



Board of Zoning Appeals MEETING AGENDA

Tuesday, September 17, 2024 - 9:00 AM
Council Chambers, Easton Town Office
14 S Harrison Street

1. Call to Order

2. Approval of Minutes

- a. Approval of the Draft Decision Summary from the August 20, 2024 meeting.

3. Applications

- a. **Application:** V - 1280 / V 24 - 08
Applicant: Michael and Denise Ziegler
Location: 7290 Kathy Street
Tax Map 0108, Grid 0000, Parcel 2777L, Lot 1

Zoning District: R-10A
Request: Variance request pursuant to Section 2-1303.5 C of the Town of Easton Zoning Ordinance from Section 28-1001.2.K, the minimum setback requirement from any street line, sidewalk, or property line for residential parking or maneuvering space.

The Applicant is seeking to construct a residential parking and maneuvering space within 3-feet of the side property line.
- b. **Application:** SE - 1267 / SE 24 - 08
Applicant: 350 North Washington Street Investments LLC
Location: 350 N. Washington Street
Tax Map 0103, Grid 00EA, Parcels 0513 & 0514

Zoning District: CB
Request: Special Exception request pursuant to Section 28-1303.5 B of the Town of Easton Zoning Ordinance, use (1) 105

in Table 2.1 of Section 28-201 of the Ordinance for a Multifamily Apartment Complex* in the CB – Commercial Business zoning district.

This application (2024 - 1260) is scheduled to appear on the September 19, 2024 Planning Commission agenda for sketch site plan approval. The Applicant is seeking to redevelop the property to include a two-story multifamily residential apartment complex with sixteen (16) units.

4. Discussion Item



**Town of Easton Board of Zoning Appeals
Draft Decision Summary**

Tuesday, August 20, 2024 at 9:00 a.m.
Town Hall Chamber 2
14 S. Harrison Street, Easton, Maryland

Archived video of the meeting is available at:
[Town of Easton Agendas and Minutes](http://eastonmd.gov)
 [\(eastonmd.gov\)](http://eastonmd.gov)

Attendance:

Board Members:

Peter Cotter, Chairman
Gary Molchan, Vice Chairman
Zakary A. Krebeck
Paul Weber, Alternate

Absent:

Staff:

Miguel Salinas, Planning and Zoning Director

Staff:

Lynn B. Thomas, Town Planner - Long Range
Joseph Mayer, Plan Reviewer
Nicholas Johnson, Town Planner - Current
Sharon Van Emburgh, *Esq.* Town Attorney
Aaron Cooper, *Esq.* Legal Associate
Samantha Smith, Administrative Specialist

1. Call to Order — Chairman Cotter called the meeting to order at 9:00 a.m.

2. Decision Summary Review —

**Vice Chairman Molchan moved to approve the July 16, 2024 Decision Summary.
Board Member Krebeck seconded the motion.**

Vote	3 - 0
FOR:	3 - Cotter, Molchan, Krebeck
AGAINST:	0
ABSTAIN:	0
ABSENT:	0

3. Applications —

a. File No.: V - 1243 / V 24 - 05
Applicant: Z.H. Stafford III

Location: 20 S. Aurora Street, Easton, MD 21601
Tax Map 0104, Grid 0000, Parcel 1572

Zoning: R-7A

Request: The applicant is requesting a Variance from the following section of the Zoning Ordinance Section 28-302.2.C, the minimum front and side setbacks for all uses and structures in the R-7A zoning district; Section 28-302.2.E, the minimum building envelope of sixty (60) feet deep by thirty (30) feet wide; Section 28-302.2.G, the maximum density for multi-family dwelling units per acre; and Section 28-1001.3.A, the minimum number of required off street parking spaces for all uses and structures in the R-7A zoning district.

Background: This application was granted a Certificate of Appropriateness for construction from the Historic District Commission at their May 13, 2024 meeting conditioned upon the use of half-round style gutters. Staff notes that the elevations that were approved by the Historic District Commission differ from the elevations that were submitted as part of the Variance application.

At their June 18, 2024 meeting, the Board of Zoning Appeals (Board) heard a Special Exception request for this application pursuant to use (1) 103.4 in Table 2.1 of Section 28-201 to be utilized as a Stacked Fourplex within the R-7A zoning district; and multiple Variances from the required front and side setbacks (Section 28-302.2(C)), the minimum building envelope (Section 28-302.2(E)), the minimum lot width for a stacked fourplex (Section 28-1007.13(d)), and the minimum number of required off-street parking spaces (Section 28-1001.3.A.3). By the applicant's request, the application was withdrawn without prejudice and with the applicant's right to re-apply and republish.

Staff Presentation:

Nicholas Johnson, Planner
Lynn B. Thomas, Town Planner - Long Range
Sharon Van Emburgh, *Esq.* Town Attorney

Applicant Presentation:

Z.H. "Hoppy" Stafford III

Public Comment — None

Public Comment Written — None

During the Hearing, the applicant amended their application to eliminate one of the proposed duplexes with contingency that the setbacks shall not exceed those presented in *Exhibit B: Variance Application (Site Plan)*.

Chairman Cotter moved to approve the Variance request as amended for the front and side setbacks, and the minimum building envelope width. Board Member Krebeck seconded the motion.

Vote 2 - 1
FOR: 2 - Cotter, Krebeck
AGAINST: 1 - Molchan
ABSTAIN: 0
ABSENT: 0

Chairman Cotter moved to deny the Variance request from the maximum permitted density, and the minimum number of off-street parking spaces. Board Member Krebeck seconded the motion.

Vote 2 - 1
FOR: 2 - Cotter, Krebeck
AGAINST: 1 - Molchan
ABSTAIN: 0
ABSENT: 0

b. File No.: V - 1250 / V 24 - 06

Applicant: Talbot 3 LLC

Location: 9 S. Harrison Street, Easton, MD 21601
Tax Map 0104, Grid 00EA, Parcel 1527, Lot 9

Zoning: CB

Request: The applicant is requesting a Variance from Section 28-305.2.H of the Town's Zoning Ordinance to exceed the maximum density of sixteen (16) dwelling units per acre for multifamily dwellings. The applicant is seeking to convert a vacant first floor commercial space into one (1) additional dwelling unit.

Staff recommends the following conditions:

1. The applicant shall pay both Town of Easton and Talbot County impact fees prior to the issuance of a Certificate of Occupancy for the dwelling unit.
2. A rental license shall be obtained through the Town's rental license program for the additional dwelling unit.

Staff Presentation:

Nicholas Johnson, Planner
Lynn B. Thomas, Town Planner - Long Range

Applicant Presentation:

Thomas Haschen

Public Comment — None

Public Comment Written — None

145 **Chairman Cotter moved to approve the Variance request subject to the following**
146 **conditions:**

- 147
- 148 **1. The applicant shall pay both Town of Easton and Talbot County impact fees**
149 **prior to the issuance of a Certificate of Occupancy for the dwelling unit.**
 - 150 **2. A rental license shall be obtained through the Town's rental license program**
151 **for the additional dwelling unit.**

152
153 **Vice Chairman Molchan seconded the motion.**

154

155	<u>Vote</u>	<u>3 - 0</u>
156	FOR:	3 - Cotter, Molchan, Krebeck
157	AGAINST:	0
158	ABSTAIN:	0
159	ABSENT:	0

160
161 **4. Discussion Item — None**

162
163
164 **5. Adjournment —** Chairman Cotter motioned to adjourn. Vice Chairman Molchan
165 seconded. The meeting was adjourned at 9:43 a.m.



TOWN OF EASTON
Planning & Zoning Department
14 South Harrison Street
P.O. Box 520
Easton, Maryland 21601

EXHIBIT SUMMARY
for 7290 KATHY STREET
V-1280 / V 24-08
2024-09-17

Applicant notified of hearing date: Email: 2024-08-27 – 21 days

Exhibit A: Staff Report: 2024-09-10 – 7 days

Exhibit B: Application

Application: 2024-08-19 – 29 days

Proof of Payment: 2024-08-20 – 28 days

Exhibit C: Notices

Applicant Hearing Letter: 2024-08-27 – 21 days

400' Notices Distributed: 2024-08-27 – 21 days

Picture of Property Sign Posting: 2024-08-30 – 18 days

Exhibit D: Public Advertisement

Advertisement sent to the Star Democrat: 2024-08-26 – 22 days

Advertisement run in Star Democrat: 2024-08-31 – 17 days

Date of Hearing: September 17, 2024

3a

**BOARD OF ZONING APPEALS
PUBLIC HEARING
STAFF REPORT**

SUBJECT: **VARIANCE 1280**

ELECTION WARD: Ward 3

CRITICAL ACTION DATE: At the pleasure of the Board.

STAFF CONTACTS: Nicholas Johnson – Town Planner
Miguel Salinas - Director of Planning and Zoning

APPLICANT: Michael and Denise Ziegler

PURPOSE: The applicant is seeking a variance from §28-1001.2.K of the Town’s Zoning Ordinance to construct a residential off street parking or maneuvering space within three (3) feet of the side property line. The applicant is seeking to construct an off-street parking space and retaining wall setback zero (0) feet from the side property line.

RECOMMENDATION:

Staff supports a Board **approval as submitted**. The proposed driveway provides adequate off street parking space for vehicles as well as a large RV. The design of the driveway aides in mitigating stormwater runoff caused by the large slope between this property and the neighboring property. The re-location of the driveway also alleviates an existing issue where the driveway is installed partially on the neighbor’s property.

APPLICATION INFORMATION:

APPLICANTS:

Michael and Densie Ziegler
7290 Kathy Street
Easton MD, 21601

REPRESENTATIVE:

N/A

PARCELS/ACREAGE:	
Parcel Information	Acres
Map 108, Parcel 2777L, Section 1, Lot 1	0.24
ACCEPTANCE DATE: August 19, 2024	LOCATION: 7290 Kathy Street
EXISTING ZONING R10A	EXISTING LAND USE: Residential
HISTORIC DISTRICT: No	FUTURE LAND USE: Residential

CONTEXT:

Location/Site Access – The subject property is a 10,276 square foot property located on Kathy Street within the Stoney Ridge subdivision and is zoned R10A. The property is bordered to the west, north, and east by existing single family dwelling units also zoned R10A. The property has road frontage along Kathy Street which is best described as a residential street with facilities for pedestrians on either side.

Existing Conditions – The subject property contains one existing single family dwelling unit as well as an approximately 1400 square foot asphalt off-street parking area. The applicant has indicated that there is a drainage pipe located along the north-eastern property line.

Surrounding Properties –

	Land Use	Zoning District(s)	Future Planned Land Use
East	Residential	R10A	Residential
West	Residential	R10A	Residential
North	Residential	R10A	Residential



Figure 1: Vicinity Map

PROPOSAL: The applicant is proposing to relocate the existing driveway and retaining wall that currently protrudes onto the property of 7280 Kathy Street. The driveway and retaining wall will be altered so that they are located entirely on the applicant's property but still setback within three (3) feet of the side property line as established by §28-1001.2.K of the Town's Zoning Ordinance which states that no part of any parking or maneuvering space shall be closer than three feet to any street line, sidewalk, or property line for residential uses.

POLICY ANALYSIS (VARIANCE):

- a. Granting the application: (i) will not be contrary to the public interest, (ii) will be in harmony with the purpose and intent of the Ordinance and (iii) will not be injurious to the neighborhood or otherwise detrimental to the public welfare;**

Analysis – The provision of adequate off-street parking for single family residential units is in the public's interest. Prior to the driveway's expansion in 2018, the driveway was approximately ten (10) feet wide by thirty (30) feet long which does not meet the current minimum driveway dimension for single family dwelling units. A variety of driveway types, dimensions, and surfaces are found within the Stoney Ridge subdivision as driveways were not shown on the approved site plans for many of the homes within this subdivision. The dimensions of the driveway proposed are typical of other off-street parking facilities found within this subdivision. The proposed driveway provides adequate space for the applicant to continue to park their vehicles, as well as a large RV, entirely within the applicant's property.

- b. Owing to conditions peculiar to the property, which conditions are not the result of any action taken by the applicant, a literal enforcement of the Ordinance will result in practical difficulty to the applicant.**

Analysis – The peculiarity associated with this property is the relatively small distance between the primary structures at 7290 and 7280 Kathy Street as well as the large slope between the two properties. The applicant has a high point on their property of approximately 58 feet in elevation which slopes onto the property at 7280 Kathy Street which has an elevation of approximately 54 feet. In other words, the slope between these two properties is approximately 8.9%. This large slope leads to drainage issues that are currently being mitigated through the design of the driveway. The small distance between these two properties makes it difficult for both properties to construct a driveway that both meets the Towns dimensional standards and is located three feet from the side property line.

DRAFT MOTIONS:

1. I move that the Board of Zoning Appeals **approve Variance 1280 as submitted** based on staff's draft findings.

OR

2. I move that the Board of Zoning Appeals deny Variance 1250 based on the following findings...

OR

3. I move an alternate motion.



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

RECEIVED
AUG 19 2024
TOWN OF EASTON

BOARD OF ZONING APPEALS APPLICATION

APPLICATION TYPE

☒ VARIANCE ☐ APPEAL ☐ SPECIAL EXCEPTION

PROPERTY INFORMATION

ADDRESS	7290 Kathy Street				
TAX MAP	108	GRID	EA	PARCEL	2777L
DEED REFERENCE	LIBER	1261	FOLIO	334	LOT 1
PLAT REFERENCE	LIBER	40	FOLIO	506	
EXISTING USE	Residential				
ZONING DISTRICT	R10A-Residential				

HISTORIC DISTRICT Y ☐ N ☒ Planned Redevelopment District Y ☐ N ☒

OWNER

NAME	Michael & Denise Ziegler	
MAILING ADDRESS	7290 Kathy Street, Easton MD 21601	
TELEPHONE NO.	410-725-4983	EMAIL: e1Kridge5@aol.com

APPLICANT OR AGENT

NAME	Michael & Denise Ziegler	
MAILING ADDRESS	7290 Kathy St, Easton MD 21601	
TELEPHONE NO.	410-725-4983	EMAIL: e1Kridge5@aol.com

Surveyor / Engineer

NAME	Steven W Whitten	
License Number and Expiration	License NO. 21326 exp. 1/8/25	
MAILING ADDRESS	504 Maryland Ave., Cambridge MD 21613	
TELEPHONE NO.	410-228 8885	EMAIL: efink@finkwhitten.com

REQUEST DETAILS

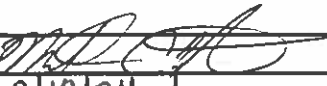
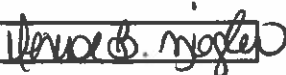
SUBJECT TO PREVIOUS BOZA APPLICATION Y ☐ N ☒

ZONING ORDINANCE SECTION **28-1001.2K**

☐ INCLUDE ALL REQUIRED ITEMS FROM THE APPLICABLE CHECKLIST

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	8/18/24	
PRINTED NAME OF APPLICANT OR AGENT	Michael & Denise Ziegler	

For Office Use Only

Project Number	V 24 -08	Fee Received	\$250.00
Application Number	V -1280	Application Notification	8/30/2024
Filing Date	08/19/2024	Property Posting Date	8/30/2024
BOZA Hearing Date	09/17/2024	Notice(s) Published	09/02/2024
If ESDR, Date			

Revised 11-2023

Michael & Denise Ziegler
7290 Kathy Street, Easton, MD 21601
410.725.4983 elkridge5@aol.com

August 17, 2024

Town of Easton
Planning & Zoning
14 S. Harrison St.
Easton, MD 21601

To Whom it May Concern:

In recent months, it was brought to our attention that our existing driveway (built in 2018) is slightly encroaching on our neighbor's property. This was researched, surveyed and confirmed with the assistance of Elizabeth Fink and Steven Whitten of Fink, Whitten & Assoc., LLC.

We would like to modify the driveway so as to remedy the error of encroachment. This will require moving the driveway a minimum of twenty inches back to our property line. We are respectfully requesting a variance from the thirty-six-inch set back from the property line currently suggested of driveways in residential areas for this purpose. We wish for the driveway to remain just inside of the property line as we thought it had existed for the last several years.

This driveway provides an aesthetically pleasing entrance to our property as well as side yard storage for our thirty-foot fifth wheel camper. This particular driveway was also designed to prevent copious amounts of water running off into our neighbor's yard during periods of rain since our property is significantly higher than theirs. If we are required to honor the current thirty-six inch property line set back, we will no longer be able to keep our camper on our property and the drainage system designed to mitigate the storm water runoff will no longer be viable.

The neighbors who border our driveway have no issue with us moving the driveway to just inside our property line and of course do not want us to have to remove more than is absolutely necessary of the existing driveway for the storm water runoff reason mentioned above.

We also think it is important to mention that nearly every driveway in our development (Corbin Parkway) sits right on a property line versus being set back 36 inches.

Any consideration you may give to our request is greatly appreciated.

Respectfully,

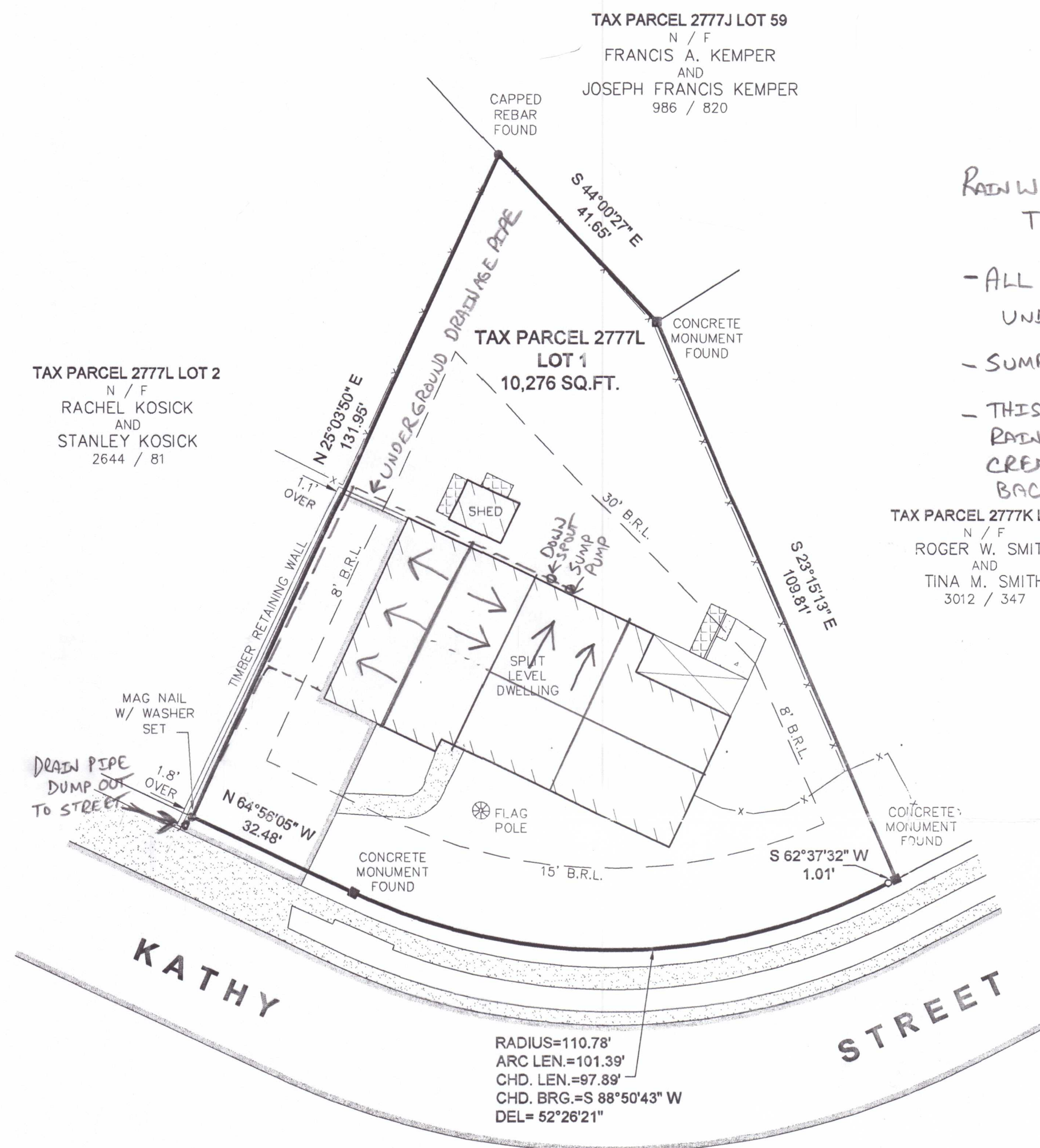
A handwritten signature in dark ink, appearing to read "Denise B. Ziegler". The signature is fluid and cursive, with a large initial "D" and "Z".

Michael & Denise Ziegler

Michael & Denise Ziegler
7290 Kathy Street, Easton, MD 21601
410.725.4983 elkridge5@aol.com

Written Responses to Variance Findings of Fact

1. Granting of the Variance requested **would not** impede or in any way be detrimental to satisfying any of the objectives of the Zoning Ordinance.
2. The proposed variance will still be in harmony with the Town's Zoning Ordinance, Comprehensive Plan and any applicable small area plans as it is aesthetically pleasing, provides the appropriate side yard storage for the camper that does not extend beyond the front of the house as is required, and provides a harmonious solution for copious amounts of storm water runoff due to the difference in elevation between the two properties.
3. The proposed variance will not be harmful to the neighborhood or endanger public safety, health or welfare as it does not represent a change of current use or present any adverse consequence to the contiguous or any nearby property owner.
4. This property is peculiar to others in the neighborhood as it is elevated and previously had a steep slope that existed between the property and the immediate neighbor on the driveway side. Two main objectives when the drive way was built. 1. Level off the steep slope to provide appropriate storage for the camper. 2. Mitigate the copious amounts of storm water runoff that ran off of the steep slope into the contiguous neighbor's property and caused standing water for a period of time.
5. Honestly, we did not know in 2018 when the driveway was originally built that the requirement was a thirty-six-inch setback. We were told by the contractor that we could build the driveway right on the property line. In addition to the contractor not being correct - at least not without an approved variance - the contractor's measurements at the time unknowingly encroached just a bit over the neighbor's property line. Immediately after the completion of the driveway, we invested a large sum of money in a camper and have stored it appropriately according to the Town's Zoning Ordinance. So yes, our (and the contractor's) actions contributed to the current need for moving the driveway and our request for a variance so as to not have to remove so very much of the driveway – only that which is encroaching on the contiguous property owner.
6. A literal enforcement of the Ordinance would make the driveway too narrow to store the camper and would require the dismantling of the system which has rectified the drainage and standing water issue for the neighbor.



- LEGEND:**
- = EXISTING PAVED SURFACE
 - = EXISTING CONCRETE SURFACE
 - = EXISTING PATIO STONE SURFACE
 - = EXISTING GRAVEL SURFACE
 - = EXISTING WOODEN DECKING
 - B.R.L. = BUILDING RESTRICTION LINE
 - X- = FENCE LINE
 - o = COMPUTED POINT



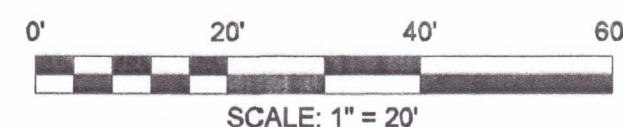
VICINITY MAP
SCALE: 1" = 1,000'

RAINWATER PIPING TO KATHY ST.

- ALL RAINWATER FROM ROOFS WITH ARROWS IS PIPED UNDER GROUND + DRIVEWAY TO KATHY STREET.
- SUMP PUMP ALSO DRAINS INTO THIS PIPING.
- THIS WAS DONE TO REMEDY THE COPIOUS AMOUNT OF RAIN WATER THAT WOULD RUN OFF INTO NEIGHBORS YARD CREATING AT TIMES 4-6" OF STANDING WATER IN THEIR BACK YARD + DRIVEWAY.

GENERAL NOTES:

- SITE INFORMATION:**
SITE ADDRESS: 7290 KATHY STREET
EASTON, MD 21601
TAX MAP 108, GRID EA, PARCEL 2777L, LOT 1
TAX ACCOUNT No.: 01-087401
- DEED REFERENCE:** 1261 / 334
PLAT REFERENCE: 40 / 50G
- CURRENT ZONING INFORMATION:**
DISTRICT: R10A - RESIDENTIAL DISTRICT
MINIMUM SETBACKS:
FRONT 15'
SIDE 8'
REAR 30'
- THE PROPERTY SHOWN HEREON IS LOCATED WITHIN FLOOD PLAIN ZONE "X" AS SHOWN ON THE FLOOD INSURANCE RATE MAP COMMUNITY PANEL NO. 24041C0306C FOR TALBOT COUNTY, MARYLAND DATED AUGUST 5, 2013.
- THE PROPERTY SHOWN HEREON IS NOT LOCATED WITHIN THE CHESAPEAKE BAY CRITICAL AREA.



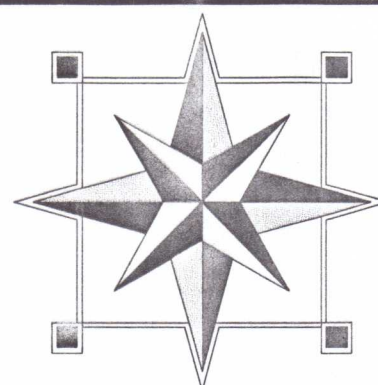
UNDERGROUND UTILITY WARNING:

NO INVESTIGATION AS TO THE EXISTENCE OF ANY UNDERGROUND UTILITIES WAS CONDUCTED IN THE PREPARATION OF THIS PLAT. IT IS THE RESPONSIBILITY OF THE OWNER, SUCCESSORS, OR ASSIGNS, AND/OR ANY CONTRACTOR TO COMPLY WITH THE UNDERGROUND FACILITIES DAMAGE PREVENTION LAW AND THE REQUISITE PERMITS ARISING THEREFROM.

SURVEYORS CERTIFICATION:

I DO HEREBY CERTIFY TO MICHAEL C. ZIEGLER AND DENISE B. ZIEGLER THAT THIS PLAT WAS PREPARED UNDER MY DIRECT SUPERVISION, IN ACCORDANCE WITH THE REQUIREMENTS SET FORTH IN 09.13.06.03 AND 09.13.06.12 OF THE ANNOTATED CODE OF MARYLAND, WITHOUT REVIEW OF AN ABSTRACT OF TITLE AND IS ACCURATE TO THE BEST OF MY KNOWLEDGE, INFORMATION AND BELIEF.

Steven W. Whitten
STEVEN W. WHITTEN
PROFESSIONAL LAND SURVEYOR MD. NO. 21326
DATE 07 / 08 / 2024
CURRENT LICENSE EXPIRES/RENEWS: 1 / 8 / 2025



FINK, WHITTEN & ASSOCIATES, LLC.

