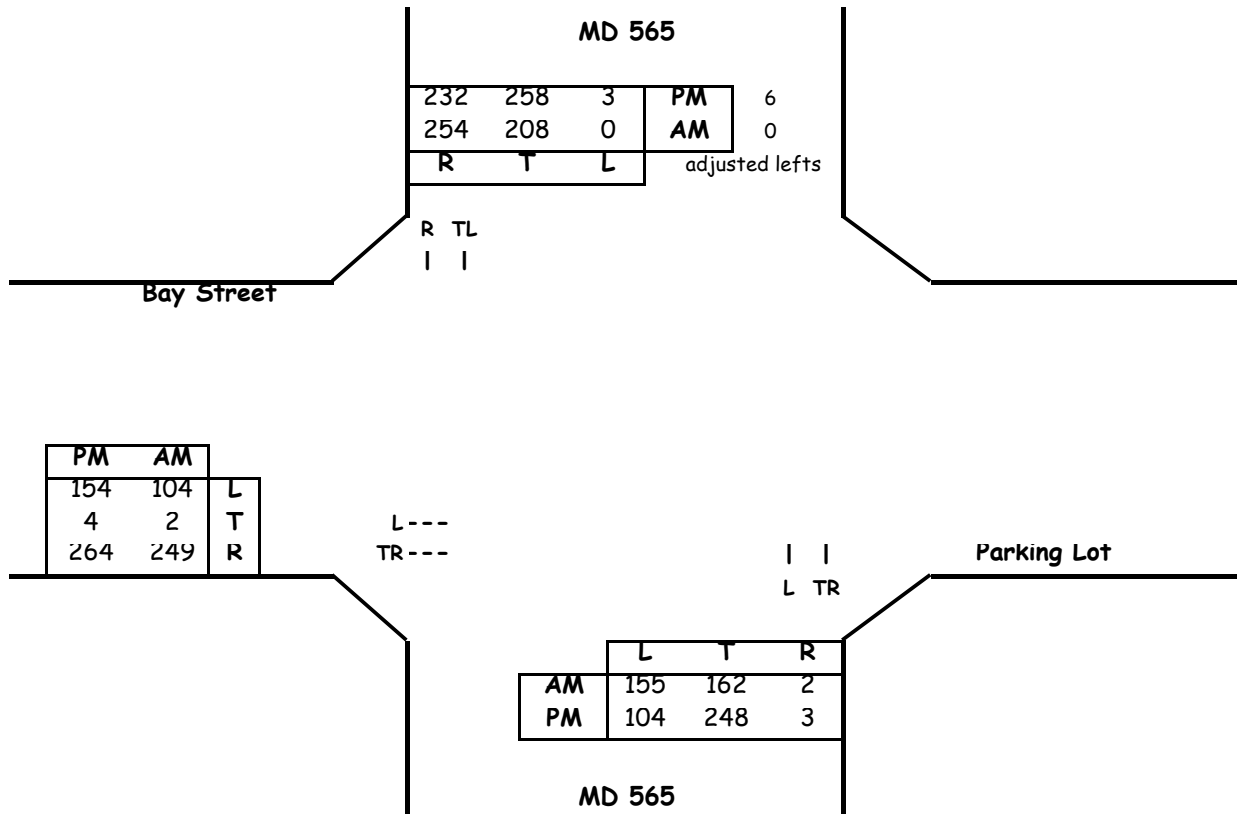
Intersection
3

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: MD 565
Minor Street: Parking Lot
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	164	1.00	164	0	1	0	363
SB	208	1.00	208	155	1	155	
EB	251	1	251	0	0	0	251
WB	0	0	0	104	1	104	
CLV TOTAL=							614
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
NB	251	1.00	251	3	1	3	368
SB	264	1.00	264	104	1	104	
EB	268	1	268	0	0	0	268
WB	0	0	0	154	1	154	
CLV TOTAL=							636
Level of Service (LOS) =							A

Critical Lane Volume Analysis



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**MD 565 &
 Parking Lot
 (Total Traffic)**

**Intersection
 3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Choose your methodologies

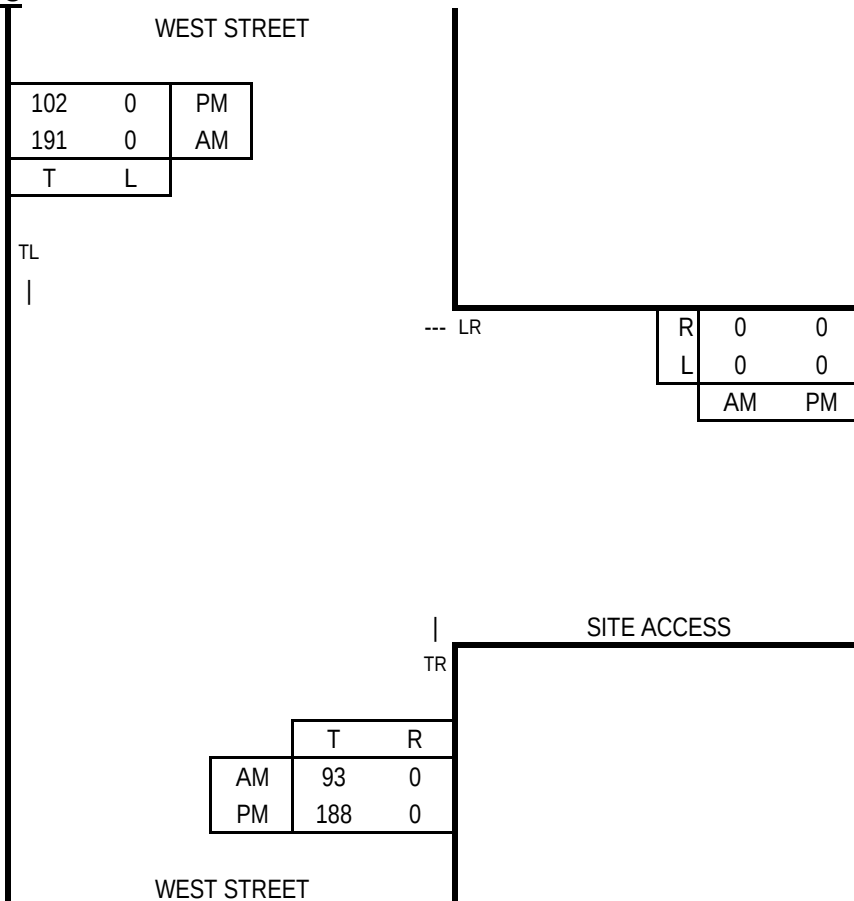
Intersection of: West Street

Analyst: Lenhart Traffic Consulting

and: Site Access

Conditions: Existing Traffic

Lane Use + Traffic Volumes



Capacity Analysis

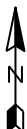
Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
WB	0	1.00	0			
NB	93	1.00	93	0	1.00	0
SB	191	1.00	191			
CLV TOTAL=						191
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
WB	0	1.00	0			
NB	188	1.00	188	0	1.00	0
SB	102	1.00	102			
CLV TOTAL=						188
Level of Service (LOS) =						A

Critical Lane Volume Analysis



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**West Street &
Site Access
(Existing Traffic)**

**Intersection
4**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Choose your methodologies

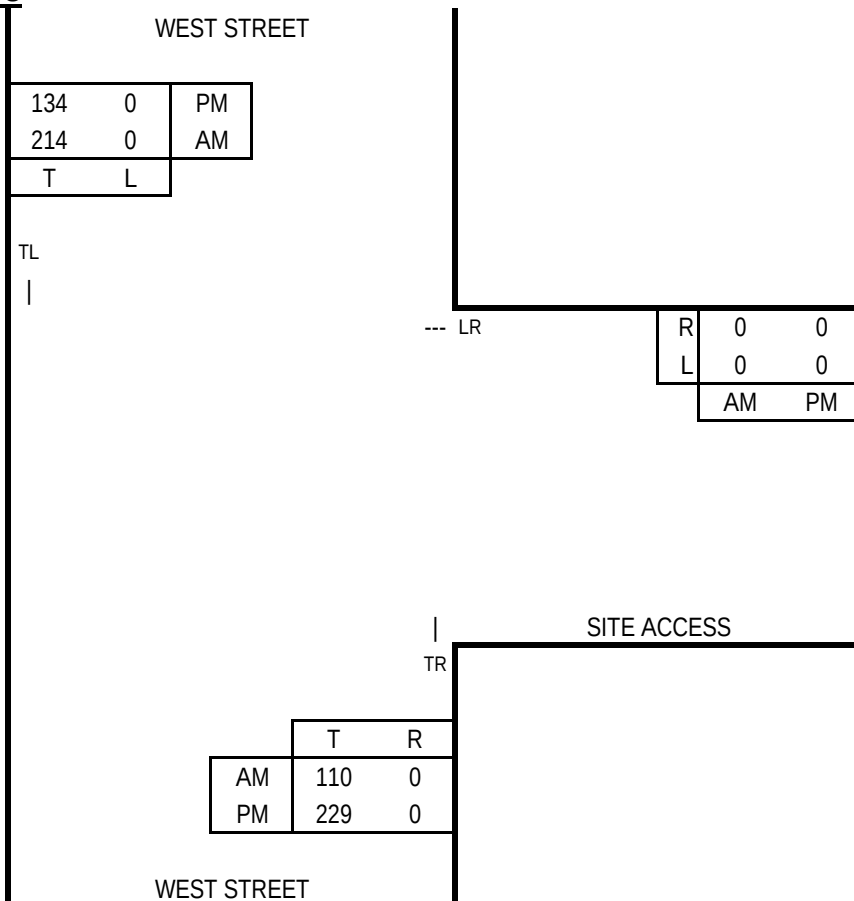
Intersection of: West Street

Analyst: Lenhart Traffic Consulting

and: Site Access

Conditions: Background Traffic

Lane Use + Traffic Volumes



Capacity Analysis

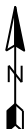
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
WB	0	1.00	0				0
NB	110	1.00	110	0	1.00	0	214
SB	214	1.00	214				
CLV TOTAL=							214
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
WB	0	1.00	0				0
NB	229	1.00	229	0	1.00	0	229
SB	134	1.00	134				
CLV TOTAL=							229
Level of Service (LOS)=							A

Critical Lane Volume Analysis



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**West Street &
Site Access**
(Background Traffic)

**Intersection
4**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Choose your methodologies

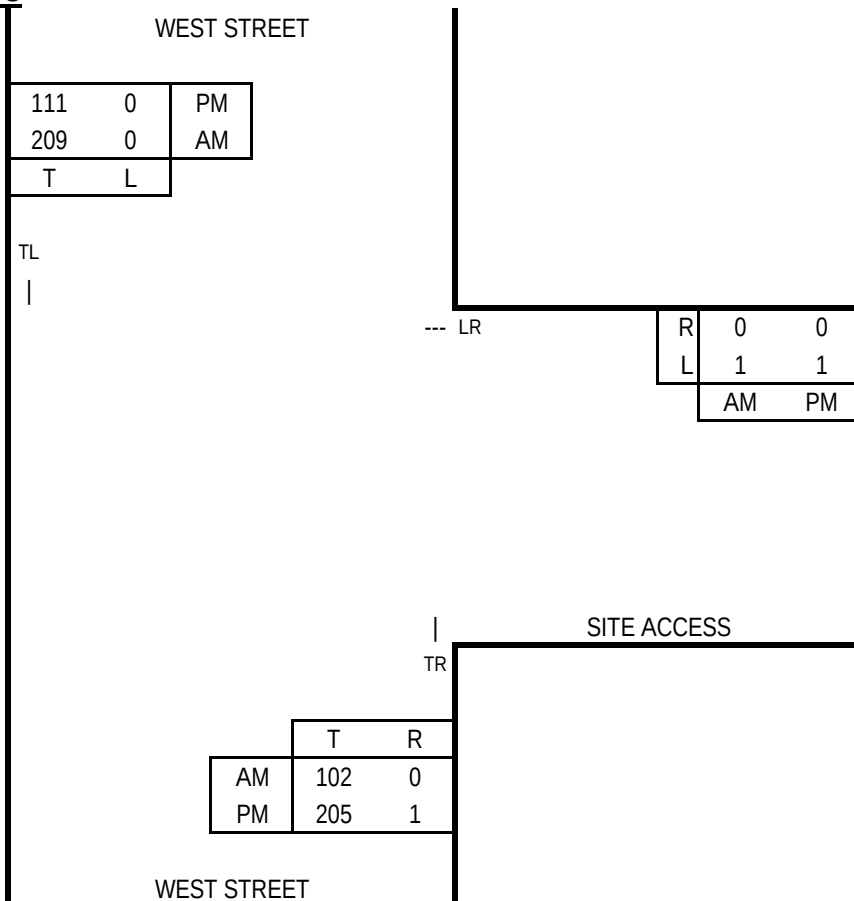
Intersection of: West Street

Analyst: Lenhart Traffic Consulting

and: Site Access

Conditions: Total Traffic

Lane Use + Traffic Volumes



Capacity Analysis

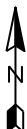
Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
WB	1	1.00	1				1
NB	102	1.00	102	0	1.00	0	209
SB	209	1.00	209				
CLV TOTAL=							210
Level of Service (LOS)=							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM CLV
	VOL	x LUF	= Total	VOL	x LUF	= Total	
WB	1	1.00	1				1
NB	206	1.00	206	0	1.00	0	206
SB	111	1.00	111				
CLV TOTAL=							207
Level of Service (LOS)=							A

Critical Lane Volume Analysis



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**West Street &
Site Access
(Total Traffic)**

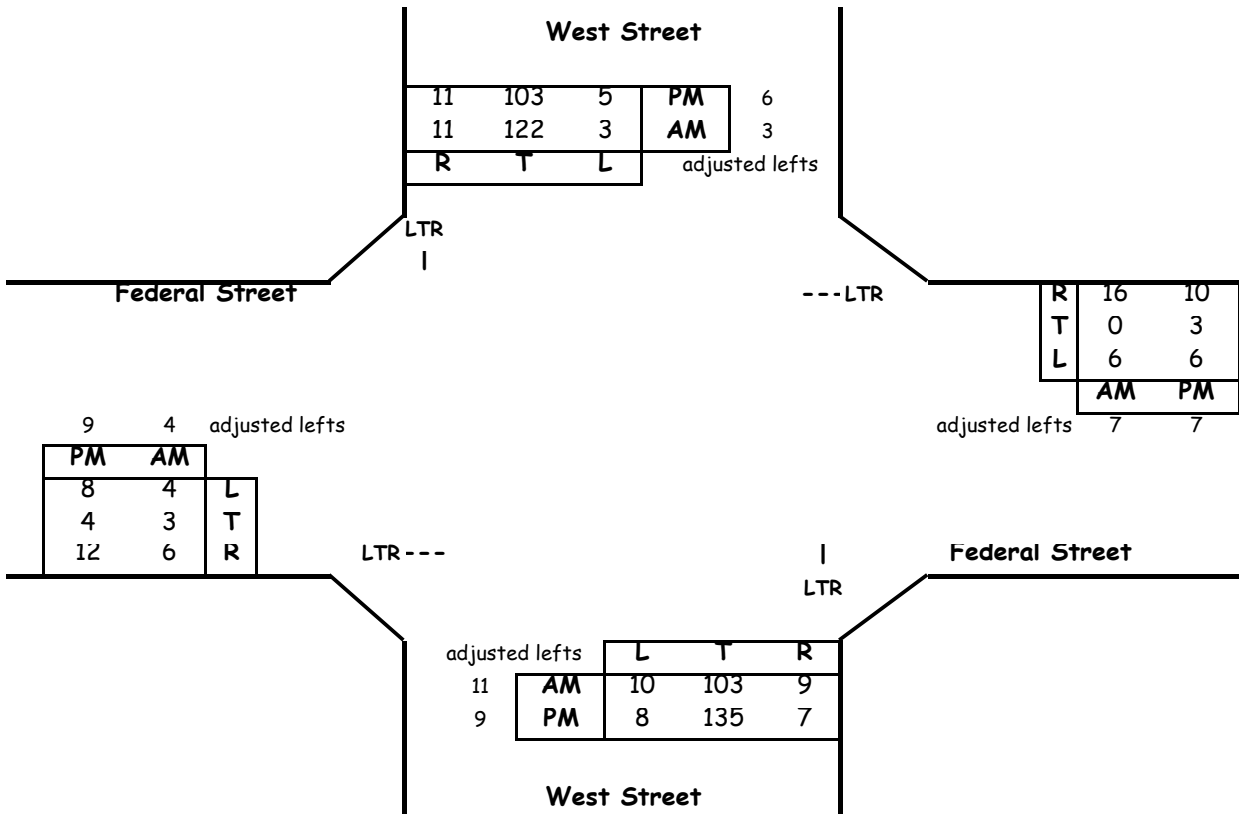
**Intersection
4**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: West Street
Minor Street: Federal Street
Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	123	1.00	123	3	1	3
SB	136	1.00	136	10	1	10
EB	13	1	13	6	1	6
WB	23	1	23	4	1	4
CLV TOTAL=						173
Level of Service (LOS)=						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	151	1.00	151	5	1	5
SB	120	1.00	120	8	1	8
EB	25	1	25	6	1	6
WB	20	1	20	8	1	8
CLV TOTAL=						187
Level of Service (LOS)=						A

Critical Lane Volume Analysis



**West Street &
Federal Street**
(Existing Traffic)

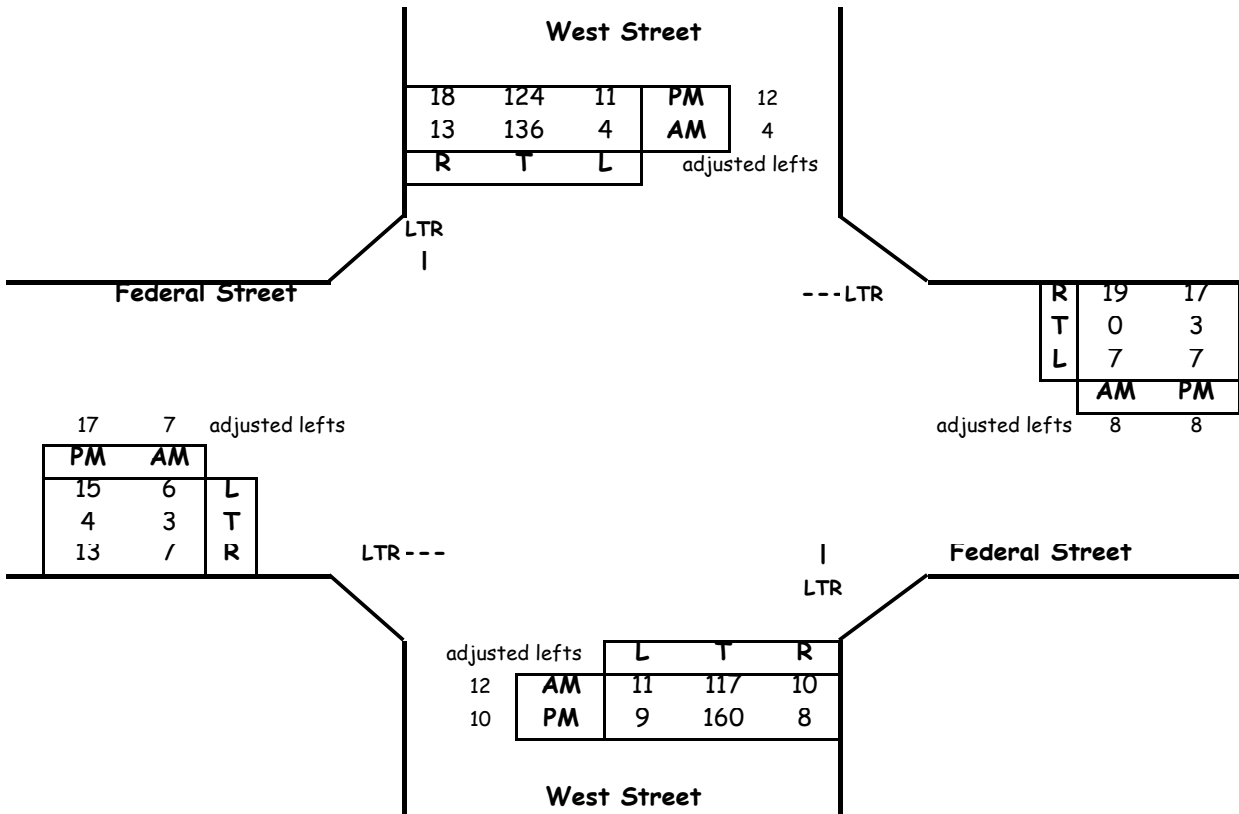
**Intersection
5**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: West Street
Minor Street: Federal Street
Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	139	1.00	139	4	1	4
SB	153	1.00	153	11	1	11
EB	17	1	17	7	1	7
WB	27	1	27	6	1	6
CLV TOTAL=						197
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	178	1.00	178	11	1	11
SB	154	1.00	154	9	1	9
EB	34	1	34	7	1	7
WB	28	1	28	15	1	15
CLV TOTAL=						232
Level of Service (LOS) =						A

Critical Lane Volume Analysis



**West Street &
Federal Street**
(Background Traffic)

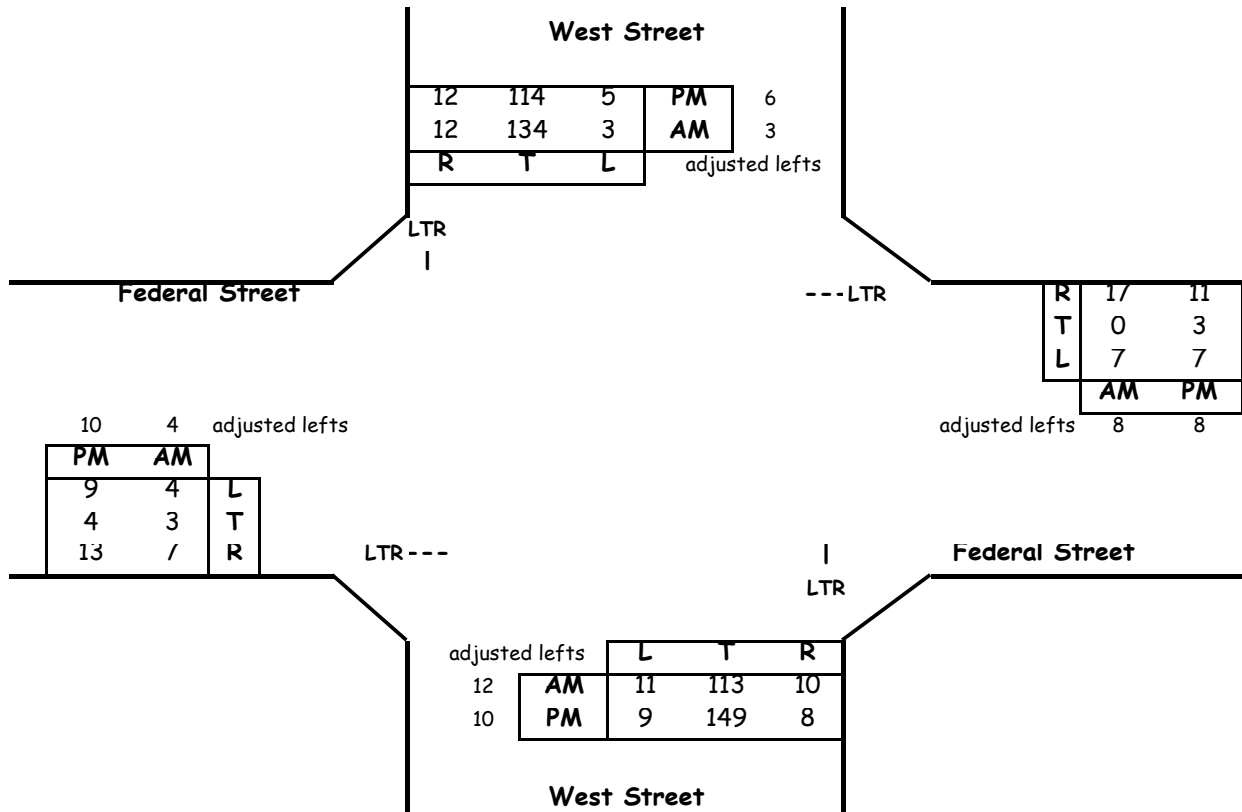
**Intersection
5**

CRITICAL LANE VOLUME (CLV) METHODOLOGY for MSHA

Main Line: West Street
Minor Street: Federal Street
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Morning Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			AM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	135	1.00	135	3	1	3	160
SB	149	1.00	149	11	1	11	
EB	14	1	14	7	1	7	29
WB	25	1	25	4	1	4	
CLV TOTAL=							189
Level of Service (LOS) =							A

Evening Peak Hour							
Dir	Thru Volumes			+ Opposing Lefts			PM
	VOL	x LUF	= Total	VOL	x LUF	= Total	CLV
NB	167	1.00	167	5	1	5	172
SB	132	1.00	132	9	1	9	
EB	27	1	27	7	1	7	34
WB	22	1	22	9	1	9	
CLV TOTAL=							206
Level of Service (LOS) =							A

Critical Lane Volume Analysis



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**West Street &
Federal Street**
 (Total Traffic)

