



Planning Commission MEETING AGENDA

Thursday, December 18, 2025 - 1:00 PM
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 November 20, 2025 meeting.

3. Old Business

- a. **Application Number:** 2023 - 0996
Applicant: Shoregate of Cannery Commercial LLC
Location: 503 North Street and 108 N. East Street
Tax Map 0103, Grid 00EA, Parcel 0753 & 0756, Lots 3&4
Zoning District: BC with a PR Overlay
Request: **The extension request for a previously approved sketch site plan for the construction of three (3) multifamily residential buildings and one (1) amenity building has been withdrawn from the December 18, 2025 Planning Commission agenda.**

- b. **Application Number:** 2025 - 1370
Applicant: Easton Crossing, LLC
Location: 505 Brookletts Avenue (Easton Crossing)
Tax Map 0104, Grid 00EA, Parcels 1823, 1826 & 1833
Zoning District: BC with a PR Overlay
Request: Comprehensive landscape plan approval for a mixed-use development.

On February 20, 2025 the Planning Commission granted sketch site plan approval for the construction of mixed commercial and residential buildings #411, #505, #507 and #509. On June

24, 2025 the Commission approved an amended sketch site plan for buildings #409 and #411 subject to the condition that the Applicant return for landscaping plan approval.

4. New Business

5. Discussion Item

- a. Comprehensive Plan Update: Review of December 9, 2025 Public Hearing Outcome and Next Steps.

6. Adjournment



**Town of Easton Planning Commission
Draft Decision Summary**

Thursday, November 20, 2025 at 1:00 p.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:

Commission Members:

Philip Toussaint, Chairperson
Michael Ports, Vice Chairperson
Tom Klein
Victoria McAndrews
William Ryall
Laurie Forster, Alternate

Staff:

Miguel Salinas, Planning and Zoning Director
Lynn B. Thomas AICP, Town Planner
Joseph Mayer, Plan Reviewer
Sharon Van Emburgh, Esq., Town Attorney
Rick Van Emburgh P.E., Town Engineer
Samantha Smith, Administrative Specialist

Absent:

Staff:

Nicholas Johnson AICP, Planner

1. **Call to Order** — Chairperson Toussaint called the meeting to order at 1:00 pm.

2. **Decision Summary Review** —
 - a. October 16, 2025 - The Commission noted the following correction to the draft decision summary:
 - i. Line 47: Correction to motion.
 - ii. Line 141: Strike “*was*”, replace with “*were*”
 - iii. Line 145: Add: “*Phase I*”
 - iv. Line 154: Strike “*suburban*”, replace with “*urban*”
 - v. Line 159: Add: “*2025 draft Comprehensive Plan*”

Commissioner Klein moved to approve the October 16, 2025 Decision Summary with amendments. Commissioner McAndrews seconded the motion.

Vote 5 - 0

FOR: 5 - Toussaint, Ports, Klein, McAndrews, Ryall
AGAINST: 0
ABSTAIN: 0
ABSENT: 0

3. Old Business — None

4. New Business

a. File No.: 2025 - 1568

Applicant: Kopen & Collison, LLP
on behalf of Norris E. Taylor Contractors, Inc.

Location: East Kennedy Street, Nixon Drive, and Reagan Drive
Easton, MD 21601
Tax Map 0025, Grid 0012, Parcel 0052 and 0145

Current Limited Industrial (LI)

County

Zoning:

Requested Industrial (I)

Town

Zoning:

Request: The Applicant is seeking the Annexation of 36.520 acres of property on the lands located at East Kennedy Street, Nixon Drive, and Reagan Drive, Easton, Maryland, also known as Tax Map 0025, Grid 0012, Parcels 0052 and 0145 with a formal recommendation to the Town Council which will include findings as to the request's consistency with the Comprehensive Plan, as well as a formal recommendation concerning the Annexation and the proposed zoning classification of Industrial (I) to the property.