LAND SURVEYING LAND PLANNING
ENVIRONMENTAL CONSULTING
PERMITTING

EASTON
410-822-8484
113 E. Dover Street, Unit C
Easton, Maryland 21601

CAMBRIDGE
410-228-8885
504 Maryland Avenue
Cambridge, Maryland 21613

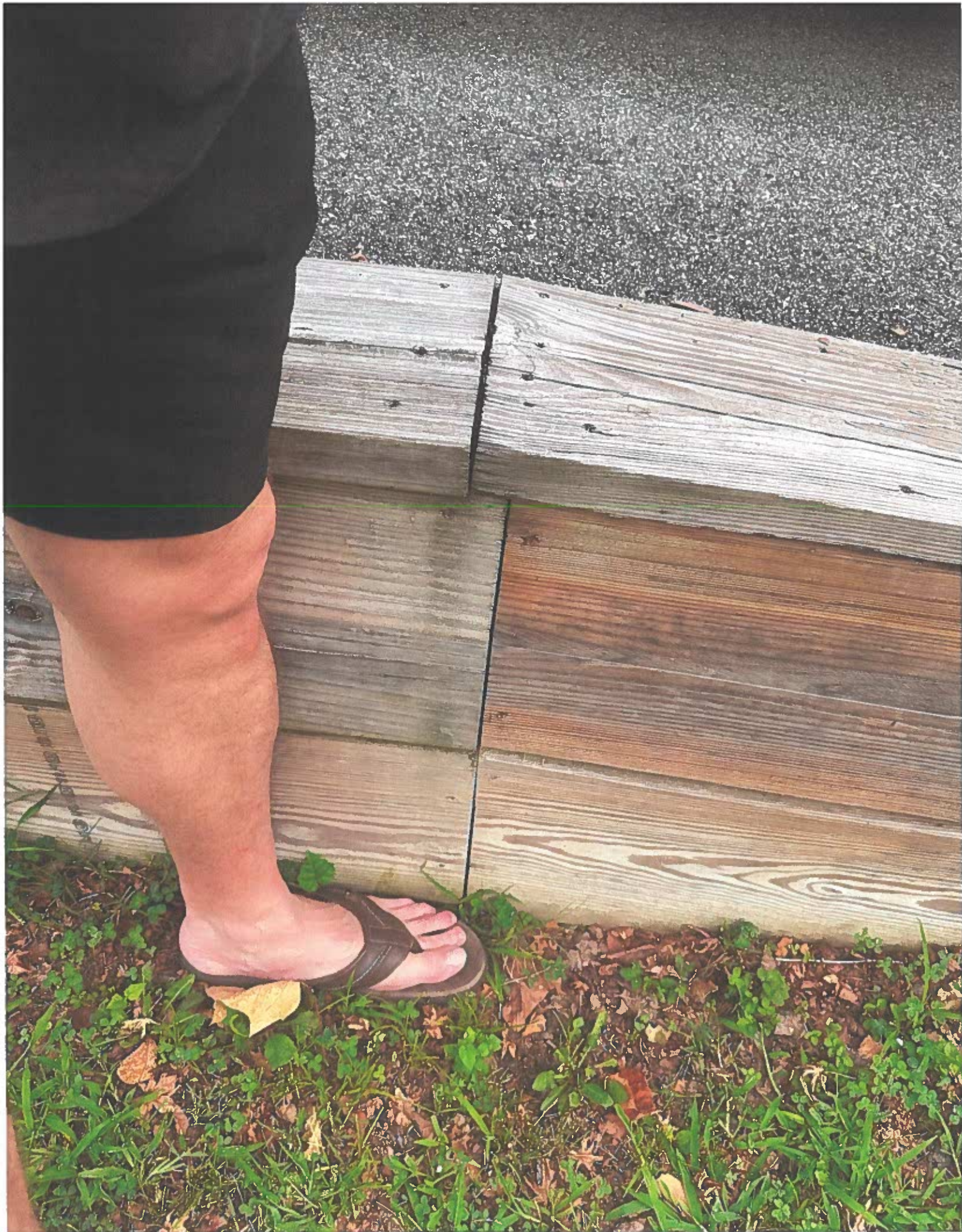
www.FINKWHITTEN.com

BOUNDARY SURVEY
OF THE LAND OF
MICHAEL C. ZIEGLER
- AND -
DENISE B. ZIEGLER

TAX MAP 108, GRID EA, PARCEL 2777L, LOT 1
IN THE FRIST ELECTION DISTRICT
TALBOT COUNTY, MARYLAND

DRAWN J.C.N.	CHECKED S.W.W.
DATE 07 / 08 / 2024	
SCALE 1" = 20'	
JOB NO. T-108-EA-2777L-1	















Eastern Shore Title Company
114 North West Street P. O. Box 957
Easton, Maryland 21601
Phone 410-320-4426 Fax 410-320-4429
Website: www.easternshoretitle.com
e-mail: info@easternshoretitle.com

IMP FD SALE	20.00
RECORD FEE -	20.00
RECORDATION /	17413.00
TR TAX COUNTY	1658.00
TR TAX STATE	1875.00
TOTAL	4164.00
Recd 1062	Recd 1708-83
MAS 6400	BLK 1 300
Jul 13, 2004	10:19 am

This Deed, Made this 30th day of June, 2004, by JEANETTE DERBY ERB, SUCCESSOR TRUSTEE and JOAN DERBY, SUCCESSOR TRUSTEE and PATRICIA DERBY CIPRIANO, SUCCESSOR TRUSTEE and SHARON DERBY, SUCCESSOR TRUSTEE of the Mary C. Derby Trust Under Declaration dated January 17, 2002, of the first part, Grantors, and MICHAEL C. ZIEGLER and DENISE B. ZIEGLER, of the second part, Grantees.

Witnesseth:

THAT FOR AND IN CONSIDERATION of the sum of TWO HUNDRED FIFTEEN THOUSAND DOLLARS and 00/100 (\$215,000.00) and other good, valuable and sufficient consideration, in hand paid, the receipt of which is hereby acknowledged, the said JEANETTE DERBY ERB, SUCCESSOR TRUSTEE and JOAN DERBY, SUCCESSOR TRUSTEE and PATRICIA DERBY CIPRIANO, SUCCESSOR TRUSTEE and SHARON DERBY, SUCCESSOR TRUSTEE of the Mary C. Derby Trust Under Declaration dated January 17, 2002 (Mary C. Derby having departed this life on or about January 2, 2004) do hereby grant and convey unto the said MICHAEL C. ZIEGLER and DENISE B. ZIEGLER, husband and wife, as tenants by the entireties, their assigns, the survivor of them, and the heirs, personal representatives and assigns of the survivor, forever in fee simple, all the hereinafter described property:

ALL that lot, tract or parcel of ground situate in "The Woods at Stoney Ridge", in the First Election District of Talbot County, Maryland, being more particularly shown and designated as Lot No. 1 on a certain plat entitled: "SECTION-1 OF 'THE WOODS AT STONEY RIDGE' IN THE TOWN OF EASTON FIRST ELECTION DISTRICT, TALBOT COUNTY, MARYLAND PREPARED FOR: CORBIN PARK, INC.", dated March 1998, as prepared by McCrone and recorded among the Plat Cabinet of Talbot County, Maryland in Plat Liber No. 4, folio 50G, reference being hereby made to said Plat and the record thereof for a more complete description of said Lot No. 1 by metes and bounds, courses and distances. Said Lot No. 1 containing 10,276 square feet of land, more or less.

Being the same property conveyed unto Mary C. Derby, Trustee of the Mary C. Derby Trust Under Declaration dated January 17, 2002 from Mary C. Derby by deed dated January 17, 2002 and recorded among the Land Records of Talbot County, Maryland in Liber 1044, folio 038.

Together with the buildings and improvements thereon erected, made or being; and all and every, the rights, alleys, ways, waters, privileges, appurtenances and advantages, to the same belonging, or in anywise appertaining.

To Have and To Hold the said tract of ground and premises above described and mentioned, and hereby intended to be conveyed, together with the rights, privileges, appurtenances and advantages thereto belonging or appertaining unto and to the proper use and benefit of the said MICHAEL C. ZIEGLER and DENISE B. ZIEGLER, husband and wife as tenants by the entireties, their assigns, the survivor of them, and the heirs, personal representatives and assigns of the survivor, forever in fee simple.

LIBER 1261 FOLIO 334

And the said Grantors do hereby covenant that they have not done or suffered to be done any act, matter or thing whatsoever to encumber the property hereby conveyed; that they will warrant specially the property hereby conveyed; and that they will execute such other and further assurances of the same, as may be requisite.

As Witness the hand and seal of the Grantors, the day and year first above written.

WITNESS:

 (SEAL)
JEANETTE DERBY ERB,
SUCCESSOR TRUSTEE

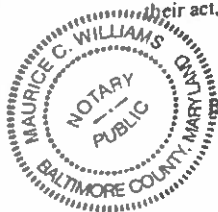
 (SEAL)
JOAN DERBY, SUCCESSOR
TRUSTEE

 (SEAL)
PATRICIA DERBY CIPRIANO,
SUCCESSOR TRUSTEE

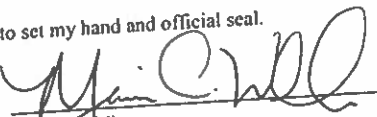
 (SEAL)
SHARON DERBY, SUCCESSOR
TRUSTEE

State of Maryland
County of Baltimore to wit:

I Hereby Certify that on this 30th day of June, 2004, before me, the subscriber, a Notary Public in and for the State and County aforesaid, personally appeared JEANETTE DERBY ERB, SUCCESSOR TRUSTEE and JOAN DERBY, SUCCESSOR TRUSTEE; and PATRICIA DERBY CIPRIANO, SUCCESSOR TRUSTEE and SHARON DERBY, SUCCESSOR TRUSTEE known to me (or satisfactorily proven) to be the person whose names are subscribed to the within instrument and acknowledged that they executed the same for the purposes therein contained; and further acknowledged said instrument to be their act, giving oath under penalties of perjury that the consideration recited is correct.



IN WITNESS WHEREOF, I hereunto set my hand and official seal.


Notary Public

My Commission Expires: 7/18/07

AFFIDAVIT AS TO TOTAL PAYMENT PURSUANT TO SECTION
10-912(B)(2) OF THE TAX - GENERAL ARTICLE OF
THE ANNOTATED CODE OF MARYLAND

THE undersigned make(s) oath, in due form of law and under the penalties of perjury, that the following is true to the best of my/our knowledge, information and belief, in accordance with Section 10-912(b)(2) of the Tax-General article of the Annotated Code of Maryland, (the "withholding law") as follows:

1. That I/we am/are the transferor(s) of that real property described in the accompanying deed (the "property");

2. That I/we have examined the settlement statement prepared in connection with the transfer of the property, including both the gross amounts due to me/us and

LIBER 1261 FOLIO 335

the listing of expenses and adjustments which result in a reduction in the net proceeds due to me/us;

3. That with respect to the determination of "total payment," stated below, for the purpose of the withholding law: (a) the "total payment," includes the fair market value of any property transferred to me/us as part of the sale; (b) in calculating the deductions from gross proceeds, "debts incurred in contemplation of sale" (meaning debts secured by the property that were incurred within 90 days of the sale, such as loan funds received from a financing or a previous or new line of credit within the past 90 days prior to the sale of the property) were not deducted from gross proceeds and (c) in calculating the deductions from gross proceeds, only my/our expenses arising out of the sale or exchange of the property have been deducted; and

4. That the amount of "total payment" for the purpose of the withholding law is \$0.00.

DATED THIS 30th day of June, 2004.

WITNESS:

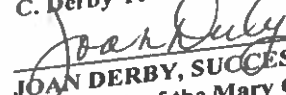


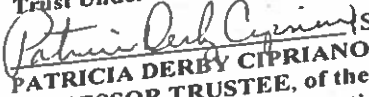


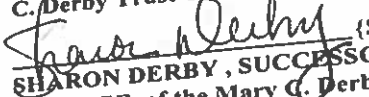




 (SEAL)
JEANETTE DERBY ERB,
SUCCESSOR TRUSTEE, of the Mary
C. Derby Trust Under Declaration

 (SEAL)
JOAN DERBY, SUCCESSOR
TRUSTEE, of the Mary C. Derby
Trust Under Declaration

 (SEAL)
PATRICIA DERBY CIPRIANO,
SUCCESSOR TRUSTEE, of the Mary
C. Derby Trust Under Declaration

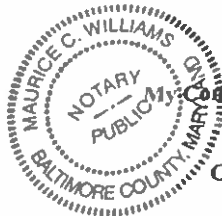
 (SEAL)
SHARON DERBY, SUCCESSOR
TRUSTEE, of the Mary C. Derby
Trust Under Declaration

STATE OF MARYLAND, COUNTY OF TALBOT, to wit:

Sworn and subscribed to before the undersigned this 30th day of June, 2004.

AS WITNESS my hand and Notarial Seal.


NOTARY PUBLIC



My Commission expires: 7/18/07

Certification of Exemption from Withholding Upon Disposition of Maryland
Real Estate Affidavit of Residence or Principal Residence

LIBER 126 | FOLIO 336

Based on the certification below, Transferor claims exemption from the tax withholding requirements of § 10-912 of Maryland's Tax General Article, Annotated Code of Maryland. Section 10-912 provides that certain tax payments must be withheld and paid when a deed or other instrument that effects a change in ownership of real property is presented for recordation. The requirements of § 10-912 do not apply when a transferor provides a certification of Maryland residence or certification that the transferred property is the transferor's principal residence.

1. Transferor Information

Name of Transferor Jeanette Derby Erb, Successor Trustee, Joan Derby, Successor Trustee, Patricia Derby Cipriano, Successor Trustee and Sharon Derby, Successor, Trustee of the

2. Reason for Exemption

Resident Status

- ☐ I, Transferor, am a resident of the State of Maryland.
☒ Transferor is a resident entity under §10-912 (a)(4) of Maryland's Tax General Article, I am an agent of Transferor, and I have authority to sign this document on Transferor's behalf.

Principal residence

- ☐ Although I am no longer a resident of the State of Maryland, the property is my principal residence as defined in IRC § 121.

Under penalty of perjury, I certify that I have examined this declaration and that, to the best of my knowledge, it is true, correct and complete.

3a. Individual Transferors

Witness

Name

Signature

Re:
Grantee:
Grantor:

Deed of Residential Real Property
 Jeanette Derby Erb, Joan Derby, Patricia Derby Cipriano, Sharon Derby, Successor Trustees
 Michael C. Ziegler and Denise B. Ziegler

The undersigned, being the Grantee in the above-captioned Deed, hereby certify under penalty of perjury that the land conveyed in the above-captioned Deed is residentially improved, is an owner-occupied real property and that the residence will be occupied by the undersigned owner within one of a twelve month period.

Michael C. Ziegler

Denise B. Ziegler

LIBER 1261 FOLIO 337

CERTIFICATION IS MADE THAT ALL TAXES DUE ON THE PROPERTY INDICATED IN THIS DEED HAVE BEEN PAID.
 FINANCE OFFICER OF TALBOT COUNTY
 & ANDREW HOLLIS, FIN. OFFICER

DATE

7/1/04

THIS IS TO CERTIFY THAT THE PROPERTY DESCRIBED HEREIN HAS BEEN TRANSFERRED ON THE ASSESSMENT RECORDS OF TALBOT COUNTY.

DAVID H. EWING
 SUPERVISOR OF ASSESSMENTS

ANDREW HOLLIS, FIN. OFFICER

7/1/04

LIBER 1261 FOLIO 338

3b. Entity Transferors

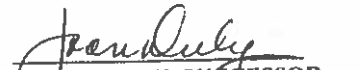
Witness

Name of Entity




JEANETTE DERBY ERB,
SUCCESSOR TRUSTEE, of the
Mary C. Derby Trust Under
Declaration




JOAN DERBY, SUCCESSOR
TRUSTEE, of the Mary C. Derby
Trust Under Declaration

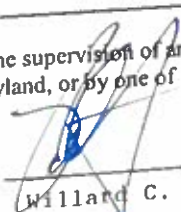



PATRICIA DERBY CIPRIANO,
SUCCESSOR TRUSTEE, of the
Mary C. Derby Trust Under
Declaration




SHARON DERBY, SUCCESSOR
TRUSTEE, of the Mary C. Derby
Trust Under Declaration

This document was prepared under the supervision of an attorney admitted to practice before the Court of Appeals of Maryland, or by one of the parties named in the within instrument.


Willard C. Parker, II, Esquire

AFTER RECORDING MAIL TO:
Eastern Shore Title Company
Telephone: 410-820-4426
P.O. Box 857
Easton, MD 21601
File No. E-10909NRL

CERTIFICATION IS MADE THAT ALL TAXES
DUE ON THE PROPERTY INDICATED IN
THIS DEED HAVE BEEN PAID.
FINANCE OFFICER OF TALBOT COUNTY
ANDREW HOLLIS, FIN. OFFICER *ad*

DATE 7/1/04 *ad*

THIS IS TO CERTIFY THAT THE PROPERTY DESCRIBED
HEREIN HAS BEEN TRANSFERRED ON THE ASSESSMENT
RECORDS OF TALBOT COUNTY.

DAVID H. EWING
SUPERVISOR OF ASSESSMENTS

ANDREW HOLLIS, FIN. OFFICER *ad*
7/1/04 *ad*

LIBER 1261 FOLIO 338



Easton
MARYLAND

RECEIPT

TOWN OF EASTON

Planning & Zoning Department

P.O. BOX 520

Easton, Maryland 21601

APPLICATION #	DATE
2024 - 1280	8/20/2024
PROJECT ID	
V 24 - 08	

TO:

Michael and Denise Ziegler
7290 Kathy Street
Easton, Maryland 21601

RE: Application 2024 - 1280 / V 24 - 08

7290 Kathy Street
Tax Map 0108, Grid 0000, Parcel 2777L, Lot 1
Easton, Maryland 21601

Date	Description	Transaction	Amount
08/19/2024	BOZA VARIANCE	Check # 2705	250.00
			-
			-
			-
			-
			-
			-
			-
Thank you!			TOTAL \$250.00

Paid in full. Thank you!

If you have any questions about this receipt, please contact
Samantha N. Smith, Administrative Specialist (410) 822-1943, ssmith@eastonmd.gov



TOWN OF EASTON

P.O. Box 520
Easton, Maryland 21601

August 27, 2024

Michael and Denise Ziegler
7290 Kathy Street
Easton, Maryland 21601

Re: BOZA Application V - 1280 / V 24 - 08
7290 Kathy Street
Tax Map 0108, Parcel 2777L, Lot 1
Easton, Maryland 21601

Mr. and Mrs. Ziegler,

The above matter has been scheduled for a public hearing before the Town of Easton Board of Zoning Appeals on ***Tuesday, September 17th at 9:00 A. M.*** in the Chambers of the Mayor and Council of Easton. You should appear at the above time and place, together with any witnesses you may care to present and be prepared to submit evidence, which will establish:

1. That granting the application will not be contrary to the public interest;
2. that granting the application will be in harmony with the purpose and intent of the Ordinance;
3. that granting the application will not be injurious to the neighborhood or otherwise detrimental to the public welfare;
4. that owing to conditions peculiar to the property, which conditions are not the result of any action taken by the applicant, a literal enforcement of the Ordinance will result in practical difficulty to the applicant.

Please be prepared to answer the four listed items above at the time of the Hearing. If there are any restrictions attached to the deed of the property subject to this application, please advise the Board thereof.

Samantha N. Smith

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



TOWN OF EASTON

14 South Harrison Street
Easton, Maryland 21601

September 2, 2024

Dear Resident,

The Easton Board of Zoning Appeals will hold a public meeting on **Tuesday, September 17, 2024 at 9:00 a.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 Application V-1280 / V 24-08 has been filed on behalf of Michael and Denise Ziegler (Applicant), pursuant to Section 28-1303.5.C of the Zoning Ordinance (Ordinance) of the Town of Easton, to obtain a Variance from Section 28-1001.2.K, the minimum setback requirement from any street line, sidewalk, or property line for residential parking or maneuvering space. The property is located at 7290 Kathy Street, Easton, Maryland, also known as Tax Map 0108, Grid 0000, Parcel 2777L, Lot 1, and is situated in the R-10A – Residential District. The Applicant is seeking to construct a residential parking and maneuvering space within 3-feet of the side property line.

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



Subject property posting pursuant to Section 28-901.2.H.2 of the Town of Easton Zoning Code - August 30, 2024.

NOTICE

Notice is hereby given that Application V-1280 / V 24-08 has been filed on behalf of Michael and Denise Ziegler (Applicant), pursuant to Section 28-1303.5.C of the Zoning Ordinance (Ordinance) of the Town of Easton, to obtain a Variance from Section 28-1001.2.K, the minimum setback requirement from any street line, sidewalk, or property line for residential parking or maneuvering space. The property is located at 7290 Kathy Street, Easton, Maryland, also known as Tax Map 0108, Grid 0000, Parcel 2777L, Lot 1, and is situated in the R-10A – Residential District. The Applicant is seeking to construct a residential parking and maneuvering space within 3-feet of the side property line.

A copy of the application may be inspected during normal business hours in the Department of Planning and Zoning. The undersigned Board will hold a public hearing with respect to said application on Tuesday, September 17, 2024 at 9:00 A.M. in the Town Council Chambers, second floor, located at 14 S. Harrison Street. All interested parties are invited to attend. Please continue to check our website at <https://eastonmd.gov/129/Agendas-Minutes> for agenda updates.

EASTON BOARD OF ZONING APPEALS

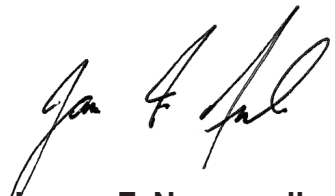
Notice to Star Democrat: Please publish as indicated above and send Certificate of Publication to Planning and Zoning, Town of Easton, P.O. Box 520, Easton, Maryland 21601, prior to date of hearing.

CERTIFICATE OF PUBLICATION

STATE OF : MARYLAND
COUNTY OF: Talbot County

This is to certify that the annexed legal advertisement has been published in the publications and insertions listed below. "Application V-1280 / V 24-08..." was published in the:

The Star Democrat 08/31/24



James F. Normandin
President & Publisher

NOTICE

Notice is hereby given that Application V-1280 / V 24-08 has been filed on behalf of Michael and Denise Ziegler (Applicant), pursuant to Section 28-1303.5.C of the Zoning Ordinance (Ordinance) of the Town of Easton, to obtain a Variance from Section 28-201, the minimum setback requirement from any street line, sidewalk, or property line for residential parking or maneuvering space. The property is located at 7290 Kathy Street, Easton, Maryland, also known as Tax Map 0108, Grid 0000, Parcel 2777L, Lot 1, and is situated in the R-10A – Residential District. The Applicant is seeking to construct a residential parking and maneuvering space within 3-feet of the side property line.

A copy of the application may be inspected during normal business hours in the Department of Planning and Zoning. The undersigned Board will hold a public hearing with respect to said application on Tuesday, September 17, 2024 at 9:00 A.M. in the Town Council Chambers, second floor, located at 14 S. Harrison Street. All interested parties are invited to attend. Please continue to check our website at <https://eastonmd.gov/129/Agendas-Minutes> for agenda updates.

EASTON BOARD OF ZONING APPEALS

3061721 SD

8/31/2024



TOWN OF EASTON
Planning & Zoning Department
14 South Harrison Street
P.O. Box 520
Easton, Maryland 21601

EXHIBIT SUMMARY
for 350 N. WASHINGTON STREET
SE-1267 / SE 24-08
2024-09-17

Applicant notified of hearing date: Email: 2024-08-27 – 21 days

Exhibit A: Staff Report: 2024-03-14 – 7 days

Exhibit B: Application

Application: 2024-08-19 – 29 days

Proof of Payment: 2024-08-20 – 28 days

Exhibit C: Notices

Applicant Hearing Letter: 2024-08-27 – 21 days

400' Notices Distributed: 2024-08-27 – 21 days

Picture of Property Sign Posting: 2024-08-30 – 18 days

Exhibit D: Public Advertisement

Advertisement sent to the Star Democrat: 2024-08-26 – 22 days

Advertisement run in Star Democrat: 2024-08-31 – 17 days

Public Comments

Date of Hearing: September 17, 2024

3b

**BOARD OF ZONING APPEALS
PUBLIC HEARING
STAFF REPORT**

SUBJECT: SPECIAL EXCEPTION 1246

ELECTION WARD: Ward 1

CRITICAL ACTION DATE: At the pleasure of the Board.

STAFF CONTACTS: Nicholas Johnson - Town Planner - Current
Miguel Salinas – Director of Planning and Zoning

APPLICANT: Brendan S Mullaney on behalf of 350 N Washington Street Investments LLC

PURPOSE: The applicant is seeking a special exception to permit a “Multi-Family Apartment Complex” use within the Central Business (CB) Zoning District.

RECOMMENDATION:
Staff supports a Board **approval with conditions** of the special exception request.

APPLICATION INFORMATION:	
APPLICANT: 350 North Washington Street Investments LLC	REPRESENTATIVE: Brendan S Mullaney, Esq. MDSW 100 N West Street Easton MD, 21601
PARCELS/ACREAGE:	
Parcel Information	Acreage
Map 103, Parcel 513	0.44
Map 103, Parcel 514	0.17
ACCEPTANCE DATE: August 30, 2024	LOCATION: 350 N Washington Street

EXISTING ZONING CB	EXISTING LAND USE: Commercial/Vacant
HISTORIC DISTRICT: No	FUTURE LAND USE: Commercial

CONTEXT:

Location/Site Access – The subject property is located on the corner of N. Aurora Street and N. Washington Street. Access to the property is also provided from Aurora Park Alley which runs along the south-eastern property line. The property is bordered by a single-family dwelling unit to the southwest, commercial properties to the east, and single-family dwelling units to the northwest. There is currently very little standard curb on this site permitting uncontrolled vehicular access at multiple points off of both N Aurora Street and N Washington Street.

Existing Conditions – The subject properties are currently improved with a 1,503 square foot commercial building, a large non-conforming free-standing sign, and off-street parking facilities constructed of asphalt and gravel. A certificate of occupancy permit was issued by the Town’s Building Inspection Department on July 19, 2024 permitting a contractor’s office to occupy this building.





Figures 1-8: Existing Conditions - September 5, 2024

Surrounding Properties –

	Land Use	Zoning District(s)	Future Planned Land Use
South	Residential	CB	Commercial
East	Commercial	CB	Commercial
Northwest	Residential	R10A	Residential



Figure 9 Vicinity Map

PROPOSAL: The applicant is proposing to construct a 14,326 square foot, two-story apartment building within the CB Zoning District. The proposed structure contains 16 dwelling units which equates to a density of 25.8 dwelling units per acre pending lot consolidation. The applicant is also proposing to construct a five-foot wide concrete sidewalk along the building's N. Washington Street and N. Aurora Street frontages. Eleven (11) on-street parking spaces will be constructed along the property's street frontages and sixteen (16) off-street parking spaces will be provided on site.

BACKGROUND:

Review of the sketch site plan for this project is underway and was reviewed on August 28, 2024 by staff through the Easton Staff Development Review process. The Departments of Planning and Zoning and Engineering as well as Easton Utilities provided initial comments on the sketch site plan (*See Appendix A*). Staff determined that the sketch site plan is ready for review by the Planning Commission at their September 19, 2024 meeting.

POLICY ANALYSIS (SPECIAL EXCEPTION):

a. The proposed use conforms in all aspects to minimum requirements of the district in which it is located.

Analysis – The proposed structure meets all of the dimensional requirements of the Zoning Ordinance for the CBD and for multi-family apartment complexes including height, setbacks, and building size. The proposed lot also meets the minimum requirements of the CBD for size, dimension, frontage, and building envelope size. The proposed density of 25.8 dwelling units per acre is less than the maximum permitted density for multi-family apartment complexes within the CBD (30 dwelling units per acre). Off-street parking has been provided but is not required within the CBD in accordance with 28-305.2(B) which states “Off-Street Parking shall not be required for uses within the CB Zoning District. The adequacy of parking relative to the proposed use of the property shall be evaluated during the site plan review process.” All site lighting will be required to be low cut-off luminaires at 18’ height that do not shine off site at levels greater than 1-foot candle. A landscape plan has been submitted and will be reviewed by staff for conformance with 28-1014.

b. The proposed use is not adversely affecting the health, safety, and general welfare of residents of the area.

Analysis – The proposed use is residential in nature and should not generate any negative externalities that will affect the health, safety, and welfare of residents in the area. The current and previous uses of this property have been commercial in nature and arguably would have more of a negative impact on surrounding residents than additional housing.

c. The proposed use will not interfere with the adequate and orderly provision of public facilities necessary to service the area or the proposed special exceptions;

Analysis – Easton Utilities has reviewed the sketch site plan and had minimal comments (see Appendix A). The provision of adequate public facilities will continue to be reviewed throughout the site plan and building permit review process. The Easton Volunteer Fire Department received a copy of these plans for their review but did not provide any comments.

d. The proposed use will not create congestion in the streets or undue traffic hazards, and that adequate egress and ingress are provided;

Analysis – A traffic impact analysis was performed by Lenhart Traffic Consulting Inc. (See Appendix B) that finds all study intersections will operate at an acceptable Level of Service

(LOS) after project completion. The study also finds that development “has a maximum impact of 2.0% on traffic volumes which occurs at the site access intersection.” Vehicular access to the site is provided via a proposed entry on N. Washington Street and sidewalks will be constructed providing enhanced pedestrian access.

e. The proposed use will not adversely affect the area and surrounding property due to adverse environmental characteristics including undue smoke, odor, noise, improper drainage, or inadequate access;

Analysis – The proposed use will not generate any smoke, odor, or noise that will adversely affect the surrounding properties. The sketch stormwater management plan has been reviewed by the Town Engineer and approved with conditions (See Appendix A). Vehicular access is provided to the site via a new curb cut on N Washington Street. Also new internal pedestrian facilities will be installed linking the site to the new sidewalks that will be constructed along the Aurora Street and N. Washington Street frontages.

f. The proposed use will not adversely affect the established character of the area.