**Intersection
5**

HCM Unsignalized Intersection Capacity Analysis

1: West Street/Driveway & Bay Street

139 N. Washington
AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	6	283	109	82	266	20	57	1	36	0	0	0
Future Volume (Veh/h)	6	283	109	82	266	20	57	1	36	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	308	118	89	289	22	62	1	39	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)	385											
pX, platoon unblocked												
vC, conflicting volume	311			426			859	870	367	898	918	300
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	311			426			859	870	367	898	918	300
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			92			76	100	94	100	100	100
cM capacity (veh/h)	1249			1133			259	265	678	229	249	740
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	433	400	102									
Volume Left	7	89	62									
Volume Right	118	22	39									
cSH	1249	1133	339									
Volume to Capacity	0.01	0.08	0.30									
Queue Length 95th (ft)	0	6	31									
Control Delay (s)	0.2	2.5	20.1									
Lane LOS	A	A	C									
Approach Delay (s)	0.2	2.5	20.1									
Approach LOS			C									
Intersection Summary												
Average Delay			3.4									
Intersection Capacity Utilization			57.0%	ICU Level of Service					B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Site Access & Bay Street

139 N. Washington
AM Existing

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	317	0	0	372	0	0
Future Volume (Veh/h)	317	0	0	372	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	345	0	0	404	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				149		
pX, platoon unblocked				0.99		
vC, conflicting volume				345	749	172
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol				345	738	172
tC, single (s)				4.1	6.8	6.9
tC, 2 stage (s)						
tF (s)				2.2	3.5	3.3
p0 queue free %				100	100	100
cM capacity (veh/h)				1211	348	841
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	230	115	404	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1211	1700		
Volume to Capacity	0.14	0.07	0.00	0.00		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS						
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS						
Intersection Summary						
Average Delay						
			0.0			
Intersection Capacity Utilization			22.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

3: MD 565 & Bay Street/Parking Lot

139 N. Washington
AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	89	2	226	0	0	0	141	148	2	0	190	231
Future Volume (vph)	89	2	226	0	0	0	141	148	2	0	190	231
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	1.00					1.00	1.00			1.00	1.00
Frt	1.00	0.85					1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00					0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1586					1770	1859			1863	1583
Flt Permitted	0.95	1.00					0.57	1.00			1.00	1.00
Satd. Flow (perm)	1770	1586					1054	1859			1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	97	2	246	0	0	0	153	161	2	0	207	251
RTOR Reduction (vph)	0	213	0	0	0	0	0	0	0	0	0	107
Lane Group Flow (vph)	97	35	0	0	0	0	153	163	0	0	207	144
Turn Type	Perm	NA					pm+pt	NA			NA	Perm
Protected Phases		4					5	2			6	
Permitted Phases	4						2			6		6
Actuated Green, G (s)	9.4	9.4					52.6	52.6			40.8	40.8
Effective Green, g (s)	9.4	9.4					52.6	52.6			40.8	40.8
Actuated g/C Ratio	0.13	0.13					0.74	0.74			0.57	0.57
Clearance Time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0					3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	234	209					854	1377			1070	909
v/s Ratio Prot		0.02					c0.02	0.09			c0.11	
v/s Ratio Perm	c0.05						0.11					0.09
v/c Ratio	0.41	0.17					0.18	0.12			0.19	0.16
Uniform Delay, d1	28.3	27.3					2.8	2.6			7.2	7.1
Progression Factor	1.00	1.00					1.00	1.00			1.00	1.00
Incremental Delay, d2	1.2	0.4					0.1	0.2			0.4	0.4
Delay (s)	29.5	27.7					2.9	2.8			7.6	7.4
Level of Service	C	C					A	A			A	A
Approach Delay (s)		28.2			0.0			2.8			7.5	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			12.6				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.23									
Actuated Cycle Length (s)			71.0				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			43.3%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: West Street & Site Access

139 N. Washington
AM Existing

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	93	0	0	191
Future Volume (Veh/h)	0	0	93	0	0	191
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	101	0	0	208
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			376			
pX, platoon unblocked						
vC, conflicting volume	309	101			101	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	309	101			101	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	683	954			1491	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	0	101	208			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1491			
Volume to Capacity	0.00	0.06	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			13.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: West Street & Federal Street

139 N. Washington
AM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	3	6	3	0	16	10	103	9	3	122	11
Future Volume (vph)	4	3	6	3	0	16	10	103	9	3	122	11
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	3	7	3	0	17	11	112	10	3	133	12
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	14	20	133	148								
Volume Left (vph)	4	3	11	3								
Volume Right (vph)	7	17	10	12								
Hadj (s)	-0.21	-0.45	0.01	-0.01								
Departure Headway (s)	4.3	4.1	4.1	4.1								
Degree Utilization, x	0.02	0.02	0.15	0.17								
Capacity (veh/h)	768	813	852	865								
Control Delay (s)	7.4	7.2	7.9	7.9								
Approach Delay (s)	7.4	7.2	7.9	7.9								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			7.8									
Level of Service			A									
Intersection Capacity Utilization			21.2%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

1: West Street/Driveway & Bay Street

139 N. Washington
AM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	317	119	95	296	22	62	1	47	0	0	0
Future Volume (Veh/h)	7	317	119	95	296	22	62	1	47	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	345	129	103	322	24	67	1	51	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					385							
pX, platoon unblocked												
vC, conflicting volume	346			474			966	978	410	1017	1030	334
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	346			474			966	978	410	1017	1030	334
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			91			69	100	92	100	100	100
cM capacity (veh/h)	1213			1088			216	225	642	183	210	708
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	482	449	119									
Volume Left	8	103	67									
Volume Right	129	24	51									
cSH	1213	1088	302									
Volume to Capacity	0.01	0.09	0.39									
Queue Length 95th (ft)	0	8	45									
Control Delay (s)	0.2	2.8	24.4									
Lane LOS	A	A	C									
Approach Delay (s)	0.2	2.8	24.4									
Approach LOS			C									
Intersection Summary												
Average Delay			4.1									
Intersection Capacity Utilization			62.8%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Site Access & Bay Street

139 N. Washington
AM Background

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑	↖	↗
Traffic Volume (veh/h)	346	16	22	406	10	16
Future Volume (Veh/h)	346	16	22	406	10	16
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	376	17	24	441	11	17
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				149		
pX, platoon unblocked					0.98	
vC, conflicting volume			393		874	196
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			393		859	196
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			98		96	98
cM capacity (veh/h)			1162		283	812
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	251	142	465	28		
Volume Left	0	0	24	11		
Volume Right	0	17	0	17		
cSH	1700	1700	1162	468		
Volume to Capacity	0.15	0.08	0.02	0.06		
Queue Length 95th (ft)	0	0	2	5		
Control Delay (s)	0.0	0.0	0.6	13.2		
Lane LOS			A	B		
Approach Delay (s)	0.0		0.6	13.2		
Approach LOS				B		
Intersection Summary						
Average Delay			0.8			
Intersection Capacity Utilization			46.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

3: MD 565 & Bay Street/Parking Lot

139 N. Washington
AM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	105	2	255	0	0	0	165	162	2	0	208	263
Future Volume (vph)	105	2	255	0	0	0	165	162	2	0	208	263
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	1.00					1.00	1.00			1.00	1.00
Frt	1.00	0.85					1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00					0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1585					1770	1860			1863	1583
Flt Permitted	0.95	1.00					0.56	1.00			1.00	1.00
Satd. Flow (perm)	1770	1585					1034	1860			1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	114	2	277	0	0	0	179	176	2	0	226	286
RTOR Reduction (vph)	0	238	0	0	0	0	0	0	0	0	0	125
Lane Group Flow (vph)	114	41	0	0	0	0	179	178	0	0	226	161
Turn Type	Perm	NA					pm+pt	NA			NA	Perm
Protected Phases		4					5	2			6	
Permitted Phases	4						2			6		6
Actuated Green, G (s)	10.2	10.2					52.6	52.6			40.3	40.3
Effective Green, g (s)	10.2	10.2					52.6	52.6			40.3	40.3
Actuated g/C Ratio	0.14	0.14					0.73	0.73			0.56	0.56
Clearance Time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0					3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	251	225					837	1362			1045	888
v/s Ratio Prot		0.03					0.02	0.10			0.12	
v/s Ratio Perm	0.06						0.13					0.10
v/c Ratio	0.45	0.18					0.21	0.13			0.22	0.18
Uniform Delay, d1	28.2	27.1					3.0	2.8			7.9	7.7
Progression Factor	1.00	1.00					1.00	1.00			1.00	1.00
Incremental Delay, d2	1.3	0.4					0.1	0.2			0.5	0.4
Delay (s)	29.6	27.5					3.2	3.0			8.3	8.1
Level of Service	C	C					A	A			A	A
Approach Delay (s)		28.1			0.0			3.1			8.2	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			13.0				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.27									
Actuated Cycle Length (s)			71.8				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			47.2%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: West Street & Site Access

139 N. Washington
AM Background

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	110	0	0	214
Future Volume (Veh/h)	0	0	110	0	0	214
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	120	0	0	233
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			376			
pX, platoon unblocked						
vC, conflicting volume	353	120			120	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	353	120			120	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	645	931			1468	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	0	120	233			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1468			
Volume to Capacity	0.00	0.07	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			14.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: West Street & Federal Street

139 N. Washington
AM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Traffic Volume (vph)	6	3	7	7	0	19	11	117	10	4	136	13
Future Volume (vph)	6	3	7	7	0	19	11	117	10	4	136	13
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	7	3	8	8	0	21	12	127	11	4	148	14
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	18	29	150	166								
Volume Left (vph)	7	8	12	4								
Volume Right (vph)	8	21	11	14								
Hadj (s)	-0.15	-0.35	0.01	-0.01								
Departure Headway (s)	4.5	4.3	4.2	4.1								
Degree Utilization, x	0.02	0.03	0.17	0.19								
Capacity (veh/h)	739	774	839	852								
Control Delay (s)	7.6	7.4	8.1	8.1								
Approach Delay (s)	7.6	7.4	8.1	8.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.0								
Level of Service				A								
Intersection Capacity Utilization				22.1%	ICU Level of Service	A						
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

1: West Street/Driveway & Bay Street

139 N. Washington

AM Total

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	7	309	119	90	292	22	62	1	39	0	0	0
Future Volume (Veh/h)	7	309	119	90	292	22	62	1	39	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	8	336	129	98	317	24	67	1	42	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage veh												
Upstream signal (ft)	385											
pX, platoon unblocked												
vC, conflicting volume	341			465			942	954	400	984	1006	329
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	341			465			942	954	400	984	1006	329
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			91			70	100	94	100	100	100
cM capacity (veh/h)	1218			1096			225	234	650	197	218	712
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	473	439	110									
Volume Left	8	98	67									
Volume Right	129	24	42									
cSH	1218	1096	300									
Volume to Capacity	0.01	0.09	0.37									
Queue Length 95th (ft)	0	7	41									
Control Delay (s)	0.2	2.7	23.7									
Lane LOS	A	A	C									
Approach Delay (s)	0.2	2.7	23.7									
Approach LOS			C									
Intersection Summary												
Average Delay			3.8									
Intersection Capacity Utilization			61.4%	ICU Level of Service					B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Site Access & Bay Street

139 N. Washington
AM Total

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	346	0	3	406	1	9
Future Volume (Veh/h)	346	0	3	406	1	9
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	376	0	3	441	1	10
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				149		
pX, platoon unblocked					0.98	
vC, conflicting volume			376		823	188
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			376		809	188
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	99
cM capacity (veh/h)			1179		311	822
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	251	125	444	11		
Volume Left	0	0	3	1		
Volume Right	0	0	0	10		
cSH	1700	1700	1179	715		
Volume to Capacity	0.15	0.07	0.00	0.02		
Queue Length 95th (ft)	0	0	0	1		
Control Delay (s)	0.0	0.0	0.1	10.1		
Lane LOS			A	B		
Approach Delay (s)	0.0		0.1	10.1		
Approach LOS				B		
Intersection Summary						
Average Delay			0.2			
Intersection Capacity Utilization			33.8%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

3: MD 565 & Bay Street/Parking Lot

139 N. Washington

AM Total

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	104	2	249	0	0	0	155	162	2	0	208	254
Future Volume (vph)	104	2	249	0	0	0	155	162	2	0	208	254
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	1.00					1.00	1.00			1.00	1.00
Frt	1.00	0.85					1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00					0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1585					1770	1860			1863	1583
Flt Permitted	0.95	1.00					0.56	1.00			1.00	1.00
Satd. Flow (perm)	1770	1585					1035	1860			1863	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	113	2	271	0	0	0	168	176	2	0	226	276
RTOR Reduction (vph)	0	233	0	0	0	0	0	0	0	0	0	120
Lane Group Flow (vph)	113	40	0	0	0	0	168	178	0	0	226	156
Turn Type	Perm	NA					pm+pt	NA			NA	Perm
Protected Phases		4					5	2			6	
Permitted Phases	4						2			6		6
Actuated Green, G (s)	10.2	10.2					52.6	52.6			40.5	40.5
Effective Green, g (s)	10.2	10.2					52.6	52.6			40.5	40.5
Actuated g/C Ratio	0.14	0.14					0.73	0.73			0.56	0.56
Clearance Time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0					3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	251	225					836	1362			1050	892
v/s Ratio Prot		0.03					c0.02	0.10			c0.12	
v/s Ratio Perm	c0.06						0.13					0.10
v/c Ratio	0.45	0.18					0.20	0.13			0.22	0.17
Uniform Delay, d1	28.2	27.1					3.0	2.8			7.8	7.6
Progression Factor	1.00	1.00					1.00	1.00			1.00	1.00
Incremental Delay, d2	1.3	0.4					0.1	0.2			0.5	0.4
Delay (s)	29.5	27.5					3.1	3.0			8.2	8.0
Level of Service	C	C					A	A			A	A
Approach Delay (s)		28.1			0.0			3.1			8.1	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay			12.9				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.26									
Actuated Cycle Length (s)			71.8				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			46.4%				ICU Level of Service			A		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: West Street & Site Access

139 N. Washington
AM Total

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	0	102	0	0	209
Future Volume (Veh/h)	1	0	102	0	0	209
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	111	0	0	227
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			376			
pX, platoon unblocked						
vC, conflicting volume	338	111			111	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	338	111			111	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	658	942			1479	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	1	111	227			
Volume Left	1	0	0			
Volume Right	0	0	0			
cSH	658	1700	1479			
Volume to Capacity	0.00	0.07	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	10.5	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.5	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			21.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: West Street & Federal Street

139 N. Washington
AM Total

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	4	3	7	7	0	17	11	113	10	3	134	12
Future Volume (vph)	4	3	7	7	0	17	11	113	10	3	134	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	4	3	8	8	0	18	12	123	11	3	146	13
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	15	26	146	162								
Volume Left (vph)	4	8	12	3								
Volume Right (vph)	8	18	11	13								
Hadj (s)	-0.23	-0.32	0.01	-0.01								
Departure Headway (s)	4.4	4.3	4.2	4.1								
Degree Utilization, x	0.02	0.03	0.17	0.19								
Capacity (veh/h)	756	775	844	857								
Control Delay (s)	7.4	7.4	8.0	8.1								
Approach Delay (s)	7.4	7.4	8.0	8.1								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.0									
Level of Service			A									
Intersection Capacity Utilization			22.5%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

1: West Street/Driveway & Bay Street

139 N. Washington
PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	298	40	62	234	5	103	0	85	0	0	0
Future Volume (Veh/h)	10	298	40	62	234	5	103	0	85	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	11	324	43	67	254	5	112	0	92	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					385							
pX, platoon unblocked												
vC, conflicting volume	259			367			758	760	346	850	780	256
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	259			367			758	760	346	850	780	256
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			94			64	100	87	100	100	100
cM capacity (veh/h)	1306			1192			308	314	697	232	306	782
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	378	326	204									
Volume Left	11	67	112									
Volume Right	43	5	92									
cSH	1306	1192	411									
Volume to Capacity	0.01	0.06	0.50									
Queue Length 95th (ft)	1	4	67									
Control Delay (s)	0.3	2.1	22.1									
Lane LOS	A	A	C									
Approach Delay (s)	0.3	2.1	22.1									
Approach LOS			C									
Intersection Summary												
Average Delay			5.8									
Intersection Capacity Utilization			55.6%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Site Access & Bay Street

139 N. Washington
PM Existing

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	380	0	0	297	0	0
Future Volume (Veh/h)	380	0	0	297	0	0
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	413	0	0	323	0	0
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				149		
pX, platoon unblocked					1.00	
vC, conflicting volume			413		736	206
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			413		733	206
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1142		354	800
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	275	138	323	0		
Volume Left	0	0	0	0		
Volume Right	0	0	0	0		
cSH	1700	1700	1142	1700		
Volume to Capacity	0.16	0.08	0.00	0.02		
Queue Length 95th (ft)	0	0	0	0		
Control Delay (s)	0.0	0.0	0.0	0.0		
Lane LOS				A		
Approach Delay (s)	0.0		0.0	0.0		
Approach LOS				A		
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			19.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

3: MD 565 & Bay Street/Parking Lot

139 N. Washington
PM Existing

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	136	4	240	0	0	0	92	227	3	3	236	205
Future Volume (vph)	136	4	240	0	0	0	92	227	3	3	236	205
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	1.00					1.00	1.00			1.00	1.00
Frt	1.00	0.85					1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00					0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1588					1770	1859			1862	1583
Flt Permitted	0.95	1.00					0.53	1.00			1.00	1.00
Satd. Flow (perm)	1770	1588					993	1859			1859	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	148	4	261	0	0	0	100	247	3	3	257	223
RTOR Reduction (vph)	0	219	0	0	0	0	0	0	0	0	0	93
Lane Group Flow (vph)	148	46	0	0	0	0	100	250	0	0	260	130
Turn Type	Perm	NA					pm+pt	NA		Perm	NA	Perm
Protected Phases		4					5	2			6	
Permitted Phases	4						2			6		6
Actuated Green, G (s)	11.9	11.9					53.5	53.5			43.4	43.4
Effective Green, g (s)	11.9	11.9					53.5	53.5			43.4	43.4
Actuated g/C Ratio	0.16	0.16					0.72	0.72			0.58	0.58
Clearance Time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0					3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	283	253					772	1336			1084	923
v/s Ratio Prot		0.03					0.01	c0.13				
v/s Ratio Perm	c0.08						0.08				c0.14	0.08
v/c Ratio	0.52	0.18					0.13	0.19			0.24	0.14
Uniform Delay, d1	28.6	27.0					3.3	3.4			7.5	7.0
Progression Factor	1.00	1.00					1.00	1.00			1.00	1.00
Incremental Delay, d2	1.7	0.3					0.1	0.3			0.5	0.3
Delay (s)	30.4	27.4					3.4	3.7			8.0	7.4
Level of Service	C	C					A	A			A	A
Approach Delay (s)		28.5			0.0			3.6			7.7	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		13.4			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.30										
Actuated Cycle Length (s)		74.4			Sum of lost time (s)			13.5				
Intersection Capacity Utilization		51.0%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: West Street & Site Access

139 N. Washington
PM Existing

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	188	0	0	102
Future Volume (Veh/h)	0	0	188	0	0	102
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	204	0	0	111
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			376			
pX, platoon unblocked						
vC, conflicting volume	315	204			204	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	315	204			204	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	678	837			1368	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	0	204	111			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1368			
Volume to Capacity	0.00	0.12	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			13.2%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: West Street & Federal Street

139 N. Washington
PM Existing

																				
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR								
Lane Configurations																				
Sign Control	Stop				Stop			Stop			Stop									
Traffic Volume (vph)	8	4	12	6	3	10	8	135	7	5	103	11								
Future Volume (vph)	8	4	12	6	3	10	8	135	7	5	103	11								
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92								
Hourly flow rate (vph)	9	4	13	7	3	11	9	147	8	5	112	12								
Direction, Lane #	EB 1	WB 1	NB 1	SB 1																
Volume Total (vph)	26	21	164	129																
Volume Left (vph)	9	7	9	5																
Volume Right (vph)	13	11	8	12																
Hadj (s)	-0.20	-0.21	0.02	-0.01																
Departure Headway (s)	4.4	4.4	4.2	4.2																
Degree Utilization, x	0.03	0.03	0.19	0.15																
Capacity (veh/h)	760	761	846	849																
Control Delay (s)	7.5	7.5	8.1	7.9																
Approach Delay (s)	7.5	7.5	8.1	7.9																
Approach LOS	A	A	A	A																
Intersection Summary																				
Delay			7.9																	
Level of Service			A																	
Intersection Capacity Utilization			20.5%	ICU Level of Service		A														
Analysis Period (min)			15																	

HCM Unsignalized Intersection Capacity Analysis

1: West Street/Driveway & Bay Street

139 N. Washington
PM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	349	44	91	279	5	113	0	117	0	0	0
Future Volume (Veh/h)	11	349	44	91	279	5	113	0	117	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	379	48	99	303	5	123	0	127	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					385							
pX, platoon unblocked												
vC, conflicting volume	308			427			930	933	403	1058	954	306
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	308			427			930	933	403	1058	954	306
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			91			46	100	80	100	100	100
cM capacity (veh/h)	1253			1132			229	241	647	151	234	734
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	439	407	250									
Volume Left	12	99	123									
Volume Right	48	5	127									
cSH	1253	1132	341									
Volume to Capacity	0.01	0.09	0.73									
Queue Length 95th (ft)	1	7	138									
Control Delay (s)	0.3	2.7	39.7									
Lane LOS	A	A	E									
Approach Delay (s)	0.3	2.7	39.7									
Approach LOS			E									
Intersection Summary												
Average Delay			10.2									
Intersection Capacity Utilization			65.1%		ICU Level of Service				C			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Site Access & Bay Street

139 N. Washington
PM Background

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑	↖	
Traffic Volume (veh/h)	47	415	68	325	46	70
Future Volume (Veh/h)	47	415	68	325	46	70
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	51	451	74	353	50	76
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				149		
pX, platoon unblocked					0.98	
vC, conflicting volume			502		778	251
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			502		762	251
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			93		84	90
cM capacity (veh/h)			1059		311	749
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	34	468	427	126		
Volume Left	0	0	74	50		
Volume Right	0	451	0	76		
cSH	1700	1700	1059	480		
Volume to Capacity	0.02	0.28	0.07	0.26		
Queue Length 95th (ft)	0	0	6	26		
Control Delay (s)	0.0	0.0	2.1	15.2		
Lane LOS			A	C		
Approach Delay (s)	0.0		2.1	15.2		
Approach LOS				C		
Intersection Summary						
Average Delay			2.7			
Intersection Capacity Utilization			52.5%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

3: MD 565 & Bay Street/Parking Lot

139 N. Washington
PM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	184	4	297	0	0	0	135	248	3	3	258	258
Future Volume (vph)	184	4	297	0	0	0	135	248	3	3	258	258
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	1.00					1.00	1.00			1.00	1.00
Frt	1.00	0.85					1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00					0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1587					1770	1860			1862	1583
Flt Permitted	0.95	1.00					0.50	1.00			1.00	1.00
Satd. Flow (perm)	1770	1587					928	1860			1859	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	200	4	323	0	0	0	147	270	3	3	280	280
RTOR Reduction (vph)	0	261	0	0	0	0	0	0	0	0	0	132
Lane Group Flow (vph)	200	66	0	0	0	0	147	273	0	0	283	148
Turn Type	Perm	NA					pm+pt	NA		Perm	NA	Perm
Protected Phases		4					5	2			6	
Permitted Phases	4						2			6		6
Actuated Green, G (s)	14.7	14.7					52.7	52.7			40.4	40.4
Effective Green, g (s)	14.7	14.7					52.7	52.7			40.4	40.4
Actuated g/C Ratio	0.19	0.19					0.69	0.69			0.53	0.53
Clearance Time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0					3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	340	305					726	1283			983	837
v/s Ratio Prot		0.04					0.02	c0.15				
v/s Ratio Perm	c0.11						0.12				c0.15	0.09
v/c Ratio	0.59	0.22					0.20	0.21			0.29	0.18
Uniform Delay, d1	28.1	26.0					4.4	4.3			10.0	9.4
Progression Factor	1.00	1.00					1.00	1.00			1.00	1.00
Incremental Delay, d2	2.6	0.4					0.1	0.4			0.7	0.5
Delay (s)	30.7	26.4					4.5	4.7			10.7	9.8
Level of Service	C	C					A	A			B	A
Approach Delay (s)		28.0			0.0			4.6			10.3	
Approach LOS		C			A			A			B	
Intersection Summary												
HCM 2000 Control Delay			14.9				HCM 2000 Level of Service				B	
HCM 2000 Volume to Capacity ratio			0.36									
Actuated Cycle Length (s)			76.4				Sum of lost time (s)			13.5		
Intersection Capacity Utilization			56.8%				ICU Level of Service			B		
Analysis Period (min)			15									
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: West Street & Site Access

139 N. Washington
PM Background

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	0	0	229	0	0	134
Future Volume (Veh/h)	0	0	229	0	0	134
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	0	0	249	0	0	146
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			376			
pX, platoon unblocked						
vC, conflicting volume	395	249			249	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	395	249			249	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	610	790			1317	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	0	249	146			
Volume Left	0	0	0			
Volume Right	0	0	0			
cSH	1700	1700	1317			
Volume to Capacity	0.00	0.15	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	0.0			
Lane LOS	A					
Approach Delay (s)	0.0	0.0	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			15.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: West Street & Federal Street

139 N. Washington
PM Background

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control		Stop			Stop			Stop			Stop	
Traffic Volume (vph)	15	4	13	7	3	17	9	160	8	11	124	18
Future Volume (vph)	15	4	13	7	3	17	9	160	8	11	124	18
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	16	4	14	8	3	18	10	174	9	12	135	20
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	34	29	193	167								
Volume Left (vph)	16	8	10	12								
Volume Right (vph)	14	18	9	20								
Hadj (s)	-0.12	-0.28	0.02	-0.02								
Departure Headway (s)	4.6	4.4	4.2	4.2								
Degree Utilization, x	0.04	0.04	0.23	0.20								
Capacity (veh/h)	713	736	827	833								
Control Delay (s)	7.8	7.6	8.5	8.2								
Approach Delay (s)	7.8	7.6	8.5	8.2								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay			8.3									
Level of Service			A									
Intersection Capacity Utilization			21.4%		ICU Level of Service				A			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