Staff Presentation:

Joseph Mayer, Plan Reviewer
Miguel Salinas, Planning and Zoning Director
Lynn B. Thomas AICP, Town Planner
Sharon Van Emburgh, Esq., Town Attorney
Rick Van Emburgh P.E., Town Engineer

Applicant Presentation:

Michael J. Kopen, Esq. on behalf of Norris E. Taylor Contractors, Inc.
Tim Glass, Lane Engineering

Public Comment:

Thomas Alspach, 295 Bay Street

Public Comment Written — None

Vice Chairperson Ports moved to forward a favorable recommendation to the Town Council that the proposed annexation request is consistent with the current Comprehensive Plan. Chairperson Toussaint seconded the motion.

<u>Vote</u>	<u>5 - 0</u>
FOR:	5 - Toussaint, Ports, Klein, McAndrews, Ryall
AGAINST:	0
ABSTAIN:	0
ABSENT:	0

Vice Chairperson Ports moved to forward a favorable recommendation to the Town Council for the assignment of the Industrial (I) zoning classification to the property. Commissioner Klein seconded the motion.

<u>Vote</u>	<u>5 - 0</u>
FOR:	5 - Toussaint, Ports, Klein, McAndrews, Ryall
AGAINST:	0
ABSTAIN:	0
ABSENT:	0

Vice Chairperson Ports moved to forward a negative recommendation to the Town Council for the annexation of 36.520 acres of property with the following findings:

- 1. Future Land Use: The annexation request does not adequately demonstrate the potential development of the property or the intended use of the proposed Industrial (I) zoning classification.**
- 2. Traffic Impacts: The proposed annexation raises concerns regarding the undetermined extent of traffic and infrastructure impacts to US-50.**

Should the Council grant approval for the Petition for Annexation application, the Commission respectfully recommends that the applicant provide additional detail that further addresses these findings.

Commissioner Ryall seconded the motion.

<u>Vote</u>	<u>3 - 2</u>
FOR:	3 - Klein, McAndrews, Ryall
AGAINST:	2 - Toussaint, Ports
ABSTAIN:	0
ABSENT:	0

5. Discussion Items

- a. Potential Revisions to the Zoning and Subdivision Text Amendments: Pre Application Community Meetings** — The Commission resumed their discussion regarding a potential amendment to Article XIII of the Zoning Code to expand public notice requirements within the Zoning Code, and mandate pre-application meetings between potential developers/landowners and adjacent residents.

In their discussion on August 21, 2025 the Commission expanded on the proposed language of the amendment's Applicability section, establishing a criteria for project types requiring pre-application notification:

- i. Administratively reviewed projects would be exempt from pre-application notice.
- ii. Projects requiring Planning Commission approval would mandate pre-application notice.
- iii. Projects requiring Town Council approval would mandate both pre-application notice and a neighborhood meeting.

The Commission expressed their concern that the broad applicability of the amendment could impose an undue burden on applicants under specific circumstances. The Commission amended the language of the Applicability section to exempt all waiver and temporary use requests from the pre-application notice requirement. Additionally, the criteria for projects requiring Planning Commission review was modified to incorporate "any major subdivision or site plan review that goes before the Planning Commission." The Commission noted the repetitive detail in the content of the Meeting Notification section and the Content of Meeting section, and language pertaining to the administrative record was stuck from the Purpose section. Considering the ambiguity of the Applicability language, the Commission requested the development of a matrix to establish consistent definitions and finalize an applicability threshold. The Commission also requested input from local developers on the proposed amendment.

Staff Presentation:

Miguel Salinas, Planning and Zoning Director
Lynn B. Thomas AICP, Town Planner
Sharon Van Emburgh, Esq., Town Attorney
Rick Van Emburgh P.E., Town Engineer

Public Comment:

Maury Schlesinger, 304 Winton Avenue

Public Comment Written:

Maury Schlesinger, 304 Winton Avenue

6. **Adjournment** — Commissioner McAndrews moved to adjourn. Chairperson Toussaint seconded the motion. The meeting was adjourned at 2:50 p.m.



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

Date of Meeting: December 18, 2025

3b

**PLANNING COMMISSION
 SUPPLEMENTAL ITEM**

SUBJECT: **Comprehensive Landscape Plan Review for 505
 Brookletts Avenue**

ELECTION WARD: Ward 4

CRITICAL ACTION DATE: At the pleasure of the Commission

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

DOCUMENT CREATED ON: December 3, 2025

PURPOSE: The applicant is seeking approval from the Planning Commission for the comprehensive landscaping plan.