Analysis – The surrounding area is characterized by a variety of uses including single-family residential, commercial, and institutional uses. Multi-family apartments are not a use currently found immediately surrounding this parcel but are found elsewhere within the CBD and approximately 0.5 miles north of the site on Washington Street.

g. The proposed use shall be in conformity with the provisions of the Easton Comprehensive Plan including those provisions of the Comprehensive Plan relating to design and performance standards for the development or redevelopment of land. In addition to the criteria set forth elsewhere herein when considering an application for additional principal uses upon an approved lot, the proposed additional uses shall be compatible and complementary and uses customarily found near or in conjunction with one another. This provision may not be used to permit shopping centers which are governed by other provisions of this Ordinance.

Analysis - The Comprehensive Plan places an emphasis on utilizing infill development to accommodate growth within the Town. The Community Character chapter of the Plan outlines the following design principles for infill development:

- Ensure Housing Types that are Compatible with Existing Types.
- Employ Appropriate Traffic Calming Measures.
- Adopt Design Standards/Guidelines for Improved Compatibility.
- Provide A Continuous Pedestrian Network.
- Encourage Convenient, Appropriately Scaled Commercial Services to Support Neighborhood Needs.

The proposed development achieves some of these principles through providing on-site pedestrian infrastructure and stepping down the building’s height near the neighboring single family dwelling unit to the south. The Comprehensive Plan’s Housing Chapter also identifies

making the development of apartments more attractive to developers as an objective to achieve the goal of increasing the supply of attainable housing within the Town of Easton.

RECOMMENDED CONDITIONS:

1. **A photometric plan shall be submitted to staff for review and approval during the building permit review process.**
2. **Construction shall be begun or completed, or both within three (3) years after the date the special exception is granted.**

DRAFT MOTIONS:

1. I move that the Board of Zoning Appeals **approve with staff's recommended conditions** Special Exception 1246 based on the following findings...

OR

2. I move that the Board of Zoning Appeals **deny** Special Exception 1184 based on the following findings...

OR

3. I move an alternate motion.

Appendix A: ESDR Review Agency Comments

PLANNING & ZONING COMMENTS

Sketch Site Plan Review #1

1. Per Section 28-200, Table 2.1, Table of Permitted Uses, the Applicant will be required to obtain a Special Exception request from the Board of Zoning Appeals for the use of a Multifamily/Apartment Complex.
2. Will there be curb & gutter proposed? If so, please label on plan views.
3. Revise Site Notes on the Sketch Site Plan to indicate the proposed building envelope size.
4. The applicant has submitted a Lot Line Application to remove the lot line between Parcels 513 & 514 to create a revised Parcel 513. The Lot Line Revision Plat is to be recorded prior to Final Site Plan approval.
5. Elaborate your response to the parking note within the parking calculations found on the Sketch Site Plan and Illustrative Plan. Reference that the proposed parking is adequate to support the proposed residential use and the fact that additional on-street parking along N. Washington Street and Aurora Street are proposed.
6. The Schematic Package is not consistent with the parking illustrated on the Site Plan. Revise applicable plan views.
7. The schematic floor plan points out that the main front entrance is twenty-five (25) feet from the building's north property corner. Adjust the proposed ADA parking space closer to the building entrance by having the access aisle centered with the entrance.
8. The proposed accessible parking space is required to be a van accessible space. Label on all plan views and reference within the Project Notes on Sketch Site Plan and Illustrative Plan, sheets 1 of 1.
9. Revise the Landscape Requirements Summary calculation to include the provided number of proposed plant species. The plan view depicts less plant units than the required calculations. Add additional plant species or obtain a Supplemental Waiver Request Application for Landscaping & Buffering from the Planning Commission.
10. Per § Section 28-1014.7 E 5 (b & c) from the Town's Zoning Ordinance, the required Bufferyard "E" planting units are *1 shade/canopy and 3 evergreen trees*; or utilize the alternate design option (c) *(1) 2 shade/canopy trees and 8 large evergreen shrubs, (2) 4 evergreen trees or (3) wall/fence with 3 large evergreen shrubs*. The calculation defined on the Landscape Requirements Summary on sheet 1 of 1 calls for two (2) shade/canopy trees and one (1) evergreen tree. Revise the plant listings to reflect the standard buffer requirement or the listed options.
11. Per § Section 28-1014.6 B 1 (a) from the Town's Zoning Ordinance, *street Trees (both public and private streets) – one (1) deciduous, shade/canopy tree per twenty five (25') of street centerline length. Trees to be planted along both sides of street, behind curb and inside sidewalk wherever possible or otherwise within fifteen feet (15') of curb line*. Provide the required street trees along N. Washington Street and Aurora Street.
12. Remove the note referencing the 25' unobstructed vision triangle on sheet 1 of 2.

13. Show on all plan views, the proposed entrance and exit areas of the proposed building.

14. Verify that the proposed ADA parking spaces will be within the required cross slopes for the landing area, ramp run and overall parking space. Please note on plan view any spot elevations to confirm the spaces are compliant to ADA regulations.

ENGINEERING COMMENTS

Sketch Site Plan Review #1

1. Provide Existing and Proposed Impervious Area in the Stormwater Notes to show the 50%+ reduction in total impervious area. Lot Coverage in the PROJECT NOTES appears to be for structures only to address Zoning requirements.
2. Label Aurora Park Alley and identify it as a Town Alley.
3. Trash Dumpster pickup will be private. Town trash pickup would only be supported by Town Tipper Cans.
4. Show limits of proposed paving for any proposed utility connections in Town Right-Of-Way.
5. TRAFFIC IMPACT STUDY - Provide the existing and proposed number of trips at each study point/intersection as well as the % increase.

The Sketch Stormwater Management Plan is Approved with the following Conditions:

6. Label the connection from the Proposed Submerged Gravel Wetland to Existing Stormdrain pipe in Aurora Street as proposed Stormdrain Inlet.
7. Provide State Spreadsheet for each Drainage Area.

EASTON UTILITIES COMMENTS

Sketch Site Plan Review #1

1. Capital charges required for 16 EDU's or \$112,800.
2. Abandon water/sewer if unused for parcel.

Appendix B: Lenhart Traffic Consulting Inc. Report

Lenhart Traffic Consulting, Inc.

Transportation Planning & Traffic Engineering

Memorandum:

Date: September 3, 2024

TO: Rick Van Emburgh, P.E.
Town of Easton
14 South Harrison Street
Easton, MD 21601

FROM: Mike Lenhart

RE: 350 North Washington Street – Traffic Volume Comparison

This traffic volume comparison has been prepared at the request of Town of Easton Staff. Specifically, Staff requested that the percent increase in traffic volumes be reported at each of the study intersections between Existing, Background, and Total Conditions. Note that Background Conditions consist of existing traffic volumes plus regional growth, and Total Conditions consist of background traffic volumes plus trips generated by the proposed site. A summary of the volume increases are shown on Exhibit 1 and the results are discussed below.

At the intersection of North Washington Street & Aurora Street, the volume increase between Existing and Background Conditions is 5.1% during the AM Peak Hour, 5.0% during the PM Peak Hour, and 5.1% during the Saturday Midday Peak Hour. Furthermore, the volume increase between Background and Total Conditions is 0.3% during the AM Peak Hour, 0.3% during the PM Peak Hour, and 0.2% during the Saturday Midday Peak Hour. The percent increase between Background and Total Conditions represents the overall impact to traffic volumes by the proposed development.

At the intersection of North Washington Street & Site Access, the volume increase between Existing and Background Conditions is 5.4% during the AM Peak Hour, 5.2% during the PM Peak Hour, and 5.1% during the Saturday Midday Peak Hour. Furthermore, the volume increase between Background and Total Conditions is 2.0% during the AM Peak Hour, 1.9% during the PM Peak Hour, and 1.8% during the Saturday Midday Peak Hour. The percent increase between Background and Total Conditions represents the overall impact to traffic volumes by the proposed development.

At the intersection of Aurora Street & Aurora Park Alley, the volume increase between Existing and Background Conditions is 4.9% during the AM Peak Hour, 5.1% during the PM Peak Hour, and 5.0% during the Saturday Midday Peak Hour. Furthermore, the volume increase between Background and Total Conditions is 0.2% during the AM Peak Hour, 0.2% during the PM Peak Hour, and 0.0% during the Saturday Midday Peak Hour.

Based on the results of this analysis, the site has a maximum impact of 2.0% on traffic volumes which occurs at the site access intersection. The largest impacts are expected to occur at the site access intersection given all site generated traffic will enter/exit at this location. It should be noted that impacts to all other external intersections do not exceed 0.3%. If you have any questions regarding this matter, please do not hesitate to contact me at the number below.

Thanks,
Mike



LENHART TRAFFIC CONSULTING, INC.

645 BALTIMORE ANNAPOLIS BLVD, SUITE 214

SEVERNA PARK, MD 21146

www.lenharttraffic.com

OFFICE: (410) 216-3333

EMAIL: mlenhart@lenharttraffic.com

AM Peak Hour - Summary of Volume Increase at Study Intersections

Intersection	Existing Conditions	Background Conditions		Total Conditions	
	Vehicles	Vehicles	% Increase Over Existing	Vehicles	% Increase Over Background
Intersection #1	730	767	5.1%	769	0.3%
Intersection #2	279	294	5.4%	300	2.0%
Intersection #3	390	409	4.9%	410	0.2%

PM Peak Hour - Summary of Volume Increase at Study Intersections

Intersection	Existing Conditions	Background Conditions		Total Conditions	
	Vehicles	Vehicles	% Increase Over Existing	Vehicles	% Increase Over Background
Intersection #1	1009	1059	5.0%	1062	0.3%
Intersection #2	405	426	5.2%	434	1.9%
Intersection #3	510	536	5.1%	537	0.2%

Saturday Midday Peak Hour - Summary of Volume Increase at Study Intersections

Intersection	Existing Conditions	Background Conditions		Total Conditions	
	Vehicles	Vehicles	% Increase Over Existing	Vehicles	% Increase Over Background
Intersection #1	850	893	5.1%	895	0.2%
Intersection #2	374	393	5.1%	400	1.8%
Intersection #3	382	401	5.0%	401	0.0%

Traffic Volume Summary



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Percent Increase in
Traffic Volumes

**Exhibit
1**



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

RECEIVED
AUG 30 2024
TOWN OF EASTON

BOARD OF ZONING APPEALS APPLICATION

APPLICATION TYPE

☐ VARIANCE ☐ APPEAL ☒ SPECIAL EXCEPTION

PROPERTY INFORMATION

ADDRESS	350 N. Washington Street, Easton, MD 21601						
TAX MAP	0103	GRID	EA00	PARCEL	513 & 514	LOT	N/A
DEED REFERENCE	LIBER	2554	FOLIO	256			
PLAT REFERENCE	LIBER	N/A	FOLIO	N/A			
EXISTING USE							
ZONING DISTRICT	Commercial Business						

HISTORIC DISTRICT Y ☐ N ☒ Planned Redevelopment District Y ☐ N ☒

OWNER

NAME	350 North Washington Street Investments LLC		
MAILING ADDRESS	28348 Old Country Club Road, Easton, Maryland 21601		
TELEPHONE NO.		EMAIL	

APPLICANT OR AGENT

NAME	Brendan S. Mullaney, MDSW		
MAILING ADDRESS	100 N. West Street, Easton, Maryland 21601		
TELEPHONE NO.	410-820-0250	EMAIL	bmullaney@mdswlaw.com

Surveyor / Engineer

NAME	Lane Engineering, LLC		
License Number and Expiration	License No. 51461 Expiration Date: 04/04/2026		
MAILING ADDRESS	117 Bay Street, Easton, Maryland 21601		
TELEPHONE NO.	410-822-8003	EMAIL	general@leinc.com

REQUEST DETAILS

SUBJECT TO PREVIOUS BOZA APPLICATION Y ☐ N ☒

ZONING ORDINANCE SECTION §§ 1303.5(B)(6), (C)(4)

☒ INCLUDE ALL REQUIRED ITEMS FROM THE APPLICABLE CHECKLIST

A NY 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	8.27.24
PRINTED NAME OF APPLICANT OR AGENT	BRENDAN S. WILKINSON

For Office Use Only

Project Number	SE 24-08	Fee Received SE ONLY	\$700.00
Application Number	SE-1267	Application Notification	08/27/2024
Filing Date	08/30/2024	Property Posting Date	08/30/2024
BOZA Hearing Date	09/17/2024	Notice(s) Published	08/31/2024
If ESDR, Date	08/28/2024		

Revised 11-2023

**350 NORTH WASHINGTON STREET INVESTMENTS LLC
SPECIAL EXCEPTION
APPLICATION NARRATIVE**

Introduction

350 North Washington Street Investments LLC (“**Applicant**”), submits this Special Exception Application (the “**Application**”) for approval of a special exception allowing a “Multifamily Apartment Complex” use (the “**Use**”) pursuant to Article II, Table 2.1 of the Zoning Code of the Town of Easton (the “**Code**” or “**Ordinance**”). The subject property is located at 350 North Washington Street and is identified as Parcels 513 and 514 of Tax Map 103 (collectively, the “**Property**”). The Property is 26,918 square feet, more or less, and has historically been used as a gas station, mechanic’s shop, and contractor’s office. The Property is zoned Central Business (CB), which permits the multifamily residential use by special exception. Applicant wishes to redevelop the Property to include a two-story multi-family residential apartment building with sixteen (16) units.

Current and Proposed Use

The Property is currently improved by a 1,503 square foot building which houses a mechanic’s shop. Existing impervious coverage on the Property is roughly 24,542 square feet (91.2%). The proposed improvements are depicted by the Site Plan attached hereto as Exhibit A (the “**Site Plan**”). Proposed impervious coverage would total 12,052 square feet (44.8%), including the new 7,163 square foot multifamily building (the “**Building**”). The proposed improvements include sixteen (16) off-street parking spaces and eleven (11) on-street parallel parking spaces. The existing building on the Property will be demolished. The Property is to be served by public water and sewer.

Special Exception Standards

Pursuant to Section 1303.5(B)(6) of the Code, a special exception may be granted when the Board of Appeals finds that the proposed use meets the following criteria:

(a) The proposed use conforms in all aspects to minimum requirements of the district in which it is located.

The proposed use conforms in all aspects to the requirements of the CB district. The Building will meet all setback requirements and all bulk requirements specified in the Code, including the maximum building lot coverage of ninety percent (90%). The proposed building coverage is roughly 26.6% of the Property, or 63.4% under the maximum permitted on the Property. The Use will comply with the permitted density

requirement of thirty (30) dwelling units per acre pursuant to Section 1007.1(14)(j)(iii) of the Code. The Building will contain sixteen (16) units, which is under the eighteen (18) maximum number of units permitted on the Property. The Property and Building will comply with all other criteria specified in the Code including: (1) minimum lot size of five thousand (5,000) square feet; (2) sufficient parking as determined during the site plan review process; (3) lighting specifications; (4) screening of loading and unloading areas; and (5) landscaping which complies with Section 1014.6(B) of the Ordinance.

(b) The proposed use will not adversely affect the health, safety, and general welfare of residents in the area.

The Property is surrounded by properties with zoning designations of CB and R-10A Residential (R-10A). These include (i) residential homes to the west, across Washington Street; (ii) a beauty supply store and paint store to the east; (iii) residences, a salon, a home entertainment store, and a restaurant to the south; and (iv) residential homes and a restaurant to the north.

No additional noise, vibrations, fumes, or other adverse effects are proposed by this Application and the Use will not adversely affect the health, safety, and general welfare of residents in the area.

(c) The proposed use will not interfere with the adequate and orderly provision of public facilities necessary to service the area or the proposed special exception.

The proposed Use will not interfere with adequate and orderly provision of public facilities. Town water and sewer lines run near the Property and are easily accessible to serve the proposed Use. Any improvements which may be necessary as a result of this Application will be borne by the Applicant. Fire and emergency services already exist to serve the Town and the proposed development will pay impact fees and water and sewer tariffs as required by the Town, County, and Easton Utilities. The Building will be designed and constructed using the latest technologies and methods to ensure adequate access for fire and emergency services and that the Building meets all fire design requirements.

(d) The proposed use will not create congestion in the streets or undue traffic hazards, and adequate egress and ingress will be provided.

The Use will not create congestion in the streets or undue traffic hazards, and adequate egress and ingress will be provided. Access to and from the Property will occur via N. Washington Street, which abuts the Property to the west. Vehicles pulling into or out of the Property have ample space to safely accelerate to merge with traffic on the roadway and access already exists from N. Washington Street. Sidewalks will be constructed along N. Washington Street and Aurora Street to provide ample pedestrian egress and ingress. Parallel parking along N. Aurora Street and N. Washington Street is proposed as part of the project. Ample parking is provided to serve the Use.

Applicant is unaware of any hazardous condition existing as a result of the existing use. The Use will not create congestion on the streets or undue traffic hazards and adequate egress and ingress will be provided.

(e) The proposed use will not adversely affect the area and surrounding property due to adverse environmental characteristics including undue smoke, odor, noise, improper drainage, or inadequate access.

As described above, the Use will not adversely affect the area. Stormwater control will be addressed through ESD features such as bioretention areas and permeable pavers. Access to and from the Property will be adequate and sidewalks will be constructed along N. Washington Street and N. Aurora Street. The Use will contribute less smoke, odor, and noise than the commercial uses the Property could and has been used for. The Use will not adversely affect the area and surrounding property.

(f) The proposed use will not adversely affect the established character of the area.

The established character of the area is commercial and residential in nature. The Property is surrounded by (i) residential homes to the west, (ii) a beauty supply store and paint store to the east, (iii) residences, a salon, and a restaurant to the south, and (iv) residences and a restaurant to the north. The Use aligns with the mixed-use nature of the surrounding residential and commercial area and will provide a new type of residential option to the neighborhood to serve citizens of the Town. The proposed Use conforms with and does not adversely affect the character of the area.

(g) The proposed use is in conformity with the provisions of the Easton Comprehensive Plan (the "Plan"), including those provisions of the Plan relating to design and performance standards for the development or redevelopment of land.

The Plan states a goal "[t]o improve the appearance of all aspects of development in the Town of Easton" and to "ensure that Easton stands out as a unique place rather than looking like 'Anyplace USA.'"¹ The Building will meet this goal by providing a residential amenity and option that is compatible with the uses and construction in the vicinity. Further, the Plan identifies that a "significant problem [] in the rental housing market" is "the availability of units[.]"² The Plan specifically states that "[t]here simply are not many apartments in Easton."³

Approval of this Application would permit a necessary residential use to provide rental housing in the Town of Easton to many current residents unable to find rental housing. The Use is in direct conformity with the Plan.

¹ Town of Easton 2010 Comprehensive Plan, Land Use, p.46.

² Town of Easton 2010 Comprehensive Plan, Housing, p.135.

³ *Id.*



Easton
MARYLAND

RECEIPT

TOWN OF EASTON

Planning & Zoning Department

P.O. BOX 520

Easton, Maryland 21601

APPLICATION #	DATE
2024 - 1267	8/13/2024
PROJECT ID	
SE 24-08 / V 24-07	

TO:

Lane Engineering, LLC
c/o Brett Ewing, AICP
117 Bay Street
Easton, Maryland 21601

RE: Application 2024 - 1267

350 N. Washington Street
Tax Map 0103, Grid 00EA, Parcel 0513 & 0514
Easton, Maryland 21601

Date	Description	Transaction	Amount
08/12/2024	BOZA - SPECIAL EXCEPTION	Check # 1179	700.00
08/12/2024	BOZA - VARIANCE	Check # 1179	250.00
			-
			-
			-
			-
			-
			-
			-
Thank you!		TOTAL	\$950.00

Paid in full. Thank you!

If you have any questions about this receipt, please contact
Samantha N. Smith, Administrative Specialist (410) 822-1943, ssmith@eastonmd.gov

TRAFFIC IMPACT ANALYSIS

FOR

350 NORTH WASHINGTON STREET

Prepared by:

LENHART TRAFFIC CONSULTING, INC.
TRAFFIC ENGINEERING & TRANSPORTATION PLANNING

August 9, 2024



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- A Supplemental Info, Turning Movement Counts
- B CLV Level of Service Worksheets
- C Synchro Level of Service Worksheets

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Exhibit 7	Total Peak Hour Volumes	14
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Exhibit 9	Results of HCM Level-of-Service Analyses	16

Section 1 Introduction

1.1 Project Description

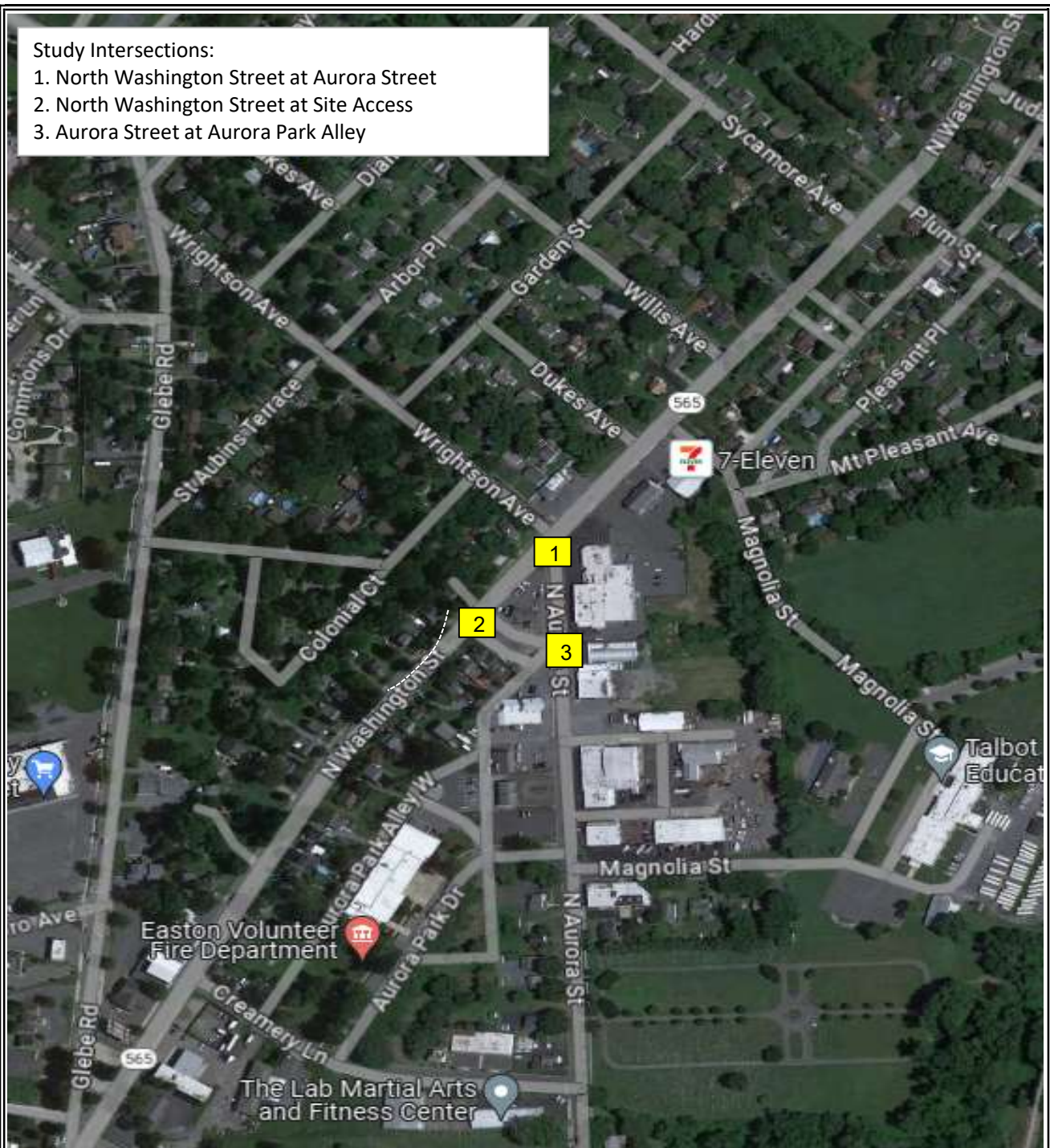
This Traffic Impact Analysis (TIA) has been prepared for the proposed redevelopment of the property located at 350 North Washington Street, located in Easton, Maryland. The location of the site is shown on **Exhibit 1**. The site is proposed to be redeveloped with 16 multi-family low-rise units. Access to the site will be provided along North Washington 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. North Washington Street at Aurora Street
2. North Washington Street at Site Access
3. Aurora Street at Aurora Park Alley



Trip Generation Memo

Site Location
Map

**Exhibit
1**



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Section 2 Existing Conditions

2.1 Description of Road Network

The key roads in the study area are:

- North Washington Street– a two-lane roadway with a posted speed limit of 25 MPH in the vicinity of the site.
- Aurora Street – a two-lane roadway with a posted speed limit of 25 MPH in the vicinity of the site.
- Wrightson Avenue – a two-lane roadway with a posted speed limit of 25 MPH in the vicinity of the site.
- Aurora Park Alley – an unmarked roadway with no posted speed limit signs.

2.2 Existing Lane Configurations

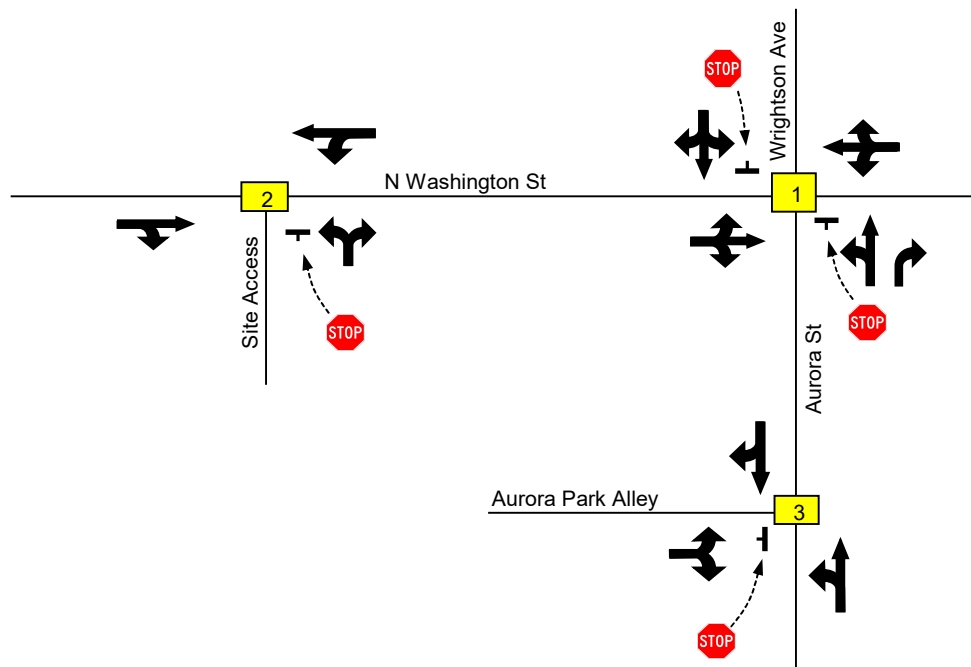
The Lane Use & Traffic Control Devices are shown on **Exhibit 2**.

2.3 Existing Traffic Counts

Peak hour turning movement counts were conducted Thursday, May 30, 2024 and Saturday, June 1, 2024. The results of the turning movements counts are shown on **Exhibit 3** and represent existing traffic volumes for the purposes of this study.