1: West Street/Driveway & Bay Street

139 N. Washington
PM Total

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	327	44	68	257	5	113	0	93	0	0	0
Future Volume (Veh/h)	11	327	44	68	257	5	113	0	93	0	0	0
Sign Control		Free			Free			Stop			Stop	
Grade		0%			0%			0%			0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	12	355	48	74	279	5	123	0	101	0	0	0
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type		None			None							
Median storage (veh)												
Upstream signal (ft)					385							
pX, platoon unblocked												
vC, conflicting volume	284			403			832	835	379	934	856	282
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	284			403			832	835	379	934	856	282
tC, single (s)	4.1			4.1			7.1	6.5	6.2	7.1	6.5	6.2
tC, 2 stage (s)												
tF (s)	2.2			2.2			3.5	4.0	3.3	3.5	4.0	3.3
p0 queue free %	99			94			55	100	85	100	100	100
cM capacity (veh/h)	1278			1156			272	281	668	197	273	757
Direction, Lane #	EB 1	WB 1	NB 1									
Volume Total	415	358	224									
Volume Left	12	74	123									
Volume Right	48	5	101									
cSH	1278	1156	371									
Volume to Capacity	0.01	0.06	0.60									
Queue Length 95th (ft)	1	5	95									
Control Delay (s)	0.3	2.2	28.4									
Lane LOS	A	A	D									
Approach Delay (s)	0.3	2.2	28.4									
Approach LOS			D									
Intersection Summary												
Average Delay			7.3									
Intersection Capacity Utilization			60.0%			ICU Level of Service			B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Site Access & Bay Street

139 N. Washington
PM Total

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↑↑			↑	↖	↗
Traffic Volume (veh/h)	415	1	11	325	1	7
Future Volume (Veh/h)	415	1	11	325	1	7
Sign Control	Free			Free	Stop	
Grade	0%			0%	0%	
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	451	1	12	353	1	8
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh						
Upstream signal (ft)				149		
pX, platoon unblocked					0.99	
vC, conflicting volume			452		828	226
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			452		823	226
tC, single (s)			4.1		6.8	6.9
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			99		100	99
cM capacity (veh/h)			1105		306	777
Direction, Lane #	EB 1	EB 2	WB 1	NB 1		
Volume Total	301	151	365	9		
Volume Left	0	0	12	1		
Volume Right	0	1	0	8		
cSH	1700	1700	1105	663		
Volume to Capacity	0.18	0.09	0.01	0.01		
Queue Length 95th (ft)	0	0	1	1		
Control Delay (s)	0.0	0.0	0.4	10.5		
Lane LOS			A	B		
Approach Delay (s)	0.0		0.4	10.5		
Approach LOS				B		
Intersection Summary						
Average Delay			0.3			
Intersection Capacity Utilization			36.0%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Signalized Intersection Capacity Analysis

3: MD 565 & Bay Street/Parking Lot

139 N. Washington

PM Total

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (vph)	154	4	264	0	0	0	104	248	3	3	258	232
Future Volume (vph)	154	4	264	0	0	0	104	248	3	3	258	232
Ideal Flow (vphpl)	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900	1900
Total Lost time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Lane Util. Factor	1.00	1.00					1.00	1.00			1.00	1.00
Frt	1.00	0.85					1.00	1.00			1.00	0.85
Flt Protected	0.95	1.00					0.95	1.00			1.00	1.00
Satd. Flow (prot)	1770	1587					1770	1860			1862	1583
Flt Permitted	0.95	1.00					0.51	1.00			1.00	1.00
Satd. Flow (perm)	1770	1587					955	1860			1859	1583
Peak-hour factor, PHF	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Adj. Flow (vph)	167	4	287	0	0	0	113	270	3	3	280	252
RTOR Reduction (vph)	0	239	0	0	0	0	0	0	0	0	0	107
Lane Group Flow (vph)	167	52	0	0	0	0	113	273	0	0	283	145
Turn Type	Perm	NA					pm+pt	NA		Perm	NA	Perm
Protected Phases		4					5	2			6	
Permitted Phases	4						2			6		6
Actuated Green, G (s)	12.7	12.7					53.6	53.6			43.3	43.3
Effective Green, g (s)	12.7	12.7					53.6	53.6			43.3	43.3
Actuated g/C Ratio	0.17	0.17					0.71	0.71			0.58	0.58
Clearance Time (s)	4.5	4.5					4.5	4.5			4.5	4.5
Vehicle Extension (s)	3.0	3.0					3.0	3.0			3.0	3.0
Lane Grp Cap (vph)	298	267					742	1323			1068	910
v/s Ratio Prot		0.03					0.01	c0.15				
v/s Ratio Perm	c0.09						0.10				c0.15	0.09
v/c Ratio	0.56	0.20					0.15	0.21			0.26	0.16
Uniform Delay, d1	28.7	26.9					3.6	3.7			8.0	7.5
Progression Factor	1.00	1.00					1.00	1.00			1.00	1.00
Incremental Delay, d2	2.4	0.4					0.1	0.4			0.6	0.4
Delay (s)	31.1	27.3					3.7	4.0			8.6	7.9
Level of Service	C	C					A	A			A	A
Approach Delay (s)		28.7			0.0			3.9			8.3	
Approach LOS		C			A			A			A	
Intersection Summary												
HCM 2000 Control Delay		13.8			HCM 2000 Level of Service			B				
HCM 2000 Volume to Capacity ratio		0.33										
Actuated Cycle Length (s)		75.3			Sum of lost time (s)			13.5				
Intersection Capacity Utilization		54.8%			ICU Level of Service			A				
Analysis Period (min)		15										
c Critical Lane Group												

HCM Unsignalized Intersection Capacity Analysis

4: West Street & Site Access

139 N. Washington
PM Total

						
Movement	WBL	WBR	NBT	NBR	SBL	SBT
Lane Configurations						
Traffic Volume (veh/h)	1	0	205	1	0	111
Future Volume (Veh/h)	1	0	205	1	0	111
Sign Control	Stop		Free			Free
Grade	0%		0%			0%
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	1	0	223	1	0	121
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type			None			None
Median storage veh						
Upstream signal (ft)			376			
pX, platoon unblocked						
vC, conflicting volume	344	224			224	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	344	224			224	
tC, single (s)	6.4	6.2			4.1	
tC, 2 stage (s)						
tF (s)	3.5	3.3			2.2	
p0 queue free %	100	100			100	
cM capacity (veh/h)	652	816			1345	
Direction, Lane #	WB 1	NB 1	SB 1			
Volume Total	1	224	121			
Volume Left	1	0	0			
Volume Right	0	1	0			
cSH	652	1700	1345			
Volume to Capacity	0.00	0.13	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	10.5	0.0	0.0			
Lane LOS	B					
Approach Delay (s)	10.5	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			20.9%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis 5: West Street & Federal Street

139 N. Washington
PM Total

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Sign Control	Stop			Stop			Stop			Stop		
Traffic Volume (vph)	9	4	13	7	3	11	9	149	8	5	114	12
Future Volume (vph)	9	4	13	7	3	11	9	149	8	5	114	12
Peak Hour Factor	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92	0.92
Hourly flow rate (vph)	10	4	14	8	3	12	10	162	9	5	124	13
Direction, Lane #	EB 1	WB 1	NB 1	SB 1								
Volume Total (vph)	28	23	181	142								
Volume Left (vph)	10	8	10	5								
Volume Right (vph)	14	12	9	13								
Hadj (s)	-0.19	-0.21	0.02	-0.01								
Departure Headway (s)	4.4	4.4	4.2	4.2								
Degree Utilization, x	0.03	0.03	0.21	0.17								
Capacity (veh/h)	744	745	840	842								
Control Delay (s)	7.6	7.6	8.3	8.0								
Approach Delay (s)	7.6	7.6	8.3	8.0								
Approach LOS	A	A	A	A								
Intersection Summary												
Delay				8.1								
Level of Service				A								
Intersection Capacity Utilization				21.9%	ICU Level of Service		A					
Analysis Period (min)				15								

Appendix C

Background Developments

Existing Trip Generation Rates

Supermarket (ksf, ITE-850)

Morning Trips = 2.86 x ksf

Ln(Evening Trips) = 0.81 x Ln(ksf) + 2.92

Trip Distribution (In/Out)

60/41

51/49

Existing Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
LU Code 850	Supermarket (ksf, ITE-850)	22,547 sq.ft.	38	26	64	115	116	231

NOTE: Trip Generation Rates obtained from the ITE Trip Generation Manual, 11th Edition

Traffic Impact Analysis



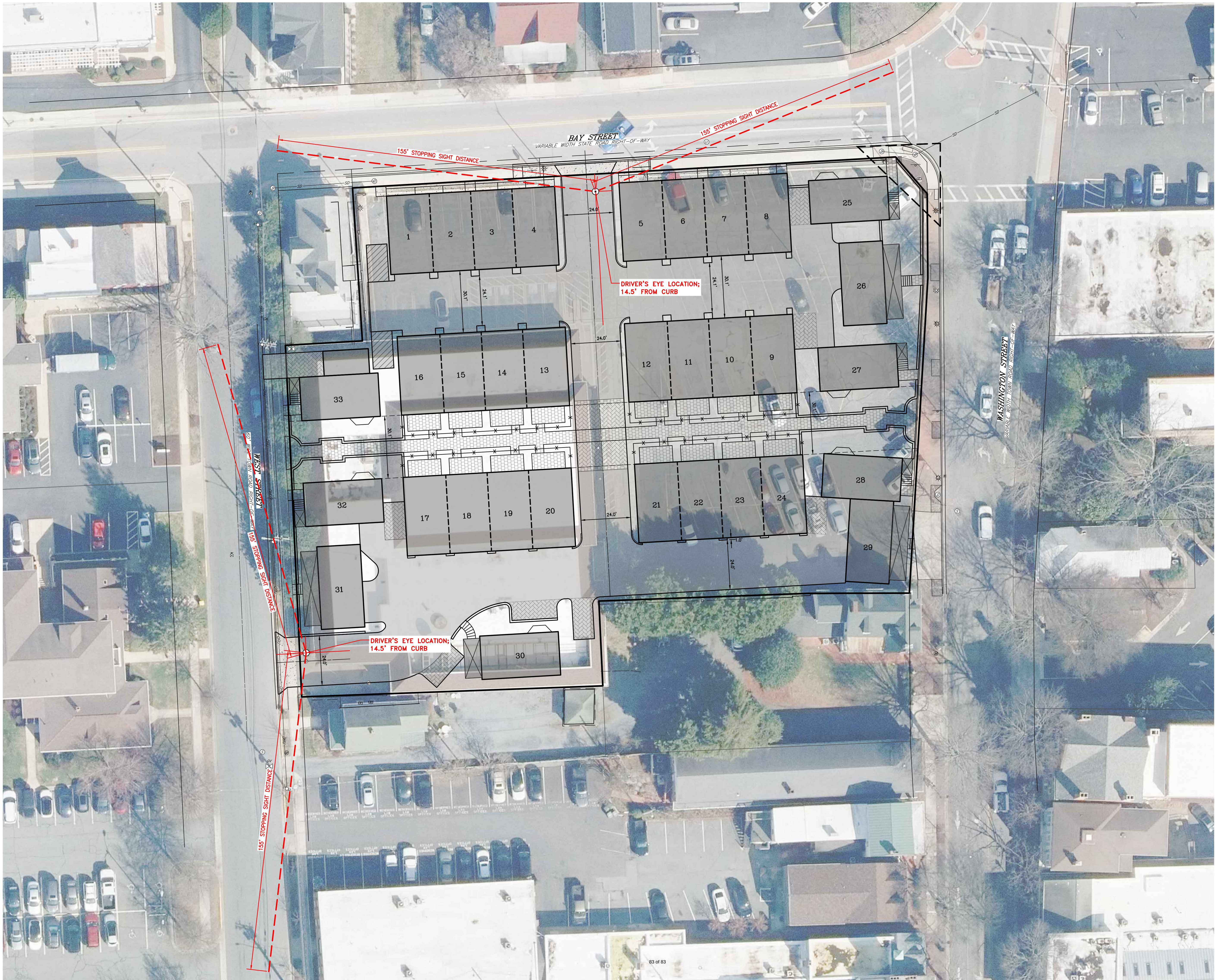
LENHART TRAFFIC CONSULTING, INC.
645 BALTIMORE ANNAPOLIS BLVD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

Trip Generation for
Previous Use on Site

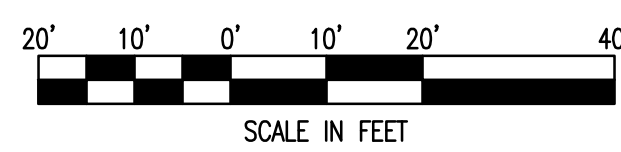
**Exhibit
C-1**

Appendix D

Sight Distance Evaluation



NAD 83 (2011)
MD COORDINATE SYSTEM





TOWN OF EASTON

Planning & Zoning Department

14 South Harrison Street

P.O. Box 520

Easton, Maryland 21601

Easton Staff Development Review Worksheet

Date: April 25, 2024

Project: 139 North Washington Street

To: Mr. Brett Ewing, Lane Engineering, LLC.

CC: Mr. Ryan D. Showalter, MDSW

CC: Ms. Julie Carroll, Lane Engineering, LLC.

CC: Mr. Jarret Beyer, Lane Engineering, LLC.

CC: Mr. Robert Miller, Miller Development Corporation

The Easton Staff Development Review (ESDR) Committee meeting was held on April 24th at 11:00 am. Staff reviewed the proposed Planned Unit Development (Infill) application. The site includes four-story townhomes (24 units) and single-family detached dwellings (9 units) on the property located at 139 North Washington Street, also known as Tax Map 104, Parcel 612.

The Committee determined that the project will need to address all agency comments as specified in the attached review letters and at ESDR. Review comments from the Engineering Department will be forwarded under a separate item. It was determined by the Committee that the application may be scheduled for Planning Commission review. Please submit all revised documents.

The next Planning Commission meeting is scheduled for **Thursday, May 16, 2024 at 1:00 pm.** Submit all documentation to the Planning and Zoning Department no later than Monday, April 29th at 1:00 pm. Files for presentation at the Planning Commission need to be provided on a flash drive. In addition, provide a digital submittal (via email) of all supporting documents necessary for the Planning Commissions review, including **six paper copies.**

Please contact the Planning & Zoning Department at 410 822-1943 with any questions.

Sincerely,

Joseph A. Mayer

Plan Reviewer



TOWN OF EASTON PLANNING & ZONING DEPARTMENT

P.O. Box 520
Easton, Maryland 21601
410-822-1943
www.EastonMD.gov

DATE: April 24, 2024
TO: Brett Ewing – Lane Engineering, LLC (Agent)
Robert Miller - % Miller Development Corporation (Developer)
Cc: Miguel Salinas – Director, Planning & Zoning Department
Rick VanEmburch – Town Engineer, Department of Engineering

FROM: Joseph A. Mayer - Plan Reviewer, Planning & Zoning Department
SUBJECT: 139 North Washington Street - PUD (Infill)

We reviewed the **April 3, 2024** Sketch Plan Submittal for the Subject Project and have the following comments:

PLANNING & ZONING COMMENTS

Sketch Site Plan Review #1

1. Single-Family Detached unit #30 needs an accessible path towards the proposed mews.
2. Determine applicable Bufferyards required for the site adjacent to Parcels 610, 619 and 1268.
3. Please submit a *Subdivision & Property Line Adjustment Application* with the required fee.
4. Is the proposed service vehicle space intended for a loading and unloading area for the proposed site? If so, please provide applicable screening per Chapter 28-308.2.J of the Zoning Code.
5. Will there be any on-site lighting, especially along the mews? If so, please indicate on the site plan.
6. Show and label all building restriction lines and easements on all applicable plan views.
7. Revise the Traffic Impact Analysis within Section 5: Conclusions/Recommendations, sheet 20 of 83. There are twenty-four (24) single family attached units proposed.
8. Any proposed monument sign will require a *Signage Application* to be submitted prior to installation. Please add this statement within the Project Notes on sheet 1 of 6.

9. Provide additional understory trees between single family unit #25 through unit #27 detached buildings.
10. Is the existing brick wall adjacent to parcel 610 going to remain? If so, please label all applicable plan views.
11. Per *Chapter 28-1014.6.A.1* of the Zoning Code, Street trees are required along West Street.
12. Show and label existing structures at Parcels 618 and 1268.
13. Dimension between the paving and adjacent property line to verify distance.
14. Provide dimensions between the proposed structures and adjacent property lines.

Please address review comments 1 through 3 prior to your Planning Commission submission. All remaining comments are to be addressed prior to Preliminary Site Plan review.

Plan Review Status

Sketch Site Plan Review			Comments
Plans Approved	☐ Y	☒ N	Please review the comments above. Revise and resubmit.

Forest Stand Delineation & Forest Conservation Plan	
☐ Required ☐ Submitted ☐ Approved	Exempt from Forest Conservation per Article III, § 31-3.2 O. The proposed activity is on a previously developed area covered by impervious surface and is located within the priority funding area. As noted on the Sketch Site Plans, sheet 1 of 6. Analysis - The site is within the priority funding area and is an existing developed area covered by impervious surface; existing building, parking lot and utilities. The overall site area is 1.522 acres with nine (9) proposed single-family detached dwellings and twenty-four (24) proposed 4-story townhomes with associated parking, stormwater management and landscaping. Required Forest Conservation would be 0.228 acres or 9,945 square feet. The intent of the project is to maximize density within the infill area and provide adequate facilities to accommodate the site. The applicant has provided a landscape plan with ten (10) deciduous-shade/canopy trees, fourteen (14) understory trees and one (1) evergreen tree that is sixty (60) percent of the required forest conservation area. Based on the existing conditions and priority funding area, the staff supports the exemption.
Other	
☒ Required ☐ Submitted ☐ Approved	<u>IMPACT FEES</u> Please note, there will be a required Impact Fee for all proposed buildings. The Town's Impact Fees and Inspection Fees are to be paid upon the time you pick up your Building Permit. Please provide building square footage with appropriate use for calculation of Impact Fee. Talbot County Impact Fees are due prior to obtaining your Building Permit. Please provide receipt of payment to the Town's Building Inspection Division. Please add estimated Town Impact Fee calculations to cover sheet and add note below calculations; "Note: The Impact Fee indicated in this notation shall not be construed as vested and until submission of the building application."

Please contact me if you have any questions. Thank you.



TOWN OF EASTON
PO Box 520
Easton, Maryland 21601
(410)-822-2526 Fax (410)-822-8738



ESDR- Building Inspection and Permit Department Comments

Date: April 24, 2024

Project; 139 N. Washington Street (Safeway)

Owner; NAI Saturn Eastern, LLC 250 Park Center Blvd, Boise, ID 83706

Developer: Miller Development Corporation c/o Robby Miller

8120 Woodmont Ave, Ste #160, Bethesda, MD 20814

A Town of Easton Building Permit is required for all new Residential Construction.

Contact this Department and verify current Building Codes including the Town of Easton's modifications prior to preparation of Building plans. Town will be adopting the 2021 ICC Codes including the International Residential and Energy Conservation Codes by the end of May 2024.

The following lists items required on the construction drawings in order to apply for a Building Permit.

- Construction Documents (3 sets) for any new construction will be required. Documents must be prepared by a registered Maryland Registered Architect, with original plans signed and sealed.
- All mechanical, electrical, and plumbing permits as required must include construction documents signed and sealed by a professional engineer and by a responsible party for the contractor receiving the permit. Be sure the Town of Easton modifications are included. Section 6-16 of the Town Code.
- An appointment may be set up with this department to review your permit application materials prior to permit application submission.
- **State Fire Marshal**, (410-822-7609) plan review and inspections are required. It is your responsibility to contact them and make application.



EASTON UTILITIES

Life. Made better.™

Easton Utilities Commission

Plan Review Comments

Date: Tuesday, April 16, 2024

To: Joe Mayer; Nicholas Johnson; Sierra Clem

From: Kia Gibbs on behalf of Aaron Goller, PE

No. of Pages: 1

Regarding: 139 N. Washington Street - Safeway Townhomes

Phase: Sketch Site Plan

SUBM: 1

Status: **Approved as Noted**

Easton Utilities Commission has reviewed the above referenced plans and have provided the following comments. Please provide your corrections as listed below. Additional reviews will be required to ensure comments have been addressed. Items or documents not provided on initial submission will be subject to further review. Please contact Kia Gibbs, Admin Support at kgibbs@eucmail.com should you have any questions.

ITEM:	DRAWING / PAGE	COMMENTS:
1	General	Consider above ground utility locations. (trans, peds, etc)
2	General	Capital charges required
3	General	Utilities must maintain separation of 10'
4	General	Provide communication design



Town of Easton
Engineering, Planning and Zoning
14 South Harrison Street, Easton, MD 21601

RECEIVED
APR 03 2024
TOWN OF EASTON

Easton Staff Development Review

Property Information

Address	139 N Washington St, Easton, MD 21601					
Tax Map	104	Grid	EA	Parcel	612	Lot
Deed Reference:	Liber	2237	Folio	62		
Plat Reference:	Liber	21 / 37	Folio	48 / 10		
Base Zoning District	CB	Historic District	Y ☒ N ☐			
		Planning Redevelopment	Y ☐ N ☐			

Purpose of Application / Description of Work:

Construction of 4-story town homes and single-family detached dwellings totaling 33 units.

Owner

Name	NAI Saturn Eastern, LLC	Developer:	Miller Development Corporation c/o Robby Miller
Mailing Address	250 Park Center Blvd, Boise, ID 83706		8120 Woodmont Ave, Ste #160, Bethesda, MD 20814
Telephone No.	301-807-7057	Email	rmiller@miller.group

Applicant / Agent

Name	Lane Engineering, LLC c/o Brett Ewing, AICP		
Mailing Address	117 Bay St, Easton, MD 21601		
Telephone No.	410-822-8003	Email	bewing@leinc.com

Surveyor / Engineer

Name	Jarret Beyer, P.E.	License No.	48188	Expiration Date	12/28/2025
Mailing Address	117 Bay St, Easton, MD 21601				
Telephone No.	410-822-8003	Email	jbeyer@leinc.com		

Any modifications during review shall warrant an updated application.

I do hereby solemnly declare and affirm that the information provided by this application and the documents attached hereto accurately represent the conditions of the request and that submission of an incomplete application will be returned for correction prior to processing.

Signature of Applicant or Agent

Date

4/3/2024

Printed Name of Applicant or Agent

Brett Ewing, AICP, Lane Engineering, LLC

For Office Use Only

Easton Staff Development Review Meeting Required Y ☒ N ☐ **2024-1182 / ESDR 24-08**
Easton Staff Development Review Meeting Date 04/24/2024
Completeness Check Date 04/03/2024
Revisions/Resubmissions Required Y ☐ N ☒
Resubmission Date Documents Received Y ☐ N ☐

Staff Determination

Planning Commission Required Y ☒ N ☐ **05/16/2024**

BOZA Required Y ☐ N ☒

Historic District Commission Required Y ☒ N ☐

Resubmission for ESDR Required Y ☐ N ☐

Staff Signature Samantha N. Smith

Date 04/03/2024

Revised 02-2019



TOWN OF
EASTON
ENGINEERING DEPARTMENT

DATE: April 26, 2024

TO: Brett Ewing – Lane Engineering, LLC
Cc: Rick Van Emburgh – Town Engineer
Lynn Thomas – Town Planner
Aaron Goller – EUC

FROM: Sierra Clem – Engineering Department

SUBJECT: 139 N Washington St
Sketch Site Plan, Sketch Subdivision, Traffic Impact Analysis &
Sketch Stormwater Management Review for ESDR

Our office has reviewed the Application for the Subject project received on 4/3/2024 and the Traffic Impact Analysis received 4/22/2024.

It is noted that the proposed internal pavement is a parking lot with associated drive aisles and will not include proposed Town ROW. Bay Street is owned and maintained by the State. Washington Street, including the intersection with Bay Street and the traffic signals are owned and maintained by the Town of Easton. West Street is owned and maintained by the Town of Easton.

The **Sketch Site Plan** is **Acceptable** to the Engineering Department.

The following comments should be addressed with the Preliminary Site Plan submission:

1. Reconstruct existing entrance on West Street to ensure ADA compliance.
2. Remove the curb cut and driveway entrance on Washington Street and install sidewalk.
3. Verify that no steps are located within the Town ROW.
4. Label the width of the ROW in plan view on all sheets.
5. Show and describe how refuse collection will be managed, municipal services offered will not access the private property for collection.
6. Verify the dimensions of the parking space associated with unit 33.
7. All retaining walls shown on the concept plan are to be located on the private property, not within the Town ROW.

Please address the comment above and submit a Preliminary Site Plan.

The **Traffic Impact Analysis** is **Acceptable** to the Engineering Department with the following comments that should be addressed by the Traffic Consultant at the Planning Commission meeting:

8. **SHEET 83 OF 83:** AASHTO stopping sight distance layout is acceptable. Curb markings indicating NO PARKING locations must be labeled on the Preliminary Site Plan.
9. Are there any recommended improvements to the intersection at Bay/Washington or Bay/West?