RECOMMENDATION:

Planning Commission: The Commission, at their June 24, 2025 meeting, moved (4-1) to approve the amended Sketch Site Plan and architectural alterations for Buildings #409 and #411, with conditions that required the applicant to return to the Commission to verify the total number of proposed dwelling units and submit a comprehensive landscaping plan confirming clear visibility triangles.

Staff: Should the Planning Commission (Commission) approve the comprehensive landscaping plan, staff recommends approval with conditions (see below).

UPDATE:

On February 20, 2025, the Town of Easton Planning Commission (Commission) reviewed the application to request sketch site plan approval for the construction of mixed commercial and residential buildings, and additional landscape and buffering waivers from Section 28-1014.6.B.1(c), Section 28-1014.6.E.2(d), Section 28-1014.7.E.3(a) & (b) and Section 28-1014.7.E.5(a),(b) & (c) of the Town of Easton Zoning Code.

The Commission voted 4 - 1 to approve the sketch site plan and waiver requests for Building #411, Building #505 , Building # 507 and Building #509 subject to the following conditions:

1. The Applicant shall return to receive sketch site plan approval for Building #409. The Commission has requested a site design with components that incorporate bird strike mitigation features.

2. The Applicant shall address all remaining Easton Staff Development Review (ESDR) comments.

3. The Applicant shall obtain approval from the Maryland Department of Transportation, Office of Rail & Intermodal Freight prior to Development Site Plan approval. The following conditions below are relevant to the railroad corridor:

a. The Town of Easton has the ability to make improvements to the railroad corridor for trail development, but any final design for improvements on the corridor property are subject to MTA engineering review under the MDOT trail use agreement.

- i. The Applicant shall avoid the installation of permanent surface structures on the corridor*
- ii. Features should be confined to one property or the other, and the Applicant shall not place any physical features or structures which sit on the property line itself, i.e., a sidewalk which is partially on each property. The use of surfaces and lines for sidewalks specifically could be used to achieve this purpose, as long as it's clear which segments are on which parcel.

b. The installation of utility crossings of the corridor require a property agreement with the MTA and will be subject to the terms of that agreement**

c. The use of the overhead gantry on the site requires the assignment of the existing property agreement to the Applicant under terms provided by MTA, the creation of a new agreement, or the removal of the structure.

* "Permanent" meaning structures which would cause practical issues to surrounding infrastructure if they were to be removed to facilitate the return of railroad operations, i.e., utility access, buildings, or emergency access to buildings. ** To be determined between MDOT and the Town whether the utility agreements will be with the town, or the Applicant.

On May 8, 2025, Easton Crossing, LLC submitted the development site plans for review.

On June 2, 2025, Easton Crossing, LLC submitted the revised sketch site plan. Proposed building #409 is a four-story building with a mixed use of commercial/residential. All commercial use is on the ground floor. There's also thirty-eight (38) dwelling units with 6 one-bedroom apartments, 26 two-bedroom apartments and 6 three-bedroom apartments. Building #411 is a proposed four-story building that's a mixed use of commercial/residential space. The entire ground floor consists of 13,059 square foot commercial retail space. There's also

thirty-four (34) dwelling units with 5 one-bedroom apartments, 24 two-bedroom apartments and 5 three-bedroom apartments.

On June 24, 2025, the Town of Easton Planning Commission (Commission) reviewed an amendment to request approval for the reduction in scale and architectural alterations of Building #409, and the revised layout and architectural alterations to Building #411. The Commission voted 4 - 1 to approve the amended Sketch Site Plan and architectural alterations of Building #409 and Building #411 with the following conditions:

1. The Applicant shall address all remaining Easton Staff Development Review (ESDR) comments.
2. The Applicant shall obtain approval from the Maryland Department of Transportation, Office of Rail & Intermodal Freight prior to Development Site Plan approval. The following conditions below are relevant to the railroad corridor:
 - a. The Town of Easton has the ability to make improvements to the railroad corridor for trail development, but any final design for improvements on the corridor property are subject to MTA engineering review under the MDOT trail use agreement.
 - i. The Applicant shall avoid the installation of permanent surface structures on the corridor*
 - ii. Features should be confined to one property or the other, and the Applicant shall not place any physical features or structures which sit on the property line itself, i.e., a sidewalk which is partially on each property. The use of surfaces and lines for sidewalks specifically could be used to achieve this purpose, as long as it's clear which segments are on which parcel.
 - b. The installation of utility crossings of the corridor require a property agreement with the MTA and will be subject to the terms of that agreement**
 - c. The use of the overhead gantry on the site requires the assignment of the existing property agreement to the Applicant under terms provided by MTA, the creation of a new agreement, or the removal of the structure.

* "Permanent" meaning structures which would cause practical issues to surrounding infrastructure if they were to be removed to facilitate the return of railroad operations, i.e., utility access, buildings, or emergency access to buildings. ** To be determined between MDOT and the Town whether the utility agreements will be with the town, or the Applicant.

3. The Applicant shall verify the total number of dwelling units and the overall total units proposed. ***Analysis - Staff notes that on December 4, 2025 the applicant has submitted the Development Site Plan for its third review. The Site Data and plan views indicate***

that there are a total of 103 dwelling units, a 6,107 square foot Fitness Club, a 1,579 square foot Office, 23,640 square feet of commercial retail spaces and a 10,936 square foot restaurant.

4. The Applicant shall submit a comprehensive landscaping plan that includes verification that the visibility triangles are clear of obstructions. **Analysis - *The applicant has provided a comprehensive landscape plan that is designed within the parameters of the approved landscape and buffering waivers from Chapter 28-1014.6.B.1(c), Chapter 28-1014.6.E.2(d), Chapter 28-1014.7.E.3(a) & (b) and Chapter 28-1014.7.E.5(a),(b) & (c) of the Zoning Code. The design includes landscaping elements that serve both aesthetic and functional purposes. Plant species suitable for stormwater management are incorporated into the parking lot islands. Along the edge of the stormwater management pond and the walking trail, additional landscaping has been provided. Furthermore, the interior of the parking lot features deciduous shade/canopy trees. The design for the open lawn incorporates canopy and understory trees, complemented by a variety of mixed low shrubs, perennials, and groundcover plantings. The yard also features bench seating in specific locations and flexible areas that can accommodate tables and chairs. The existing grain elevator, which functions as a sculptural structure, will be enhanced by a mix of low shrub, perennial, and grass meadow plantings. The existing Willow oaks located along the "Rails-to-Trails" will be preserved. The placement of visibility triangles at the intersections has demonstrated that the view is clear of obstruction, meeting the requirement per Town Standard R02.05.***

The overall landscape plan is supported by staff. The design effectively accentuates the open space and emphasizes the "Rails-to-Trails" amenity, which helps foster connectivity among the various neighborhoods and subdivisions. The placement of the visibility triangle clearly indicates an unobstructed view at the intersections. Following approval by the Planning Commission, a Landscape Plan, which must accompany the Development Site Plan, is required. This plan must clearly identify all proposed native plant species in both a plan view and a Landscape Legend. Given the numerous and complex phases of construction, a separate list of native plant species, along with a corresponding landscape cost estimate and surety, will be required for each phase. A Maryland State Landscape Architect is to sign and seal the Landscape Plan associated with the SWM Facility.

On August 28, 2025, Easton Crossing, LLC submitted the Development Site Plans for their second review.

On December 4, 2025, Easton Crossing, LLC submitted the Development Site Plans for their third review.