- Study Intersections:
1. North Washington Street at Aurora Street
 2. North Washington Street at Site Access
 3. Aurora Street at Aurora Park Alley

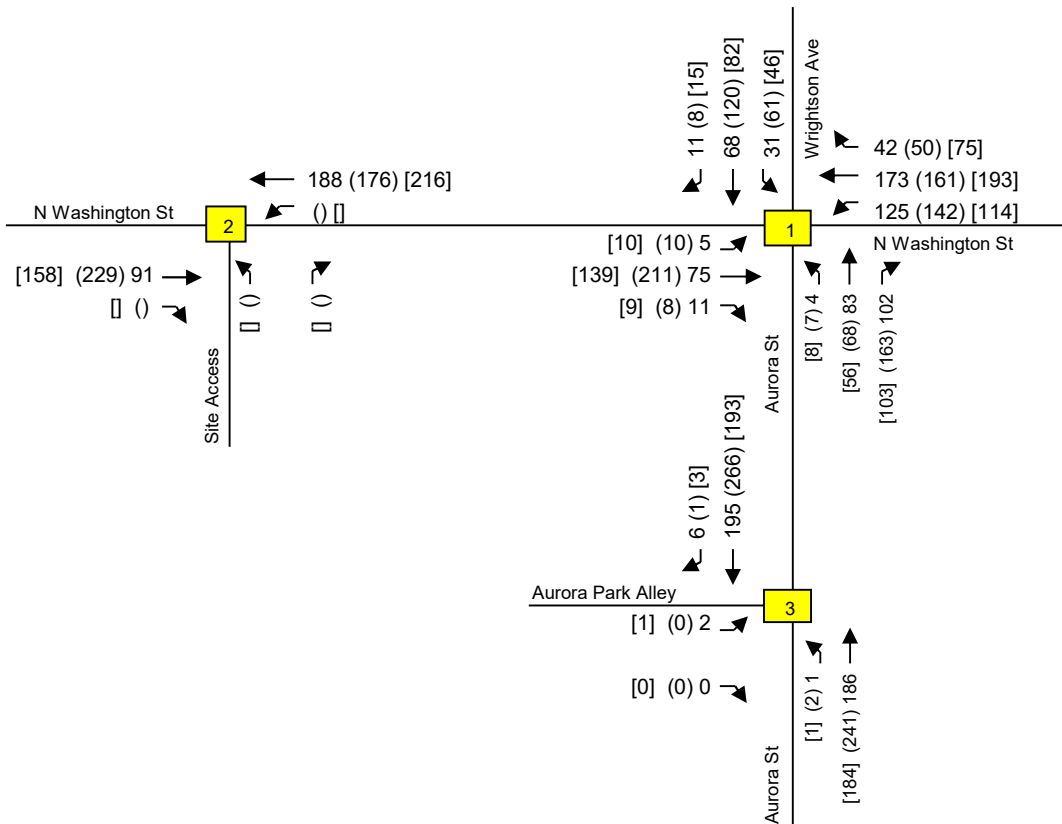
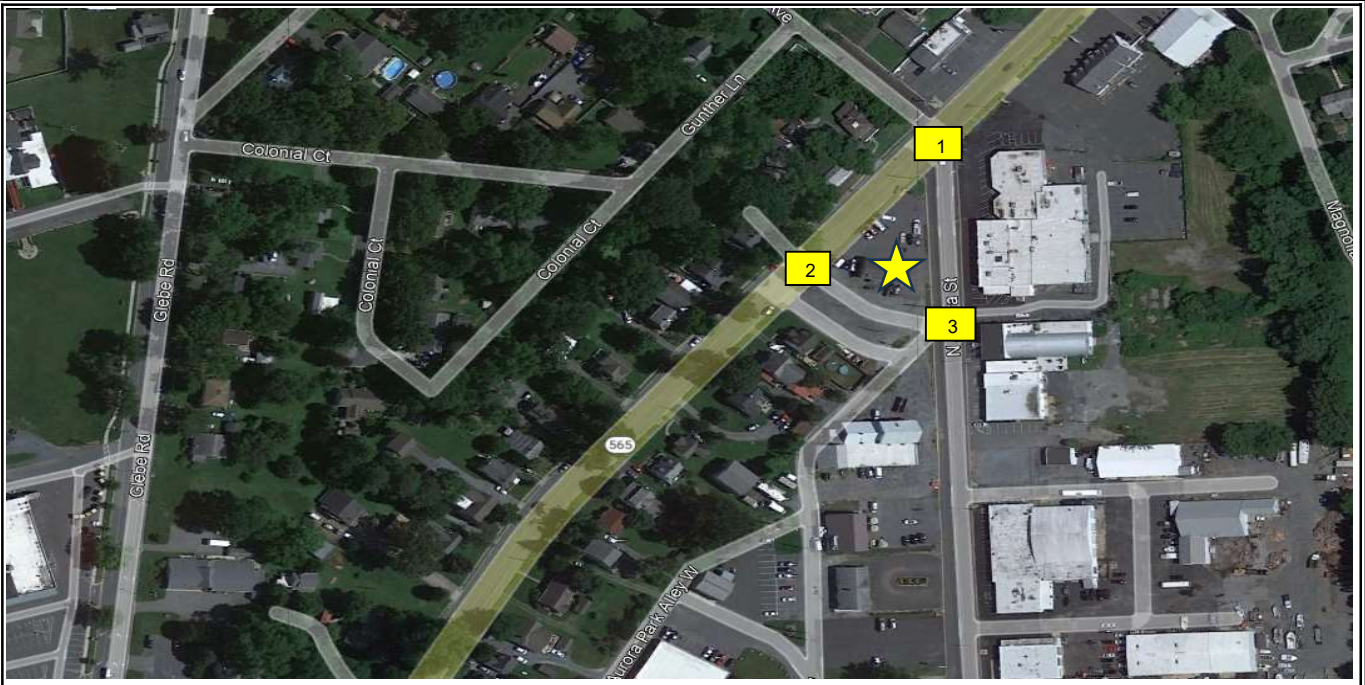


Traffic Impact Analysis

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Existing Lane Use & Traffic Control Devices

Exhibit 2



Traffic Impact Analysis



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Existing Peak Hour Volumes

Key: xx = AM Pk (xx) = PM Pk [xx] = Sat Pk

Exhibit 3

Section 3 Background Conditions

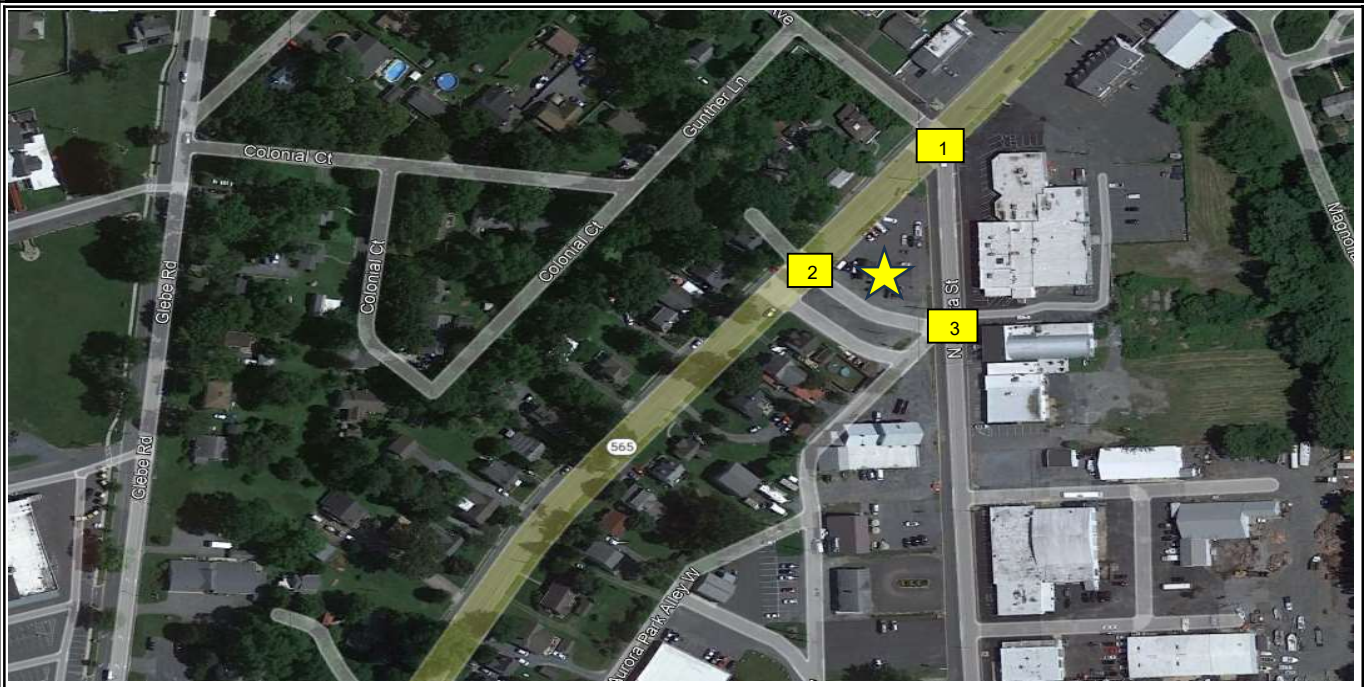
3.1 Annual Growth

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 study area is negative. To provide a conservative analysis, a growth rate of 1.0% has been applied for 5 years to the existing peak hour volumes and the resulting base peak hour volumes are shown on **Exhibit 4**.

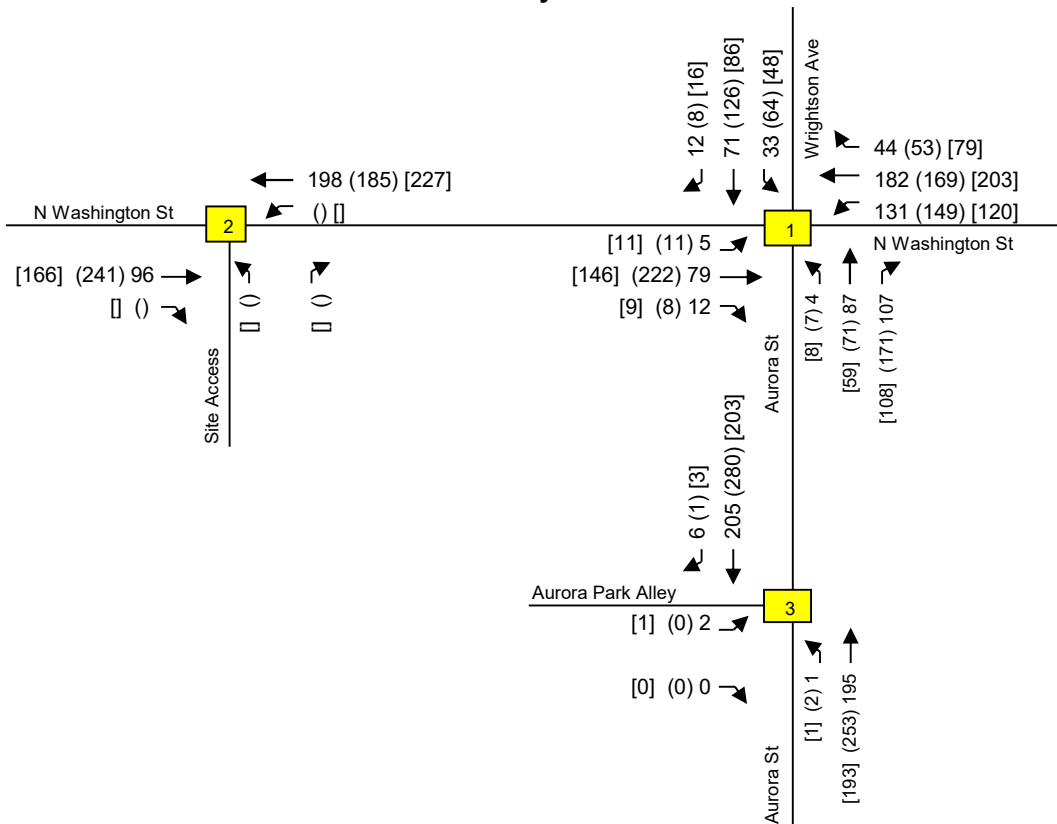
3.2 Approved Background Developments

No background developments were identified in the vicinity of the proposed site. Therefore, the volumes shown on Exhibit 4 represent the background peak hour volumes for the study intersections.

The results of the CLV and HCM analyses for the Background Conditions are shown on Exhibits 8 and 9.



**1 % Growth
5 Year Study Period**



Traffic Impact Analysis



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**Background
Peak Hour Volumes**

Key: xx = AM Pk (xx) = PM Pk [xx] = Sat Pk

**Exhibit
4**

Section 4 Projected Conditions with Site

4.1 Site Trip Generation

The site is proposed to be redeveloped with 16 multi-family low-rise units. Access to the site will be provided via North Washington Street.

The trip generation for the proposed development is detailed on **Exhibit 5**. Trip generation rates were obtained from the ITE Trip Generation Manual, 11th Edition.

4.2 Site Trip Distribution & Trip Assignment

The trip distribution and assignment for the proposed site is shown on **Exhibit 6**.

4.3 Total Traffic Volumes

The Total Peak Hour Volumes are shown on **Exhibit 7**.

4.4 Projected Level of Service

The total peak hour traffic volumes shown on Exhibit 7 were evaluated using the CLV methodology per MDOT SHA Guidelines. The results of the CLV analysis are shown on **Exhibit 8** and indicate that all intersections operate at LOS A under total conditions. Per The Town of Easton's Guidelines, the study intersections were also evaluated using the HCM methodology. The results of the HCM analysis are shown on **Exhibit 9** and indicate that all study intersections operate at an overall LOS D or better. It should be noted that the southbound approach of Wrightson Avenue at Intersection #1 does operate with some delay during the PM Peak Hour. However, no additional traffic is added to this movement as a result of the proposed site. Additionally, the proposed site has a negligible impact on this movement with an increase in delay of only two seconds between Background and Total Conditions.

Trip Generation Rates

Multifamily Housing, Low-Rise (ITE-220, Units) [Not Close to Rail Transit]

Morning Trips = 0.40 x Units
 Evening Trips = 0.51 x Units
 Midday Sat. Trips = 0.41 x Units

Trip Distribution (In/Out)

24/76
 63/37
 50/50

Trip Generation Totals

		AM Peak			PM Peak			Midday Sat.		
		In	Out	Total	In	Out	Total	In	Out	Total
Multifamily Housing, Low-Rise (ITE-220, Units)	16 units	1	5	6	5	3	8	3	4	7

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

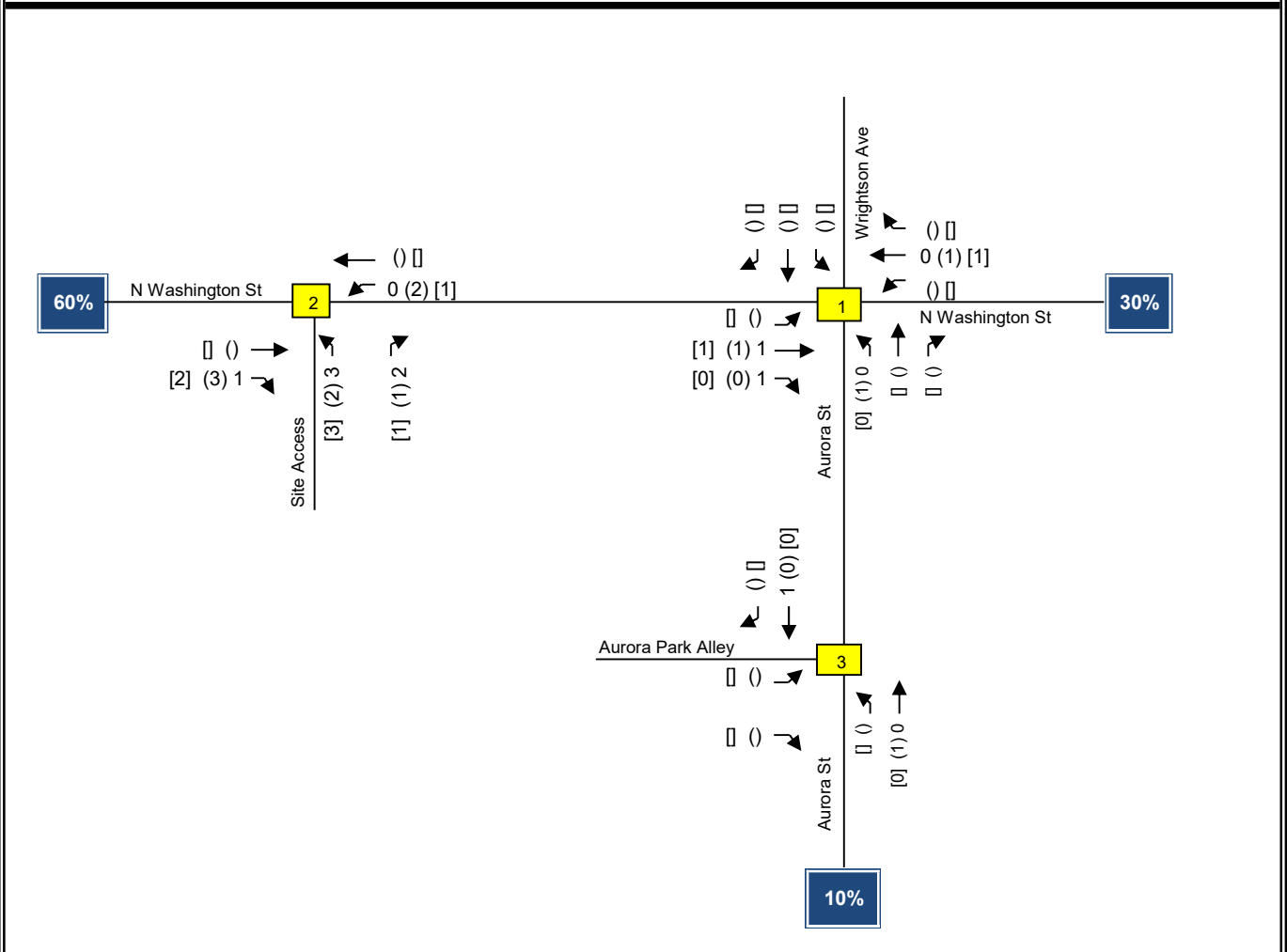
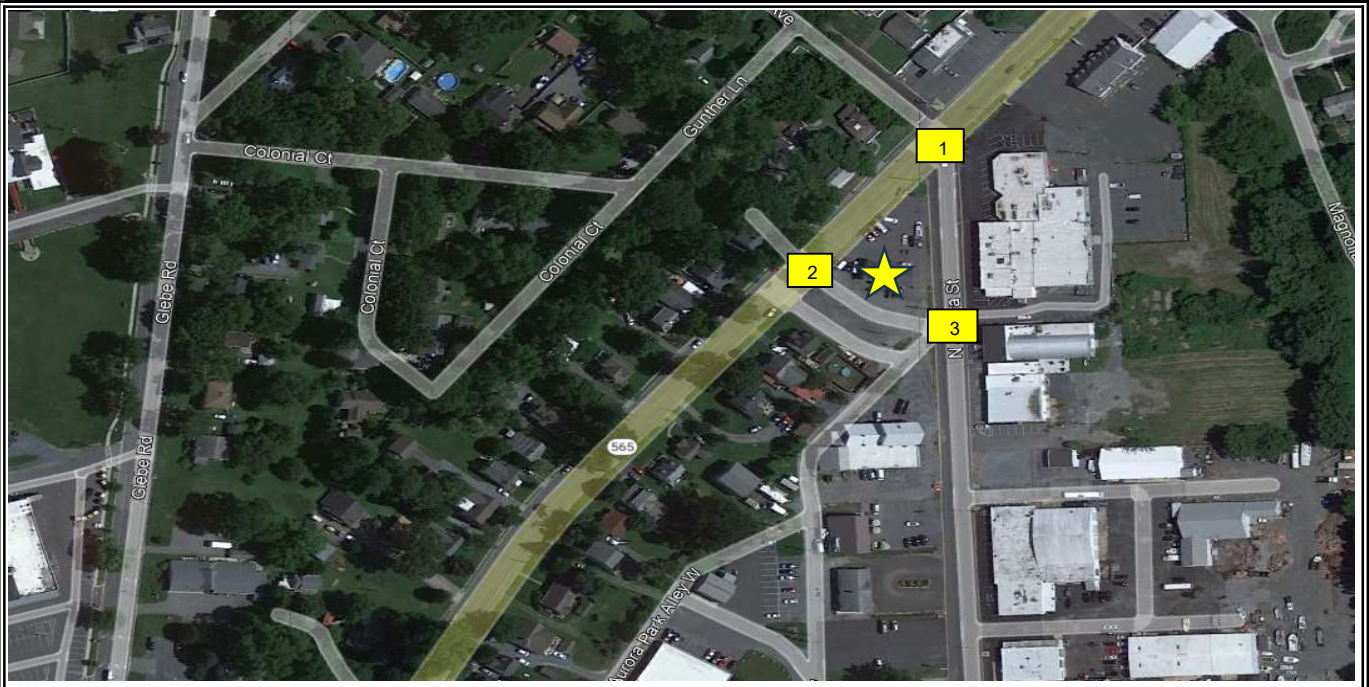
Traffic Impact Analysis



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Trip Generation for
 Site

**Exhibit
 5**



Traffic Impact Analysis

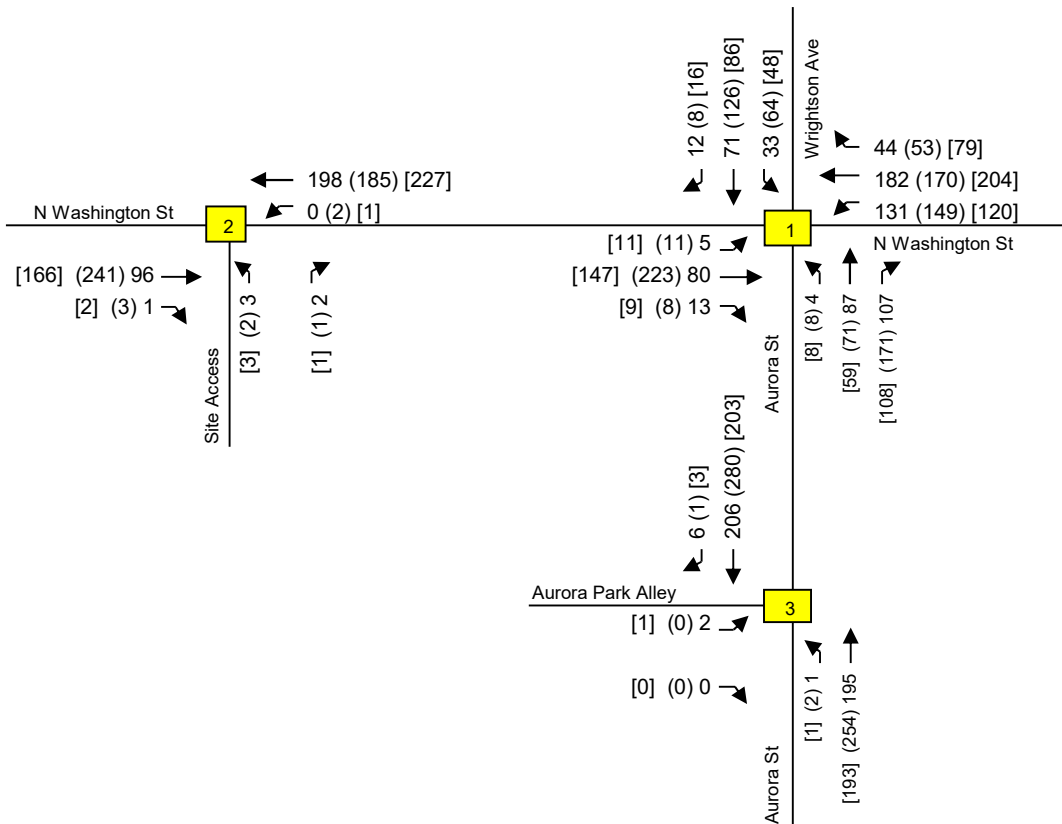
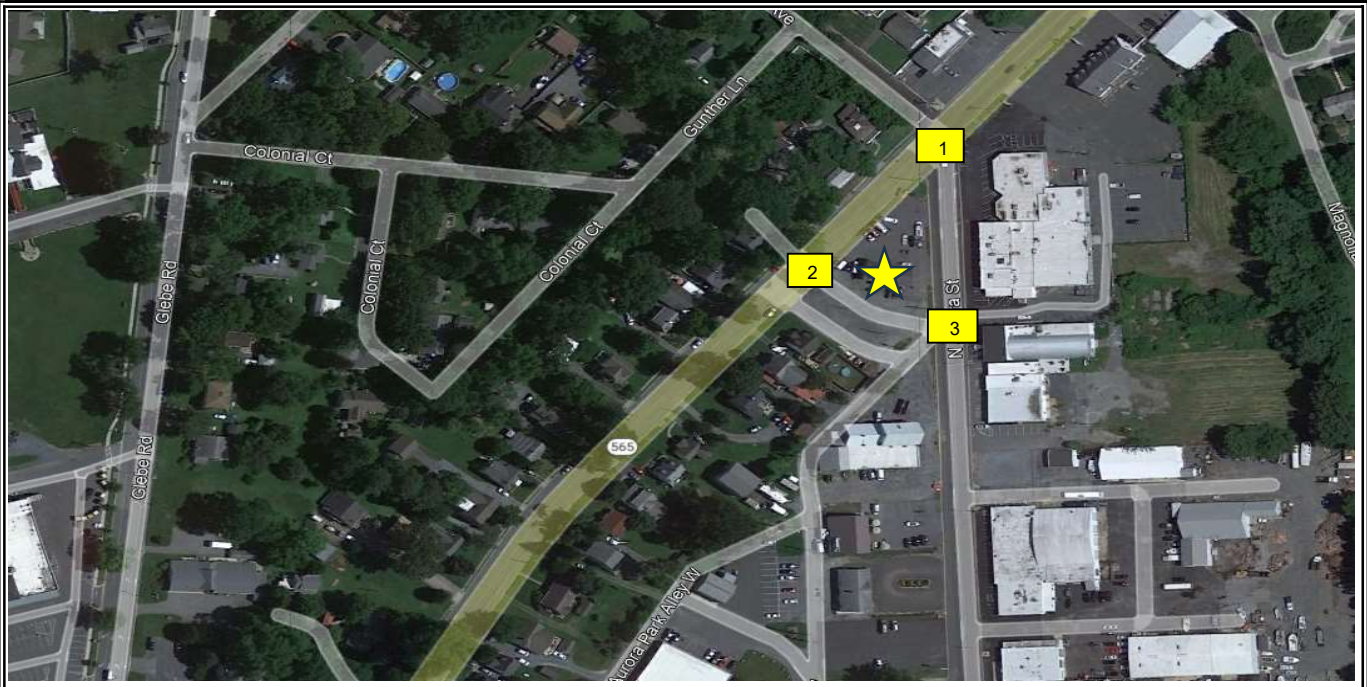


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Site Trip Assignment

Key: xx = AM Pk (xx) = PM Pk [xx] = Sat Pk

Exhibit 6



Traffic Impact Analysis



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Total Peak Hour Volumes

Key: xx = AM Pk (xx) = PM Pk [xx] = Sat Pk

Exhibit 7

Level-of-Service Results

Morning Peak Hour	Existing CLV	Background CLV	Total CLV
1). N Washington St & Aurora St	A / 476	A / 499	A / 499
2). N Washington St & Site Access	--	--	A / 203
3). Aurora St & Aurora Park Alley	A / 204	A / 214	A / 215
Evening Peak Hour	Existing CLV	Background CLV	Total CLV
1). N Washington St & Aurora St	A / 762	A / 800	A / 802
2). N Washington St & Site Access	--	--	A / 249
3). Aurora St & Aurora Park Alley	A / 269	A / 283	A / 283
Sat. Midday Peak Hour	Existing CLV	Background CLV	Total CLV
1). N Washington St & Aurora St	A / 559	A / 588	A / 589
2). N Washington St & Site Access	--	--	A / 232
3). Aurora St & Aurora Park Alley	A / 198	A / 208	A / 208

Traffic Impact Analysis



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Results of CLV
Level-of-Service Analyses

**Exhibit
8**

Level-of-Service Results

Morning Peak Hour	Existing LOS	Background LOS	Total LOS
1). North Washington Street & Aurora Street Eastbound Left/Thru/Right Westbound Left/Thru/Right Northbound Left/Thru Northbound Right Southbound Left/Thru/Right	A / 8.3 sec. 0.4 seconds 3.3 seconds 18.0 seconds 9.2 seconds 21.7 seconds	A / 8.8 sec. 0.4 seconds 3.3 seconds 19.0 seconds 9.2 seconds 23.9 seconds	A / 8.8 sec. 0.4 seconds 3.3 seconds 19.1 seconds 9.3 seconds 24.0 seconds
2). North Washington Street & Site Access Eastbound Left/Right Westbound Left/Thru Northbound Left/Thru	Future Intersection	Future Intersection	A / 0.2 sec. 0.0 seconds 0.0 seconds 9.8 seconds
3). Aurora Street & Aurora Park Alley Eastbound Left/Right Northbound Thru/Left Southbound Thru/Right	A / 0.1 sec. 11.1 seconds 0.0 seconds 0.0 seconds	A / 0.1 sec. 11.3 seconds 0.0 seconds 0.0 seconds	A / 0.1 sec. 11.3 seconds 0.0 seconds 0.0 seconds
Evening Peak Hour	Existing LOS	Background LOS	Total LOS
1). North Washington Street & Aurora Street Eastbound Left/Thru/Right Westbound Left/Thru/Right Northbound Left/Thru Northbound Right Southbound Left/Thru/Right	C / 23.9 sec. 0.4 seconds 3.9 seconds 24.6 seconds 10.7 seconds 101.0 seconds	D / 34.5 sec. 0.4 seconds 4.0 seconds 27.4 seconds 10.9 seconds 155.9 seconds	D / 34.7 sec. 0.4 seconds 4.0 seconds 27.9 seconds 10.9 seconds 157.5 seconds
2). North Washington Street & Site Access Eastbound Left/Right Westbound Left/Thru Northbound Left/Thru	Future Intersection	Future Intersection	A / 0.1 sec. 0.0 seconds 0.1 seconds 10.9 seconds
3). Aurora Street & Aurora Park Alley Eastbound Left/Right Northbound Thru/Left Southbound Thru/Right	A / 0.0 sec. 0 seconds 0.1 seconds 0.0 seconds	A / 0.0 sec. 0.0 seconds 0.1 seconds 0.0 seconds	A / 0.0 sec. 0.0 seconds 0.1 seconds 0.0 seconds
Sat. Midday Peak Hour	Existing LOS	Background LOS	Total LOS
1). North Washington Street & Aurora Street Eastbound Left/Thru/Right Westbound Left/Thru/Right Northbound Left/Thru Northbound Right Southbound Left/Thru/Right	A / 9.2 sec. 0.6 seconds 2.9 seconds 20.1 seconds 9.6 seconds 30.4 seconds	B / 10.2 sec. 0.6 seconds 2.9 seconds 21.5 seconds 9.7 seconds 35.8 seconds	B / 10.2 sec. 0.6 seconds 2.9 seconds 21.6 seconds 9.7 seconds 36.0 seconds
2). North Washington Street & Site Access Eastbound Left/Right Westbound Left/Thru Northbound Left/Thru	Future Intersection	Future Intersection	A / 0.1 sec. 0.0 seconds 0.0 seconds 10.7 seconds
3). Aurora Street & Aurora Park Alley Eastbound Left/Right Northbound Thru/Left Southbound Thru/Right	A / 0.0 sec. 11.1 seconds 0.0 seconds 0.0 seconds	A / 0.0 sec. 11.2 seconds 0.0 seconds 0.0 seconds	A / 0.0 sec. 11.2 seconds 0.0 seconds 0.0 seconds

Traffic Impact Analysis



Results of HCM
Level-of-Service Analyses

**Exhibit
9**

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 350 North Washington Street, located in Easton, Maryland. The site is proposed to be redeveloped with 16 multi-family low-rise units. Access to the site will be provided along North Washington Street.