139 N Washington St
Sketch Site Plan, Sketch Subdivision, Traffic Impact Analysis &
Sketch Stormwater Management Review for ESDR

The **Sketch Stormwater Management Plan is Approved.**

The following comments must be address prior to providing a Preliminary Site Plan and Preliminary Stormwater Management Plan:

10. **SHEET 5 OF 6 - SWM QUANTITY SUMMARY CHART** - The POI-1 Impervious Area appears incorrect.
11. **SHEET 5 OF 6 - ESD SUMMARY CHART** - Where is the Bayfilter referenced in the Chart located on the Plan view?
12. Calculations appear to assume the entire site is captured by the proposed stormwater management system. Illustrate how runoff is collected along the perimeter of the property and conveyed to the proposed stormwater management system.

Please address the comment above and submit a Preliminary Stormwater Management Plan.

The **Sketch Plat** is **Acceptable** to the Engineering Department pending bulk standards approval by Town Council associated with the PUD. The Preliminary Plat will be reviewed by a licensed surveyor. The Preliminary Plat should address the following comments:

13. Street Trees - Address how the proposed Subdivision will comply with Public Street Tree Requirements.

Please address the comment above and submit a Preliminary Plat.

Please contact me if you have any questions. Thank you.

Lane Engineering, LLC

Established 1986

Civil Engineering • Land Planning • Land Surveyors

15 Washington Street
Cambridge, Maryland 21613
Tel 410-221-0818
Fax 410-476-9942

117 Bay Street
P.O. Box 1767
Easton, Maryland 21601
Tel 410-822-8003
Fax 410-822-2024

354 Pennsylvania Avenue
Centreville, Maryland 21617
Tel 410-758-2095
Fax 410-758-4422

April 26, 2024

Joe Mayer; Plan Reviewer
Town of Easton
14 South Harrison Street Easton, MD 21601

Subject: 139 North Washington Street ESDR Review;
139 North Washington Street Easton, MD

Dear Mr. Mayer,

We have received the review comments issued April 25, 2024 regarding the ESDR meeting held on April 24th and have incorporated the requested items (noted as P&Z comments 1-3) into this submission for the May 16th Planning Commission meeting and provided our comment responses herein.

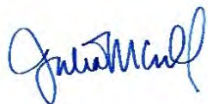
Our responses are in order with comments as follows:

Comment responses to Planning & Zoning:

1. As discussed and agreed upon with Joe Mayer in prior correspondence, an ADA accessible path has been provided from Unit 30 to West Street (to provide walkable access to the mews).
2. Although the project proposes a 6' – 8' tall privacy fence/ masonry wall along all adjoining property lines, as shown on the concept site plan, we believe bufferyards are not required per town code article X as all adjoining properties are comprised of the same CBD zoning as the subject property and uses that are compatible and consistent with the proposed project.
3. Subdivision & Property Line Adjustment Application and fee have been submitted with this resubmission package for PC.

Thank you for your review of this project. Should you have any questions or need additional information, please contact me directly at 410-822-8003.

Sincerely,



Julie Carroll, Project Design Team



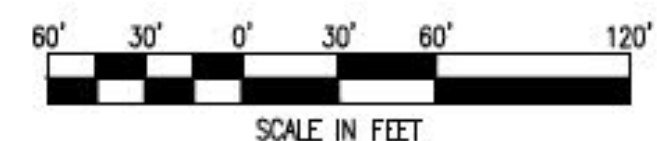
www.leinc.com
general@leinc.com

Page 194 of 260

Date: 04/29/2024 - 8:56am User: jcarroll Project Manager: BCE
Drawing Path: C:\maps\publish\11068\CSK-PUD-PLT-240014.dwg | 2-Aerial Context Plan
XREF File(s): \LD-BASE-240014\2024-03-18-CAR\CSF-SRCE-240014\CSK-BASE-240014\CSK-BASE-240014\PAR-BASE-240014\RLD-ELC-OLD-BASE-240014\XSF-BASE-240014\XSF-BASE-240014\LRN-PUD-BASE-240014\LRN-PUD-BASE-240014



NAD 83 (2011)
MD COORDINATE SYSTEM



APPROVED:

TOWN OF EASTON - TOWN PLANNER DATE

ISSUED FOR REVIEW ONLY

TOWN OF EASTON - TOWN ENGINEER DATE

APPROVED:

EASTON TOWNSHIP ENGINEER DATE

PLANS ARE NOT APPROVED FOR CONSTRUCTION

REVISIONS TO APPROVED PLANS

No.	DATE	DESCRIPTION	BY

WARNING!!

THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION. THE QUANTITIES SHOWN ON THIS PLAN ARE FOR INFORMATIONAL AND PERMITTING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL QUANTITIES TO HIS OWN SATISFACTION PRIOR TO BEGINNING CONSTRUCTION.

THE CONTRACTOR SHALL TEST PIT AND LOCATE EXISTING UNDERGROUND UTILITIES PRIOR TO THE BEGINNING OF ANY WORK ON-SITE. THE CONTRACTOR SHALL NOTIFY DEPT. OF PUBLIC WORKS OF ANY POSSIBLE CONFLICT AND REQUEST THE RELOCATION OF THE EXISTING UNDERGROUND UTILITIES BEFORE BEGINNING ANY WORK ON-SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY RELOCATION EXPENSE.

MISS UTILITY

BEFORE YOU DIG CALL 1-800-441-2355 OR 811 PROTECT YOURSELF, GIVE TWO WORKING DAYS NOTICE

Lane Engineering, LLC

Established 1986

Civil Engineers • Land Planning • Land Surveyors

117 Bay St.
Easton, MD 21821 (410) 822-8003

15 Washington St.
Cambridge, MD 21613 (410) 221-0818

324 Perryman Ave.
Crownsville, MD 21117 (410) 796-3086

PROFESSIONAL CERTIFICATION: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 48188, Expiration Date: 12/28/2025.

SEAL

STATE OF MARYLAND

PROFESSIONAL ENGINEER

4-26-24

DATE

AERIAL CONTEXT PLAN

ON THE LANDS OF NAI SATURN EASTERN, LLC

IN THE TOWN OF EASTON, WARD DISTRICT 1
TALBOT COUNTY, MARYLAND
TAX MAP 104 TAX PARCEL 612

ISSUED/REVISED FOR:
ESDR
PC

DATE:
04/03/24 BCE
04/26/24 BCE

BY:

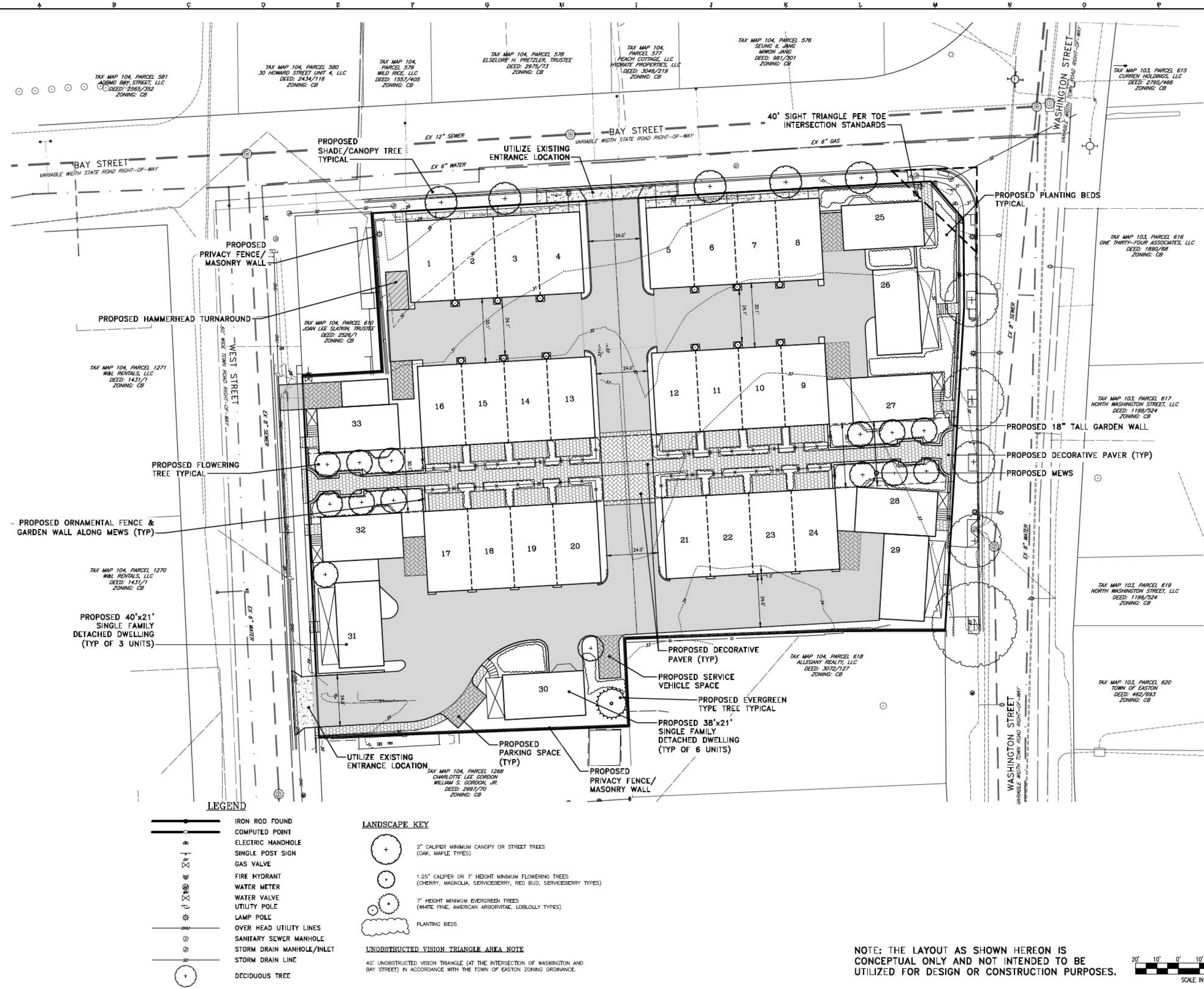
SHEET No.
2 OF 6

SCALE:
AS NOTED

JOB No.
240014

FILE No.
B412

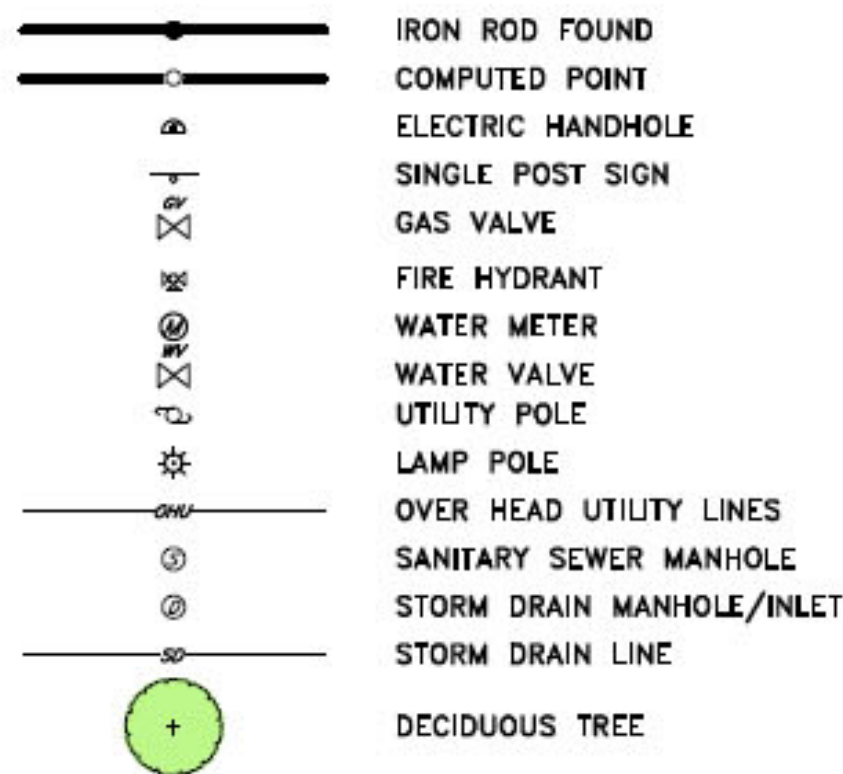
Page 195 of 260



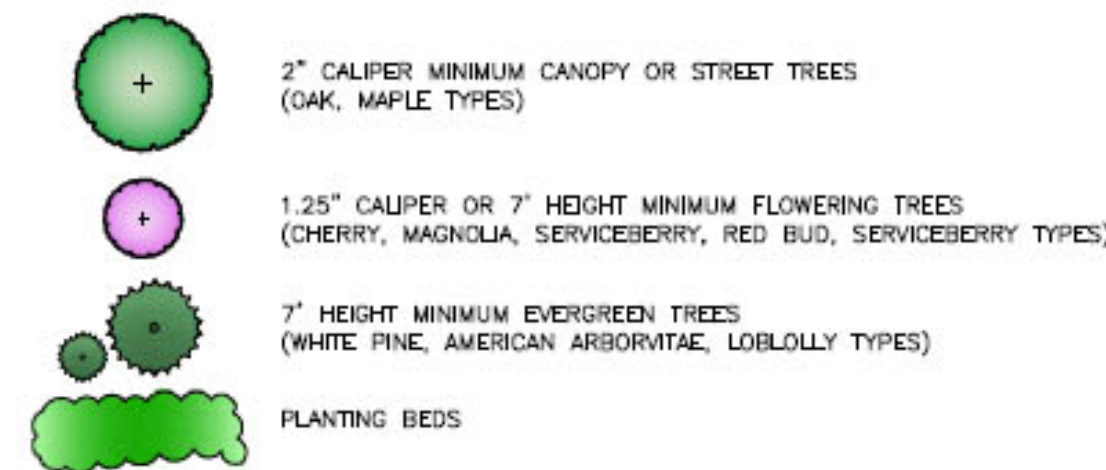
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Drawing Path: C:\temp\AspPublish\11088\CSK-PUD-P1S-240014.dwg | 4-illustrative
XREF File(s): U:\D-BASE-240014\CSK-BASE-240014\PAR-BASE-240014\RD-ELC-OLD-BASE-240014\YF-BASE-240014\CSK-BASE-240014\XRN-PUD-BASE-240014\LP-PUD-BASE-240014



LEGEND



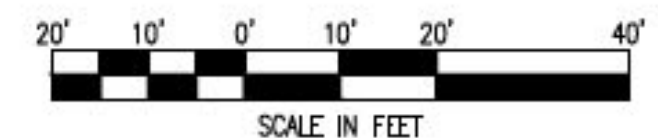
LANDSCAPE KEY



UNOBSTRUCTED VISION TRIANGLE AREA NOTE

40' UNOBSTRUCTED VISION TRIANGLE (AT THE INTERSECTION OF WASHINGTON AND BAY STREET) IN ACCORDANCE WITH THE TOWN OF EASTON ZONING ORDINANCE.

NOTE: THE LAYOUT AS SHOWN HEREON IS CONCEPTUAL ONLY AND NOT INTENDED TO BE UTILIZED FOR DESIGN OR CONSTRUCTION PURPOSES.



APPROVED: _____
TOWN OF EASTON - TOWN ENGINEER DATE _____
PLANS ARE NOT APPROVED FOR CONSTRUCTION

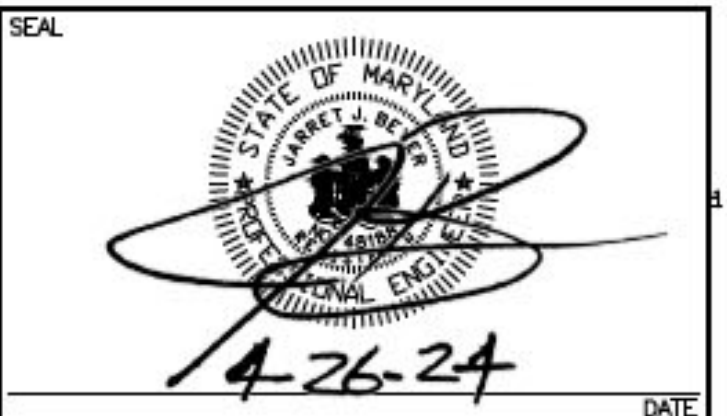
REVISIONS TO APPROVED PLANS			
No.	DATE	DESCRIPTION	BY

WARNING!!
THE LOCATIONS OF EXISTING UTILITIES AS SHOWN ON THIS PLAN ARE APPROXIMATE ONLY. THE CONTRACTOR SHALL VERIFY THE LOCATION AND DEPTH OF EXISTING UTILITIES PRIOR TO BEGINNING CONSTRUCTION. THE QUANTITIES SHOWN ON THIS PLAN ARE FOR INFORMATIONAL AND PERMITTING PURPOSES ONLY. THE CONTRACTOR SHALL VERIFY ALL QUANTITIES TO HIS OWN SATISFACTION PRIOR TO BEGINNING CONSTRUCTION.
THE CONTRACTOR SHALL TEST PIT AND LOCATE EXISTING UNDERGROUND UTILITIES PRIOR TO THE BEGINNING OF ANY WORK ON-SITE. THE CONTRACTOR SHALL NOTIFY DEPT. OF PUBLIC WORKS OF ANY POSSIBLE CONFLICT AND REQUEST THE RELOCATION OF THE EXISTING UNDERGROUND UTILITIES BEFORE BEGINNING ANY WORK ON-SITE. THE CONTRACTOR SHALL BE RESPONSIBLE FOR ANY RELOCATION EXPENSE.



Lane Engineering, LLC
Established 1986
Civil Engineers • Land Planning • Land Surveyors
C-mail: general@laneinc.com
117 Bay St., Easton, MD 21801 (410) 825-8003
15 Washington St., Cambridge, MD 21613 (410) 221-0818
354 Pennsylvania Ave., Centreville, MD 21617 (410) 758-2085

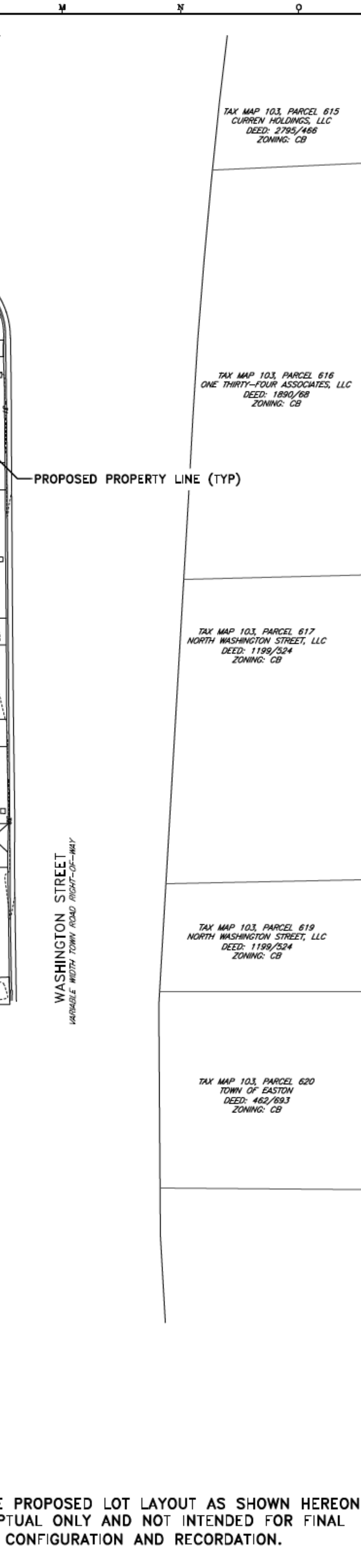
PROFESSIONAL CERTIFICATION: I hereby certify that these documents were prepared or approved by me, and that I am a duly licensed professional engineer under the laws of the State of Maryland, License No. 48188, Expiration Date: 12/28/2025.



ILLUSTRATIVE SITE PLAN
ON THE LANDS OF
NAI SATURN EASTERN, LLC
IN THE TOWN OF EASTON, WARD DISTRICT 1
TALBOT COUNTY, MARYLAND
TAX MAP 104 TAX PARCEL 612

ISSUED/REVISED FOR: ESDR PC DATE: 04/03/24 BCE 04/28/24 BCE BY: _____

SHEET No. **4 OF 6**
SCALE: **AS NOTED**
JOB No. **240014**
FILE No. **B412**

[illegible]

20' 10' 0' 10' 20' 40'

SCALE IN FEET



TOWN OF EASTON

14 South Harrison Street
Easton, Maryland 21601

May 1, 2024

Dear Resident,

The Easton Planning Commission (Commission) will hold a public meeting on **Thursday, May 16, 2024 at 1:00 p.m.** in the Easton Town Council Chambers located on the second floor of 14 South Harrison Street. The Town of Easton Zoning Ordinance requires that owners of property located within 400 feet of a parcel on which certain types of applications are pending be given notice of upcoming meetings or hearings. If you are a tenant in or an owner of a multi-unit building, please distribute or post this notice in a visible location for all other tenants or owners to view. If you are a tenant of a rental property, please notify the property owner that this notice letter has been distributed to their property. Notice has also been sent to the Star Democrat, a sign has been posted at the subject property and the hearing agenda has been posted on the Town of Easton website: <http://eastonmd.gov/>.

This letter is sent to inform you that Lane Engineering has filed Planned Unit Development (PUD) Infill application 2024 - 1182 on behalf of NAI Saturn Eastern, LLC to request PUD Sketch Site Plan approval for the construction of townhomes (24 units) and single-family detached dwellings (9 units) on the property located at 139 N. Washington Street, also known as Tax Map 0104, Grid 0EA, Parcel 0612. This application is also scheduled to appear on the May 13, 2024 Historic District Commission agenda for the demolition of the old Safeway building and subsequent construction of the 33 total units.

Copies of the proposed application are on file and available for public review in the Town's Planning Office at 14 South Harrison Street between the hours of 8:30 a.m. and 4:00 p.m., Monday through Friday. **In addition, digital copies will be available for review one week prior to the scheduled meeting via the Town's website at <https://www.eastonmd.gov/129/Agendas-Minutes>.** If you have any questions regarding this application, please contact the Planning Office at (410) 822-1943 or via email at ssmith@eastonMD.gov.

Samantha N. Smith

Samantha N. Smith, Administrative Specialist
Planning & Zoning Department
410-822-1943 ssmith@eastonMD.gov

**Town of Easton**

Engineering, Planning and Zoning

13 South Harrison Street, Easton, MD 21601

Subdivision & Property Line Adjustment Application**Application Type**Subdivision ☒Minor Subdivision ☐Lot Line Revision ☐**Subdivision Information**

Name	139 North Washington			
Property Size	Acres	1.522 AC ±	Square Feet	66,298 SF ±
Number of Lots Proposed	33			

Property Information

Address	139 N Washington St, Easton, MD 21601						
Tax Map	104	Grid	EA	Parcel	612	Lot	
Deed Reference:	Liber	2237	Folio	62			
Plat Reference:	Liber	21 / 37	Folio	48 / 10			
Zoning District	CB	Planned Redevelopment Y ☐ N ☒ Historic District Y ☒ N ☐					
Source of Electricity	Easton Utilities						

Owner

Name	Owner: NAI Saturn Eastern, LLC		Contract Purchaser: Miller Development Corp. c/o Robby Miller	
Mailing Address	250 Park Center Blvd, Boise, ID 83706		8120 Woodmont Ave, #160, Bethesda, MD 20814	
Telephone No.	301-807-7057	Email	rmiller@miller.group	

Surveyor / Engineer

Name	Jarret Beyer P.E.	License No.	48188	Expiration Date	12/28/2025
Mailing Address	Lane Engineering, LLC, 117 Bay St, Easton, MD 21601				
Telephone No.	410-822-8003	Email	jbeyer@leinc.com		

Applicant or Agent

Name	Brett Ewing, AICP, Lane Engineering, LLC		
Mailing Address	117 Bay St, Easton, MD 21601		
Telephone No.	410-822-8003	Email	bewing@leinc.com

Additional Comments:

33 Lot Subdivision through the PUD process.

Minimum Lot Size	CB: 5,000 SF PUD: N/A	Minimum Lot Frontage	30'
Minimum Lot Envelope	20' x 30'	Existing Lot Coverage	34%
		Proposed Lot Coverage	41%

- ☐ ESDR Letter
☐ \$200 Per Subdivided Lot Fee
☐ \$500 Lot Line Revision Fee

Any modifications during review shall warrant an updated application.

I hereby certify that I have reviewed and satisfied the Town of Easton Subdivision Regulations Article 4, Procedures and Requirements and that submission of an incomplete application will be returned for correction prior to processing.

Signature of Applicant or Agent


 Date 4/29/2024

Printed Name of Applicant or Agent

Brett Ewing, AICP, Lane Engineering, LLC

For Office Use Only

Planning Commission Y ☐ N ☐			
Planning Commission Meeting Date			
PC Approval Date		Subdivision No.	
Conditions? Y / N		Application No.	
Recordation Date		Fee Amount	
ESDR Y / N	Date	Review Fee Paid	
<i>Revised 02-2019</i>			

RESOLUTION NO. 6185

A RESOLUTION TO ANNEX A PARCEL OF LAND OWNED BY CORRIGAN & TRIPPE VENTURES, LLC LOCATED ON THE EAST SIDE OF OCEAN GATEWAY/U.S. ROUTE 50, CONSISTING OF 17.329 ACRES OF LAND, MORE OR LESS, INTO THE TOWN OF EASTON AND TO PROVIDE FOR THE TERMS AND CONDITIONS OF THE ANNEXATION.