RECOMMENDED CONDITIONS:

Should the Planning Commission approve the comprehensive landscaping plan, staff recommends the following conditions:

1. The applicant is to address all remaining Development Site Plan review comments.
2. A Landscape Plan is mandatory and must be submitted with the Development Site Plan. This plan requires both a plan view and a Landscape Legend clearly identifying all proposed native plant species. Due to the project's numerous and complex construction phases, each phase must have a separate list of native plant species, along with its corresponding landscape cost estimate and surety. Additionally, a Maryland State Landscape Architect must sign and seal the Landscape Plan specifically related to the Stormwater Management (SWM) Facility.
3. Please obtain approval from the Maryland Department of Transportation, Office of Rail & Intermodal Freight prior to Development Site Plan approval. The following conditions below are relevant to the railroad corridor:
 1. Presently, TOE has the ability to make improvements to the railroad corridor for trail development, but any final design for improvements on the corridor property are subject to MTA engineering review under the MDOT trail use agreement.
 - i. The applicant avoid the installation of permanent surface structures on the corridor*
 - ii. Features should be confined to one property or the other, and the applicant shall not place any physical features or structures which sit on the property line itself, IE, a sidewalk which is partially on each property. The use of surfaces and lines for sidewalks specifically could be used to achieve this purpose, as long as its clear which segments are on which parcel.
 2. The installation of utility crossings of the corridor require a property agreement with the MTA and will be subject to the terms of that agreement**
 3. The use of the overhead gantry on the site requires the assignment of the existing property agreement to the applicant under terms provided by MTA, the creation of a new agreement, or the removal of the structure.

* "Permanent" meaning structures which would cause practical issues to surrounding infrastructure if they were to be removed to facilitate the return of railroad operations, IE utility access, buildings, or emergency access to buildings.

** To be determined between MDOT and the Town whether the utility agreements will be with the town, or the applicant.

DRAFT MOTIONS:

1. I move that the Planning Commission approve the comprehensive landscaping plan subject to staff's Condition of Approval.

OR

2. I move that the Planning Commission forward the application to the January 15th Commission meeting for further discussion.

OR

3. I move an alternate motion.

ATTACHMENTS:

1. 2025.02.20 Staff Report 505 Brookletts Avenue, paper copy & PDF
2. 2025.06.17 Staff Report 505 Brookletts Avenue, paper copy & PDF
3. 2025.10.27 Easton Crossing_Planning Review Plan Set_v4, paper copy & PDF
4. 2025.12.03 PC 400' Notice Letter, paper copy & PDF
5. 2025.12.03 Subject Property Notice, paper copy & PDF
6. 2025.12.08 Easton Crossing Landscaping - PC, paper copy & PDF



TOWN OF
EASTON
ENGINEERING DEPARTMENT

DATE: December 8th, 2025
TO: Ross Benincasa - Applicant
Cc: Rick Van Emburgh - Town Engineer
Aaron Goller - EUC
Lynn Thomas - The Town Planner
FROM: Sierra Clem - Engineering Department
SUBJECT: Easton Crossing - Landscape Plan for Planning Commission

Our office has reviewed the request received 11/25/2025 for Landscape Plan Approval which will be reviewed by the Planning Commission at their 12/18/2025 hearing date.

The Engineering Department has no comments on the request.

The Engineering Department has facilitated review by DNR for impacts associated with this plan within the Rail Trail Easement Area. Approval and installation of these improvements are subject to DNR and MDOT approval. The Engineering Department will continue to coordinate with the Applicant and the State Agencies to verify approval is received.

EASTON CROSSING - SITE LAYOUT AND 'THE YARD'



- EASTON'S RAILS-TO-TRAILS
- LANDSCAPE BUFFER ALONG COMMERCIAL AREA
- LAWN GAMES AREA
- CIRCULAR FLEX SEATING AREAS
- EXPANDED BUILDING OUTDOOR LIVING SPACE
- OPEN LAWN AREA
- CIRULAR PERFORMANCE AREA
- EXISTING CONVEYOR BELT STRUCTURE ABOVE PERFORMANCE SPACE
- PLAY AREA OBSERVATION SEATING
- PLAY AREA WITH ROLLING BERMS
- VEHICULAR DROP-OFF AREA
- 8'-10' WIDE COMMERCIAL FRONTAGE WALKS
- 8'-10' WIDE CONNECTING WALKWAYS
- 10' SQUARE FLEXIBLE PADS FOR SPECIAL EVENTS AND TEMPORARY SEATING
- OUTDOOR SEATING ALONG COMMERCIAL AREAS