Based on the analyses contained in this report:

- Using the CLV methodology as required by MDOT SHA Guidelines, all study intersections operate at LOS A under Existing, Background, and Total Conditions. Per MDOT SHA's Access Permits Manual, all study intersections must operate at LOS D or better to be considered adequate. Given each of the study intersections operate at LOS A, all study intersections are considered to operate adequately.
- Using the HCM methodology as required per The Town of Easton's Guidelines, all study intersections operate with an overall LOS D or better under Existing, Background, and Total Conditions. Additionally, the Level-of-Service at all intersections and individual movements at intersections remains unchanged between Background and Total Conditions. Therefore, it can be concluded that the site has a negligible impact and Level-of-Service does not degrade as a result of the proposed site.

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

From: [mlenhart](#)
To: ["Rick Van Emburgh"](#); [Richard Baker \(SHA\)](#); [Henry Dierker](#)
Cc: [Nick Driban](#); [Ryan Wingate](#); [Zach Wingate](#); [Brett Ewing](#)
Subject: Scoping Request for TIS - 350 North Washington Street, Easton
Date: Tuesday, May 28, 2024 5:55:40 PM
Attachments: [2024-04-30-EXHIBIT-210051.pdf](#)
[image001.png](#)
[Traffic Impact Study Scoping Exhibits.pdf](#)

Hi Rick,

I am writing to confirm the scope of the study including the study intersections. I've also cc'd Rich Baker with SHA for his feedback and concurrence.

1. The site plan is attached. The site is 18 multifamily dwelling units with access to North Washington Street (MD 565) and N. Aurora Street.
2. I've attached a trip generation analysis. The site only generates 7 AM, and 10 PM peak hour trips. The SHA does not require a traffic study for sites that generate fewer than 50 peak hour trips, therefore a Traffic Impact Study should not be required for SHA purposes.
3. This should be a simple study, but please confirm the study intersections as we are collecting counts before school gets out.

Thanks,
Mike

Mike Lenhart, P.E., PTOE
President

Office: [\(410\) 216-3333](#) (Ext. 1)
Mobile: [\(410\) 980-2367](#)

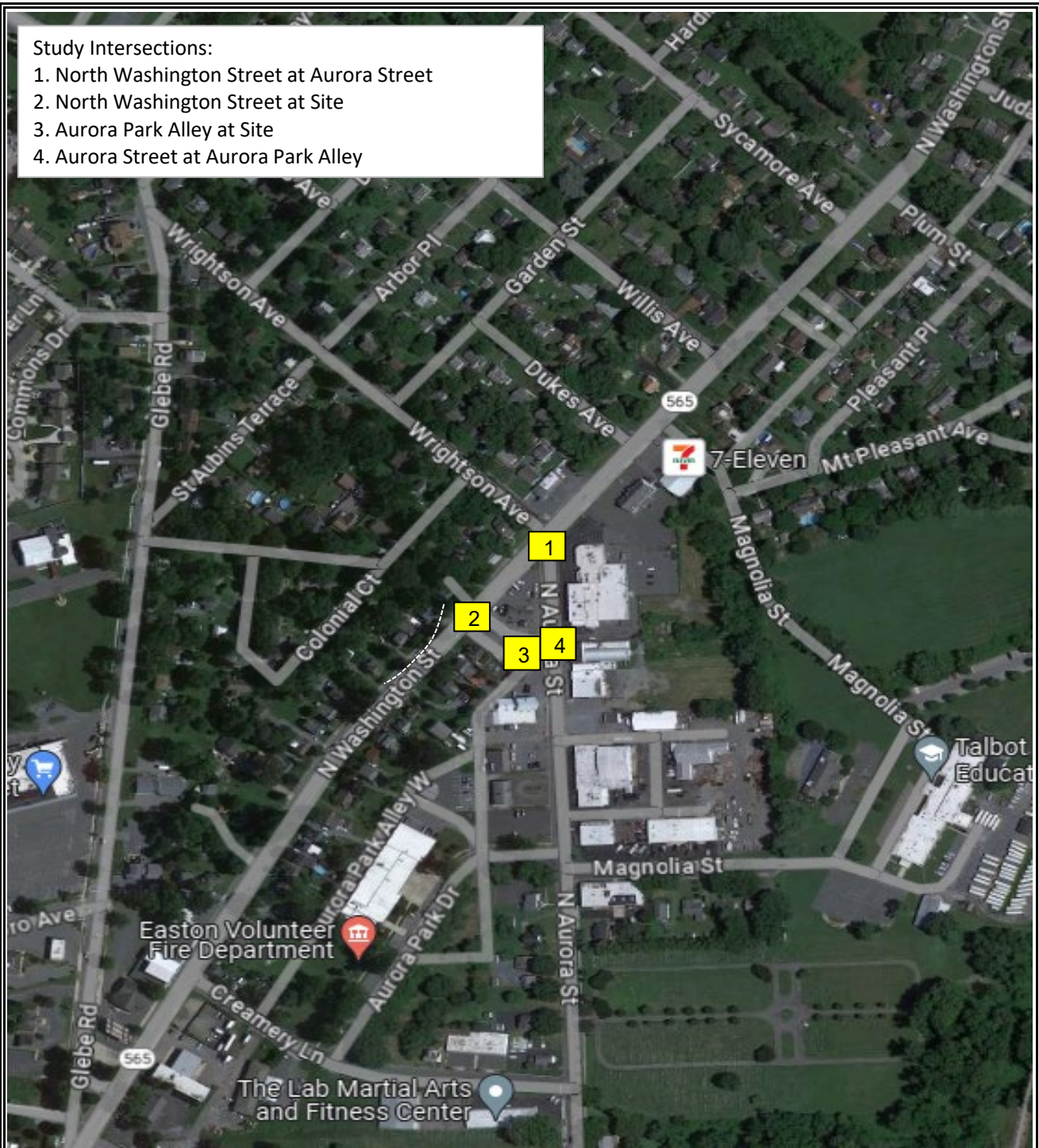


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645 BALTIMORE ANNAPOLIS BOULEVARD, SUITE 214
SEVERNA PARK, MD 21146
www.lenharttraffic.com

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Study Intersections:

1. North Washington Street at Aurora Street
2. North Washington Street at Site
3. Aurora Park Alley at Site
4. Aurora Street at Aurora Park Alley



Trip Generation Memo

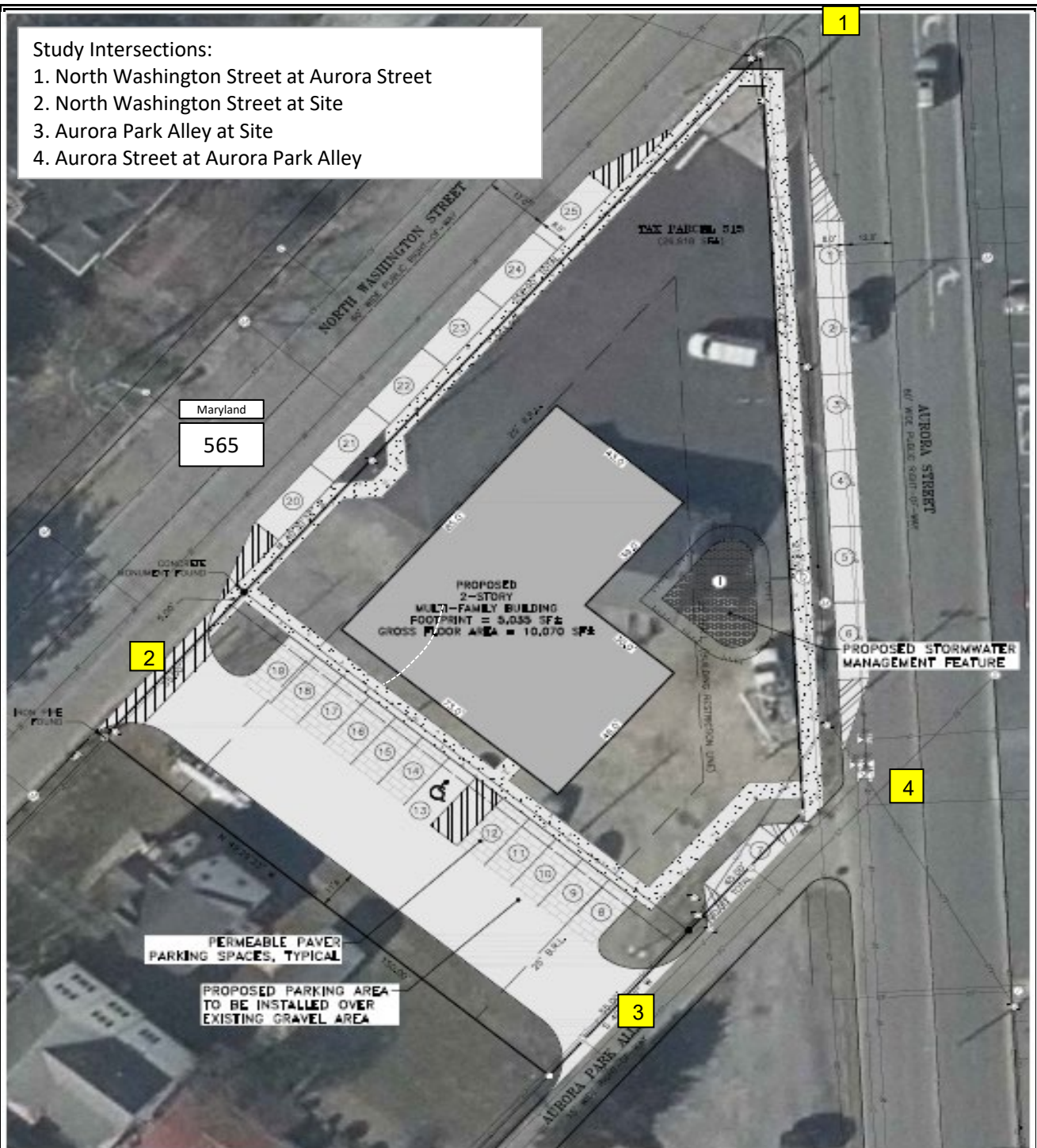
Site Location
Map

**Exhibit
1a**

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Study Intersections:

1. North Washington Street at Aurora Street
2. North Washington Street at Site
3. Aurora Park Alley at Site
4. Aurora Street at Aurora Park Alley



Trip Generation Memo

Site Plan

**Exhibit
1b**



LENHART TRAFFIC CONSULTING, INC.

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Trip Generation Rates

Multifamily Housing, Low-Rise (ITE-220, Units) [Not Close to Rail Transit]

Morning Trips = 0.40 x Units

Evening Trips = 0.51 x Units

Trip Distribution (In/Out)

24/76

63/37

Trip Generation Totals

			AM Peak			PM Peak		
			In	Out	Total	In	Out	Total
LU Code 210	Multifamily Housing, Low-Rise (ITE-220, Units)	18 units	2	5	7	6	3	9

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

Traffic Impact Analysis

Trip Generation for
Site

**Exhibit
2**



LENHART TRAFFIC CONSULTING, INC.
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Time:	Weekday Morning Peak Hour (6:30 am - 9:30 am)																				Total
	Aurora St Northbound					Wrightson Ave Southbound					N Washington St Eastbound					N Washington 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	19	19	0	0	1	6	1	0	0	1	17	1	0	0	18	25	10	0	118
6:45-7:00	0	0	21	19	0	0	5	12	2	0	0	0	11	1	0	0	22	31	8	0	132
7:00-7:15	0	0	8	17	0	0	2	13	2	0	0	2	14	1	0	0	20	18	10	1	107
7:15-7:30	0	1	10	17	0	0	2	13	0	0	0	1	16	1	0	0	18	31	8	0	118
7:30-7:45	0	0	16	28	0	0	3	15	2	0	0	2	15	3	0	0	34	38	13	0	169
7:45-8:00	0	1	34	29	0	0	8	12	0	1	0	0	20	4	0	0	38	55	7	0	208
8:00-8:15	0	1	18	25	0	0	12	22	6	0	0	2	20	1	0	0	28	40	12	0	187
8:15-8:30	0	2	15	20	0	0	8	19	3	0	0	1	20	3	0	0	25	40	10	0	166
8:30-8:45	0	1	18	17	0	0	10	15	0	2	0	2	14	2	0	0	23	36	8	0	146
8:45-9:00	0	3	16	23	0	0	10	17	2	0	0	2	24	2	0	0	26	47	9	0	181
9:00-9:15	0	2	24	19	0	0	10	17	2	0	0	0	19	2	0	0	23	32	10	0	160
9:15-9:30	0	0	20	19	0	0	8	23	2	0	0	2	28	0	0	0	28	35	4	0	169

Hourly Totals																						
6:30-7:30	0	1	58	72	0	0	10	44	5	0	0	4	58	4	0	0	78	105	36	1	476	
6:45-7:45	0	1	55	81	0	0	12	53	6	0	0	5	56	6	0	0	94	118	39	1	527	
7:00-8:00	0	2	68	91	0	0	15	53	4	1	0	5	65	9	0	0	110	142	38	1	604	
7:15-8:15	0	3	78	99	0	0	25	62	8	1	0	5	71	9	0	0	118	164	40	0	683	
7:30-8:30	0	4	83	102	0	0	31	68	11	1	0	5	75	11	0	0	125	173	42	0	731	
7:45-8:45	0	5	85	91	0	0	38	68	9	3	0	5	74	10	0	0	114	171	37	0	710	
8:00-9:00	0	7	67	85	0	0	40	73	11	2	0	7	78	8	0	0	102	163	39	0	682	
8:15-9:15	0	8	73	79	0	0	38	68	7	2	0	5	77	9	0	0	97	155	37	0	655	
8:30-9:30	0	6	78	78	0	0	38	72	6	2	0	6	85	6	0	0	100	150	31	0	658	
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	
7:30-8:30	0	4	83	102	0	0	31	68	11	1	0	5	75	11	0	0	0	125	173	42	0	731

	Weekday Evening Peak Hour (4 pm - 7 pm)																				
	Aurora St Northbound					Wrightson Ave Southbound					N Washington St Eastbound					N Washington St Westbound					Total
Time:	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	4	13	34	1	0	11	26	4	0	0	3	67	3	0	0	32	39	13	0	249
4:15-4:30	0	1	17	47	0	0	15	28	1	0	0	1	54	4	0	0	30	38	9	0	245
4:30-4:45	0	3	25	44	0	0	12	27	1	0	0	5	63	2	0	0	40	30	16	0	268
4:45-5:00	0	1	17	30	1	0	20	29	3	0	0	2	50	1	0	0	37	44	14	0	248
5:00-5:15	0	2	9	42	0	0	14	36	3	3	0	2	44	1	0	0	35	49	11	0	248
5:15-5:30	0	0	15	26	0	1	18	30	1	2	0	0	52	1	0	0	40	35	12	5	231
5:30-5:45	0	2	18	22	0	1	10	10	2	0	0	0	42	3	0	0	36	40	19	0	205
5:45-6:00	0	2	8	35	1	0	12	17	1	0	0	1	26	2	0	0	28	28	11	0	171
6:00-6:15	0	0	5	26	0	0	14	17	1	0	0	5	34	3	0	0	27	27	8	0	167
6:15-6:30	0	2	7	12	0	0	12	16	1	1	0	2	30	0	0	0	20	17	17	0	136
6:30-6:45	0	2	9	21	0	0	17	17	0	0	0	1	22	2	0	0	19	25	10	0	145
6:45-7:00	0	2	17	18	1	0	9	9	0	2	0	1	23	3	0	0	19	31	10	0	142

Hourly Totals																					
4:00-5:00	0	9	72	155	2	0	58	110	9	0	0	11	234	10	0	0	139	151	52	0	1012
4:15-5:15	0	7	68	163	1	0	61	120	8	3	0	10	211	8	0	0	142	161	50	0	1013
4:30-5:30	0	6	66	142	1	1	64	122	8	5	0	9	209	5	0	0	152	158	53	5	1006
4:45-5:45	0	5	59	120	1	2	62	105	9	5	0	4	188	6	0	0	148	168	56	5	943
5:00-6:00	0	6	50	125	1	2	54	93	7	5	0	3	164	7	0	0	139	152	53	5	866
5:15-6:15	0	4	46	109	1	2	54	74	5	2	0	6	154	9	0	0	131	130	50	5	782
5:30-6:30	0	6	38	95	1	1	48	60	5	1	0	8	132	8	0	0	111	112	55	0	681
5:45-6:45	0	6	29	94	1	0	55	67	3	1	0	9	112	7	0	0	94	97	46	0	621
6:00-7:00	0	6	38	77	1	0	52	59	2	3	0	9	109	8	0	0	85	100	45	0	594
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
4:15-5:15	0	7	68	163	1	0	61	120	8	3	0	10	211	8	0	0	142	161	50	0	1013

Peak Hour
Turning Movement Count



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

Intersection: N Washington St & Aurora St
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Thursday, May 30, 2024
Jurisdiction: Talbot County

Weekend Peak Hour (10:00 am - 3:00 pm)																				
Time:	Aurora St Northbound					Wrightson Ave Southbound					N Washington St Eastbound					N Washington 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
10:00-10:15	0	0	21	22	0	0	15	14	2	0	0	3	19	2	0	0	31	40	10	2
10:15-10:30	0	5	13	27	0	0	17	19	3	0	0	2	30	1	0	0	25	40	14	0
10:30-10:45	0	5	12	20	0	0	12	15	1	1	0	5	33	2	2	0	32	35	19	0
10:45-11:00	0	2	11	21	1	0	8	23	1	0	0	5	35	4	1	0	24	48	16	0
11:00-11:15	0	1	24	24	1	0	8	17	0	0	0	2	25	4	1	0	31	51	17	0
11:15-11:30	0	1	16	25	1	0	12	24	1	0	0	4	42	4	0	0	30	38	16	0
11:30-11:45	0	1	19	30	1	0	7	17	3	1	0	2	23	3	0	0	20	33	10	0
11:45-12:00	0	3	14	30	0	0	13	19	3	0	0	5	38	3	0	0	21	33	10	1
12:00-12:15	0	2	11	22	0	0	9	20	3	1	0	2	32	0	0	0	36	65	35	1
12:15-12:30	0	2	15	29	0	0	9	16	3	0	0	1	33	4	0	0	34	53	14	0
12:30-12:45	0	1	16	22	0	0	15	27	6	4	0	2	36	2	0	0	23	42	16	0
12:45-1:00	0	2	15	22	0	0	10	17	3	0	0	3	30	1	0	0	27	29	12	0
1:00-1:15	0	2	15	33	0	0	14	23	1	0	0	3	31	3	1	0	18	30	11	0
1:15-1:30	0	1	15	33	0	0	9	24	3	0	0	3	26	1	0	0	22	39	13	0
1:30-1:45	0	2	18	27	0	0	16	15	2	0	0	2	18	3	0	0	21	26	10	0
1:45-2:00	0	0	10	27	0	0	16	22	2	0	0	1	44	2	0	0	21	26	12	0
2:00-2:15	0	3	14	19	0	0	9	11	1	0	0	2	18	1	0	0	20	32	14	0
2:15-2:30	0	1	5	26	0	0	10	13	2	1	0	1	32	2	0	0	22	28	7	0
2:30-2:45	0	2	17	20	0	0	10	14	5	0	0	2	36	1	0	0	20	39	15	0
2:45-3:00	0	0	18	22	0	0	15	17	0	1	0	1	24	1	0	0	27	33	11	0

Hourly Totals																				
10:00-11:00	0	12	57	90	1	0	52	71	7	1	0	15	117	9	3	0	112	163	59	2
10:15-11:15	0	13	60	92	2	0	45	74	5	1	0	14	123	11	4	0	112	174	66	0
10:30-11:30	0	9	63	90	3	0	40	79	3	1	0	16	135	14	4	0	117	172	68	0
10:45-11:45	0	5	70	100	4	0	35	81	5	1	0	13	125	15	2	0	105	170	59	0
11:00-12:00	0	6	73	109	3	0	40	77	7	1	0	13	128	14	1	0	102	155	53	1
11:15-12:15	0	7	60	107	2	0	41	80	10	2	0	13	135	10	0	0	107	169	71	2
11:30-12:30	0	8	59	111	1	0	38	72	12	2	0	10	126	10	0	0	111	184	69	2
11:45-12:45	0	8	56	103	0	0	46	82	15	5	0	10	139	9	0	0	114	193	75	2
12:00-1:00	0	7	57	95	0	0	43	80	15	5	0	8	131	7	0	0	120	189	77	1
12:15-1:15	0	7	61	106	0	0	48	83	13	4	0	9	130	10	1	0	102	154	53	0
12:30-1:30	0	6	61	110	0	0	48	91	13	4	0	11	123	7	1	0	90	140	52	0
12:45-1:45	0	7	63	115	0	0	49	79	9	0	0	11	105	8	1	0	88	124	46	0
1:00-2:00	0	5	58	120	0	0	55	84	8	0	0	9	119	9	1	0	82	121	46	0
1:15-2:15	0	6	57	106	0	0	50	72	8	0	0	8	106	7	0	0	84	123	49	0
1:30-2:30	0	6	47	99	0	0	51	61	7	1	0	6	112	8	0	0	84	112	43	0
1:45-2:45	0	6	46	92	0	0	45	60	10	1	0	6	130	6	0	0	83	125	48	0
2:00-3:00	0	6	54	87	0	0	44	55	8	2	0	6	110	5	0	0	89	132	47	0
PM																				
Northbound					Southbound					Eastbound					Westbound					Total
U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
11:45-12:45	0	8	56	103	0	0	46	82	15	5	0	10	139	9	0	0	114	193	75	2

Peak Hour
Turning Movement Count



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

Intersection: N Washington St & Aurora St
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Saturday, June 1, 2024
County: Talbot County

	Weekday Morning Peak Hour (6:30 am - 9:30 am)																					
	Aurora St Northbound					Aurora St Southbound					Aurora Park Alley Eastbound					N/A Westbound						
	Time:	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	42		0	0		25	0	0	0	0	0		0	0						67
6:45-7:00	0	0	38		0	0		34	1	0	0	0	0		0	0						73
7:00-7:15	0	0	29		0	0		34	1	0	0	0	0		0	0						64
7:15-7:30	0	1	30		0	0		33	0	0	0	0	0		0	0						64
7:30-7:45	0	0	43		0	0		51	2	0	0	0	1		0	1						98
7:45-8:00	0	0	65		0	0		53	0	1	0	0	1		0	1						121
8:00-8:15	0	0	41		0	0		48	1	0	0	0	0		0	0						92
8:15-8:30	0	1	37		0	0		43	3	0	0	0	0		0	0						86
8:30-8:45	0	0	38		0	0		42	0	2	0	0	0		0	0						81
8:45-9:00	0	1	43		0	0		46	0	0	0	0	0		0	0						92
9:00-9:15	0	0	46		0	0		43	0	0	0	0	0		0	0						92
9:15-9:30	0	0	40		0	0		51	0	0	0	0	0		0	0						92

Hourly Totals																					
6:30-7:30	0	1	139	0	0	126	2	0	0	0	0	3								271	
6:45-7:45	0	1	140	0	0	152	4	0	0	1	0	4								303	
7:00-8:00	0	1	167	0	0	171	3	1	0	2	0	3								351	
7:15-8:15	0	1	179	0	0	185	3	1	0	2	0	2								378	
7:30-8:30	0	1	186	0	0	195	6	1	0	2	0	1								399	
7:45-8:45	0	1	181	0	0	186	4	3	0	1	0	0								383	
8:00-9:00	0	2	159	0	0	179	4	2	0	0	0	0								353	
8:15-9:15	0	2	164	0	0	174	3	2	0	0	0	1								354	
8:30-9:30	0	1	167	0	0	182	0	2	0	0	0	2								361	
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
7:30-8:30	0	1	186		0	0		195	6	1	0	2		0	1						399

	Weekday Evening Peak Hour (4 pm - 7 pm)																					
	Aurora St Northbound					Aurora St Southbound					Aurora Park Alley Eastbound					N/A Westbound						
	Time:	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
4:00-4:15	0	0	49		0	1		60	0	2	0	0		0	0							112
4:15-4:30	0	0	68		0	0		57	1	0	0	0		0	0							127
4:30-4:45	1	0	68		0	0		66	0	0	0	0		0	0							135
4:45-5:00	0	1	49		0	0		68	0	0	0	0		0	0							119
5:00-5:15	0	0	56		0	0		75	0	0	0	0		0	0							131
5:15-5:30	0	0	38		0	0		69	0	0	0	1		1	0							110
5:30-5:45	1	0	45		0	0		47	2	0	0	0		0	0							95
5:45-6:00	0	0	44		0	0		47	0	0	0	1		0	0							92
6:00-6:15	0	0	32		0	0		48	0	0	0	0		0	0							80
6:15-6:30	0	0	20		0	0		35	0	0	0	0		0	1							55
6:30-6:45	0	0	32		0	0		38	0	0	0	1		0	0							72
6:45-7:00	0	0	35		0	0		32	0	0	0	0		0	0							67

Hourly Totals																					
4:00-5:00	1	1	234	0	1	251	1	2	0	0	0	0								495	
4:15-5:15	1	1	241	0	0	266	1	0	0	0	0	0	0	0						513	
4:30-5:30	1	1	211	0	0	278	0	0	0	1	1	0								496	
4:45-5:45	1	1	188	0	0	259	2	0	0	1	1	0								456	
5:00-6:00	1	0	183	0	0	238	2	0	0	2	1	0								429	
5:15-6:15	1	0	159	0	0	211	2	0	0	2	1	0								377	
5:30-6:30	1	0	141	0	0	177	2	0	0	1	0	1								323	
5:45-6:45	0	0	128	0	0	168	0	0	0	2	0	1								300	
6:00-7:00	0	0	119	0	0	153	0	0	0	1	0	1								275	
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
4:15-5:15	1	1	241		0	0		266	1	0	0	0		0	0						513

Peak Hour
Turning Movement Count



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

Intersection: Aurora St & Aurora Park Alley
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Thursday, May 30, 2024
Jurisdiction: Talbot County