Introduced by: _____

WHEREAS, the Town of Easton (the “Town”) is authorized by the provisions of §4-401 *et seq.* of the Local Government Article of the Maryland Annotated Code (the “Code”) to expand its municipal boundaries by annexing lands adjacent to it, and wishes to annex a certain parcel of land owned by Corrigan & Trippe Ventures, LLC located on the east side of Ocean Gateway/U.S. Route 50, consisting of 17.329 acres of land, more or less, which parcel is shown and depicted as “TOTAL AREA OF ANNEXATION AREA: 17.329 AC ±” (the “Annexation Property”) on a plat titled “ANNEXATION PLAT ON THE LANDS OF CORRIGAN AND TRIPPE VENTURES, LLC IN THE FIRST ELECTION DISTRICT TALBOT COUNTY, MARYLAND TAX MAP 34, GRID 24 PARCEL 128”, prepared by Lane Engineering, LLC, dated December 21, 2023 (the “Annexation Plat”), which is Exhibit “A” to this Resolution and is also described in a metes and bounds description dated January 11, 2024 prepared by Lane Engineering, LLC entitled “ANNEXATION DESCRIPTION ON THE LANDS OF CORRIGAN AND TRIPPE VENTURES, LLC IN THE FIRST ELECTION DISTRICT TALBOT COUNTY, MARYLAND”, which is Exhibit “B” to this Resolution (“Annexation Description”).

Corrigan & Trippe Ventures, LLC is the owner of one hundred percent (100%) of the assessed value of the real property lying within the area to be annexed and has consented to the annexation. There are no registered voters in Talbot County who reside on the Annexation Property.

The Annexation Property is adjacent to existing Town boundaries. If the Annexation Property is incorporated into the Town boundaries, no enclaves of non-Town land will be created.

Now, therefore, the Town hereby resolves:

Section 1. Modification of Town Boundaries. The corporate boundaries of the Town are hereby amended to include the addition of the Annexation Property, which is described on the Annexation Plat and Annexation Description. The plat and metes and bounds description are subject to technical review and correction by the Town prior to the public hearing to be held on this Resolution.

Section 2. Application of Town Charter; Ordinances; and Taxes. Upon the effective date of this Resolution, the provisions of the Charter and Code of the Town of Easton, and any local public laws enacted or to be enacted affecting the Town, shall be effective within the Annexation Property except to the extent that this Resolution provides otherwise. The Annexation Property shall be included in the Third Election Ward of the Town for purposes of municipal elections until such time as the boundaries for election wards may be modified by the Town Council.

Section 3. Annexation Plan. The Petitioner has prepared an Annexation Plan with regard to the Annexation Property (the “Plan”). The Plan is Exhibit “C” to this Resolution but is not a part hereof, and the Town Council reserves the right to amend the Plan prior to the final enactment of this Resolution in the manner provided in §4-415 of the Local Government Article of the Code.

Section 4. Zoning Classification. Concurrently with the introduction of this Resolution, the Town Council has introduced Ordinance No. 811 to apply a zoning classification of R-10A Residential to the Annexation Property. The Talbot County zoning for the Annexation Property is Town Conservation (TC). The proposed R-10A Residential zoning classification permits land uses that are substantially different from the land uses allowed under the current Talbot County zoning classifications and/or permits development at a substantially higher density exceeding 50% of the density allowed under the current Talbot County zoning classification applicable to the Annexation Property. In accordance with §4-416 of the Local Government Article of the Code, if Talbot County

expressly approves, the Town can place the annexed land in zoning classifications that allow different land uses and/or allows a substantially higher density exceeding 50% of the density allowed under the current Talbot County zoning classification. The classification of the Annexation Property in the R-10A Residential zoning district is contingent upon the Town receiving the express consent of the County prior to the effective date of Ordinance 811. If Ordinance No. 811 is not enacted before the effective date of this Resolution, or, if as enacted, it contains provisions that are deemed unacceptable to the Petitioner, or, if the parties are unable to agree upon the terms of an Annexation Agreement, the Petitioner shall be free to withdraw this request for annexation by written notice delivered to the Town Clerk before the effective date of this Resolution, and this Resolution shall become null and void.

Section 5. Incorporation of Certain Exhibits. Exhibits A, and B are incorporated into this Resolution and made a part of it.

Section 6. Public Hearing and Public Notice. The Town Council shall conduct a public hearing on this Resolution and upon Ordinance No. 811 on June 3, 2024 at 5:35 p.m. Prior to the hearing, the Town Clerk shall arrange for the publication of a legally sufficient notice of the hearing in *The Star Democrat* for the Town two times at not less than weekly intervals, the date of publication of the last such notice to be at least 15 days prior to the date of the hearing. In addition, on the date of the first publication of the notice of the hearing, the Town Clerk shall notify the following persons or agencies of the hearing and shall provide them with a photocopy of the legal notice and this Resolution, including Exhibits:

- (a) the Talbot County Council;
- (b) the Talbot County Planning and Zoning Commission;
- (c) the Maryland Department of Planning; and
- (d) the Critical Area Commission for the Chesapeake and Atlantic Coastal Bays.

Section 7. Registration of Boundaries. Within ten (10) days of the effective date of this Resolution, in accordance with the provisions of §4-414 of the Local Government Article of the Code, the Mayor or other Town designee, shall promptly cause a copy of the resolution with the new municipal boundaries to be sent to:

- (a) the Town Clerk;
- (b) the Clerk of the Circuit Court for Talbot County, Maryland; and
- (c) the Maryland Department of Legislative Services.

Pursuant to §4-414(b) of the Local Government Article of the Code, each such official or agency shall keep this Resolution with the new boundaries on record and make it available for public inspection during regular business hours.

Section 8. Effective Date. This Resolution shall become effective 45 days after final enactment unless a petition for referendum has been filed prior thereto in accordance with §4-408, §4-409, or §4-410 of the Local Government Article of the Code or if a petition for referendum is filed and a majority of the votes are in favor of the annexation resolution, the date upon which the Annexation Resolution becomes effective pursuant to §4-412 of the Local Government Article of the Code. This Resolution shall be deemed “finally enacted” on the date on which the Mayor of the Town of Easton indicates his approval of this Resolution by signing it or when the Town Council overrides the Mayor's veto hereof in the manner specified in the Town Charter.

Curry	-
Abbatiello	-
Montgomery	-
Davis	-
Gunsallus	-

I hereby certify that the above Resolution was passed by a yea and nay vote of the Town Council this _____ day of _____, 2024.

Frank Gunsallus, Town Council President

Delivered to the Mayor by me this _____ day of _____, 2024.

Kathy M. Ruf, Town Clerk

APPROVED:

Date: _____

Megan J. M. Cook, Mayor

EFFECTIVE DATE: _____, 2024.



May 20, 2024

Mayor and Town Council
14 South Harrison Street
Easton, MD 21601

RE: Proposed Corrigan & Trippe Ventures, LLC Annexation

Dear Council Members & Mayor Cook:

The Easton Planning and Zoning Commission recently reviewed the Annexation request of Corrigan and Trippe Ventures, LLC. At our regular monthly meeting of May 16, 2024, we concluded this review and took the actions described below.

The subject property is located between homes fronting Ocean Gateway and the Stoney Ridge Subdivision, accessed via Third Street. Although development plans are not generally required at the Annexation stage, the Applicant, represented by Zachary Smith, Esquire, shared their intent to ultimately seek a Planned Unit Development Application for the property (if annexed) to pursue construction of affordable multifamily housing on the site. Following the presentation by Mr. Smith, and comments from the Public, the Commission discussed the matter and took a number of actions. Specifically, we determined (by a vote of 3-1, (with one member absent) that the proposed Annexation is consistent with the Town's Comprehensive Plan. Although the Comprehensive Plan recommends Commercial as the future land use of this parcel, the applicant is requesting the parcel be zoned as R-10A (Residential). In this case, despite the request being different from what the Plan recommends, the Commission believes R-10A is an appropriate classification, given that most of the surrounding area is also zoned R-10A in the Town or a residential classification under Talbot County's Zoning Ordinance. Furthermore, this particular property is currently zoned for two different residential classifications under the terms of the Talbot County Zoning Ordinance.

Accordingly, the Commission took the following actions (by the aforementioned 3-1 vote):

1. To find that the proposed Annexation request is consistent with the Town's Comprehensive Plan;
2. To recommend that you approve the proposed Annexation; and
3. To recommend that upon Annexation, you apply the R-10A Zoning classification to the annexed parcels.

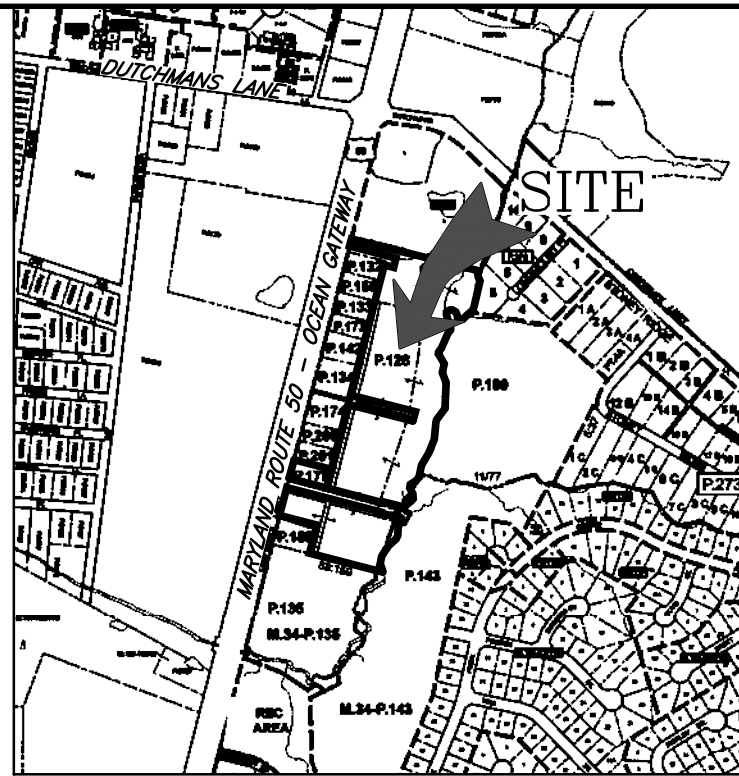
If you should have any questions concerning these recommendations, please feel free to contact me or either the Town Planner or Town Attorney, both of whom can speak to our actions in this matter.

Regards,

A handwritten signature in black ink that reads "Philip Toussaint". The script is cursive and fluid, with the first name "Philip" and last name "Toussaint" clearly legible.

Easton Planning and Zoning Commission

Philip Toussaint, Vice-Chair



VICINITY MAP
SCALE: 1" = 1000'

[illegible]

PROPERTY OWNER: CORRIGAN AND TRIPPE VENTURES LLC
PROPERTY ADDRESS: OCEAN GATEWAY
EASTON, MARYLAND 21601
DEED REFERENCE: 2937/5
PLAT REFERENCE: 23/46 AND 52/18

AREA TO BE ANNEXED

TAX PARCEL 175 (DEED PARCEL ONE):	0.459	AC.±
TAX PARCEL 128 (DEED PARCEL TWO):	15.857	AC.±
FIRST STREET:	0.057	
SECOND STREET:	0.401	AC.±
THIRD STREET:	0.555	AC.±
TOTAL AREA TO BE ANNEXED:	17.329	AC.±

SURVEYOR'S CERTIFICATE

I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED BY ME OR UNDER MY RESPONSIBLE CHARGE, AND COMPLIES WITH THE REQUIREMENTS AS SET FORTH IN REGULATION 09.13.06.12, AND THAT I AM A DULY LICENSED PROPERTY LINE SURVEYOR UNDER THE LAWS OF THE STATE OF MARYLAND, LICENSE NO. 363, AND, SUBJECT TO BIENNIAL RENEWAL, MY CURRENT EXPIRATION DATE IS AUGUST 3, 2025.

Jeffery M. Ewell
JEFFERY M. EWELL HUBBARD
REGISTERED PROPERTY LINE SURVEYOR
MARYLAND REGISTRATION No. 363
LANE ENGINEERING, LLC
117 BAY STREET
EASTON, MARYLAND 21601

1/5/24
DATE

Lane Engineering, LLC

Established 1986
Civil Engineers • Land Planning • Land Surveyors



E-mail: general@leinc.com
117 Bay St. Easton, MD 21601 (410) 822-8003
15 Washington St. Cambridge, MD 21613 (410) 221-0818
354 Pennsylvania Ave. Centreville, MD 21617 (410) 758-2095



INVESTURE 11/5/24
DATE

ANNEXATION
PLAT

ON THE LANDS OF
CORRIGAN
AND
TRIPPE VENTURES, LLC

IN THE FIRST ELECTION DISTRICT
TALBOT COUNTY, MARYLAND
TAX MAP 34, GRID 24, PARCEL 128

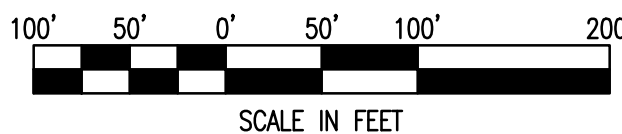
ISSUED FOR:	DATE:	BY:
DRAFT - CLIENT REVIEW	12-21-23	BCE
CLIENT REVIEW	01-02-24	BCE
AGENCY SUBMITTAL	01-05-24	BCE

SHEET No. 1 OF 1 DATE: 12-21-23

1 OF 1
 JOB No. 230265

AS NOTED	FILE No. 1110
----------	---------------

LEGEND



NAD 83 (2011)
MD COORDINATE SYSTEM

EXHIBIT C TO RESOLUTION 6185
ANNEXATION PLAN
2024 ANNEXATION TO THE TOWN OF EASTON OF CERTAIN LANDS LOCATED
ON THE EAST SIDE OF OCEAN GATEWAY/U.S. ROUTE 50 AND CONSISTING OF
17.329 ACRES OF LAND, MORE OR LESS

In accordance with § 4-415 of the Local Government Article of the Annotated Code of Maryland, the Town of Easton hereby sets forth the following Annexation Plan for Resolution No. 6185. Section 4-415 permits amendment of the Annexation Plan during the annexation process.

I. Property. The property proposed for annexation to which this Annexation Plan relates consists of 17.329± acres of land comprised of “TOTAL AREA OF ANNEXATION AREA: 17.329 AC ±” (the “Annexation Property”) on a plat titled “ANNEXATION PLAT ON THE LANDS OF CORRIGAN AND TRIPPE VENTURES, LLC IN THE FIRST ELECTION DISTRICT TALBOT COUNTY, MARYLAND TAX MAP 34, GRID 24 PARCEL 128”, prepared by Lane Engineering, LLC, dated December 21, 2023 (the “Annexation Plat”), which is Exhibit “A” to Resolution 6185.

II. Land Use Patterns and Plans – Existing and Proposed.

A. The 2016 Talbot County Comprehensive Plan identifies the Annexation Property as “Designated Growth Residential” and a “Tier II-B Secondary Mapped Growth Area, Planned for Sewage”.

The 2010 Town of Easton Comprehensive Plan, as amended (the “Easton Plan”), designates the Annexation Property as a Priority 1 Boundary Refinement Area. (Easton Plan Growth Areas Map). The Municipal Growth Element of the Comprehensive Plan defines Boundary Refinement Areas as areas that in most cases “are already developed in Talbot County and they are deemed appropriate for consideration for annexation during the life of this Plan.” (Easton Plan p. 49). The Easton Plan identifies Priority 1, Boundary Refinement Areas, including the Annexation Property, as areas that are “important to bring...into [the] Town.” (Easton Plan p. 257). The Easton Plan was amended in 2016 to incorporate a Sewer Tier Map, in accordance with State law and this map classifies the Property as “Tier II – Planned for Sewer, Municipal or Growth Area.”

B. The pre-annexation Talbot County zoning of the Annexation Property is Town Conservation (TC). The proposed R-10A Residential zoning district permits medium density residential uses. The Petitioner intends to submit a Planned Unit Development (“PUD”) for the property to construct multi-family housing on the property.

C. The R-10A Residential district permits a greater than 50% density than and permits land uses that are not authorized in the County’s Town Conservation (TC) zone. In accordance with § 4-416 of the Local Government Article of the Maryland Annotated Code, if the County expressly approves, the Town may place the annexed land in zoning classifications that permit land uses different from the land uses specified under the Talbot County Zoning Ordinance and/or permits a 50% greater density than that allowed under the Talbot County Zoning Ordinance. The Town intends

to seek Talbot County's express approval to apply the zoning district proposed. Any future development of the Annexation Property shall be in accordance with the Zoning Ordinance provisions applicable to the Annexation Property at the time of the development.

III. Availability of Land for Public Facilities. Following annexation, the Annexation Property will be served by the Easton public water and sewer systems, which will require extension of those public utility systems. Adequate water and sewer capacity exists within the Town's utility systems to serve existing and future uses of the Annexation Property without dedication of additional land. Fire and police protection will be provided by the Easton Volunteer Fire Company and the Town of Easton Police Department using existing facilities. The Town's existing public works, fire, police and emergency services facilities, equipment and personnel are adequate to accommodate the Annexation Property at this time. With the multi-family units there will be an impact on schools, libraries and other recreational services, but the applicant's share of that impact is adequately captured by impact fees. At this time, no additional land for public facilities on the Annexation Property is considered reasonably necessary.

IV. Extension of Municipal Services (Schedule and Financing).

A. Utility Service. Following annexation, all or portions of the Annexation Property may be served by Town water and sewer for facilities. All such extensions will be completed at the Owner's expense and in accordance with the standards and specifications of the Town.

All applicable Town fees and user rates to cover the costs associated with usage- or consumption-based municipal services, such as water and sewer service shall be charged to the Annexation Property.

B. Roads. The Annexation Property has existing access off of Ocean Gateway/U.S. Route 50, which is a State Road.

C. Fire Protection. The Easton Volunteer Fire Company already provides service to the Annexation Property and will continue to provide such service at the same or similar level of service after annexation. The Fire Company receives substantial financial support from the Town.

D. Police Services. Police Services are currently provided by the Talbot County Sheriff's Department. Upon annexation, the Easton Police Department will extend service to the Annexation Property. Service will be provided using existing personnel and equipment. The costs of these services shall be paid out of the Town's general funds.

Pursuant to Section 4-415(g) of the Local Government Article, amendments to this Annexation Plan shall not be construed amendments to the Annexation Resolution, nor may they serve in any manner to cause a re-initiation of the annexation procedure related to the property described in Section I.

Lane Engineering, LLC

Established 1986

Civil Engineers • Land Planning • Land Surveyors

15 Washington Street
Cambridge, Maryland 21613
Tel 410-221-0818

117 Bay Street
Easton, Maryland 21601
Tel 410-822-8003
Fax 410-822-2024

354 Pennsylvania Avenue
Centreville, Maryland 21617
Tel 410-758-2095

**ANNEXATION DESCRIPTION
ON THE LANDS OF
CORRIGAN AND TRIPPE VENTURES, LLC
IN THE FIRST ELECTION DISTRICT
TALBOT COUNTY, MARYLAND**

January 11, 2024

All that piece, parcel or tract of land situate, lying and being in the First Election District, Talbot County, Maryland, and being more particularly described as follows.

Beginning for the same at a point, said point also being on the easterly side of the public known as Ocean Gateway (150-foot-wide right-of-way) as delineated on a plat titled "Plat showing division of Lots 6 & 7, Mecklenburg Lots (Second Block – E Section" recorded among the Land Records of Talbot County, Maryland in Plat Book 24, Folio 36, said point also being on the easterly "Right-of-Way Line" as delineated on State Roads Commission of Maryland Plat Number 4951, said point also being at the southwest corner of the lands of Richard Burnette (Liber 2439, Folio 75), and from said point of beginning and running in the meridian of the Maryland State Coordinate System NAD 83 (2011), and by and with said southerly side of Richard Burnette lands following course and distance

(1) South 75 degrees 29 minutes 31 seconds East, 200.00 feet to a point and the rear property line of said Richard Burnette; thence by and with said rear property line and the extension thereof the following course and distance.

(2) North 14 degrees 32 minutes 45 seconds East, 1169.05 feet to a point 20-feet south of the lands of Dutchmans Land Investments, LLC (Liber 2879, Folio 359) as delineated on a plat of subdivision titled "Plat Showing Proposed Annexation to the Town of Easton" recorded among the aforesaid Land Records in Plat Book 78, Folio 47; thence running 20-feet south and parallel to said Dutchmans Land Investments, LLC lands the following course and distance

(3) South 75 degrees 58 minutes 28 seconds East, 484.72 feet more or less to a point and the center of Windmill Branch; thence by and with the center of the said Windmill Branch and many meanderings thereof generally the following seventeen courses and distances

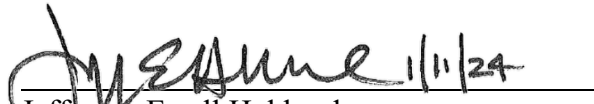
(4) South 04 degrees 02 minutes 10 seconds East, 11.12 feet to a point; thence

- (5) South 26 degrees 43 minutes 32 seconds East, 24.11 feet to a point; thence
- (6) South 13 degrees 50 minutes 49 seconds West, 156.48 feet to a point; thence
- (7) South 48 degrees 12 minutes 55 seconds West, 71.44 feet to a point; thence
- (8) North 78 degrees 18 minutes 07 seconds West, 26.34 feet to a point; thence
- (9) North 18 degrees 02 minutes 37 seconds West, 33.72 feet to a point; thence
- (10) North 59 degrees 47 minutes 37 seconds West, 25.96 feet to a point; thence
- (11) South 61 degrees 14 minutes 27 seconds West, 28.63 feet to a point; thence
- (12) South 13 degrees 51 minutes 40 seconds East, 87.37 feet to a point; thence
- (13) South 25 degrees 32 minutes 02 seconds West, 145.73 feet to a point; thence
- (14) South 14 degrees 53 minutes 22 seconds East, 155.44 feet to a point; thence
- (15) South 02 degrees 14 minutes 41 seconds West, 133.00 feet to a point; thence
- (15) South 36 degrees 22 minutes 55 seconds West, 75.30 feet to a point; thence
- (16) South 06 degrees 33 minutes 33 seconds West, 102.48 feet to a point; thence
- (17) South 22 degrees 23 minutes 04 seconds West, 78.50 feet to a point; thence
- (18) South 30 degrees 51 minutes 53 seconds West, 73.24 feet to a point; thence
- (19) South 11 degrees 23 minutes 18 seconds West, 32.00 feet to a point; thence leaving said Windmill Branch and running in, through, over and across Tax Parcel 128, Deed Parcel Two as to include a portion thereof the following twelve courses and distances
- (20) North 87 degrees 00 minutes 18 seconds West, 20.22 feet more or less to a point; thence
- (21) South 11 degrees 23 minutes 18 seconds West, 21.10 feet to a point; thence
- (22) South 50 degrees 15 minutes 51 seconds West, 64.49 feet to a point; thence
- (23) South 11 degrees 19 minutes 30 seconds East, 76.32 feet to a point; thence
- (24) South 45 degrees 20 minutes 03 seconds West, 40.95 feet to a point; thence
- (25) North 75 degrees 27 minutes 15 seconds West, 117.94 feet to a point; thence



- (26) South 19 degrees 46 minutes 31 seconds West, 100.42 feet to a point; thence
- (27) South 75 degrees 27 minutes 15 seconds East, 115.16 feet to a point; thence
- (28) South 18 degrees 43 minutes 12 seconds West, 32.10 feet to a point; thence
- (29) South 03 degrees 03 minutes 57 seconds West, 36.31 feet to a point; thence
- (30) South 38 degrees 38 minutes 21 seconds West, 114.12 feet to a point; thence
- (31) South 17 degrees 49 minutes 05 seconds West, 71.20 feet to a point; thence
- (32) South 17 degrees 24 minutes 05 seconds East, 38.51 feet to a point and the lands of The Unitarian Universalist Fellowship at Easton (Liber 1928, Folio 346); thence by and with said The Unitarian Universalist Fellowship at Easton lands
- (33) North 75 degrees 24 minutes 57 seconds West, 370.11 feet to a point and the lands of Walbridge Real Estate Investments, LLC (Liber 1840, Folio 398; thence by and with said Walbridge Real Estate Investments, LLC land the following two courses and distances
- (34) North 14 degrees 32 minutes 45 seconds East, 150.00 feet to a point; thence
- (35) North 75 degrees 24 minutes 45 seconds West, 200.00 feet to a point and the aforementioned easterly side of Ocean Gateway; thence by and with said easterly side of Ocean Gateway
- (36) North 14 degrees 32 minutes 45 seconds East, 299.64 feet to the Place of Beginning, containing 17.329 Acres of Land, more or less, and

The above parcel is intended to be all of the same land, as shown as Total Area of Annexation on a plan entitled "Annexation Plat on the lands of Corrigan and Trippe Ventures, LLC" as prepared by Lane Engineering, LLC, on January 5, 2024, I hereby certify that these documents were prepared by me or under my responsible charge and complies with requirements as set forth in regulation 09.13.06.12, and that I am a duly licensed property line surveyor under the laws of the State of Maryland, License No. 363, and, subject to biennial renewal, my current expiration date is August 3, 2025


Jefferson Ewell Hubbard
Registered Property Line Surveyor
Maryland Registration Number 363



www.leinc.com
general@leinc.com



ORDINANCE NO. 811

AN ORDINANCE OF THE TOWN OF EASTON AMENDING THE OFFICIAL ZONING MAP OF THE TOWN OF EASTON TO APPLY THE R-10A RESIDENTIAL ZONING DISTRICT TO CERTAIN LOTS OR PARCELS OF LAND ANNEXED TO THE TOWN OF EASTON BY RESOLUTION NO. 6185 LOCATED TO THE EAST OF OCEAN GATEWAY/U.S. ROUTE 50 CONSISTING, OF 17.329 ACRES OF LAND, MORE OR LESS

Introduced by: _____

WHEREAS, the Town of Easton (“Town”) is authorized by §§ 4-416 and 5-213 of the Local Government Article and § 4-102 of the Land Use Article of the Maryland Annotated Code (“Code”) to exercise planning and zoning jurisdiction in areas annexed by it and to enact and administer a zoning ordinance, which ordinance is Chapter 28 of the Easton Town Code; and

WHEREAS, the Town is authorized by § 4-201 of the Land Use Article of the Code to divide land within the municipal boundaries into zoning districts in a manner it deems best suited to execute the purposes of the Land Use Article; and

WHEREAS, the Town is authorized by § 4-204 of the Land Use Article of the Code to amend, supplement, modify or repeal sections of the zoning ordinance; and

WHEREAS, the Town has acted pursuant to its authority under §4-401 *et. seq.* of the Local Government Article of the Code to introduce Resolution No. 6185 (the “Resolution”) to expand its municipal boundaries by annexing lands adjacent to the present Town. The area proposed for annexation is generally located on the east side of Ocean Gateway/U.S. Route 50, consisting of 17.329 acres of land, more or less, which parcel is shown and depicted as “TOTAL AREA OF ANNEXATION AREA: 17.329 AC ±” (the “Annexation Property”) on a plat titled “ANNEXATION PLAT ON THE LANDS OF CORRIGAN AND TRIPPE VENTURES, LLC IN THE FIRST ELECTION DISTRICT TALBOT COUNTY, MARYLAND TAX MAP 34, GRID

24 PARCEL 128”, prepared by Lane Engineering, LLC, dated December 21, 2023 (the “Annexation Plat”), which is Exhibit “A” to this Ordinance ; and

WHEREAS, the Town Planning Commission considered the annexation and zoning requests during its public meeting on _____, 2024 and recommended that the Town annex the Annexation Property and zone such land as R-10A Residential for several reasons, including:

(1) While the Comprehensive Plan designates the property for future Commercial land use, the Commission believes that given that the current County zoning and the adjacent residential zoning, that R-10A Residential zoning is appropriate and

(2) Given the location and zoning of the property in Talbot County, it is highly likely to be developed regardless of the outcome of the annexation request. It is more appropriate to have this development occur where there is Town infrastructure and under the terms of the Town zoning code and associated design standards and guidelines.