SERPENTINE BRIDGE
 SHUTTLE SHELTER WAITING AREA
 WATERSIDE DECK

ILLUSTRATIVE SITE PLAN

ILLUSTRATIVE SITE PLAN
 (BY OTHERS)
 PREVIOUSLY APPROVED
 BY PLANNING COMMISSION
 JUNE 2, 2025

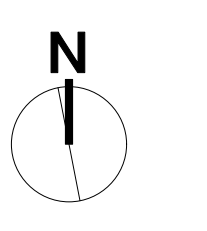
REVISED BUILDING LAYOUT
 (BY OTHERS)

'THE YARD' - PROPOSED CONCEPT
 SEE SHEET L-101
 FOR ENLARGEMENT PLAN

Easton Crossing

409 Brooklets Avenue
 Easton, MD 21601

NO.	DATE	DESCRIPTION



Site Plan & The Yard Concept

DATE: 9/29/2025
 SCALE: 1"=50'-0"
 DRAWN BY: SEW
 ISSUE: Owner Review

L-100

NOTE: THIS ILLUSTRATIVE SITE PLAN AND ACCOMPANYING CONCEPT PLAN FOR 'THE YARD' ARE CONCEPTUAL, FOR ILLUSTRATIVE PURPOSES ONLY. LOCATION OF HARDSCAPE AND LANDSCAPE ELEMENTS AND FEATURES SHOWN MAY BE ALTERED OR MODIFIED DURING DESIGN DEVELOPMENT TO ACCOMMODATE UTILITIES AND OTHER SITE CONDITIONS.

THE YARD: PROPOSED CONCEPT & CHARACTER



PLANTING CHARACTER AND SEATING EXAMPLES:



FOR BUILDING FACADES AND STREETSCAPE
- VICTOR STANLEY CLASSIC BENCH WITH CLEAN, GRACEFUL LINES (IRON AND WOOD - AVAILABLE IN 4' OR SHORTER LENGTHS).



FOR FLAGSTONE OR PAVED SEATING AREAS
- VICTOR STANLEY CLASSIC BACKLESS BENCH WITH CLEAN, GRACEFUL LINES (IRON AND WOOD - AVAILABLE IN 4' OR SHORTER LENGTHS).



FOR LAWN SEATING
- VICTOR STANLEY RUSTIC ELEGANCE - BACKLESS BENCH (WOOD - AVAILABLE IN 4' LENGTHS OR SHORTER).



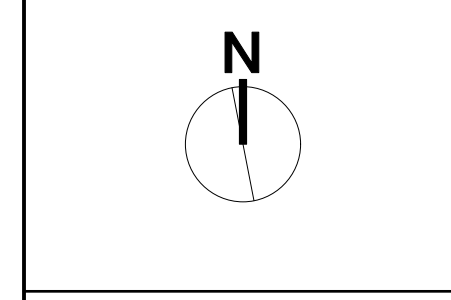
The Yard Plant Species	
Botanical Name	Common Name
Trees	
Amelanchier 'Autumn Brilliance'	Serviceberry
Nyssa sylvatica 'Wildfire'	Wildfire Black Gum
Magnolia virginiana	Sweetbay Magnolia
Quercus phellos	Willow Oak
Shrubs	
Diervilla 'Kodiak Red'	Bush Honeysuckle
Fothergilla gardenii	Dwarf Fothergilla
Ilex glabra	Inkberry Holly
Itea virginica	Virginia Sweetspire
Physocarpus opulifolius 'Tiny Wine'	Ninebark
Perennials & Grasses	
Aster novae-angliae	New England Aster
Amsonia hubrichtii	Threadleaf Bluestar
Bouteloua gracilis 'Blonde Ambition'	Blue Grama Grass
Echinacea purpurea	Purple Coneflower
Eragrostis spectabilis	Purple Love Grass
Liatris spicata	Dense Blazing Star
Penstemon digitalis	Foxglove Beardtongue
Rudbeckia fulgida	Black-Eyed Susan
Sesleria autumnalis	Autumn Moor Grass
Solidago sphaecelata 'Golden Fleece'	Dwarf Goldenrod

unity
design | build
landscape

3621 Church Hill Road
Church Hill, MD 21623
410.556.6010

Easton Crossing
409 Brookletts Avenue
Easton, MD 21601

NO.	DATE	DESCRIPTION



The Yard - Concept

DATE: 9/29/2025
SCALE: 1" = 20'-0"
DRAWN BY: SEW
ISSUE: Owner Review

L-101

CODE - MINIMUM LANDSCAPE REQUIREMENTS

(Base survey information provided by RAUCH, INC., Easton, MD)