Weekend Peak Hour (10:00 am - 3:00 pm)																				
Time:	Aurora St Northbound					Aurora St Southbound					Aurora Park Alley Eastbound					N/A 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
10:00-10:15	1	0	44	0	0	0		52	0	0	0	0		0	0					
10:15-10:30	0	0	45	0	0	0		44	0	0	0	0		0	0					
10:30-10:45	0	0	38	0	0	0		48	0	2	0	0		1	0					
10:45-11:00	0	0	33	0	0	0		46	0	0	0	0		0	0					
11:00-11:15	0	0	47	0	1	0		49	1	0	0	0		0	0					
11:15-11:30	0	1	41	0	0	0		57	0	0	0	0		0	0					
11:30-11:45	0	0	49	0	0	0		51	0	0	0	1		0	0					
11:45-12:00	0	0	47	0	0	0		36	2	0	0	0		0	0					
12:00-12:15	0	0	37	0	0	0		58	0	0	0	0		0	0					
12:15-12:30	0	0	42	0	0	0		55	0	1	0	0		0	0					
12:30-12:45	0	0	39	0	0	0		52	0	0	0	0		0	0					
12:45-1:00	0	0	42	0	0	0		43	0	0	0	0		0	0					
1:00-1:15	0	0	47	0	0	0		45	1	0	0	1		0	0					
1:15-1:30	0	1	49	0	0	0		47	0	0	0	1		0	1					
1:30-1:45	0	0	44	0	0	0		41	1	0	0	0		0	0					
1:45-2:00	0	0	37	0	0	0		44	0	0	0	1		0	0					
2:00-2:15	0	0	36	1	0	0		33	0	1	0	0		0	0					
2:15-2:30	0	0	32	0	0	0		37	0	1	0	0		0	0					
2:30-2:45	0	0	40	0	0	0		35	0	0	0	0		0	0					
2:45-3:00	0	0	38	0	0	0		47	0	0	0	0		0	0					

Hourly Totals																				
10:00-11:00	1	0	160	0	0	0		190	0	2	0	0		1	0					
10:15-11:15	0	0	163	0	1	0		187	1	2	0	0		1	0					
10:30-11:30	0	1	159	0	1	0		200	1	2	0	0		1	0					
10:45-11:45	0	1	170	0	1	0		203	1	0	0	1		0	0					
11:00-12:00	0	1	184	0	1	0		193	3	0	0	1		0	0					
11:15-12:15	0	1	174	0	0	0		202	2	0	0	1		0	0					
11:30-12:30	0	0	175	0	0	0		200	2	1	0	1		0	0					
11:45-12:45	0	0	165	0	0	0		201	2	1	0	0		0	0					
12:00-1:00	0	0	160	0	0	0		208	0	1	0	0		0	0					
12:15-1:15	0	0	170	0	0	0		195	1	1	0	1		0	0					
12:30-1:30	0	1	177	0	0	0		187	1	0	0	2		0	1					
12:45-1:45	0	1	182	0	0	0		176	2	0	0	2		0	1					
1:00-2:00	0	1	177	0	0	0		177	2	0	0	3		0	1					
1:15-2:15	0	1	166	1	0	0		165	1	1	0	2		0	1					
1:30-2:30	0	0	149	1	0	0		155	1	2	0	1		0	0					
1:45-2:45	0	0	145	1	0	0		149	0	2	0	1		0	0					
2:00-3:00	0	0	146	1	0	0		152	0	2	0	0		0	0					
PM																				
Northbound					Southbound					Eastbound					Westbound					Total
U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	U-Turn	Left	Thru	Right	Peds	
11:00-12:00	0	1	184	0	1		193	3	0	0	1		0	0						386

Peak Hour
Turning Movement Count



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

Intersection: Aurora St & Aurora Park Alley
Weather: Clear
Count by: Count Cam DSS
Count Day/Date: Saturday, June 1, 2024
County: Talbot County

TRAFFIC GROWTH PROJECTION

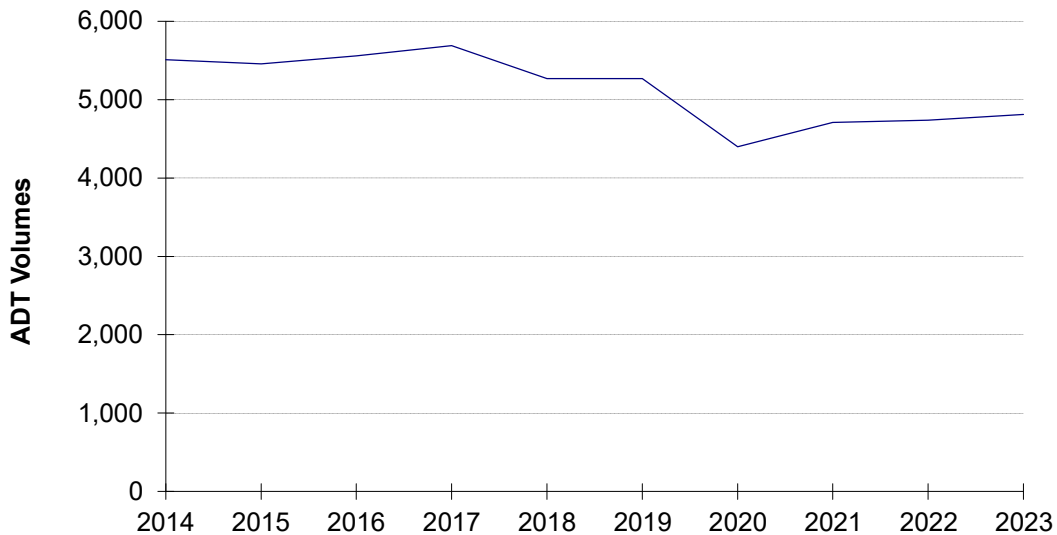
LOCATION: North Washington Street at Aurora Street

REPORT DATE: 07-Aug-24

AVERAGE GROWTH: -1.58%

MATHEMATICAL GROWTH: -1.68%

Year	ADT Volume	Vol. increase	% increase	Average %
2013	NO DATA AVAILABLE			
2014	5,512			
2015	5,460	-52	-0.94%	-0.94%
2016	5,561	101	1.85%	0.45%
2017	5,692	131	2.36%	1.09%
2018	5,270	-422	-7.41%	-1.04%
2019	5,271	1	0.02%	-0.83%
2020	4,402	-869	-16.49%	-4.12%
2021	4,710	-561	-10.64%	-2.46%
2022	4,741	31	0.66%	-2.02%
2023	4,812	71	1.50%	-1.58%



TRAFFIC GROWTH
North Washington Street at Aurora Street

Appendix B

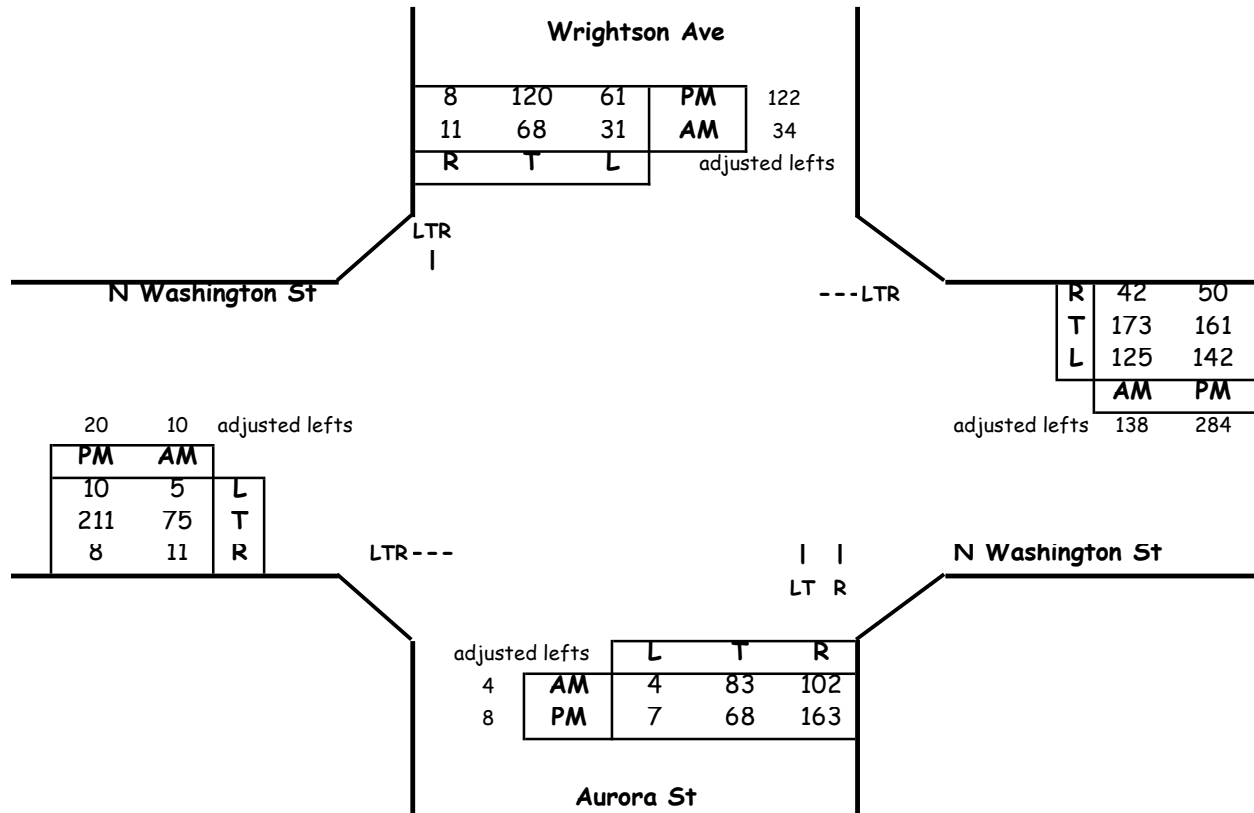
CLV Level of Service Worksheets

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: N Washington St
Minor Street: Aurora St
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	87	1.00	87	31	1	31
SB	113	1.00	113	4	1	4
EB	96	1	96	125	1	125
WB	353	1	353	5	1	5
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	76	1.00	76	61	1	61
SB	250	1.00	250	7	1	7
EB	239	1	239	142	1	142
WB	495	1	495	10	1	10
CLV TOTAL=						762
Level of Service (LOS) =						A

Critical Lane Volume Analysis



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**N Washington St &
 Aurora St**
 (Existing Traffic)

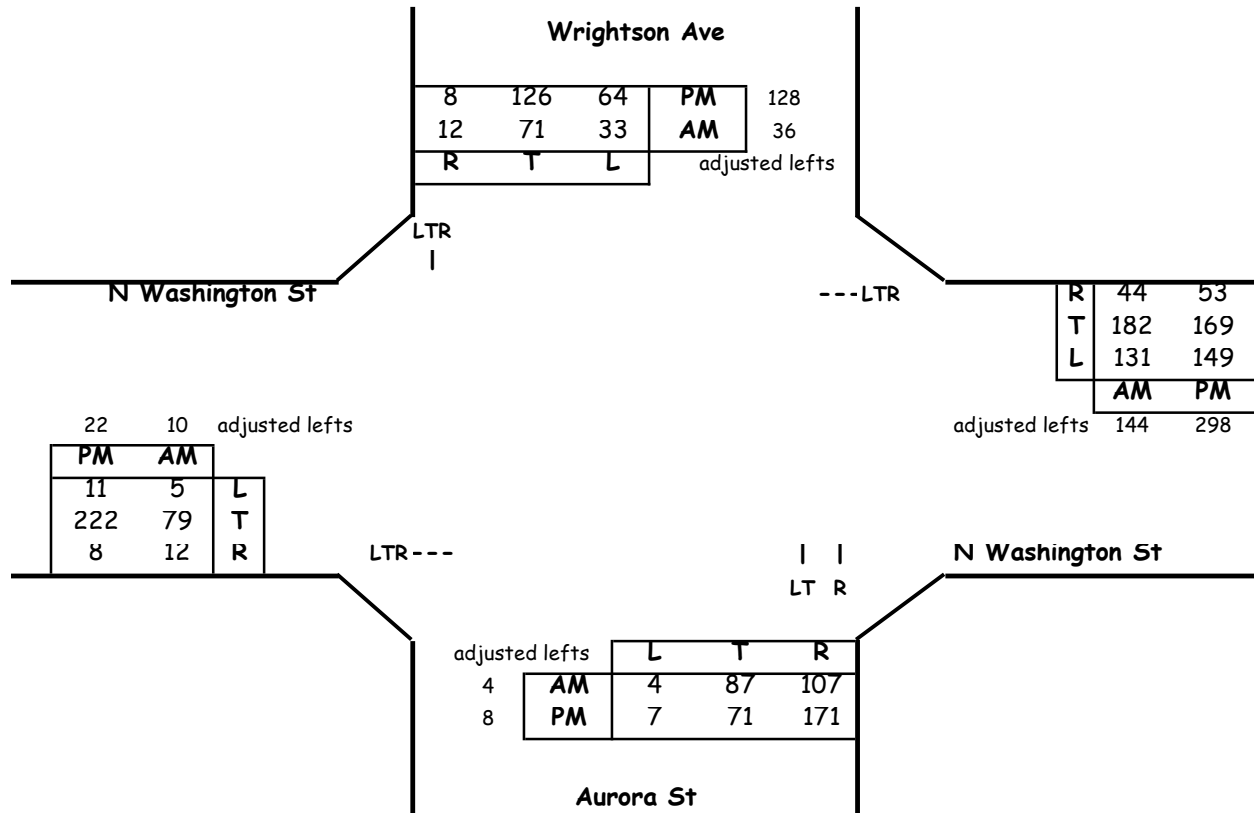
**Intersection
 1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: N Washington St
Minor Street: Aurora St
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	91	1.00	91	33	1	33
SB	119	1.00	119	4	1	4
EB	101	1	101	131	1	131
WB	370	1	370	5	1	5
CLV TOTAL=						499
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	79	1.00	79	64	1	64
SB	262	1.00	262	7	1	7
EB	252	1	252	149	1	149
WB	520	1	520	11	1	11
CLV TOTAL=						800
Level of Service (LOS) =						A

Critical Lane Volume Analysis

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**N Washington St &
 Aurora St**
 (Background Traffic)

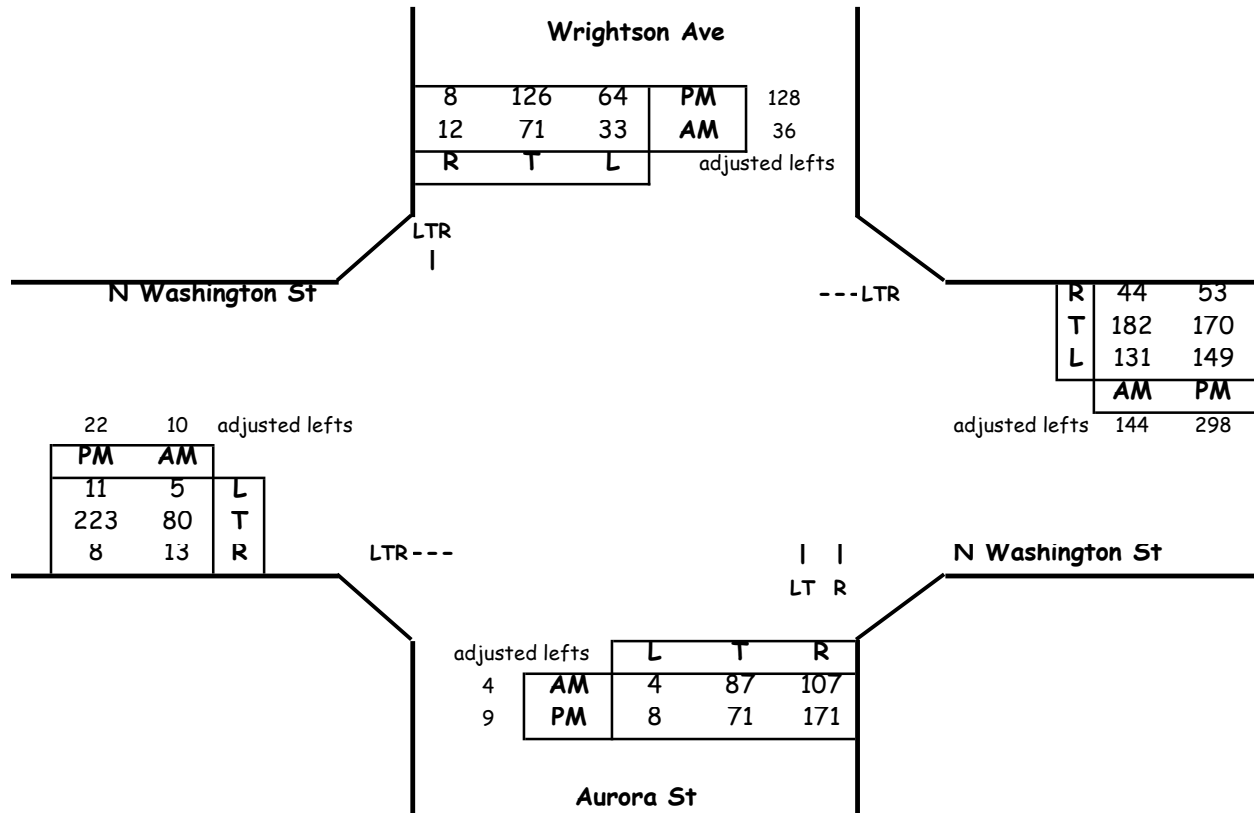
**Intersection
 1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: N Washington St
Minor Street: Aurora St
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	91	1.00	91	33	1	33
SB	119	1.00	119	4	1	4
EB	103	1	103	131	1	131
WB	370	1	370	5	1	5
CLV TOTAL=						499
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	80	1.00	80	64	1	64
SB	262	1.00	262	8	1	8
EB	253	1	253	149	1	149
WB	521	1	521	11	1	11
CLV TOTAL=						802
Level of Service (LOS) =						A

Critical Lane Volume Analysis



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**N Washington St &
 Aurora St**
 (Total Traffic)

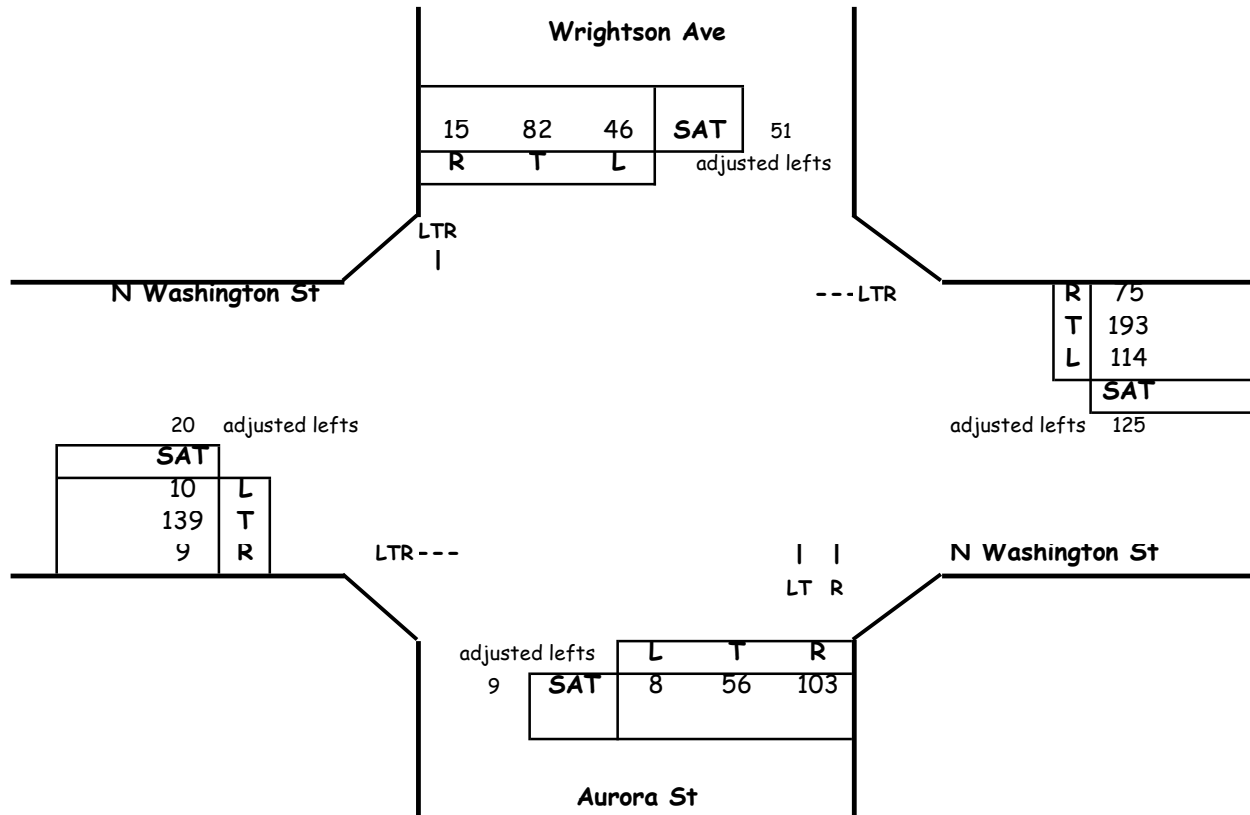
**Intersection
 1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: N Washington St
Minor Street: Aurora St
Study Period: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Sat. Midday Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	65	1.00	65	46	1	46
SB	148	1.00	148	8	1	8
EB	168	1	168	114	1	114
WB	393	1	393	10	1	10
CLV TOTAL=						559
Level of Service (LOS) =						A

Critical Lane Volume Analysis



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**N Washington St &
 Aurora St**
 (Existing Traffic)

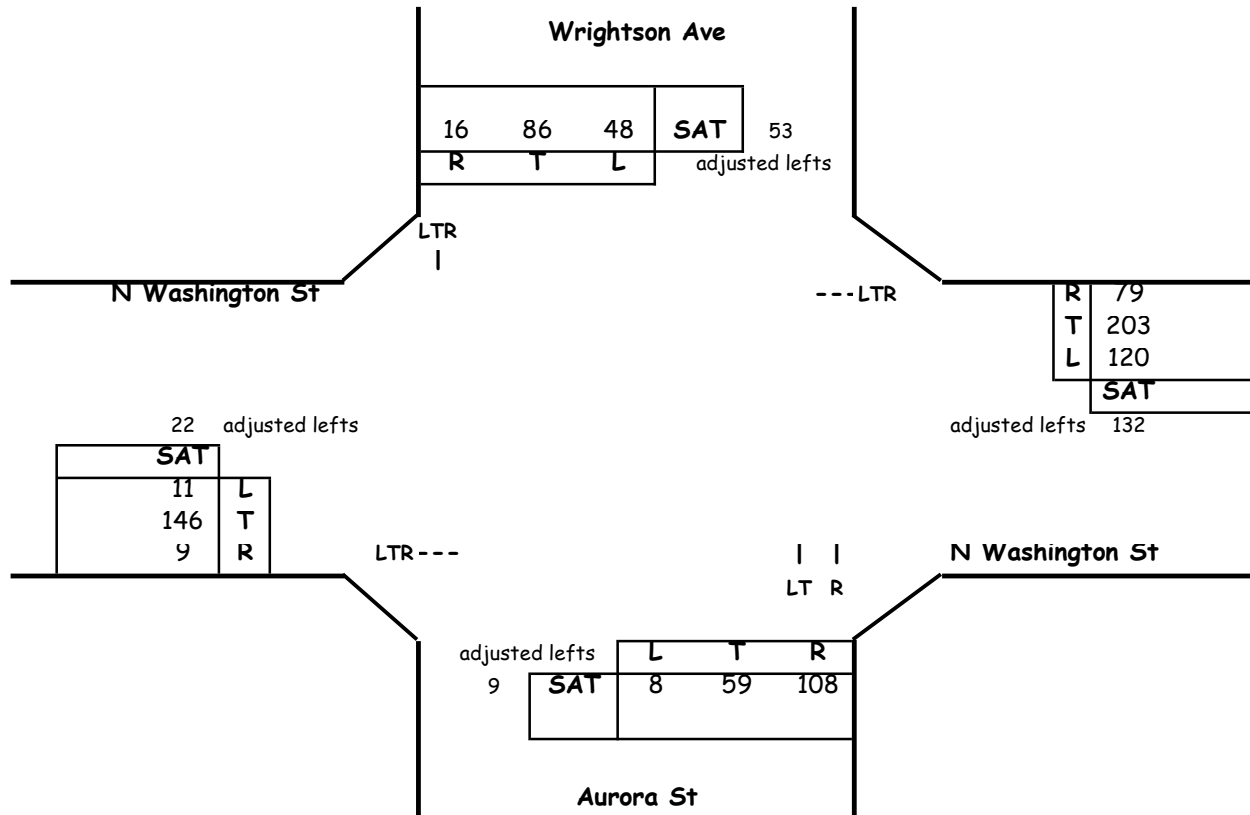
**Intersection
 1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: N Washington St
Minor Street: Aurora St
Study Period: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Sat. Midday Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	68	1.00	68	48	1	48
SB	155	1.00	155	8	1	8
EB	177	1	177	120	1	120
WB	414	1	414	11	1	11
CLV TOTAL=						588
Level of Service (LOS) =						A

Critical Lane Volume Analysis



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**N Washington St &
 Aurora St**
 (Background Traffic)

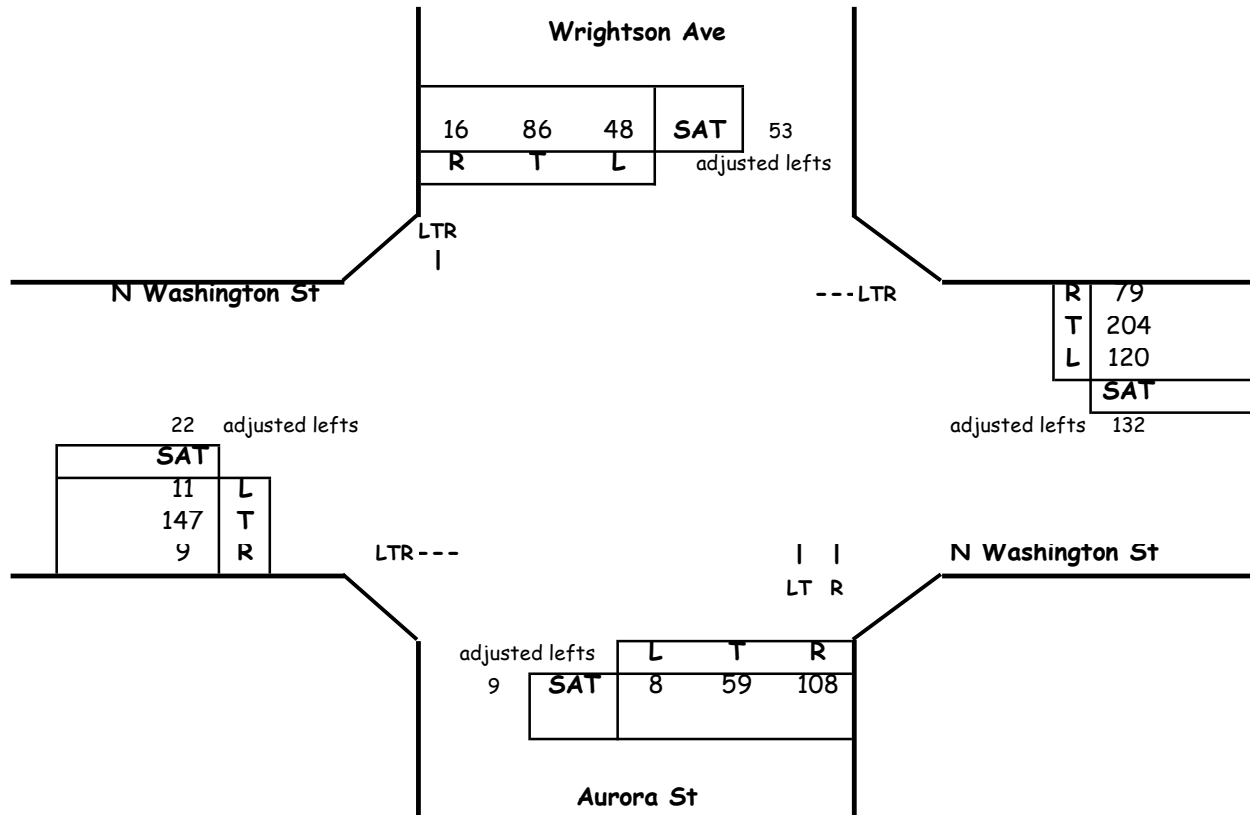
**Intersection
 1**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Main Line: N Washington St
Minor Street: Aurora St
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Critical Lane Volume Analysis

Sat. Midday Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	68	1.00	68	48	1	48
SB	155	1.00	155	8	1	8
EB	178	1	178	120	1	120
WB	415	1	415	11	1	11
CLV TOTAL=						589
Level of Service (LOS) =						A