WHEREAS, the Easton Town Council finds that it is in the best interest of the Town to amend the Official Zoning Map of the Town to include the Annexation Property and to establish the R-10A Residential zoning for the Property; and

WHEREAS, the Easton Town Council held a duly noticed public hearing on this Ordinance on Monday, _____, 2024.

Now, therefore, the Town of Easton hereby ordains as follows:

Section 1. Incorporation. The Annexation Plat attached hereto as Exhibit A is incorporated herein by reference.

Section 2. Modification of Official Zoning Map Boundaries and Designation of Zoning. The Official Zoning Map of the Town of Easton is hereby amended to add that certain parcels or tracts of land annexed pursuant to the Annexation Resolution and designated by the plat attached hereto as Exhibit A. The Property shall be assigned classification of R-10A Residential. In accordance

with Section 28-107 of the Zoning Ordinance, the amendment shall be made on the Official Zoning Map promptly after the effective date of this Ordinance by the Easton Town Council.

Section 3. County Zoning Consent. The County zoning for the property is Town Conservation (TC). If the proposed R-10A zoning classification permits land uses that are different from the land uses allowed under the current County zoning classifications applicable to the Annexation Property and/or allows a density greater than 50% of the density allowed under the current Talbot County zoning classification, then in accordance with §4-416 of the Local Government Article of the Code, if Talbot County expressly approves, the Town can place the annexed land in zoning classifications that allow different land uses and/or allows a density greater than 50% of the density allowed under the current Talbot County zoning classification applied to the Annexation Property. The classification of the Annexation Property in the R-10A Residential zoning district is contingent upon the Town receiving the express consent of the County prior to the effective date of this Ordinance. By majority vote on _____, 2024, the County Council of Talbot County, Maryland adopted Resolution No. ____ for the purpose of expressly approving establishment of the municipal zoning as provided by this Ordinance.

Section 4. Survival. Except as amended herein, the remainder of the Official Zoning Map and the remaining terms of existing ordinances shall remain in full force and effect.

Section 5. Effective Date. In accordance with § 4-416 of the Local Government Article of the Code, § 4-203 of the Land Use Article of the Code and Article II, Section 9 of the Easton Town Charter, this Ordinance shall become effective upon the later of: (a) the effective date of the Resolution pursuant to which the land area that is the subject of this Ordinance is annexed to the Town of Easton, (b) ten (10) days after the Town Council's public hearing on this Ordinance, or (c) twenty (20) calendar days after approval by the Mayor or passage of this Ordinance by the Council over the Mayor's veto.

Section 6. Severability. The Easton Town Council intends that, if a court of competent jurisdiction issues a final decision holding that any part of this ordinance is invalid, the remaining provisions hereof remain in full force and effect.

Curry -
Abbatiello -
Montgomery -
Davis -
Gunsallus -

I hereby certify that the above Ordinance was passed by a ye and nay vote of the Council this _____ day of _____, 2024.

Frank Gunsallus, Town Council President

Delivered to the Mayor by me this _____ day of _____, 2024.

Kathy M. Ruf, Town Clerk

APPROVED:

Date: _____

Megan J. M Cook, Mayor

EFFECTIVE DATE: _____, 2024.

ANNEXATION AND PUBLIC FACILITIES AGREEMENT

THIS ANNEXATION AND PUBLIC FACILITIES AGREEMENT (“**Agreement**”) made this ____ day of _____, 2024, by the TOWN OF EASTON, a Maryland municipal corporation (“**Town**”) and CORRIGAN & TRIPPE VENTURES, LLC, a Maryland limited liability company (“**Petitioner**”). Herein, the Town and Petitioner are each a “**Party**” and collectively, the “**Parties**”.

RECITALS

The Recitals set forth herein, to the extent that they set forth the intentions of or commitments by the Parties, are enforceable provisions of this Agreement.

A. Petitioner is the fee simple owner of a parcel of land designated as Parcel 128 on Talbot County Tax Map 34, which is located along the east side of Ocean Gateway/U.S. Route 50 in Easton, Maryland. Such parcel totals 17.329 acres, more or less, and is referred to herein as the “**Annexation Property**”.

B. The Annexation Property is contiguous and adjacent to the present corporate boundary of the Town. The Annexation Property is more particularly depicted as “TOTAL AREA OF ANNEXATION AREA: 17.329 AC ±” (the “Annexation Property”) on a plat titled “ANNEXATION PLAT ON THE LANDS OF CORRIGAN AND TRIPPE VENTURES, LLC IN THE FIRST ELECTION DISTRICT TALBOT COUNTY, MARYLAND TAX MAP 34, GRID 24 PARCEL 128”, prepared by Lane Engineering, LLC, dated December 21, 2023 (“**Annexation Plat**”), which plat is incorporated herein and a reduced scale copy of which is attached hereto as Exhibit A. The Annexation Property is also more particularly described by metes, bounds, courses and distances by a legal description (“**Annexation Description**”) dated January 11, 2024 prepared by Lane Engineering, LLC entitled “ANNEXATION DESCRIPTION ON THE LANDS OF CORRIGAN AND TRIPPE VENTURES, LLC IN THE FIRST ELECTION DISTRICT TALBOT COUNTY, MARYLAND”, which is attached hereto as Exhibit B.

C. In order to effectuate the annexation of the Annexation Property, Petitioner executed and submitted to the Town a Petition for Annexation of the Annexation Property (“**Annexation Petition**”). Petitioner constitutes the owner of one hundred percent (100%) of the assessed valuation of the Annexation Property. There are no registered voters in Talbot County who reside on the Annexation Property.

D. The 2010 Town of Easton Comprehensive Plan, as amended (the “Easton Plan”), designates the Annexation Property as a Priority 1 Boundary Refinement Area. (Easton Plan Growth Areas Map). The Municipal Growth Element of the Comprehensive Plan defines Boundary Refinement Areas as areas that in most cases “are already developed in Talbot County and they are deemed appropriate for consideration for annexation during the life of this Plan.” (Easton Plan p. 49). The Easton Plan identifies Priority 1, Boundary Refinement Areas, including the Annexation Property, as areas that are “important to bring...into [the] Town.” (Easton Plan p. 257). The Easton Plan was amended in 2016 to incorporate a Sewer Tier Map, in accordance with State law and this map classifies the Property as “Tier II – Planned for Sewer, Municipal or Growth Area.”

E. The Comprehensive Plan more specifically explains that the “Priority 1 – Boundary Refinement” designation on the Growth Area Map is applied to areas that:

“... are not presently within the Town of Easton but should be.... Generally these consist of already developed areas like Crofton, Old Stoney Ridge, Old Beechwood, and most of Easton Point. They have long ago been developed under Talbot County rules and regulations and have increasingly become surrounded by properties developed under Town of Easton guidelines. To virtually any outsider, these areas would be assumed to currently be in the Town of Easton corporate limits. It is important to bring these areas into Town for at least three reasons. First, all of these areas are served by septic systems and most utilize individual private wells for water. This is both potentially environmentally damaging and inefficient given the relative close proximity and availability of Town water and sewer.

The second reason these properties should be in the Town of Easton is that given their location, they enjoy many of the conveniences of being in Town without paying a fair share. Finally, from the Town’s perspective the most important reason these areas should be in Town is that they preclude the Town’s ability to grow in the future. This is due to the fact that Maryland annexation law makes it illegal to create an enclave or island of unincorporated land surrounded by a municipality. Thus when such areas exist, they have the short-term effect of causing some rather strange Town boundaries as developers annex in such a way as to technically comply with this requirement. The long-term effect is that growth is stopped in a given direction. As indicated in the Land Use chapter, these are the only areas that should be annexed during the next planning period.

F. The Petitioner requested the establishment of R-10A Residential zoning for the Annexation Property, which permits medium density residential uses. The Petitioner intends to submit a Planned Unit Development (“PUD”) for the property to construct multi-family housing on the property.

G. Petitioner requests annexation of the Annexation Property by the Town so long as certain matters pertaining to its present use and future development are resolved, including without limitation, matters related to zoning and extension of public utilities and services.

H. The Town desires to provide access to municipal services for existing developed areas located immediately adjacent to the municipal boundary, to control the growth that will occur adjacent to its boundaries, and to ensure that such growth enhances the character of the Town and that the impacts of such growth are managed for the benefit of the Town and its citizens.

I. The Town is willing to annex the Annexation Property, provided that the Petitioner agrees to adhere to the laws, ordinances and regulations of the Town and such other provisions set forth herein regarding the use and development of the Annexation Property.

J. Appropriate and required Town public hearings have been held pursuant to applicable law and the Easton Town Council voted to adopt Annexation Resolution No. 6185 on _____, 2024, a copy of which is attached hereto as Exhibit C.

K. Petitioner and the Town desire to set forth the terms and conditions of the proposed annexation.

NOW, THEREFORE, in consideration of the mutual interests, provisions and covenants, agreements, and undertakings set forth herein, the sufficiency of which is expressly acknowledged, Petitioner and the Town mutually agree as follows:

1. **Property; Town Taxes.** The Annexation Property was annexed pursuant to the Annexation Resolution. This Annexation Agreement shall apply to, run with and bind the Annexation Property. The Annexation Property shall be subject to all applicable Town taxes, unless otherwise exempt.

2. **Zoning Upon Annexation.**

2.1. **Existing Uses.** Except as provided herein, Petitioner and the Town agree that all existing land uses, lots and structures, whether permitted, accessory, conforming, non-conforming, or special exceptions, currently made in and upon the Annexation Property may continue following annexation subject to the Minimum Property Maintenance Standards of the Easton Town Code and subject to the provisions regarding non-conforming uses contained in the Town Zoning Ordinance.

2.2. **Zoning.** Simultaneously with the filing of the Annexation Petition, Petitioner requested that the Town adopt an ordinance to: (i) amend the official Town zoning map to include the Annexation Property and (ii) apply the R-10A Residential zoning district to the Annexation Property. The Town introduced Ordinance No. 811, a copy of which is attached hereto as Exhibit D, on April 1, 2024.

2.3. **County Consent.** Petitioners acknowledge that due to the differences in density between the proposed Town zoning classification and the pre-annexation County zoning classification, the Town submitted a request to the Talbot County Council for express approval of the proposed Town R-10A zoning, which was approved by adoption of Talbot County Resolution No. _____ on _____, 2024.

3. **Future Uses of Annexation Property.** Petitioner intends to develop the Annexation Property with multi-family housing. Although multi-family housing is permitted by special exception or through the use of a PUD, Petitioner agrees that as a condition of the annexation, it will diligently and in good faith seek approval from the Town to develop the Annexation Property with multi-family housing in accordance with the PUD provisions of the Town Zoning Ordinance. Petitioner intends that all of the multi-family housing shall be attainable. However, at a minimum any development on the Annexation Property shall have at least twenty five percent (25%) of its housing as attainable, defined as ownership or rental housing that is attainable to those household making 60% or less of the Easton Median Family Income (MFI) adjusted by household size, and further adjusted yearly by the Easton Affordable Housing Board, and who generally do not spend more than 30% of their income on housing costs. The affordability period shall be the time period set by the Easton Affordable Housing Board. Alternatively, if developed under the Federal Low Income Housing Tax Credit Program, the income limitations of

tenants and the affordability period shall be in accordance with such program. Petitioner hereby acknowledges and agrees that any future development of the Annexation Property must comply with applicable zoning and approval processes of the Town. Development must also comply with development impact fee ordinances of the Town and County, as applicable. Nothing herein shall, in any way, constitute a development approval of a specific project or a waiver of any associated fees.

4. **Public Services and Improvements.** The following provisions, at a minimum, will govern the obligations of the Parties with respect to public services and improvements. Notwithstanding anything herein to the contrary, this Agreement shall not preclude, limit or otherwise affect the ability of the Petitioner to propose and enter into development impact fee credit agreement(s) with the Town and/or County.

4.1. **Standards for Public Improvements; Equality of Exactions.** Petitioner agrees to comply with the Town's design standards and requirements in effect at the time of construction ("**Town Standards**") with respect to any public improvements or infrastructure to be owned and maintained by the Town, such as roads, streets and alleys, curbs and gutters, sidewalks, and water, sewer and stormwater drainage systems. Petitioner, if undertaking such work, shall cause all work on the improvements to be completed in a good and workmanlike manner and with due dispatch. Where the construction and installation of any improvement requires the consent, permission, or approval of any public agency or private party, should Petitioner propose construction or installation, Petitioner shall promptly file all applications, enter into all agreements, post all security, pay all fees and costs, and otherwise take all steps that may be legally required to obtain such consent, permission or approval.

4.2. **Provision of Public Services; Reservation and Allocation of Water and Sewer Capacity.** The Town further represents, subject to the obligations of Petitioner set forth in this Section 4, that it will support existing uses and proposed redevelopment of the Annexation Property by providing all necessary municipal services required by the Annexation Property, including, but not limited to, adequate water, sewer, gas, data/communication and electric (if applicable) services through Easton Utilities, fire and police protection, garbage collection and other municipal services generally available to Town residents subject to applicable Town fees and tariffs and other costs in effect at the time services is rendered, unless otherwise agreed between the Town and Petitioner.

With regard to public water and sewer allocation, the Town guarantees, covenants and warrants that it will not set any policy, position or course of action that is detrimental to existing use or development of the Annexation Property provided that development is consistent with other applicable Town regulations and standards. These covenants notwithstanding and subject to limitations established by any subsequent development rights and responsibilities agreement(s), the Parties understand and agree that the Town, if otherwise authorized by law, may enact future ordinances, charter provisions, or amendments deemed necessary to protect the public health, safety and welfare of the citizens of the Town and said ordinances, charter provisions, or amendments shall apply to the use and development of the Annexation Property, provided such application does not interfere with Petitioner's vested rights. Nothing in this Agreement shall entitle or obligate the Town through the Easton Utilities Commission ("**EUC**") to provide electric service to any portion of the Annexation Property located outside of its authorized service area.

Petitioner acknowledges and agrees that no public water or wastewater capacity for existing uses or redevelopment of any portion of the Annexation Property shall be allocated or reserved by EUC unless and until the owner of the parcel(s) for which capacity is desired pays to EUC the capital charges applicable for such allocation or reservation under the then-applicable water and wastewater tariffs. Notwithstanding any provision herein to the contrary, Petitioner shall not be obligated to pay such capital charges or connect the Annexation Property to the Town water or wastewater systems unless and until the occurrence of the earlier of: (i) election by Petitioner to connect to such systems, (ii) issuance by the Talbot County Health Department or Maryland Department of the Environment of a final, non-appealable order requiring connection of the Annexation Property to such systems, (iii) expansion of existing improvements or redevelopment of the Annexation Property in a manner that requires capacity in excess of the capacity of the existing septic system on such property, or (iv) replacement of an existing septic system on the Annexation Property is required for any reason.

4.3. Public Utility Improvements and Extensions. Except as provided herein, to the extent that extensions of public utilities will be necessary to meet the utility service requirements within the Annexation Property, Petitioner will design and construct or cause to be constructed, at its sole expense including charges provided for in the applicable tariff(s) in effect at the time service is rendered, such lighting, gas, cable, electric (if applicable) and public water and sanitary sewer utility extensions, including water and sewer mains, trunk lines, fire hydrants and appurtenant facilities, required or imposed to serve development, redevelopment or other actions on the Annexation Property in accordance with the standards and specifications of the Town and Easton Utilities. Upon completion of construction and satisfactory inspection in accordance with Town Standards, the Town shall assume the ownership and on-going operation and maintenance of these facilities in accordance with Town ownership and maintenance policies or pursuant to the terms of a development rights and responsibilities agreement. With respect to the pump station and force main, Petitioner, or its successors in title shall own, operate, and maintain them subject to EUC approval authority.

4.3.1. Wastewater Improvements

A. *Connection of Annexation Property.* Annexation shall be effective before any connection to the Town's collection system will be permitted.

B. *Available Capacity.* Sewer capacity to the Annexation Property is available to accommodate current uses, subject to the provisions of Section 4.2. Additional capacity for future uses may be available subject to an analysis of the available capacity of the existing force main and approval by EUC at the time a development plan is proposed. At the time of annexation, the Petitioner shall be assessed the cost of one (1) EDU per parcel.

C. *Service Configuration.* Town sewer service will be available to the Annexation Property. The size of the sewer service will be based on the current or approved flow demands of the Annexation Property. Petitioner shall be responsible for all costs associated with the design and construction of the individual sewer service to the EUC public sewer main, including; taps to the main, service to the property line, grinder pump, and repairs to public infrastructure disturbed with the installation of the new sewer service.

4.3.2. Water Improvements.

A. *Connection of Annexation Property.* Annexation shall be effective before any connection to the Town's water system will be permitted. Prior to any connection to the EUC water system, the structure to be connected to the water system shall be physically disconnected by a minimum of five (5) feet from any other source of water.

B. *Available Capacity.* Water capacity to the Annexation Property is available to accommodate current uses, subject to the provisions of Section 4.2. Additional water service for future demands may be provided subject to an analysis of the capacity of the existing water main and approval by EUC at the time a development plan is proposed.

C. *Service Configuration.* Town water service will be available to the Annexation Property. The size of the water service will be based on the current or approved flow demands of the Annexation Property. Petitioner shall be responsible for all costs associated with the design and construction of the individual water service to the EUC public water main, including; taps to the water main, service to the property line, curb stops, water meter installation, and repairs to public infrastructure disturbed with the installation of the new water services.

4.4. Roads. To the extent that public roadway improvements are lawfully required to serve future development or redevelopment of any portion of the Annexation Property, Petitioner shall be responsible for constructing or causing to be constructed, at its expense, all roadway improvements required or imposed due to development, redevelopment or other actions on such Petitioner's property in accordance with the applicable standards, specifications and requirements of the Town. The parties anticipate that Third Street will be the primary access point for the Annexation Property. Petitioner agrees to diligently pursue a traffic signal at the intersection of Third Street (or such other primary access point for the Annexation Property) and Ocean Gateway/U.S. Route 50 with the State Highway Administration ("SHA"). If the Petitioner is able to secure approval from SHA and if the entire cost of the traffic signal is not borne by SHA, then the Petitioner shall be responsible for the cost of the traffic signal.

4.5 Easements and Rights-of-Ways. Petitioner hereby agrees to grant to the Town upon request, at no cost, rights-of-way or easements within ten (10) feet of the exterior boundaries of the Annexation Property in the event that such rights-of-way or easements shall be necessary for the installation, maintenance, replacement and/or removal of public utilities and roads in accordance with the provisions of this Section 4.

4.6 Public Works Agreements. If required by the Town, should Petitioner propose to develop the Annexation Property, Petitioner and Town shall enter into one or more public works agreements that provide more detailed provisions regarding the construction of all required improvements and extension of public utilities and which shall be in a form reasonably acceptable to the Town Attorney.

4.7 Amendment of Comprehensive Water and Sewer Plan. Petitioner and the Town agree and acknowledge that it may be necessary to amend the County Comprehensive Water and Sewer Plan before Petitioner undertakes the water and sewer facilities improvements and the

Town extends water and sewer services to the Annexation Property. Petitioner and the Town agree to cooperate to apply for and obtain any amendments to the Talbot County Comprehensive Water and Sewer Plan as may be required.

4.8 Connectivity. Petitioner agrees to diligently pursue pedestrian connectivity, which at a minimum shall include pedestrian connectivity to the park in the nearby Stoney Ridge subdivision and a safe pedestrian access to the intersection of Dutchmans Lane and Ocean Gateway/U.S. Route 50 where there is a pedestrian crossing. Petitioner's obligation shall include the acquisition of any required rights of way, as well as the design, permitting, and construction of the pedestrian connections.

5. Mutual Assistance. The Parties shall do all things reasonably necessary or appropriate to carry out and to expedite the terms and provisions of this Agreement and to aid and assist each other in carrying out the terms and provisions of this Agreement and the intentions of the Parties as reflected by said terms including, without limitation, the giving of such notices, the holding of such public hearings, the enactment by the Town of such resolutions and ordinances and the taking of such other actions as may be necessary to enable the Parties' compliance with the terms and provisions of this Agreement and as may be necessary to give effect to the terms and objectives of this Agreement and the intentions of the Parties as reflected by said terms.

Petitioner and the Town agree to promptly execute all permit applications needed by Petitioner for permits or approvals from Federal, State or County agencies and departments or any other public or private agencies from whom a permit is required to develop such Petitioner's portion of the Annexation Property, provided that such permit applications are prepared in accordance with applicable laws, ordinances, rules, and regulations and consistent with development approvals granted by the Town for the Annexation Property. The Parties each further agree to cooperate in the securing of such permits or approvals from such agencies. Nothing in this Agreement shall require the Town to vary, deviate, or depart from applicable rules, regulations, or standards in processing any permit, application, or in issuing any approval. All such rules, regulations, and standards shall remain in full force and effect.

6. Notices. All notices and other communication in connection with this Agreement shall be in writing and shall be deemed delivered to the addressee thereof (1) when delivered in person on a business day at the address set forth below; (2) on the third business day after being deposited in any main or branch United States post office, for delivery by properly addressed, postage prepaid certified or registered mail, return receipt requested, at the address set forth below; or (3) by a nationally-recognized delivery service company to the street address with written proof of delivery.

Notices and communications to the Petitioner shall be addressed to, and delivered at, the following addresses:

Corrigan & Trippe Ventures, LLC
27849 Little Park Road
Easton, Maryland 21601

With a copy to:
Zachary A. Smith, Esquire
114 Bay Street
Easton, Maryland 21601

Notices and communications to the Town shall be addressed to, and delivered at, the following addresses:

Town of Easton
14 S. Harrison Street
Easton, Maryland 21601
Attn: Mayor

With a copy to:
Sharon M. VanEmburch, Esquire
Ewing, Dietz, Fountain & Kehoe, P.A.
16 South Washington Street
Easton, Maryland 21601

7. **Other Provisions.**

7.1. **Applicable Law.** It is the intention of the Parties that all questions with respect to the construction of this Agreement and rights and liabilities of the Parties hereunder shall be determined in accordance with the laws of the State of Maryland.

7.2. **Scope of Agreement.** This Agreement is not intended to limit the exercise of police powers of the Town or to limit the operation of the Town government, or to guarantee the outcome of any administrative process. Unless otherwise specifically provided in writing in this Agreement or any other subsequent agreement, this Agreement shall be subject to all properly enacted laws, and properly adopted governmental regulations, now or hereafter existing and applicable. This Agreement shall not be rendered invalid by reason of the enactment or amendment of any law or the adoption or amendment of any regulation, which law or regulation is either (1) enacted or adopted in the exercise of a governmental power for a valid governmental purpose; (2) enacted or adopted by the Town as the result of a mandate by the State of Maryland or the U.S. Government; or (3) applicable to both the Annexation Property and to similarly situated property located outside of the Town in Talbot County.

7.3. **Entire Agreement.** Except as specifically provided herein, this Agreement embodies and constitutes the entire understanding between the Parties with respect to the transactions contemplated herein, and all prior or contemporaneous agreements, understandings, representations and statements, oral or written, are merged into this Agreement.

7.4. **Estoppel.** The Parties to this Agreement agree not to challenge or contest, and waive any right to challenge or contest, in any legal or equitable proceeding, in any forum whatsoever, the validity, legality, or enforceability of this Agreement, or any of its provisions, terms or conditions.

7.5. **Waiver of Breaches.** No waiver of any contingency or the breach of any of the terms or provisions of this document shall be a waiver of any other contingency or proceeding or succeeding breach of this document or any provision hereof.

7.6. **Project as a Private Undertaking.** It is understood and agreed by and between the Parties that the development or redevelopment of the Annexation Property is a private undertaking, that neither the Town nor Petitioner is acting as the agent of any other party in any respect hereunder, and that each Party is an independent contracting entity with respect to the

provisions of this Agreement. No partnership, joint venture or other association of any kind is formed by this Agreement.

7.7. Modification. Neither this Agreement nor any provision hereof may be waived, modified, amended, discharged or terminated except by an instrument in writing signed by the party against which the enforcement of such waiver, modification, amendment, discharge or termination is sought, and then only to the extent set forth in such instrument. No such modification shall be binding on the other Party hereto nor affect their rights under this Agreement as to any other Party without such Party's written consent.

7.8. Headings. Descriptive headings are for convenience only and shall not control or affect the meaning or construction of any provision of this Agreement.

7.9. Binding Effect. The terms of this Agreement shall be binding upon and shall inure to the benefit of the Parties, any successor municipal authorities of the Town and successor owners of record of the Annexation Property, it being expressly understood and agreed that this Agreement shall be assignable, in whole or in part, by Petitioner, with respect to its portion of the Annexation Property, without the consent of the Town, any of its elected officials, employees or agents. Notwithstanding the foregoing, any transfer of all or a portion of the Annexation Property shall be subject to the terms of this Agreement.

Except with respect to Section 7.17, Petitioner's obligations hereunder shall be contingent upon annexation of the Annexation Property and establishment of the Town zoning described by Section 2.2, and shall not constitute personal obligations independent of ownership of the Annexation Property.

7.10. No Third-Party Beneficiaries. This Agreement shall not confer any rights or remedies upon any person other than the Parties hereto and their respective successors and assigns as permitted and limited by this Agreement. It is expressly agreed by all parties that the owner or successor owner of a portion of the Annexation Property shall have no contractual rights by virtue of this Agreement to control, approve or otherwise direct the size, density, proposed use, style, arrangement, timing, phasing or any other aspect of development of the remainder of the Annexation Property that it does not own.

7.11. Severability. The Parties intend that should any provision, covenant, agreement, or portion of this Agreement or its application to any person, entity, or property be held invalid by a court of competent jurisdiction, the remaining provisions of this Agreement and the validity, enforceability, and application to any person, entity, or property shall not be impaired thereby, but such remaining provisions shall be interpreted, applied and enforced so as to achieve, as near as may be, the purpose and intent of this Agreement to the greatest extent permitted by applicable law.

7.12. Enforceability. This Agreement shall be specifically enforceable in any court of competent jurisdiction by either Party hereto by any appropriate action or suit at law or in equity to secure the performance of the covenants herein contained.

7.13. Survival. The terms and conditions of this Agreement shall survive the effective date of the Annexation Resolution and shall not be merged or expunged by the annexation of the Annexation Property or any part thereof by the Town.

7.14. Exhibits. Each exhibit referred to herein or affixed hereto shall constitute a part of this Agreement and be incorporated herein by reference:

Exhibit A – Reduced-scale copy of the Annexation Plat;
Exhibit B – Legal Description;
Exhibit C – Town Annexation Resolution No. 6185; and
Exhibit D – Town Ordinance No. 811;

7.15. Time. Time is of the essence of this Agreement and of each and every provision thereof.

7.16. Town's Annexation Action. This Agreement memorializes the Town's approval of the annexation and the negotiated terms thereof, as approved by the Town during its meeting on _____, 2024.

7.17. Annexation Fees. Petitioner shall be responsible for fees and expenses incurred by the Town of Easton associated with the annexation process, including, but not limited to, legal fees, engineering fees, consulting fees, and advertising expenses, as described herein. Such fees shall include fees from third parties employed by the Town. Petitioner paid the annexation fee of \$15,000.00 with its filing of the annexation petition ("**Annexation Fee**"). The Annexation Fee shall be applied as a credit to the fees and expenses incurred by the Town in connection with annexation of the Annexation Property.

7.18. Mutual Drafting; No Presumption. The drafting and negotiation of this Agreement has been undertaken by the Parties hereto and their respective counsel. For all purposes, this Agreement shall be deemed to have been drafted jointly by the Parties with no presumption in favor of one Party over another in the event of any ambiguity.

7.19. Remedies. The remedies set forth in the Agreement are in addition to, and not in lieu of, any other rights or remedies available to the Parties in law or equity.

IN WITNESS WHEREOF, the Parties have executed and sealed this Agreement as of the day and year first above written, provided, however, that for the purposes of determining the date hereof, as used in this Agreement, such date shall be the last date any Party hereto executes this Agreement.

SIGNATURES APPEAR ON FOLLOWING PAGES

WITNESS:

TOWN OF EASTON

Kathy M. Ruf, Town Clerk

By: _____
Megan J. M. Cook, Mayor

STATE OF MARYLAND, COUNTY OF _____, TO WIT:

I HEREBY CERTIFY, that on this _____ day of _____, 2024, before me, a Notary Public of the State aforesaid, personally appeared MEGAN J. M. COOK, who acknowledged herself to be the Mayor of the Town of Easton, a Maryland municipal corporation, known to me (or satisfactorily proven) to be the person whose name is subscribed to the within Annexation Agreement, and acknowledged that she executed the same for the purposes therein contained as the fully authorized agent of said Town of Easton.

WITNESS my hand and Notarial Seal.

My Commission expires: _____

Notary Public

SIGNATURES CONTINUE ON FOLLOWING PAGES

WITNESS

CORRIGAN & TRIPPE VENTURES, LLC

By: _____
William Coyne, Authorized Member

STATE OF MARYLAND, COUNTY OF _____, TO WIT:

I HEREBY CERTIFY, that on this _____ day of _____, 2024, before me, a Notary Public of the State aforesaid, personally appeared WILLIAM COYNE, who acknowledged himself to be the Managing Member of CORRIGAN & TRIPPE VENTURES, LLC, a Maryland limited liability company ("Company"), known to me (or satisfactorily proven) to be the person whose name is subscribed to the within Annexation Agreement, and acknowledged that he, as Managing Member of the Company, being authorized to do so, executed the same for the purposes therein contained on behalf of the Company.

WITNESS my hand and Notarial Seal.

My Commission expires: _____ Notary Public _____

ATTORNEY CERTIFICATION

I HEREBY CERTIFY THAT I am an attorney in good standing and duly licensed to practice before the Court of Appeals of Maryland, and that this instrument was prepared by me or under my supervision.

Sharon M. VanEmburch

ORDINANCE NO. 822

AN ORDINANCE OF THE TOWN OF EASTON ADDING A NEW
CHAPTER 6C OF THE CODE OF THE TOWN OF EASTON TO
ADOPT PROVISIONS RELATED TO ILLICIT DISCHARGES

INTRODUCED BY: _____

WHEREAS, the United State Environmental Protection Agency (EPA) through 40 CFR Part 122 has revised the regulations governing regulated small municipal separate storm sewer systems (MS4); and

WHEREAS, the Town of Easton is a regulated small municipal separate storm sewer system through a General Permit issued by the Maryland Department of the Environment (MDE); and

WHEREAS, the General Permit for Discharges from Small Municipal Separate Storm Sewer Systems identifies the Minimum Control Measures for implementation to achieve compliance; and

WHEREAS, Illicit Discharge Detection and Elimination is one of the six Minimum Control Measures defined in the General Permit; and

WHEREAS, the General Permit requires that regulated municipalities adopt an ordinance that prohibits illicit discharge into the storm sewer system and establishes legal means for gaining access to private property to investigate and eliminate illicit storm drain system discharges; and

WHEREAS, the Town of Easton desires to add a new Chapter 6C of the Code of the Town of Easton to regulate illicit discharges into the municipal separate storm sewer system.

NOW, THEREFORE, be it ordained by the Town of Easton:

Section 1. The recitals set forth above are incorporated herein by reference and made a part of this Ordinance.

Section 2. Chapter 6C is hereby added to the Code of the Town of Easton to read as shown on the attached Exhibit A.

Section 3. The Town Engineer is authorized to adopt Standard Operating

Procedures and Forms which shall be consistent with the Code and other applicable law.

Section 4. If any section, clause, paragraph, sentence or phrase of the Ordinance or the application thereof to any person, property, or circumstance is held invalid or unconstitutional by a court of competent jurisdiction, the invalidity or unconstitutionality shall in no way affect other provisions or any other application of this Ordinance which can be given effect without the invalid or unconstitutional provision or application, and for this purpose the provisions of this Ordinance are declared severable.

Section 5. In accordance with Article II, Section 9 of the Easton Town Charter, this ordinance shall become effective on the later of twenty (20) calendar days after approval by the Mayor or passage of this ordinance by the Council over the Mayor's veto.

Curry	-
Abbatiello	-
Montgomery	-
Davis	-
Gunsallus	-

I hereby certify that the above Ordinance was passed by a yea and nay vote of the Council this _____ day of _____, 2024.

Frank Gunsallus, Town Council President

Delivered to the Mayor by me this _____ day of _____, 2024.

Kathy M. Ruf, Town Clerk

APPROVED:

Date: _____

Megan J. M. Cook, Mayor

EFFECTIVE DATE: _____, 2024



ILLICIT DISCHARGE DETECTION AND ELIMINATION ORDINANCE EXHIBIT A

TOWN OF EASTON, MARYLAND

June 2024

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- 7.0 Enforcement Actions

2

6C-1.0 Purpose and Objectives

- A. The purpose of this chapter is to provide for the health, safety, and general welfare of the citizens of the Town of Easton through the regulation of non-storm water discharges to the storm drainage system. This chapter establishes definitions for illicit discharges and prohibits illicit discharges into the municipal separate storm sewer system (MS4) in order to comply with requirements of the National Pollutant Discharge Elimination System (NPDES) permit.
- B. The objectives of this chapter are:
- (1) To regulate the contribution of pollutants to the municipal separate storm sewer system by stormwater discharges by any user;
 - (2) To prohibit Illicit Discharges and Connections to the municipal separate storm sewer system;
 - (3) To prevent non-stormwater discharges to the municipal separate storm sewer system generated as a result of spills, inappropriate dumping or disposal; and
 - (4) To establish legal authority to carry out all inspection, monitoring and enforcement necessary to ensure compliance with this chapter.
- C. Incorporation by reference:
- (1) Illicit Discharge Detection and Elimination standard operating procedures (2024)

6C-2.0 Definitions

- A. The following definitions are provided for the terms used in this Ordinance:
- (1) "Best Management Practice: means a structural device or nonstructural practice designed to temporarily store or treat stormwater runoff in order to mitigate flooding and/or reduce pollutants.
 - (2) "Construction Activity" is an activity subject to NPDES Construction Permits, including construction projects resulting in land disturbance of one (1) acre or more, and projects resulting in less than one (1) acre of disturbance if part of a larger development plan. Such activities include, but are not limited to clearing and grubbing, grading, excavating and demolition.
 - (3) "Hazardous Materials" are any material, including any substance, waste or combination thereof, which because of its quantity, concentration or physical, chemical or infectious characteristics may cause, or significantly contribute to, a substantial present or potential hazard to human health, safety, property or the environment when improperly treated, stored, transported, disposed of or otherwise managed.
 - (4) "Illicit Connections" are defined as any drain or conveyance, whether on the surface or subsurface, which allow any illicit discharge to enter the storm drain system including but not limited to any conveyances which allow any non-storm water discharge including sewage, process wastewater and wash water to enter the storm drain system and any connections to the storm drain system from indoor drains and sinks, regardless of whether said drain or connection had

been previously allowed, permitted or approved by Town, State or Federal Agencies.

- (5) "Illicit Discharge" is any direct or indirect non-storm water discharge to the storm drain system, except as exempted by this chapter.
- (6) "Industrial Activity" is an activity subject to NPDES Industrial Permits. The Stormwater discharges associated with Industrial Activities are defined in 40 CFR, Section 122.26 (b)(14).
- (7) "Municipal Separate Storm Sewer System" (MS4) is the storm drain system of conveyances, owned and operated by the Town of Easton, designed or used for collecting or conveying stormwater.
- (8) "National Pollutant Discharge Elimination System" (NPDES) Storm Water Discharge Permit is a permit issued by Environmental Protection Agency or by the State of Maryland Department of the Environment, that authorizes the discharge of pollutants to waters of the United States, whether the permit is applicable to an individual property, or on general area-wide basis. The permit contains limits on what can be discharged, and monitoring and reporting requirements.
- (9) "Non-Storm Water Discharge" is any discharge to the storm drain system that is not composed entirely of storm water.
- (10) "Oil" refers to any kind of oil in any form, including but not limited to petroleum, fuel oil, crude oil, synthetic oil, motor oil, bio-fuel, cooking oil, grease, sludge, oil refuse, and oil mixed with waste.
- (11) "Pesticide" is a substance or mixture of substances intended to prevent, destroy, repel, or migrate any pest, or substances intended for use as a plant regulator, defoliant, or desiccant.
- (12) "Pollutant" is anything which causes or contributes to pollution. Pollutants may include, but are not limited to paints, varnishes and solvents; oil and other automotive fluids; non-hazardous liquid and solid wastes and yard wastes (including grass clippings); refuse, rubbish, garbage, litter or other discarded or abandoned objects, that may cause or contribute to pollution; floatables; pesticides, herbicides and fertilizers; hazardous substances and wastes; sewage, fecal coliform and pathogens; dissolved and particulate metals; animal and pet waste; wastes and residues that result from constructing a building or structure; and, noxious or offensive matter of any kind.
- (13) "Premises" refers to any building, lot, parcel of land, or portion of land whether improved or unimproved including adjacent sidewalks and parking.
- (14) "Storm Drainage System" refers to the facilities by which storm water is collected and/or conveyed, including but not limited to any roads with drainage systems, municipal streets, gutters, curbs, inlets, piped storm drains, pumping facilities, retention and detention basins, best management practices, natural and human-made or altered drainage channels, reservoirs and other drainage structures.
- (15) "Stormwater Pollution Prevention Plan" is a document which describes the Best Management Practices and activities to be implemented by a person or business

to identify sources of pollution or contamination at a site and the actions to eliminate or reduce pollutant discharges to storm water, storm water conveyance systems and/or receiving waters to the maximum extent practicable in complying with the General Permit For Discharges of Stormwater Associated With Industrial Activity.

6C-3.0 Prohibited Discharges into System

- A. The specific prohibitions and requirements in this section do not include all the discharges prohibited, but are provided to address specific discharges that are frequently found or are known to occur. No person shall release or allow to be released any of the following substances into the municipal separate storm sewer system:
- (1) Any new or used petroleum product.
 - (2) Any industrial waste.
 - (3) Any hazardous substance or hazardous waste, including household hazardous waste.
 - (4) Any domestic sewage or septic tank waste, grease trap or grease interceptor waste, holding tank waste, waste oil bins, or grit trap waste.
 - (5) Any garbage, rubbish or other waste.
 - (6) Any new or used paints, including latex-based paints, oil-based paints, stains, varnish, and primers, as well as cleaning solvents and other associated products.
 - (7) Any yard waste that has been moved or gathered by a person.
 - (8) Any wastewater that contains soap, detergent, degreaser, solvent, or surfactant-based cleaner from a commercial motor vehicle wash facility; from any vehicle washing, cleaning, or maintenance at any new or used motor vehicle dealership, rental agency, body shop, repair shop, or maintenance facility; or from any washing, cleaning or maintenance of any business or commercial or public service vehicle, including a truck, bus or heavy equipment.
 - (9) Any wastewater from a commercial mobile power washer or from the washing or other cleaning of a building exterior that contains soap, detergent, degreaser, solvent, or any surfactant based cleaner.
 - (10) Any wastewater from commercial floor, rug, or carpet cleaning.
 - (11) Any wastewater from the wash down or other cleaning of pavement that contains any soap, detergent solvent, degreaser, emulsifier, dispersant, or other cleaning substance; or any wastewater from the wash down or other cleaning of any pavement where any spill, leak, or other release of oil, motor fuel, or other petroleum hazardous substance has occurred, unless all such materials have been previously removed.
 - (12) Any effluent from a cooling tower, condenser, compressor, emissions scrubber, emission filter, or the blowdown from a boiler.
 - (13) Any ready-mixed concrete, mortar, ceramic, or asphalt base material or discharge resulting from the cleaning of vehicles or equipment containing or used in transporting or applying such material.

- (14) Any runoff, wash down water or waste from any animal pen, kennel, fowl or livestock containment area or any pet wastes generally.
 - (15) Any swimming pool, fountain or spa water or other water containing a harmful level of chlorine per Maryland Department of the Environment regulations.
 - (16) Any discharge from water line disinfection by super chlorination if it contains a harmful level of chlorine (>0.1 ppm) at the point of entry into the municipal separate storm sewer system or surface waters.
 - (17) Any contaminated runoff from a vehicle wrecking or storage yard.
 - (18) Any substance or material that will damage, block, or clog the municipal separate storm sewer system.
 - (19) Any release from a petroleum storage tank, or any leachate or runoff from soil contaminated by leaking petroleum storage tank; or any discharge of pumped, confined, or treated wastewater from the remediation of any such petroleum storage tank release, unless the discharge has received an NPDES permit from the state.
 - (20) Any other discharge that causes or contributes to causing the Town of Easton to violate a state water quality standard, the Town of Easton's NPDES stormwater permits, or any state-issued discharge permit for discharges from its municipal separate storm sewer system.
- B. No person shall release or cause to be released into the municipal separate storm sewer system any harmful quantity of sediment, silt, earth, soil, or other material associated with clearing, grading, excavation or other construction activities in excess of what could be retained on site or captured by employing sediment and erosion control measures.
- C. All pesticides, herbicides, and fertilizers shall be used in accordance with manufacturer recommendations. Pesticides, herbicides and fertilizers shall be stored, transported and disposed of in a manner to prevent release to the municipal separate storm sewer system.
- D. No person shall tamper with, destroy, vandalize, or render inoperable any Best Management Practices that have been installed for the purpose of eliminating or minimizing pollutant discharges, nor shall any person fail to install or fail to properly maintain any Best Management Practices that have been required by the Town of Easton or by other local, state, or federal jurisdictions.

6C-4.0 Exempt Discharges

- A. Unless identified as a significant source of pollutants to waters of the State, the following non-storm water discharges are examples of activities allowed to enter the municipal separate storm sewer system.
- (1) Water line flushing performed by a government agency.
 - (2) Drainage of municipal water storage tanks.
 - (3) Discharges or flows from firefighting activities.
 - (4) Individual residential vehicle washing.

- (5) Irrigation water.
- (6) Uncontaminated groundwater infiltration to separate storm sewer.
- (7) Dechlorinated swimming pool discharges in compliance with Maryland Department of the Environment regulations.

6C-5.0 Prohibition of Illicit Connections

- A. No person shall discharge or cause to be discharged through an illicit connection to the municipal separate storm sewer system operated by the Town of Easton any domestic sewage, non-contact cooling water, process wastewater, or other industrial waste.
- B. The construction, use, maintenance or continued existence of any illicit connections to the storm drain system is prohibited.
- C. This prohibition expressly includes, without limitation, any illicit connections made in the past, regardless of whether the connection was permissible under law or practices applicable or prevailing at the time of connection.
- D. A person is considered to be in violation if the person connects a line conveying sewage to the municipal separate storm sewer system or allows such a connection to continue.
- E. Any owner or person responsible for a property or premises, which is, or may be, the source of an illicit discharge, shall be required to implement, at the owner's or person's expense, the Best Management Practice necessary to prevent the further discharge of pollutants to the municipal storm sewer system. Compliance with all terms and conditions of a valid National Pollutant Discharge Elimination System permit authorizing the discharge of stormwater associated with industrial activity, to the extent practicable, shall be deemed compliant with the provisions of this section.

6C-6.0 Access and Inspection/Monitoring of Properties and Facilities

- A. When the Town of Easton has reasonable cause to believe that an illicit discharge code violation exists or when entry is required for periodic inspections and monitoring to determine compliance, then the Town of Easton is authorized to enter the structure or premises at reasonable times to inspect.
- B. Prior to inspection, the Town of Easton must make reasonable efforts to locate the owner or other person having charge or control of the structure or premises to request entry. If entry is refused or not obtained, the Town is authorized to pursue recourse as provided by law.
- C. The Town shall have the right to enter any premises where there is evidence or suspicion that a violation of this Ordinance exists which poses an immediate threat to the public health and safety for the purposes of performing duties pursuant to the provisions of this Ordinance. The Town representative shall produce proof of identity prior to entry, and must also provide evidence or proof of suspicion of imminent threat to public health and safety.

6C-7.0 Enforcement Actions

- A. Notification of Violation. Whenever the Town of Easton finds that any user has violated or is violating any local, state or federal illicit discharge requirements or any condition of this chapter, the Town of Easton shall serve the user with a written notice of violation stating the standard or requirement violated and the nature of the violation. The Town

of Easton may require the user to respond within thirty (30) days of the notice of violation with a plan for the satisfactory correction thereof which shall be submitted, if required, to the Town by the user. The Town of Easton may require written proof of proper disposal of prohibited items, such as waste manifests.

- B. Compliance Orders. When the Town of Easton finds that a user has violated or continues to violate this chapter, the Town of Easton may issue an order to the user responsible for the illicit discharge, directing that the user come into compliance. Compliance orders may also contain other requirements to address the noncompliance, including self-monitoring and management practices. Issuance of a compliance order shall not be a prerequisite to taking any other action against the user.
- C. Cease and Desist Orders. When the Town of Easton finds that a user is violating this chapter, the Town of Easton may issue an order to the user directing it to cease and desist all such violations and directing the user to immediately comply with all requirements and to take such appropriate remedial or preventive action as may be needed to properly address a violation, including halting operations and/or terminating the illicit discharge.
- D. Supplemental Enforcement Action. The Town of Easton may assess a fee to the user responsible for an illicit discharge that results in expenses to the Town of Easton, that exceed the cost of normal operations, as compensation to the Town of Easton for said expenses. These fees may include, but shall not be limited to cleanup, disposal and repair costs. All labor shall be assessed at the hourly rate of the employee(s) involved with an additional thirty percent (30%) for overhead.
- E. Judicial Enforcement Remedies. If any person discharges an illicit discharge into the Town of Easton 's municipal separate storm sewer system contrary to the provisions of this chapter or any order of the Town of Easton, an action for appropriate legal and/or equitable relief may be commenced.
 - (1) Injunctive Relief.
 - (a) In General. The Town of Easton may bring an action for an injunction against any person who violates any provision of this chapter or any rules, regulation, order, or permit adopted or issued under this chapter.
 - (b) Findings. In any action for an injunction under this section, any finding by a Court after hearing is prima facie evidence of each fact the court determines.
 - (c) Grounds. On a showing that any person is violating or is about to violate this subtitle or any rule, regulation, order, or permit adopted or issued by the Town of Easton, the court shall grant an injunction without requiring a showing of a lack of an adequate remedy at law.
 - (d) Emergency. If an emergency arises due to imminent danger to the public health or welfare, or imminent danger to the environment, the Town of Easton may enter the premises and take any emergency action necessary to stop or limit the danger to abate the public health and safety hazard without prior written notice to the owner or occupant of the premises. The Town may also seek an immediate injunction to stop any illicit discharge, pollution or other activity that is causing the danger. The Town may seek a court order assessing the costs of the abatement

against the owner, tenant, licensee or other person causing or in association with the illicit discharge, illicit connection or that has or is maintaining a prohibited material.

- (2) Civil Penalties. Any user who is found to have violated or continues to violate an order of the Town of Easton or who has violated or continues to violate any provision of this chapter and the orders, rules and regulations issued hereunder shall be guilty of a municipal infraction and shall be liable for a fine of not less than one hundred dollars (\$100.00) nor more than one thousand dollars (\$1,000.00) for each offense. Each day on which a violation shall occur or continue shall be deemed a separate and distinct offense. In addition to the penalties provided herein, the Town of Easton may recover reasonable attorney's fees, court costs, court reporter's fees and other expenses of litigation by appropriate suit at law against the user and/or person found to have violated this chapter or the orders, rules, regulations and permits issued hereunder.
- (3) Criminal Prosecution.
 - (a) Any person who knowingly makes any false statements, representations or certification in any application, record, report, plan or other document filed or required to be maintained pursuant to this chapter shall, upon conviction, be guilty of a misdemeanor, punishable by a fine of not less than one hundred dollars (\$100.00) nor more than one thousand dollars (\$1,000.00) or by imprisonment for not more than six months or by both.
 - (b) Any user who willfully or through gross negligence violates any provision of this chapter shall, upon conviction, be guilty of a misdemeanor, punishable by a fine of not less than one hundred dollars (\$100.00) nor more than one thousand dollars (\$1,000.00) or by imprisonment for not more than six months or by both.
 - (c) Any user who willfully or through gross negligence introduces any substance into the municipal separate storm sewer system which causes personal injury or property damage shall, upon conviction, be guilty of a misdemeanor, punishable by a fine of not less than one hundred dollars (\$100.00) nor more than one thousand dollars (\$1,000.00) or by imprisonment for not more than six months or by both. This penalty shall be in addition to any other cause of action for personal injury or property damage available under state law.

- F. Remedies Nonexclusive. The provisions in this section are not exclusive. The Town of Easton reserves the right to take such other lawful action as is necessary to prevent or remedy any violation. Further, the Town of Easton is empowered to institute more than one enforcement action against any noncompliant user. These actions may be taken concurrently.
- G. Costs. All mitigation and remediation measures under this Ordinance shall be completed at the owner's or responsible person's sole cost and expense. The Town reserves the right to request payment for any costs incurred from action performed by the Town to abate the illicit action. If payment is refused, the Town reserves the right to incur a lien against the property of the responsible party collectible in the same manner as real estate taxes.