Critical Lane Volume Analysis



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**N Washington St &
 Aurora St**
 (Total Traffic)

**Intersection
 1**

Critical Lane Volume (CLV) Methodology for MSHA

Main Line: N Washington St
Minor Street: Site Access
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

N WASHINGTON ST

--- TL

	AM	PM
T	198	185
L	0	2

adjusted lefts 0 4

PM	AM	
241	96	T
3	1	R

TR ---

N WASHINGTON ST

|
LR

Site Access

	L	R
AM	3	2
PM	2	1

Critical Lane Volume Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	5	1.00	5			
EB	97	1.00	97	0	1.00	0
WB	198	1.00	198			
CLV TOTAL=						203
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	3	1.00	3			
EB	244	1.00	244	2	1.00	2
WB	189	1.00	189			
CLV TOTAL=						249
Level of Service (LOS) =						A

Critical Lane Volume Analysis



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**N Washington St &
 Site Access
 (Total Traffic)**

**Intersection
 2**

Critical Lane Volume (CLV) Methodology for MSHA

Main Line: N Washington St
Minor Street: Site Access
Study Period: Total Traffic

Analyst: Lenhart Traffic Consulting

N WASHINGTON ST

--- TL

	SAT	
T	227	
L	1	

adjusted lefts 1.1

	SAT	
	166	T
	2	R

TR ---

N WASHINGTON ST

|
LR

Site Access

	L	R
SAT	3	1

Critical Lane Volume Analysis

Sat. Midday Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
NB	4	1.00	4			
EB	168	1.00	168	1	1.00	1
WB	228	1.00	228			
CLV TOTAL=						232
Level of Service (LOS) =						A

Critical Lane Volume Analysis



LENHART TRAFFIC CONSULTING, INC.
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N Washington St &
 Site Access
 (Total Traffic)

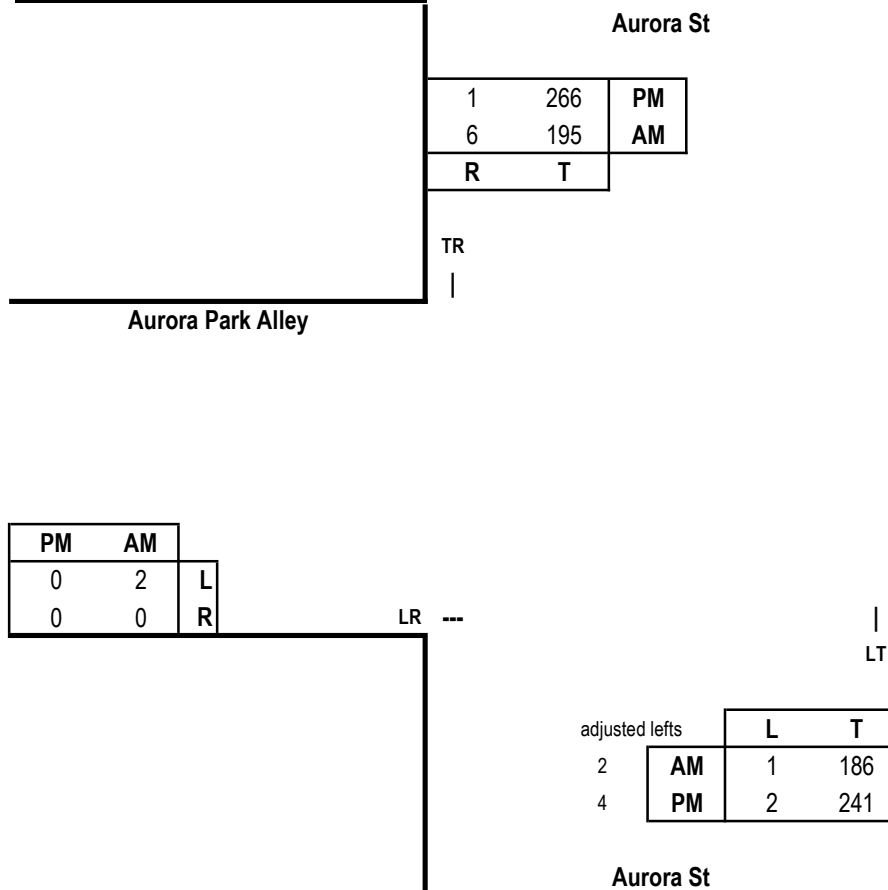
Intersection
2

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: Aurora St
and: Aurora Park Alley
Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
EB	2	1.00	2			
NB	188	1.00	188			
SB	201	1.00	201	1	1.00	1
CLV TOTAL=						204
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
EB	0	1.00	0			
NB	245	1.00	245			
SB	267	1.00	267	2	1.00	2
CLV TOTAL=						269
Level of Service (LOS) =						A

Critical Lane Volume Analysis



**Aurora St &
Aurora Park Alley
(Existing Traffic)**

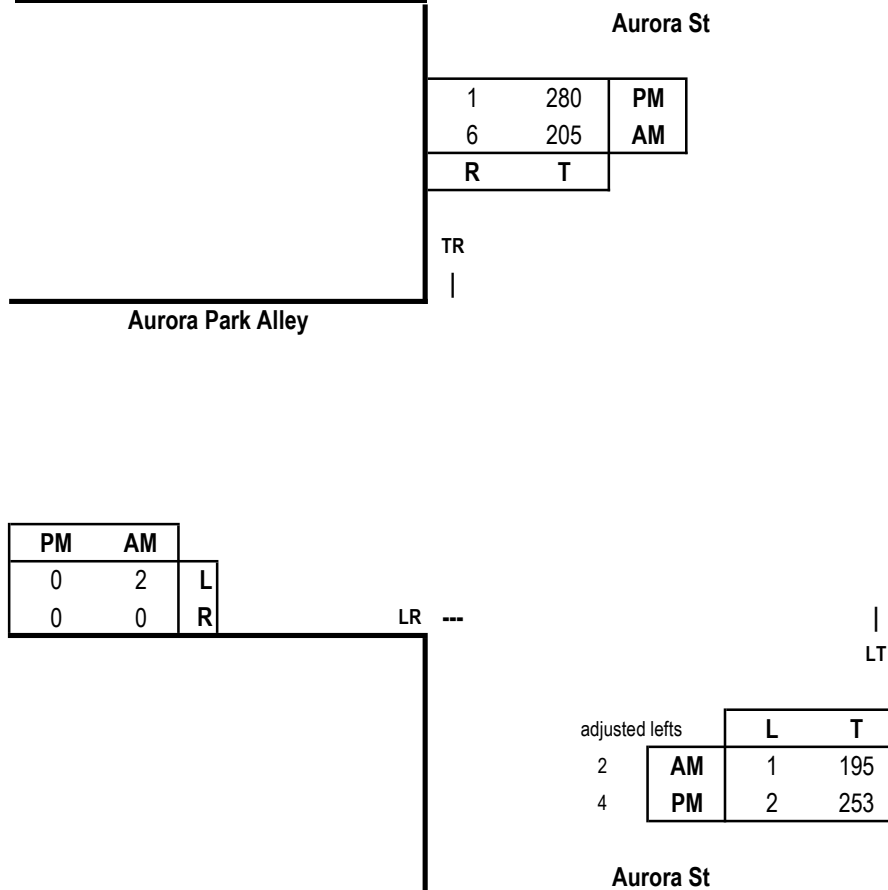
**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: Aurora St
and: Aurora Park Alley
Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
EB	2	1.00	2			
NB	197	1.00	197			
SB	211	1.00	211	1	1.00	1
CLV TOTAL=						214
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
EB	0	1.00	0			
NB	257	1.00	257			
SB	281	1.00	281	2	1.00	2
CLV TOTAL=						283
Level of Service (LOS) =						A

Critical Lane Volume Analysis



Aurora St &
Aurora Park Alley
(Background Traffic)

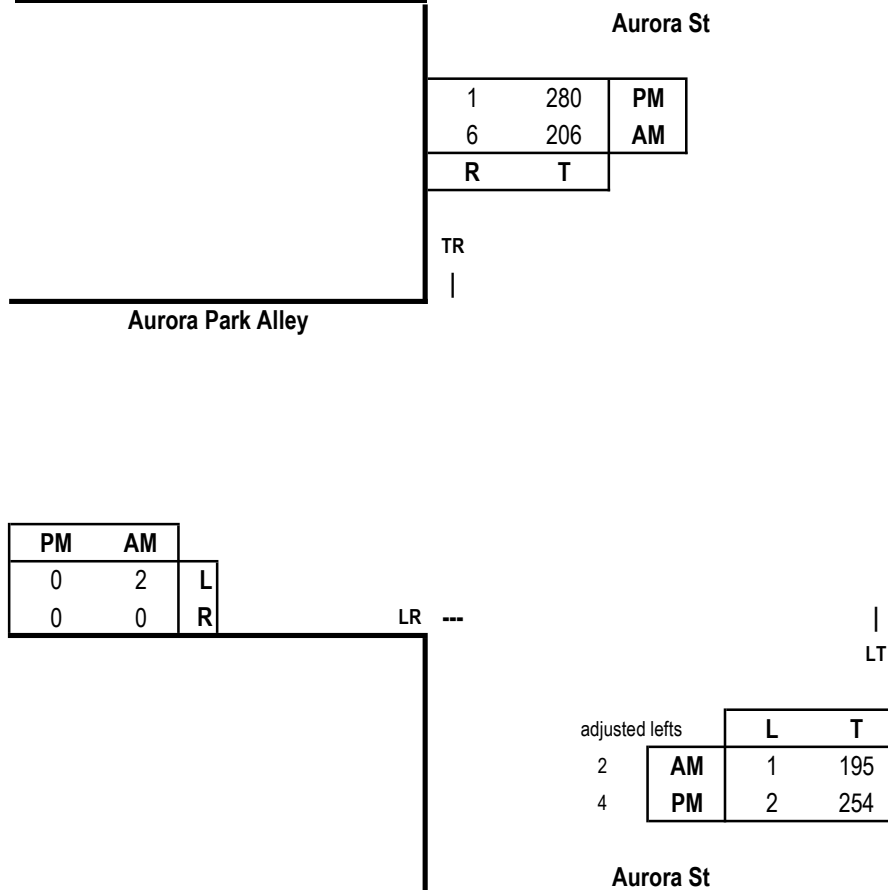
Intersection
3

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: Aurora St
and: Aurora Park Alley
Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Morning Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
EB	2	1.00	2			
NB	197	1.00	197			
SB	212	1.00	212	1	1.00	1
CLV TOTAL=						215
Level of Service (LOS) =						A

Evening Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
EB	0	1.00	0			
NB	258	1.00	258			
SB	281	1.00	281	2	1.00	2
CLV TOTAL=						283
Level of Service (LOS) =						A

Critical Lane Volume Analysis



**Aurora St &
Aurora Park Alley
(Total Traffic)**

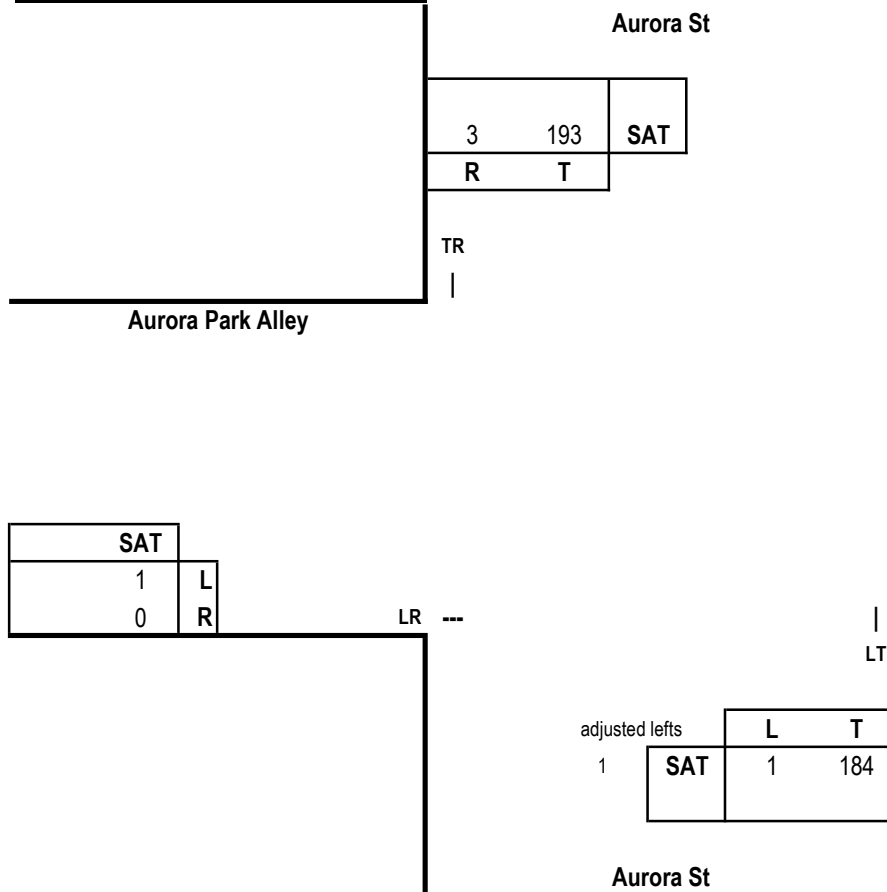
**Intersection
3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: Aurora St
and: Aurora Park Alley
Conditions: Existing Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Sat. Midday Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
EB	1	1.00	1			
NB	185	1.00	185			
SB	196	1.00	196	1	1.00	1
CLV TOTAL=						198
Level of Service (LOS)=						A

Critical Lane Volume Analysis



Aurora St &
 Aurora Park Alley
 (Existing Traffic)

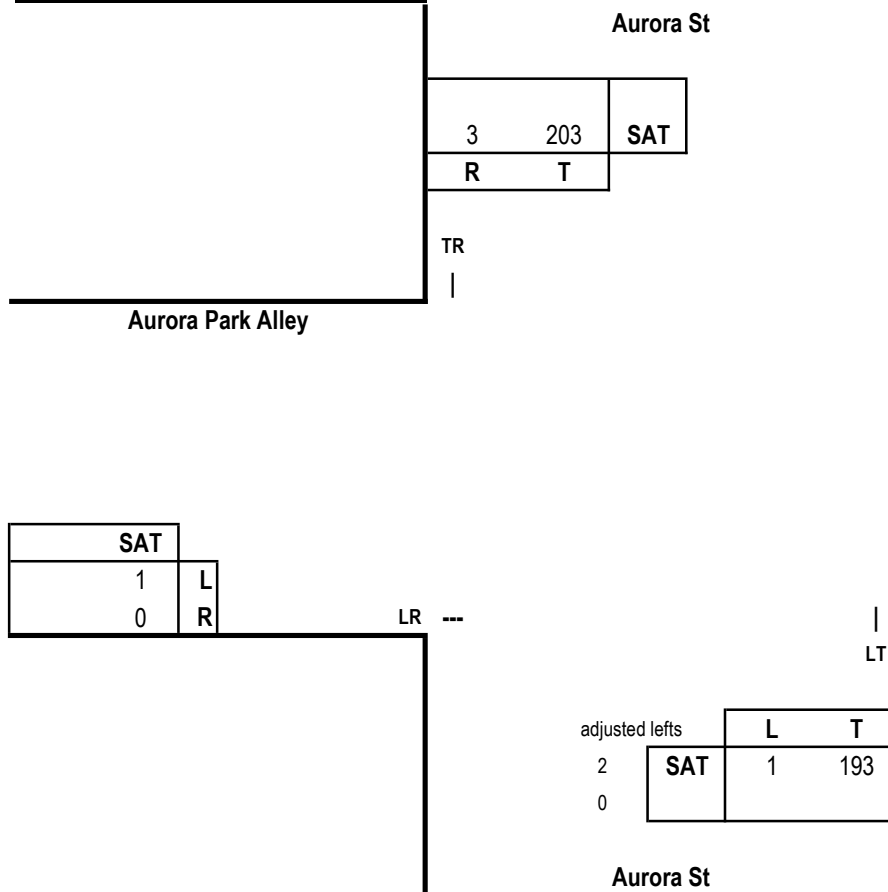
**Intersection
 3**

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: Aurora St
and: Aurora Park Alley
Conditions: Background Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Sat. Midday Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
EB	1	1.00	1			
NB	195	1.00	195			
SB	206	1.00	206	1	1.00	1
CLV TOTAL=						208
Level of Service (LOS)=						A

Critical Lane Volume Analysis



Aurora St &
Aurora Park Alley
(Background Traffic)

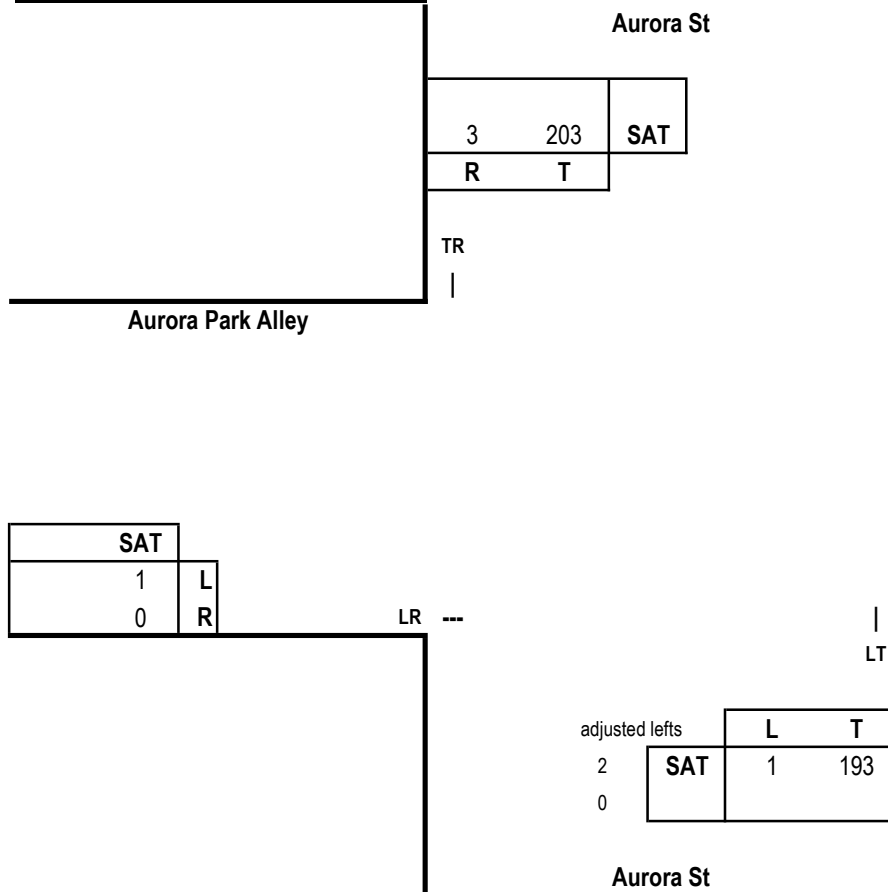
Intersection
3

CRITICAL LANE VOLUME (CLV) METHODOLOGY

Intersection of: Aurora St
and: Aurora Park Alley
Conditions: Total Traffic

Analyst: Lenhart Traffic Consulting

Lane Use + Traffic Volumes



Capacity Analysis

Sat. Midday Peak Hour						
Dir	Thru Volumes			+ Opposing Lefts		
	VOL	x LUF	= Total	VOL	x LUF	= Total
EB	1	1.00	1			
NB	195	1.00	195			
SB	206	1.00	206	1	1.00	1
CLV TOTAL=						208
Level of Service (LOS)=						A

Critical Lane Volume Analysis



Aurora St &
Aurora Park Alley
(Total Traffic)

Intersection
3

Appendix C

Synchro Level of Service Worksheets

HCM Unsignalized Intersection Capacity Analysis

1: Aurora St/Wrightson Ave & N Washington St

350 N Washington St
Existing - AM

														
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR		
Lane Configurations														
Traffic Volume (veh/h)	5	75	11	125	173	42	4	83	102	31	68	11		
Future Volume (Veh/h)	5	75	11	125	173	42	4	83	102	31	68	11		
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)	5	82	12	136	188	46	4	90	111	34	74	12		
Pedestrians														
Lane Width (ft)														
Walking Speed (ft/s)														
Percent Blockage														
Right turn flare (veh)														
Median type	None			None										
Median storage (veh)														
Upstream signal (ft)														
pX, platoon unblocked														
vC, conflicting volume	234				94				630	604	88	737	587	211
vC1, stage 1 conf vol														
vC2, stage 2 conf vol														
vCu, unblocked vol	234				94				630	604	88	737	587	211
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 %	100				91				99	76	89	85	81	99
cM capacity (veh/h)	1333				1500				308	374	970	224	382	829
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1									
Volume Total	99	370	94	111	120									
Volume Left	5	136	4	0	34									
Volume Right	12	46	0	111	12									
cSH	1333	1500	370	970	334									
Volume to Capacity	0.00	0.09	0.25	0.11	0.36									
Queue Length 95th (ft)	0	7	25	10	40									
Control Delay (s)	0.4	3.3	18.0	9.2	21.7									
Lane LOS	A	A	C	A	C									
Approach Delay (s)	0.4	3.3	13.2		21.7									
Approach LOS			B		C									
Intersection Summary														
Average Delay				8.3										
Intersection Capacity Utilization				44.5%	ICU Level of Service				A					
Analysis Period (min)				15										

HCM Unsignalized Intersection Capacity Analysis

3: Aurora St & Aurora Park Alley

350 N Washington St
Existing - AM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	0	1	186	195	6
Future Volume (Veh/h)	2	0	1	186	195	6
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)	2	0	1	202	212	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	420	216	219			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	420	216	219			
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)	590	824	1350			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	2	203	219			
Volume Left	2	1	0			
Volume Right	0	0	7			
cSH	590	1350	1700			
Volume to Capacity	0.00	0.00	0.13			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	11.1	0.0	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.1	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization		20.6%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

1: Aurora St/Wrightson Ave & N Washington St

350 N Washington St
Existing - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	211	8	142	161	50	7	68	163	61	120	8
Future Volume (Veh/h)	10	211	8	142	161	50	7	68	163	61	120	8
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	229	9	154	175	54	8	74	177	66	130	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	229			238			840	792	234	980	770	202
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	229			238			840	792	234	980	770	202
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			88			95	74	78	49	55	99
cM capacity (veh/h)	1339			1329			167	282	806	130	290	839
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	249	383	82	177	205							
Volume Left	11	154	8	0	66							
Volume Right	9	54	0	177	9							
cSH	1339	1329	264	806	212							
Volume to Capacity	0.01	0.12	0.31	0.22	0.97							
Queue Length 95th (ft)	1	10	32	21	209							
Control Delay (s)	0.4	3.9	24.6	10.7	101.0							
Lane LOS	A	A	C	B	F							
Approach Delay (s)	0.4	3.9	15.1		101.0							
Approach LOS			C		F							
Intersection Summary												
Average Delay			23.9									
Intersection Capacity Utilization			58.4%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: Aurora St & Aurora Park Alley

350 N Washington St
Existing - PM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	2	241	266	1
Future Volume (Veh/h)	0	0	2	241	266	1
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	2	262	289	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	556	290	290			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	556	290	290			
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)	492	750	1272			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	264	290			
Volume Left	0	2	0			
Volume Right	0	0	1			
cSH	1700	1272	1700			
Volume to Capacity	0.00	0.00	0.17			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	0.0	0.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization			17.6%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

1: Aurora St/Wrightson Ave & N Washington St

350 N Washington St
Existing - Sat. Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	10	139	9	114	193	75	8	56	103	46	82	15
Future Volume (Veh/h)	10	139	9	114	193	75	8	56	103	46	82	15
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	151	10	124	210	82	9	61	112	50	89	16
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	292			161			738	718	156	820	682	251
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	292			161			738	718	156	820	682	251
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			96	81	87	75	74	98
cM capacity (veh/h)	1270			1418			242	321	890	204	337	788
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	172	416	70	112	155							
Volume Left	11	124	9	0	50							
Volume Right	10	82	0	112	16							
cSH	1270	1418	308	890	293							
Volume to Capacity	0.01	0.09	0.23	0.13	0.53							
Queue Length 95th (ft)	1	7	21	11	72							
Control Delay (s)	0.6	2.9	20.1	9.6	30.4							
Lane LOS	A	A	C	A	D							
Approach Delay (s)	0.6	2.9	13.7		30.4							
Approach LOS			B		D							
Intersection Summary												
Average Delay	9.2											
Intersection Capacity Utilization	53.9%				ICU Level of Service				A			
Analysis Period (min)	15											

HCM Unsignalized Intersection Capacity Analysis

3: Aurora St & Aurora Park Alley

350 N Washington St
Existing - Sat. Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	1	184	193	3
Future Volume (Veh/h)	1	0	1	184	193	3
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	1	200	210	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	414	212	213			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	414	212	213			
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)	595	829	1357			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	201	213			
Volume Left	1	1	0			
Volume Right	0	0	3			
cSH	595	1357	1700			
Volume to Capacity	0.00	0.00	0.13			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	11.1	0.0	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.1	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization		20.5%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

1: Aurora St/Wrightson Ave & N Washington St

350 N Washington St

Background - AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	79	12	131	182	44	4	87	107	33	71	12
Future Volume (Veh/h)	5	79	12	131	182	44	4	87	107	33	71	12
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)	5	86	13	142	198	48	4	95	116	36	77	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	246			99			660	632	92	772	615	222
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	246			99			660	632	92	772	615	222
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 %	100			90			99	73	88	82	79	98
cM capacity (veh/h)	1320			1494			288	358	965	206	367	818
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	104	388	99	116	126							
Volume Left	5	142	4	0	36							
Volume Right	13	48	0	116	13							
cSH	1320	1494	355	965	314							
Volume to Capacity	0.00	0.10	0.28	0.12	0.40							
Queue Length 95th (ft)	0	8	28	10	47							
Control Delay (s)	0.4	3.3	19.0	9.2	23.9							
Lane LOS	A	A	C	A	C							
Approach Delay (s)	0.4	3.3	13.8		23.9							
Approach LOS			B		C							
Intersection Summary												
Average Delay			8.8									
Intersection Capacity Utilization			45.8%		ICU Level of Service			A				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: Aurora St & Aurora Park Alley

350 N Washington St
Background - AM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	0	1	195	205	6
Future Volume (Veh/h)	2	0	1	195	205	6
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)	2	0	1	212	223	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	440	226	230			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	440	226	230			
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)	574	813	1338			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	2	213	230			
Volume Left	2	1	0			
Volume Right	0	0	7			
cSH	574	1338	1700			
Volume to Capacity	0.00	0.00	0.14			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	11.3	0.0	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.3	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization		21.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

1: Aurora St/Wrightson Ave & N Washington St

350 N Washington St

Background - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	222	8	149	169	53	7	71	171	64	126	8
Future Volume (Veh/h)	11	222	8	149	169	53	7	71	171	64	126	8
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	241	9	162	184	58	8	77	186	70	137	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage veh												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	242			250			884	836	246	1031	811	213
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	242			250			884	836	246	1031	811	213
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			88			94	71	77	38	50	99
cM capacity (veh/h)	1324			1316			144	264	793	113	272	827
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	262	404	85	186	216							
Volume Left	12	162	8	0	70							
Volume Right	9	58	0	186	9							
cSH	1324	1316	245	793	191							
Volume to Capacity	0.01	0.12	0.35	0.23	1.13							
Queue Length 95th (ft)	1	11	37	23	268							
Control Delay (s)	0.4	4.0	27.4	10.9	155.9							
Lane LOS	A	A	D	B	F							
Approach Delay (s)	0.4	4.0	16.1		155.9							
Approach LOS			C		F							
Intersection Summary												
Average Delay			34.5									
Intersection Capacity Utilization			60.5%		ICU Level of Service			B				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: Aurora St & Aurora Park Alley

350 N Washington St
Background - PM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	2	253	280	1
Future Volume (Veh/h)	0	0	2	253	280	1
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	2	275	304	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	584	304	305			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	584	304	305			
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)	474	735	1256			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	277	305			
Volume Left	0	2	0			
Volume Right	0	0	1			
cSH	1700	1256	1700			
Volume to Capacity	0.00	0.00	0.18			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	0.0	0.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay			0.0			
Intersection Capacity Utilization		18.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