- H. Permits pursuant to a violation. The Town of Easton may not issue any form of approval to the property, owner of the property or responsible personnel for the illicit discharge. The Town may not issue any permit, approval, variance, or special exception, unless the person seeking the permit has:
- (1) Fully paid all administrative, civil, or criminal penalties as set forth in Section G. above;
 - (2) Prepared a restoration or mitigation plan, approved by Easton, to abate impacts to water quality or natural resources as a result of the violation;
 - (3) Performed the abatement measures in the approved plan in accordance with the Easton regulations.
- I. Enforcement Appeals. Any person aggrieved by the action of any official charged with the enforcement of this Ordinance, as the result of the disapproval of a properly filed application for a permit, issuance of a written notice of violation, or an alleged failure to properly enforce the Ordinance in regard to a specific application, shall have the right to appeal the action to the Easton Board of Zoning Appeals. The appeal shall be filed in writing within 30 days of the date of official transmittal of the final decision or determination to the applicant, state clearly the grounds on which the appeal is based, and be processed in the manner prescribed for hearing administrative appeals under the Town of Easton Zoning Ordinance. For the purposes of this Ordinance, the Board of Appeals shall be the Board of Appeals established in the Town of Easton Zoning Ordinance. All provisions governing the Board of Zoning Appeals with respect to members, provisions for alternates, quorum, procedure, chairman, terms of office, etc., shall be applicable to appeals from this Ordinance.

TOWN OF EASTON
NOTICE OF PUBLIC HEARING
Ord. 822 Adding a New Chapter 6C of the Code

The Council of the Town of Easton will hold a public hearing on Monday, June 17, 2024 at 5:35 P.M. in the Council Meeting Room, 14 South Harrison Street. The purpose of this hearing is to discuss and receive public comments on Ordinance No. 822, "AN ORDINANCE OF THE TOWN OF EASTON ADDING A NEW CHAPTER 6C OF THE CODE OF THE TOWN OF EASTON TO ADOPT PROVISIONS RELATED TO ILLICIT DISCHARGES."

Persons wishing to attend or participate in the public hearing who require special accommodations or assistance because of a disability should contact the Town Clerk, Kathy Ruf at the Town Office, telephone number (410) 822-2525 during normal business hours by June 14, 2024.

Kathy M. Ruf
Town Clerk

Note to Star Democrat: Please publish the above ad in the Sunday, June 9, 2024 issue of the Star Democrat and send a Certificate of Publication to: Town Clerk, Town of Easton, P.O. Box 520, Easton, MD 21601.



**ILLICIT DISCHARGE DETECTION AND
ELIMINATION ORDINANCE EXHIBIT A**

TOWN OF EASTON, MARYLAND

June 2024

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- 6.0 Access and Inspections – Monitoring of Properties and Facilities
- 7.0 Enforcement Actions

6C-1.0 Purpose and Objectives

- A. The purpose of this chapter is to provide for the health, safety, and general welfare of the citizens of the Town of Easton through the regulation of non-storm water discharges to the storm drainage system. This chapter establishes definitions for illicit discharges and prohibits illicit discharges into the municipal separate storm sewer system (MS4) in order to comply with requirements of the National Pollutant Discharge Elimination System (NPDES) permit.
- B. The objectives of this chapter are:
- (1) To regulate the contribution of pollutants to the municipal separate storm sewer system by stormwater discharges by any user;
 - (2) To prohibit Illicit Discharges and Connections to the municipal separate storm sewer system;
 - (3) To prevent non-stormwater discharges to the municipal separate storm sewer system generated as a result of spills, inappropriate dumping or disposal; and
 - (4) To establish legal authority to carry out all inspection, monitoring and enforcement necessary to ensure compliance with this chapter.
- C. Incorporation by reference:
- (1) Illicit Discharge Detection and Elimination standard operating procedures (2024)

6C-2.0 Definitions

- A. The following definitions are provided for the terms used in this Ordinance:
- (1) "Best Management Practice: means a structural device or nonstructural practice designed to temporarily store or treat stormwater runoff in order to mitigate flooding and/or reduce pollutants.
 - (2) "Construction Activity" is an activity subject to NPDES Construction Permits, including construction projects resulting in land disturbance of one (1) acre or more, and projects resulting in less than one (1) acre of disturbance if part of a larger development plan. Such activities include, but are not limited to clearing and grubbing, grading, excavating and demolition.
 - (3) "Hazardous Materials" are any material, including any substance, waste or combination thereof, which because of its quantity, concentration or physical, chemical or infectious characteristics may cause, or significantly contribute to, a substantial present or potential hazard to human health, safety, property or the environment when improperly treated, stored, transported, disposed of or otherwise managed.
 - (4) "Illicit Connections" are defined as any drain or conveyance, whether on the surface or subsurface, which allow any illicit discharge to enter the storm drain system including but not limited to any conveyances which allow any non-storm water discharge including sewage, process wastewater and wash water to enter the storm drain system and any connections to the storm drain system from indoor drains and sinks, regardless of whether said drain or connection had

been previously allowed, permitted or approved by Town, State or Federal Agencies.

- (5) "Illicit Discharge" is any direct or indirect non-storm water discharge to the storm drain system, except as exempted by this chapter.
- (6) "Industrial Activity" is an activity subject to NPDES Industrial Permits. The Stormwater discharges associated with Industrial Activities are defined in 40 CFR, Section 122.26 (b)(14).
- (7) "Municipal Separate Storm Sewer System" (MS4) is the storm drain system of conveyances, owned and operated by the Town of Easton, designed or used for collecting or conveying stormwater.
- (8) "National Pollutant Discharge Elimination System" (NPDES) Storm Water Discharge Permit is a permit issued by Environmental Protection Agency or by the State of Maryland Department of the Environment, that authorizes the discharge of pollutants to waters of the United States, whether the permit is applicable to an individual property, or on general area-wide basis. The permit contains limits on what can be discharged, and monitoring and reporting requirements.
- (9) "Non-Storm Water Discharge" is any discharge to the storm drain system that is not composed entirely of storm water.
- (10) "Oil" refers to any kind of oil in any form, including but not limited to petroleum, fuel oil, crude oil, synthetic oil, motor oil, bio-fuel, cooking oil, grease, sludge, oil refuse, and oil mixed with waste.
- (11) "Pesticide" is a substance or mixture of substances intended to prevent, destroy, repel, or migrate any pest, or substances intended for use as a plant regulator, defoliant, or desiccant.
- (12) "Pollutant" is anything which causes or contributes to pollution. Pollutants may include, but are not limited to paints, varnishes and solvents; oil and other automotive fluids; non-hazardous liquid and solid wastes and yard wastes (including grass clippings); refuse, rubbish, garbage, litter or other discarded or abandoned objects, that may cause or contribute to pollution; floatables; pesticides, herbicides and fertilizers; hazardous substances and wastes; sewage, fecal coliform and pathogens; dissolved and particulate metals; animal and pet waste; wastes and residues that result from constructing a building or structure; and, noxious or offensive matter of any kind.
- (13) "Premises" refers to any building, lot, parcel of land, or portion of land whether improved or unimproved including adjacent sidewalks and parking.
- (14) "Storm Drainage System" refers to the facilities by which storm water is collected and/or conveyed, including but not limited to any roads with drainage systems, municipal streets, gutters, curbs, inlets, piped storm drains, pumping facilities, retention and detention basins, best management practices, natural and human-made or altered drainage channels, reservoirs and other drainage structures.
- (15) "Stormwater Pollution Prevention Plan" is a document which describes the Best Management Practices and activities to be implemented by a person or business

to identify sources of pollution or contamination at a site and the actions to eliminate or reduce pollutant discharges to storm water, storm water conveyance systems and/or receiving waters to the maximum extent practicable in complying with the General Permit For Discharges of Stormwater Associated With Industrial Activity.

6C-3.0 Prohibited Discharges into System

- A. The specific prohibitions and requirements in this section do not include all the discharges prohibited, but are provided to address specific discharges that are frequently found or are known to occur. No person shall release or allow to be released any of the following substances into the municipal separate storm sewer system:
- (1) Any new or used petroleum product.
 - (2) Any industrial waste.
 - (3) Any hazardous substance or hazardous waste, including household hazardous waste.
 - (4) Any domestic sewage or septic tank waste, grease trap or grease interceptor waste, holding tank waste, waste oil bins, or grit trap waste.
 - (5) Any garbage, rubbish or other waste.
 - (6) Any new or used paints, including latex-based paints, oil-based paints, stains, varnish, and primers, as well as cleaning solvents and other associated products.
 - (7) Any yard waste that has been moved or gathered by a person.
 - (8) Any wastewater that contains soap, detergent, degreaser, solvent, or surfactant-based cleaner from a commercial motor vehicle wash facility; from any vehicle washing, cleaning, or maintenance at any new or used motor vehicle dealership, rental agency, body shop, repair shop, or maintenance facility; or from any washing, cleaning or maintenance of any business or commercial or public service vehicle, including a truck, bus or heavy equipment.
 - (9) Any wastewater from a commercial mobile power washer or from the washing or other cleaning of a building exterior that contains soap, detergent, degreaser, solvent, or any surfactant based cleaner.
 - (10) Any wastewater from commercial floor, rug, or carpet cleaning.
 - (11) Any wastewater from the wash down or other cleaning of pavement that contains any soap, detergent solvent, degreaser, emulsifier, dispersant, or other cleaning substance; or any wastewater from the wash down or other cleaning of any pavement where any spill, leak, or other release of oil, motor fuel, or other petroleum hazardous substance has occurred, unless all such materials have been previously removed.
 - (12) Any effluent from a cooling tower, condenser, compressor, emissions scrubber, emission filter, or the blowdown from a boiler.
 - (13) Any ready-mixed concrete, mortar, ceramic, or asphalt base material or discharge resulting from the cleaning of vehicles or equipment containing or used in transporting or applying such material.

- (14) Any runoff, wash down water or waste from any animal pen, kennel, fowl or livestock containment area or any pet wastes generally.
 - (15) Any swimming pool, fountain or spa water or other water containing a harmful level of chlorine per Maryland Department of the Environment regulations.
 - (16) Any discharge from water line disinfection by super chlorination if it contains a harmful level of chlorine (>0.1 ppm) at the point of entry into the municipal separate storm sewer system or surface waters.
 - (17) Any contaminated runoff from a vehicle wrecking or storage yard.
 - (18) Any substance or material that will damage, block, or clog the municipal separate storm sewer system.
 - (19) Any release from a petroleum storage tank, or any leachate or runoff from soil contaminated by leaking petroleum storage tank; or any discharge of pumped, confined, or treated wastewater from the remediation of any such petroleum storage tank release, unless the discharge has received an NPDES permit from the state.
 - (20) Any other discharge that causes or contributes to causing the Town of Easton to violate a state water quality standard, the Town of Easton's NPDES stormwater permits, or any state-issued discharge permit for discharges from its municipal separate storm sewer system.
- B. No person shall release or cause to be released into the municipal separate storm sewer system any harmful quantity of sediment, silt, earth, soil, or other material associated with clearing, grading, excavation or other construction activities in excess of what could be retained on site or captured by employing sediment and erosion control measures.
- C. All pesticides, herbicides, and fertilizers shall be used in accordance with manufacturer recommendations. Pesticides, herbicides and fertilizers shall be stored, transported and disposed of in a manner to prevent release to the municipal separate storm sewer system.
- D. No person shall tamper with, destroy, vandalize, or render inoperable any Best Management Practices that have been installed for the purpose of eliminating or minimizing pollutant discharges, nor shall any person fail to install or fail to properly maintain any Best Management Practices that have been required by the Town of Easton or by other local, state, or federal jurisdictions.

6C-4.0 Exempt Discharges

- A. Unless identified as a significant source of pollutants to waters of the State, the following non-storm water discharges are examples of activities allowed to enter the municipal separate storm sewer system.
- (1) Water line flushing performed by a government agency.
 - (2) Drainage of municipal water storage tanks.
 - (3) Discharges or flows from firefighting activities.
 - (4) Individual residential vehicle washing.

- (5) Irrigation water.
- (6) Uncontaminated groundwater infiltration to separate storm sewer.
- (7) Dechlorinated swimming pool discharges in compliance with Maryland Department of the Environment regulations.

6C-5.0 Prohibition of Illicit Connections

- A. No person shall discharge or cause to be discharged through an illicit connection to the municipal separate storm sewer system operated by the Town of Easton any domestic sewage, non-contact cooling water, process wastewater, or other industrial waste.
- B. The construction, use, maintenance or continued existence of any illicit connections to the storm drain system is prohibited.
- C. This prohibition expressly includes, without limitation, any illicit connections made in the past, regardless of whether the connection was permissible under law or practices applicable or prevailing at the time of connection.
- D. A person is considered to be in violation if the person connects a line conveying sewage to the municipal separate storm sewer system or allows such a connection to continue.
- E. Any owner or person responsible for a property or premises, which is, or may be, the source of an illicit discharge, shall be required to implement, at the owner's or person's expense, the Best Management Practice necessary to prevent the further discharge of pollutants to the municipal storm sewer system. Compliance with all terms and conditions of a valid National Pollutant Discharge Elimination System permit authorizing the discharge of stormwater associated with industrial activity, to the extent practicable, shall be deemed compliant with the provisions of this section.

6C-6.0 Access and Inspection/Monitoring of Properties and Facilities

- A. When the Town of Easton has reasonable cause to believe that an illicit discharge code violation exists or when entry is required for periodic inspections and monitoring to determine compliance, then the Town of Easton is authorized to enter the structure or premises at reasonable times to inspect.
- B. Prior to inspection, the Town of Easton must make reasonable efforts to locate the owner or other person having charge or control of the structure or premises to request entry. If entry is refused or not obtained, the Town is authorized to pursue recourse as provided by law.
- C. The Town shall have the right to enter any premises where there is evidence or suspicion that a violation of this Ordinance exists which poses an immediate threat to the public health and safety for the purposes of performing duties pursuant to the provisions of this Ordinance. The Town representative shall produce proof of identity prior to entry, and must also provide evidence or proof of suspicion of imminent threat to public health and safety.

6C-7.0 Enforcement Actions

- A. Notification of Violation. Whenever the Town of Easton finds that any user has violated or is violating any local, state or federal illicit discharge requirements or any condition of this chapter, the Town of Easton shall serve the user with a written notice of violation stating the standard or requirement violated and the nature of the violation. The Town

of Easton may require the user to respond within thirty (30) days of the notice of violation with a plan for the satisfactory correction thereof which shall be submitted, if required, to the Town by the user. The Town of Easton may require written proof of proper disposal of prohibited items, such as waste manifests.

- B. Compliance Orders. When the Town of Easton finds that a user has violated or continues to violate this chapter, the Town of Easton may issue an order to the user responsible for the illicit discharge, directing that the user come into compliance. Compliance orders may also contain other requirements to address the noncompliance, including self-monitoring and management practices. Issuance of a compliance order shall not be a prerequisite to taking any other action against the user.
- C. Cease and Desist Orders. When the Town of Easton finds that a user is violating this chapter, the Town of Easton may issue an order to the user directing it to cease and desist all such violations and directing the user to immediately comply with all requirements and to take such appropriate remedial or preventive action as may be needed to properly address a violation, including halting operations and/or terminating the illicit discharge.
- D. Supplemental Enforcement Action. The Town of Easton may assess a fee to the user responsible for an illicit discharge that results in expenses to the Town of Easton, that exceed the cost of normal operations, as compensation to the Town of Easton for said expenses. These fees may include, but shall not be limited to cleanup, disposal and repair costs. All labor shall be assessed at the hourly rate of the employee(s) involved with an additional thirty percent (30%) for overhead.
- E. Judicial Enforcement Remedies. If any person discharges an illicit discharge into the Town of Easton 's municipal separate storm sewer system contrary to the provisions of this chapter or any order of the Town of Easton, an action for appropriate legal and/or equitable relief may be commenced.

(1) Injunctive Relief.

- (a) In General. The Town of Easton may bring an action for an injunction against any person who violates any provision of this chapter or any rules, regulation, order, or permit adopted or issued under this chapter.
- (b) Findings. In any action for an injunction under this section, any finding by a Court after hearing is prima facie evidence of each fact the court determines.
- (c) Grounds. On a showing that any person is violating or is about to violate this subtitle or any rule, regulation, order, or permit adopted or issued by the Town of Easton, the court shall grant an injunction without requiring a showing of a lack of an adequate remedy at law.
- (d) Emergency. If an emergency arises due to imminent danger to the public health or welfare, or imminent danger to the environment, the Town of Easton may enter the premises and take any emergency action necessary to stop or limit the danger to abate the public health and safety hazard without prior written notice to the owner or occupant of the premises. The Town may also seek an immediate injunction to stop any illicit discharge, pollution or other activity that is causing the danger. The Town may seek a court order assessing the costs of the abatement

against the owner, tenant, licensee or other person causing or in association with the illicit discharge, illicit connection or that has or is maintaining a prohibited material.

- (2) Civil Penalties. Any user who is found to have violated or continues to violate an order of the Town of Easton or who has violated or continues to violate any provision of this chapter and the orders, rules and regulations issued hereunder shall be guilty of a municipal infraction and shall be liable for a fine of not less than one hundred dollars (\$100.00) nor more than one thousand dollars (\$1,000.00) for each offense. Each day on which a violation shall occur or continue shall be deemed a separate and distinct offense. In addition to the penalties provided herein, the Town of Easton may recover reasonable attorney's fees, court costs, court reporter's fees and other expenses of litigation by appropriate suit at law against the user and/or person found to have violated this chapter or the orders, rules, regulations and permits issued hereunder.
- (3) Criminal Prosecution.
 - (a) Any person who knowingly makes any false statements, representations or certification in any application, record, report, plan or other document filed or required to be maintained pursuant to this chapter shall, upon conviction, be guilty of a misdemeanor, punishable by a fine of not less than one hundred dollars (\$100.00) nor more than one thousand dollars (\$1,000.00) or by imprisonment for not more than six months or by both.
 - (b) Any user who willfully or through gross negligence violates any provision of this chapter shall, upon conviction, be guilty of a misdemeanor, punishable by a fine of not less than one hundred dollars (\$100.00) nor more than one thousand dollars (\$1,000.00) or by imprisonment for not more than six months or by both.
 - (c) Any user who willfully or through gross negligence introduces any substance into the municipal separate storm sewer system which causes personal injury or property damage shall, upon conviction, be guilty of a misdemeanor, punishable by a fine of not less than one hundred dollars (\$100.00) nor more than one thousand dollars (\$1,000.00) or by imprisonment for not more than six months or by both. This penalty shall be in addition to any other cause of action for personal injury or property damage available under state law.
- F. Remedies Nonexclusive. The provisions in this section are not exclusive. The Town of Easton reserves the right to take such other lawful action as is necessary to prevent or remedy any violation. Further, the Town of Easton is empowered to institute more than one enforcement action against any noncompliant user. These actions may be taken concurrently.
- G. Costs. All mitigation and remediation measures under this Ordinance shall be completed at the owner's or responsible person's sole cost and expense. The Town reserves the right to request payment for any costs incurred from action performed by the Town to abate the illicit action. If payment is refused, the Town reserves the right to incur a lien against the property of the responsible party collectible in the same manner as real estate taxes.

- H. Permits pursuant to a violation. The Town of Easton may not issue any form of approval to the property, owner of the property or responsible personnel for the illicit discharge. The Town may not issue any permit, approval, variance, or special exception, unless the person seeking the permit has:
- (1) Fully paid all administrative, civil, or criminal penalties as set forth in Section G. above;
 - (2) Prepared a restoration or mitigation plan, approved by Easton, to abate impacts to water quality or natural resources as a result of the violation;
 - (3) Performed the abatement measures in the approved plan in accordance with the Easton regulations.
- I. Enforcement Appeals. Any person aggrieved by the action of any official charged with the enforcement of this Ordinance, as the result of the disapproval of a properly filed application for a permit, issuance of a written notice of violation, or an alleged failure to properly enforce the Ordinance in regard to a specific application, shall have the right to appeal the action to the Easton Board of Zoning Appeals. The appeal shall be filed in writing within 30 days of the date of official transmittal of the final decision or determination to the applicant, state clearly the grounds on which the appeal is based, and be processed in the manner prescribed for hearing administrative appeals under the Town of Easton Zoning Ordinance. For the purposes of this Ordinance, the Board of Appeals shall be the Board of Appeals established in the Town of Easton Zoning Ordinance. All provisions governing the Board of Zoning Appeals with respect to members, provisions for alternates, quorum, procedure, chairman, terms of office, etc., shall be applicable to appeals from this Ordinance.

RESOLUTION NO. 6190

A RESOLUTION OF THE TOWN OF EASTON APPROVING RULES AND
REGULATIONS FOR THE USE OF TOWN PARKS

Introduced By: _____

WHEREAS, pursuant to Section 2-15A(B) of the Town Code, the Parks and Recreation Advisory Board shall adopt rules and regulations of the use of the Town parks and recreation facilities, which rules and regulations shall be subject to review and approval by the Mayor and Town Council;

WHEREAS, by Resolution 5924 the Town adopted Rules for the use of Town parks;

WHEREAS, the Town wishes to update the Rules for the Use of the Town Parks; and

WHEREAS, at its June 24, 2024 meeting, the Town of Easton Parks and Recreation Advisory Board voted unanimously to adopt the General Parks and Facility Rules, attached hereto as Exhibit A, and forward them to the Town Council.

NOW THEREFORE, THE TOWN OF EASTON HEREBY RESOLVES AS
FOLLOWS:

Section 1. The General Parks and Facility Rules attached hereto as Exhibit A are
hereby approved.

Section 2. This Resolution shall become effective upon passage by the Town Council
and approval by the Mayor.

Curry	-
Abbatiello	-
Montgomery	-
Davis	-
Gunsallus	-

I hereby certify that the above Resolution was passed by a yea and nay vote of the Council this _____ day of _____, 2024.

Frank Gunsallus, Town Council President

Delivered to the Mayor by me this _____ day of _____, 2024.

Kathy M. Ruf, Town Clerk

APPROVED:

Date: _____

Megan J. M. Cook, Mayor

EFFECTIVE DATE: _____, 2024



**TOWN OF
EASTON**
PARKS AND RECREATION DEPARTMENT

DATE: June 26, 2024
TO: Mayor Cook and Members of the Easton Town Council
cc: Don Richardson – Town Manager
Rick VanEmburch – Town Engineer
FROM: Lorraine Gould – Director of Parks and Recreation
SUBJECT: General Parks and Facility Rules

The Town of Easton Park Advisory Board met on Monday, June 24, 2024 for the regular meeting. At that time, the Park Advisory Board voted to unanimously to approve and forward the attached updated General Parks and Facility Rules to the Mayor and Town Council for approval.

The Park Advisory Board and I recommend approval of the General Parks and Facility Rules.



TOWN OF EASTON

P.O. Box 520
Easton, Maryland 21601

Park Hours

Parks are open from Sunrise to Sunset, except the North Easton Sports Complex may be open past Sunset for lighted events approved by the Town of Easton.

General Parks and Facility Rules

General Parks and Facility Rules govern all parks, open space and all facilities and amenities with the specific property site boundaries.

1. Activities conducted by the users of facilities must be orderly and lawful, and not of a nature to incite others to disorder
2. No person shall fail or refuse to obey any lawful order of an authorized Town employee.
3. Persons shall comply with all officially posted signs.
4. Persons entering or remaining on park property when the park is closed shall be considered trespassing.
5. No person shall illegally gamble in a park.
6. The possession, use, or discharge of any firearms, fireworks, firecrackers, or explosives of any kind by any person is prohibited.
7. No person shall abuse, deface, damage, or remove any Town property located in a park.
8. No person shall use abusive, threatening, or profane language in a park.
9. All litter and garbage must be placed in the trash receptacles or if such trash receptacles are full, park patrons are responsible for removing all trash to a proper trash receptacle. No litter or garbage shall be deposited in the park except in the proper trash receptacles.
10. No person shall camp in any manner in a park without permission of the Parks and Recreation Department.
11. Use of loudspeakers or amplified music, voices, or sounds of any kind is prohibited absent special permission of the Parks and Recreation Department.
12. Possession of alcoholic beverages is prohibited.

13. Dog owners must comply with local leash laws, with the exception of Easton Dog Park where owners must comply with posted rules.
14. All animals are prohibited from athletic fields, courts, playground areas, playground equipment, and Skate Park.
15. No animal excrement or fecal matter shall be left or deposited in any park except in a proper trash or dog fecal matter receptacle. If none is available, the animal owner must carry it out with them.
16. No person shall promote, sell, rent, or trade goods or service for profit or otherwise in a park unless they have been granted written permission by the Parks and Recreation Department.
17. Begging or soliciting park users for money, food, or other things of value is prohibited.
18. Urinating or defecating on any park property except in permanent or portable bathroom structures is prohibited.
19. The Town is not responsible for any property that is damaged, destroyed, or lost.
20. All unattended property is presumed to be abandoned and may be removed and/or destroyed by the Town.
21. Horses are prohibited in the parks or on the trails unless authorized by the Parks and Recreation Department.
22. Golfing is prohibited.
23. Organized league play or lessons in any park is prohibited unless authorized by the Parks and Recreation Department.
24. The traffic ordinances of the Town of Easton and all applicable State vehicle laws shall apply to all park property. In addition, the following regulations shall apply:
 - o Vehicular traffic and parking is only permitted on designated paved or graveled roadways and parking areas, except as otherwise specifically directed by a Town employee.
 - o All posted traffic signs will be observed.
 - o No person shall change any vehicle parts or repair, grease, or wash vehicles on any park property, except for emergency repair.
 - o No vehicle shall be stored or remain overnight in any park or park parking lot.
25. All fires within a park must be confined to safe cooking receptacles (grills). No person shall leave a fire unattended. No person shall leave a fire without having fully extinguished it.