1: Aurora St/Wrightson Ave & N Washington St

350 N Washington St
Background - Sat. Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	146	9	120	203	79	8	59	108	48	86	16
Future Volume (Veh/h)	11	146	9	120	203	79	8	59	108	48	86	16
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	159	10	130	221	86	9	64	117	52	93	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)												
pX, platoon unblocked												
vC, conflicting volume	307			169			776	755	164	861	717	264
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	307			169			776	755	164	861	717	264
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			96	79	87	72	71	98
cM capacity (veh/h)	1254			1409			221	304	881	185	319	775
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	181	437	73	117	162							
Volume Left	12	130	9	0	52							
Volume Right	10	86	0	117	17							
cSH	1254	1409	290	881	273							
Volume to Capacity	0.01	0.09	0.25	0.13	0.59							
Queue Length 95th (ft)	1	8	24	11	87							
Control Delay (s)	0.6	2.9	21.5	9.7	35.8							
Lane LOS	A	A	C	A	E							
Approach Delay (s)	0.6	2.9	14.2		35.8							
Approach LOS			B		E							
Intersection Summary												
Average Delay			10.2									
Intersection Capacity Utilization			55.8%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

3: Aurora St & Aurora Park Alley

350 N Washington St
Background - Sat. Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	1	193	203	3
Future Volume (Veh/h)	1	0	1	193	203	3
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	1	210	221	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	434	222	224			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	434	222	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)	578	817	1345			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	211	224			
Volume Left	1	1	0			
Volume Right	0	0	3			
cSH	578	1345	1700			
Volume to Capacity	0.00	0.00	0.13			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	11.2	0.0	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.2	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

1: Aurora St/Wrightson Ave & N Washington St

350 N Washington St

Total - AM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	5	80	13	131	182	44	4	87	107	33	71	12
Future Volume (Veh/h)	5	80	13	131	182	44	4	87	107	33	71	12
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)	5	87	14	142	198	48	4	95	116	36	77	13
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None			None								
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	246			101			662	634	94	774	617	222
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	246			101			662	634	94	774	617	222
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 %	100			90			99	73	88	82	79	98
cM capacity (veh/h)	1320			1491			287	357	963	205	365	818
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	106	388	99	116	126							
Volume Left	5	142	4	0	36							
Volume Right	14	48	0	116	13							
cSH	1320	1491	354	963	313							
Volume to Capacity	0.00	0.10	0.28	0.12	0.40							
Queue Length 95th (ft)	0	8	28	10	47							
Control Delay (s)	0.4	3.3	19.1	9.3	24.0							
Lane LOS	A	A	C	A	C							
Approach Delay (s)	0.4	3.3	13.8		24.0							
Approach LOS			B		C							
Intersection Summary												
Average Delay				8.8								
Intersection Capacity Utilization				45.8%	ICU Level of Service				A			
Analysis Period (min)				15								

HCM Unsignalized Intersection Capacity Analysis

2: Site Access

350 N Washington St
Total - AM

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	96	1	0	198	3	2
Future Volume (Veh/h)	96	1	0	198	3	2
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)	104	1	0	215	3	2
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			105			104
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			105			104
tC, single (s)			4.1			6.2
tC, 2 stage (s)						
tF (s)			2.2			3.3
p0 queue free %			100			100
cM capacity (veh/h)			1486			950
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	105	215	5			
Volume Left	0	0	3			
Volume Right	1	0	2			
cSH	1700	1486	763			
Volume to Capacity	0.06	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	9.8			
Lane LOS						
Approach Delay (s)	0.0	0.0	9.8			
Approach LOS						
Intersection Summary						
Average Delay						
			0.2			
Intersection Capacity Utilization			20.4%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Aurora St & Aurora Park Alley

350 N Washington St
Total - AM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	2	0	1	195	206	6
Future Volume (Veh/h)	2	0	1	195	206	6
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)	2	0	1	212	224	7
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	442	228	231			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	442	228	231			
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)	573	812	1337			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	2	213	231			
Volume Left	2	1	0			
Volume Right	0	0	7			
cSH	573	1337	1700			
Volume to Capacity	0.00	0.00	0.14			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	11.3	0.0	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.3	0.0	0.0			
Approach LOS	B					
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization		21.2%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

1: Aurora St/Wrightson Ave & N Washington St

350 N Washington St
Total - PM

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	223	8	149	170	53	8	71	171	64	126	8
Future Volume (Veh/h)	11	223	8	149	170	53	8	71	171	64	126	8
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	242	9	162	185	58	9	77	186	70	137	9
Pedestrians												
Lane Width (ft)												
Walking Speed (ft/s)												
Percent Blockage												
Right turn flare (veh)												
Median type	None				None							
Median storage (veh)												
Upstream signal (ft)												
pX, platoon unblocked												
vC, conflicting volume	243			251			886	838	246	1033	813	214
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	243			251			886	838	246	1033	813	214
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			88			94	71	77	38	50	99
cM capacity (veh/h)	1323			1314			144	263	792	113	272	826
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	263	405	86	186	216							
Volume Left	12	162	9	0	70							
Volume Right	9	58	0	186	9							
cSH	1323	1314	242	792	190							
Volume to Capacity	0.01	0.12	0.36	0.23	1.14							
Queue Length 95th (ft)	1	11	38	23	269							
Control Delay (s)	0.4	4.0	27.9	10.9	157.5							
Lane LOS	A	A	D	B	F							
Approach Delay (s)	0.4	4.0	16.3		157.5							
Approach LOS			C		F							
Intersection Summary												
Average Delay			34.7									
Intersection Capacity Utilization			60.6%		ICU Level of Service			B				
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Site Access

350 N Washington St
Total - PM

	→	↘	↙	←	↖	↗
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations	↰			↱	↰	↱
Traffic Volume (veh/h)	241	3	2	185	2	1
Future Volume (Veh/h)	241	3	2	185	2	1
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)	262	3	2	201	2	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None			None		
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			265		468	264
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			265		468	264
tC, single (s)			4.1		6.4	6.2
tC, 2 stage (s)						
tF (s)			2.2		3.5	3.3
p0 queue free %			100		100	100
cM capacity (veh/h)			1299		552	775
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	265	203	3			
Volume Left	0	2	2			
Volume Right	3	0	1			
cSH	1700	1299	611			
Volume to Capacity	0.16	0.00	0.00			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.1	10.9			
Lane LOS		A	B			
Approach Delay (s)	0.0	0.1	10.9			
Approach LOS			B			
Intersection Summary						
Average Delay		0.1				
Intersection Capacity Utilization		22.9%	ICU Level of Service	A		
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

3: Aurora St & Aurora Park Alley

350 N Washington St
Total - PM

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	0	0	2	254	280	1
Future Volume (Veh/h)	0	0	2	254	280	1
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	2	276	304	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage veh						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	584	304	305			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	584	304	305			
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)	473	735	1256			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	0	278	305			
Volume Left	0	2	0			
Volume Right	0	0	1			
cSH	1700	1256	1700			
Volume to Capacity	0.00	0.00	0.18			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.1	0.0			
Lane LOS	A	A				
Approach Delay (s)	0.0	0.1	0.0			
Approach LOS	A					
Intersection Summary						
Average Delay		0.0				
Intersection Capacity Utilization		18.3%		ICU Level of Service		A
Analysis Period (min)		15				

HCM Unsignalized Intersection Capacity Analysis

1: Aurora St/Wrightson Ave & N Washington St

350 N Washington St

Total - Sat. Peak

												
Movement	EBL	EBT	EBR	WBL	WBT	WBR	NBL	NBT	NBR	SBL	SBT	SBR
Lane Configurations												
Traffic Volume (veh/h)	11	147	9	120	204	79	8	59	108	48	86	16
Future Volume (Veh/h)	11	147	9	120	204	79	8	59	108	48	86	16
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	160	10	130	222	86	9	64	117	52	93	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)												
pX, platoon unblocked												
vC, conflicting volume	308			170			778	757	165	863	719	265
vC1, stage 1 conf vol												
vC2, stage 2 conf vol												
vCu, unblocked vol	308			170			778	757	165	863	719	265
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			96	79	87	72	71	98
cM capacity (veh/h)	1253			1407			220	303	879	185	319	774
Direction, Lane #	EB 1	WB 1	NB 1	NB 2	SB 1							
Volume Total	182	438	73	117	162							
Volume Left	12	130	9	0	52							
Volume Right	10	86	0	117	17							
cSH	1253	1407	289	879	272							
Volume to Capacity	0.01	0.09	0.25	0.13	0.60							
Queue Length 95th (ft)	1	8	24	11	88							
Control Delay (s)	0.6	2.9	21.6	9.7	36.0							
Lane LOS	A	A	C	A	E							
Approach Delay (s)	0.6	2.9	14.3		36.0							
Approach LOS			B		E							
Intersection Summary												
Average Delay			10.2									
Intersection Capacity Utilization			55.9%		ICU Level of Service				B			
Analysis Period (min)			15									

HCM Unsignalized Intersection Capacity Analysis

2: Site Access

350 N Washington St
Total - Sat. Peak

						
Movement	EBT	EBR	WBL	WBT	NBL	NBR
Lane Configurations						
Traffic Volume (veh/h)	166	2	1	227	3	1
Future Volume (Veh/h)	166	2	1	227	3	1
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)	180	2	1	247	3	1
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type	None		None			
Median storage veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume			182	430	181	
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol			182	430	181	
tC, single (s)			4.1	6.4	6.2	
tC, 2 stage (s)						
tF (s)			2.2	3.5	3.3	
p0 queue free %			100	99	100	
cM capacity (veh/h)			1393	582	862	
Direction, Lane #	EB 1	WB 1	NB 1			
Volume Total	182	248	4			
Volume Left	0	1	3			
Volume Right	2	0	1			
cSH	1700	1393	633			
Volume to Capacity	0.11	0.00	0.01			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	0.0	0.0	10.7			
Lane LOS			A B			
Approach Delay (s)	0.0	0.0	10.7			
Approach LOS			B			
Intersection Summary						
Average Delay			0.1			
Intersection Capacity Utilization			22.7%	ICU Level of Service		A
Analysis Period (min)			15			

HCM Unsignalized Intersection Capacity Analysis

3: Aurora St & Aurora Park Alley

350 N Washington St
Total - Sat. Peak

						
Movement	EBL	EBR	NBL	NBT	SBT	SBR
Lane Configurations						
Traffic Volume (veh/h)	1	0	1	193	203	3
Future Volume (Veh/h)	1	0	1	193	203	3
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	1	210	221	3
Pedestrians						
Lane Width (ft)						
Walking Speed (ft/s)						
Percent Blockage						
Right turn flare (veh)						
Median type				None	None	
Median storage (veh)						
Upstream signal (ft)						
pX, platoon unblocked						
vC, conflicting volume	434	222	224			
vC1, stage 1 conf vol						
vC2, stage 2 conf vol						
vCu, unblocked vol	434	222	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)	578	817	1345			
Direction, Lane #	EB 1	NB 1	SB 1			
Volume Total	1	211	224			
Volume Left	1	1	0			
Volume Right	0	0	3			
cSH	578	1345	1700			
Volume to Capacity	0.00	0.00	0.13			
Queue Length 95th (ft)	0	0	0			
Control Delay (s)	11.2	0.0	0.0			
Lane LOS	B	A				
Approach Delay (s)	11.2	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				



TOWN OF EASTON

P.O. Box 520
Easton, Maryland 21601

August 27, 2024

350 North Washington Street Investments LLC
% Brendan S. Mullaney
100 N. West Street
Easton, Maryland 21601

Re: BOZA Application SE - 1267 / SE 24 - 08
350 N. Washington Street
Tax Map 103, Grid 0EA, Parcels 513 & 514
Easton, Maryland 21601

Mr. Mullaney,

The above matter has been scheduled for a public hearing before the Town of Easton Board of Zoning Appeals on ***Tuesday, September 17, 2024 at 9:00 A. M.*** in the Chambers of the Mayor and Council of Easton. You should appear at the above time and place, together with any witnesses you may care to present and be prepared to submit evidence, which will establish:

1. the proposed use conforms in all aspects to minimum requirements of the district in which it is located;
2. the proposed use is not adversely affecting the health, safety, and general welfare of residents of the area;
3. the proposed use will not interfere with the adequate and orderly provision of public facilities necessary to service the area or the proposed special exception;
4. the proposed use will not create congestion in the streets or undue traffic hazards, and that adequate egress and ingress are provided;
5. the proposed use will not adversely affect the area and surrounding property due to adverse environmental characteristics including undue smoke, odor, noise, improper drainage, or inadequate access;
6. the proposed use will not adversely affect the established character of the area;
7. the proposed use shall be in conformity with the provisions of the Easton

Comprehensive Plan including those provisions of the Comprehensive Plan relating to design and performance standards for the development or redevelopment of land. In addition to the criteria set forth elsewhere herein when considering an application for additional principal uses upon an approved lot, the proposed additional uses shall be compatible and complementary to uses customarily found near or in conjunction with one another. This provision may not be used to permit shopping centers which are governed by other provisions of this Ordinance.

NOTE: In the event your application pending before the Easton Board of Zoning Appeals requires a recommendation to the Board from the Easton Planning and Zoning Commission, the Appeals Board will not hear your application until it is in receipt of the Planning and Zoning Commission's recommendation. It is your responsibility to see that the recommendation required is before the Board of Zoning Appeals before any evidence is heard.

If there are any restrictions attached to the deed of the property subject to this application, please advise the Board thereof.

Samantha N. Smith

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



TOWN OF EASTON

14 South Harrison Street
Easton, Maryland 21601

September 2, 2024

Dear Resident,

The Easton Board of Zoning Appeals will hold a public meeting on **Tuesday, September 17, 2024 at 9:00 a.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 Application SE-1246 / SE 24-08 has been filed on behalf of 350 North Washington Street Investments LLC (Applicant), pursuant to Section 28-1303.5.B of the Zoning Ordinance (Ordinance) of the Town of Easton, to obtain a Special Exception for use (1) 105 in Table 2.1 of Section 28-201 of the Ordinance for a Multifamily Apartment Complex* in the CB – Commercial Business zoning district. The property is located at 350 N. Washington Street, Easton, Maryland, also known as Tax Map 0103, Grid 00EA, Parcels 0513 & 0514, and is situated in the CB – Commercial Business zoning district. The Applicant is seeking to redevelop the property to include a two-story multifamily residential apartment complex with sixteen (16) 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



Subject property posting pursuant to Section 28-901.2.H.2 of the Town of Easton Zoning Code - August 30, 2024.

NOTICE

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A copy of the application may be inspected during normal business hours in the Department of Planning and Zoning. The undersigned Board will hold a public hearing with respect to said application on Tuesday, September 17, 2024 at 9:00 A.M. in the Town Council Chambers, second floor, located at 14 S. Harrison Street. All interested parties are invited to attend. Please continue to check our website at <https://eastonmd.gov/129/Agendas-Minutes> for agenda updates.

EASTON BOARD OF ZONING APPEALS

Notice to Star Democrat: Please publish as indicated above and send Certificate of Publication to Planning and Zoning, Town of Easton, P.O. Box 520, Easton, Maryland 21601, prior to date of hearing.

CERTIFICATE OF PUBLICATION

STATE OF : MARYLAND
COUNTY OF: Talbot County

This is to certify that the annexed legal advertisement has been published in the publications and insertions listed below. "Application SE-1246 / SE 24-08..." was published in the:

The Star Democrat 08/31/24



James F. Normandin
President & Publisher

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EASTON BOARD OF ZONING APPEALS

3061720 SD

8/31/2024

To Whom It May Concern,

I'm writing in response to a letter I received about the proposal for the property at 350 N. Washington / Aurora St. I used to rent space in that building for about 8 yrs.

My concern is the corner that has many accidents with no traffic light and now they are adding more traffic by putting in 16 apartments. Where will the parking be and where will the access be to enter and exit at that busy intersection? I do not want to see more accidents there and it is already a congested area?

I'm also concerned that (having no plans to look at), if they build out or up it is going to make it very hard to see oncoming traffic on Washington St. from the Aurora St. side, (which will effectively cause more accidents)

I don't know who sets these meetings, however our neighborhood still works for the majority and a 9AM meeting on a weekday certainly doesn't make sense for

anyone wishing to attend and
rebalize there grievances,
Why not an evening to try to include
those that wish to come?
Does it seem fair to the neighbors.

Kathynne

Kathy Mothershead
342 N. Washington St.
410-310-9650

RECEIVED

SEP 05 2024

TOWN OF EASTON



Samantha Smith <ssmith@eastonmd.gov>

350 N Washington Street-Apartments

1 message

Sheila Lawson <shalawson@verizon.net>

To: ssmith@eastonmd.gov

Cc: njohnson@eastonmd.gov

Tue, Sep 10, 2024 at 9:17 AM

Hello Samantha, I hope this message finds you well.

Please forward this message to include Planning Commission and Board of Zoning Appeals.

I would like to raise a few concerns regarding the proposed development at 350 N. Washington Street. Based on the current layout, there are several safety issues that should be addressed:

1. **Potential Hazard with ADA Ramp:** The ADA ramp at this intersection poses a significant risk. The alignment of the intersection already makes it challenging for drivers to navigate. Vehicles crossing from Wrightson Avenue onto N Washington Street are already looking in multiple directions—east and west for oncoming traffic and north for vehicles traveling from Aurora Street. Introducing pedestrian foot traffic through the ADA ramp at this location could increase the risk of accidents, potentially leading to serious future incidents.

A safer alternative would be for the Town of Easton to require the developer to install a traffic light, along with proper street pavement markings and signage, to ensure safer ADA ramp access, improved pedestrian safety, and better management of vehicle flow through the intersection.

2. **Parking Concerns:** Several of the parallel parking spaces appear to be too close to the intersection. This proximity could result in sight distance issues, especially if moving or delivery trucks occupy these spaces. When vehicles parked so close to the intersection pull out into traffic, it creates a hazard for oncoming cars. Adjusting the parking layout to address these concerns would greatly improve visibility and safety.
3. **Intersection Improvement Opportunity:** The Town of Easton has an opportunity to enhance the safety and functionality of this intersection, particularly during peak traffic hours. I recommend obtaining a partial Right-of-Way Dedication for current and future improvements. This would allow for better sight distance, potential improvement to the stacking lane on N Aurora Street, and the installation of a traffic light to manage traffic flow and pedestrian crossings effectively—critical steps as the town continues to grow.
4. **Loading Area Requirement:** Is there a designated loading area for moving trucks, or are they expected to park along the road? Trucks parked on the street could further impede traffic and exacerbate sight distance hazards for drivers passing through the intersection.
5. **Fire Lane Access:** Is N Washington Street and Aurora Park Aly designated as fire lanes? If so, will this use impede traffic in the event of an emergency?

Thank you for considering these concerns. Addressing them would greatly improve the safety and functionality of the intersection for both vehicular and pedestrian traffic.

Sheila Lawson

418 N Washington Street

Easton, Maryland 21061

410-507-2613

shalawson@verizon.net



Samantha Smith <ssmith@eastonmd.gov>

Proposed apartments at 350 N. Washington St.

1 message

Lyndy Galan

Fri, Sep 13, 2024 at 11:37 AM

To: "ssmith@eastonmd.gov" <ssmith@eastonmd.gov>

Hi Samantha,

I wanted to take a moment to raise some concerns regarding the proposed development at 350 N. Washington St.

Despite the recommended approval of this proposed project from the Traffic Impact Study, I am already concerned for the safety of all who navigate this intersection, as I have been witness to near accidents and have heard similar accounts from others due to visibility and existing functionality.

The addition of a two-story complex and on-street parallel parking on both N. Washington and Aurora St. seems like it would greatly hinder visibility to cars entering and exiting the proposed apartments parking lot on N. Washington St., for cars traveling through the intersection of Wrightson Ave. and Aurora St., and those turning right onto N. Washington from Aurora St.

At the very least, I believe the intersection would need a traffic light to help mediate the flow, especially if the proposed ADA ramp is a serious consideration.

As a lifelong resident who grew up on N. Washington St. and is now raising a family in the area, I hope that these concerns are taken into consideration and addressed appropriately.

Cordially,
Lyndy Galan
[10 Sycamore Ave.](#)
[Easton, MD 21601](#)
-Lyndy

I agree with this post! The intersection of Aurora St/ Washington St is very busy, and yes, dangerous. I cannot comprehend what a 2-story, 8 apartment complex would do to this location! There are already several large apartment complexes close to this location. Many home owners in this area purchased their homes because it was single family. The increase of traffic is not the only problem. There will be an increase of noise, loitering, trash and everything that attracts low cost housing. I am not against low cost housing! It is essential for people who need affordable housing. I just think this location is a very bad idea, and there are many other, better locations.

Written by Barb Jefferson

RECEIVED
SEP 13 2024
TOWN OF EASTON



Samantha Smith <ssmith@eastonmd.gov>

Proposed apt building

1 message

colby_ball21@aol.com

Fri, Sep 13, 2024 at 4:08 PM

To: "Ssmith@eastonmd.gov" <Ssmith@eastonmd.gov>

Hello! My name is Colby. I just wanted to send my opinion on the building from a poor persons point of view.

Theres barely enough buildings and homes for us to rent now.. why would you put up buildings starting at almost 1 million dollars? We already feel as if we are all being kicked out of Talbot County. We can't live in the country or rural areas because there's no rentals so we have to settle to live in town. On port street. I do not want to live here!

I am in Chesapeake College. I have a full time job. Three children one who has severe autism. Its not fair we can't have what everyone else has. I'm sure the goodwill will be next to go because rich people don't like that type of view. It just sucks when you grew up in Neavitt and St. Michaels but have to move because they aren't accommodating locals who have generations of family members buried in the graveyard next to their homes. This is a working class county. We are being pushed out because everyone who isn't from here thinks its a tourist town... why on earth do we need this many people?

Immagrants in Talbot County is another thing. Why on earth are we allowing this many immigrants in Talbot County? 3,000 is what Google says. There are more Hispanic children in school now then people who were born here! We didn't have enough housing to begin with. I have been on the section 8 waiting list for almost two years because there is never any funding. Helping someone who is in a crisis is one thing. Helping everyone who wants a free ride is not. Accommodating them with English classes so they can be comfortable is not. Almost hitting kids and parents with your car because they are bunched up outside the schools is not. No its not your fault. None of this. But you can make a difference by speaking up for us!

(Just wanted to let you know we all are feeling the changes in the county)

[Sent from AOL on Android](#)



Samantha Smith <ssmith@eastonmd.gov>

Proposed Apartments

1 message

Sharen Apple

To: ssmith@eastonmd.gov

Fri, Sep 13, 2024 at 4:52 PM

To Whom it May Concern:

I have just been made aware of a proposed apartment building that will house 16 apartments on a VERY small parcel on the corner of Washington St/Aurora St.

I live in the St Aubins neighborhood (at the end of Sycamore) and use that intersection almost daily so I know well how tricky that intersection is. Coming from Aurora St onto Washington is already difficult to see whether turning right, left or trying to cross Washington St.

Please listen to our concerns and not allow this project to happen.

Sincerely,

Sharen Apple

James Apple

503 Hazelwood Dr

Sent from my iPhone



Samantha Smith <ssmith@eastonmd.gov>

16 apartment to go up on Washington

1 message

Lia Plaskon

Fri, Sep 13, 2024 at 4:40 PM

To: "ssmith@eastonmd.gov" <ssmith@eastonmd.gov>

Hello. Please don't approve the 16 apartment project. This won't improve Easton at all.



Samantha Smith <ssmith@eastonmd.gov>

Support for housing development at Aurora and Washington St

1 message

Lauren Rosales

Fri, Sep 13, 2024 at 11:34 PM

To: "ssmith@eastonmd.gov" <ssmith@eastonmd.gov>

Good evening,

I recently became aware of a proposal to create apartment housing units at the intersection of Aurora and Washington Street. I live in the neighborhood across the street at 612 Hardin St and drive/ walk past this location several times daily.

I am happy to share my full support for creating housing at this location, Assuming the project is done and away that integrates with the local carácter and architecture. I strongly believe that apartment at this location provide significant benefit to the community and further supports a cohesive walkable downtown, especially in comparison to its current use as a commercial/industrial space.

Sincerely,
Lauren Rosales
630-809-6115



Samantha Smith <ssmith@eastonmd.gov>

16 unit apartments on Washington st.

2 messages

John Perkinson

To: Ssmith@eastonmd.gov

Fri, Sep 13, 2024 at 3:15 PM

WHAT ARE YOU, NUTS?!?!?!?

Have you even been through that intersection in the past twenty years? It needs a stoplight and not up to 32 more vehicles and building to clog up the visual lines even more. To have even considered this proposal demonstrates the fact that the town council is in the pockets of the developers.

Stop NOW !!!

--

Thank you,

John Perkinson



Samantha Smith <ssmith@eastonmd.gov>

16 apartment proposal

1 message

Sam Plaskon

Fri, Sep 13, 2024 at 3:52 PM

To: "ssmith@eastonmd.gov" <ssmith@eastonmd.gov>

Good afternoon,

I am emailing in regards to the 16 apartment, 2 story high proposed building to go on Washington street and aurora. This is horribly planned, and will cause even further traffic congestion and probably more accidents. That intersection is already awful and dangerous.



Samantha Smith <ssmith@eastonmd.gov>

N Washington at Aurora

1 message

Ruth Jensen

Sat, Sep 14, 2024 at 9:26 AM

To: "ssmith@eastonmd.gov" <ssmith@eastonmd.gov>

I believe the proposed project at this corner would not be good idea. It's a dangerous intersection.
Ruth Jensen



Samantha Smith <ssmith@eastonmd.gov>

350 N. Washington St.

1 message

George Fold

Sun, Sep 15, 2024 at 9:44 AM

To: "ssmith@eastonmd.gov" <ssmith@eastonmd.gov>

To whom it may concern,

This letter is in response to the proposed apartment complex at 350 N. Washington St.

I understand that Lenhart traffic consulting performed a two day study on the traffic conditions at the Washington/Aurora/Wrightson intersection.

I've been doing my own study on it for every day for almost 20 years. That intersection is an absolute nightmare, right now. I can't imagine what a 16 unit apartment complex, in the heart of the problem spot will add to this nightmare.

Anyone who has driven on Wrightson, in the afternoon (or Aurora), waiting to make a turn on to Washington St. can attest to this horrid scenario. I invite the members of this council to give it a try. See for yourself (If you haven't already). There is no sane person in this town who would believe that adding to this traffic blunder is a good idea.

Practically every week there is an accident at that intersection. I constantly hear them happen from my house.

I live at 347 N. Washington St. I'm going to have the entrance of this complex almost directly across from my driveway. These homes surrounding me are detached, single family homes. If I wanted to live in an apartment complex, I'd move into an apartment.

Why would the city consider flipping a business zoned property for more unnecessary congestion in this area-- Unnecessary noise and construction in an otherwise peaceful neighborhood

This entire idea is horrible on every level, and should be rejected by the council immediately.

Thanks for your time,

George Fold
347 N. Washington St.



Samantha Smith <ssmith@eastonmd.gov>

350 North Washington St

1 message

'Tammy Hickey' via Planning and Zoning <planningandzoning@eastonmd.gov>

Mon, Sep 16, 2024 at 3:44 PM

Reply-To: Tammy Hickey

To: planningandzoning@eastonmd.gov

We are emphatically opposed to the 16 unit 2 story apartment building being proposed for 350 North Washington Street. The traffic at that corner is probably the worst in town and this will only make it worse. Please consider denying this request.

Thank you,
Thomas & Tammy Hickey
110 Sycamore Ave

Sent from my iPhone



Samantha Smith <ssmith@eastonmd.gov>

305 N Washington St.

1 message

Peggy Ford

To: planningandzoning@eastonmd.gov

Mon, Sep 16, 2024 at 3:58 PM

Dear Commissioners,

The area where this proposed development is planned is already congested and difficult to navigate. Incorporating those additional units with extra vehicles entering the roadway there seems dangerous. Plus there are no sidewalks in that area.

Please do not grant the variance on this property until all studies have been carried out.

Thanks for what you do.

Peggy J. Ford



Samantha Smith <ssmith@eastonmd.gov>

350 N. Washington Street

1 message

Maureen Curry <mcurry@eastonmd.gov>

Mon, Sep 16, 2024 at 4:02 PM

To: Planning and Zoning <planningandzoning@eastonmd.gov>

Cc: Megan Cook <mcook@eastonmd.gov>

Dear BOZA:

Thank you for your service to the Town of Easton. I am writing to oppose the proposed development at 350 N. Washington Street for a 16-unit, 2 story apartment building.

Adding to arguably one of the most dangerous intersections in Easton makes no sense. Will sidewalks be installed? Will a traffic light be installed? What type of pedestrian crossings will there be? Are these rentals or condos for sale? Is there on-street parking on Aurora or Washington?

Please consider all these things as you deliberate.

Thank you,

--

Maureen Curry
Council Member, Ward One
Town of Easton
EastonMD.gov
mcurry@EastonMD.gov
Direct: 410-829-1518