ZONING (BC) BUSINESS COMMERCIAL (PRD) PLANNED REDEVELOPMENT DISTRICT

LANDSCAPE IMPROVEMENTS - §§28-1014.6

OVERALL TREES REQUIRED:
FINAL QUANTITY TO BE DETERMINED BY THE LANDSCAPE ARCHITECT;
NO LESS THAN THE REQUIRED AMOUNT WILL BE PROVIDED

STREET TREES PROVIDED:
FINAL QUANTITY TO BE DETERMINED BY THE LANDSCAPE ARCHITECT;
NO LESS THAN THE REQUIRED AMOUNT WILL BE PROVIDED

PARKING LOT TREES PROVIDED:
FINAL QUANTITY TO BE DETERMINED BY THE LANDSCAPE ARCHITECT;
NO LESS THAN THE REQUIRED AMOUNT WILL BE PROVIDED

PARKING LOT SCREENING:
SITE SHALL MEET REQUIREMENT EXCEPT FOR THE WAIVERS REQUIRED:
FOR BUILDING 411 PARKING LOT FRONTAGE TO BROOKLETTS AVENUE
FOR BUILDING 505 PARKING LOT FRONTAGE KEMP LANE
FOR BUILDING 409 PARKING LOT FRONTAGE SOUTH STREET

BUILDING FACADE PLANTINGS:
SITE SHALL MEET REQUIREMENT EXCEPT FOR THE WAIVERS REQUIRED:
FOR BUILDING 411 ENTRANCE
FOR BUILDING 505 ENTRANCE
FOR BUILDING 409 ENTRANCE

SERVICE/LOADING AREAS:
SERVICE/LOADING AREAS SHALL BE SCREENED AS REQUIRED
IN THIS SECTION

SHRUB AND GROUND COVER PLANTINGS:
SHRUBS AND GROUNDCOVERS SHALL BE INTEGRATED
INTO THE FINAL SITE AND FINAL LANDSCAPE PLAN AS
REQUIRED IN THIS SECTION

BUFFERYARD STANDARDS - §§28-1014.7

PROPERTY LINE FRONTING SOUTH STREET:
BUFFERYARD "C" - 20' WIDTH - 1 SHADE/CANOPY TREE,
2 EVERGREEN TREES & 5 LARGE SHRUBS PER 50 LF
OPTION: WHEN BUFFERYARD IS LOCATED BETWEEN A PARKING LOT AND
STREET R/W, DELETE SHRUB REQUIREMENT.

WAIVER REQUIRED - YES, PARTIAL WAIVER FOR WIDTH, PLANT QUANTITY
LOCATIONS.

PROPERTY LINE WEST SIDE FROM SOUTH STREET TO HIGGINS STREET:
BUFFERYARD "E" - 10' WIDTH - PRIVACY FENCE & 3 LARGE SHRUBS PER 50 LF
WAIVER REQUIRED - NO

PROPERTY LINE FRONTING HIGGINS STREET:
BUFFERYARD "C" - 20' WIDTH - 1 SHADE/CANOPY TREE, 2 EVERGREEN TREES &
5 LARGE SHRUBS PER 50 LF
WAIVER REQUIRED - NO

PROPERTY LINE FROM HIGGINS STREET TO BROOKLETTS AVENUE:
BUFFERYARD "E" - 10' WIDTH - PRIVACY FENCE & 3 LARGE SHRUBS PER 50 LF
WAIVER REQUIRED - NO

PROPERTY LINE PARCEL(S) 1833 AND 1826 FRONTING BROOKLETTS AVENUE:
BUFFERYARD "C" - 20' WIDTH - 1 SHADE/CANOPY TREE, 2 EVERGREEN TREES &
5 LARGE SHRUBS PER 50 LF
WAIVER REQUIRED - NO, NOT REQUIRED AS PRIMARY ROAD FRONTAGE

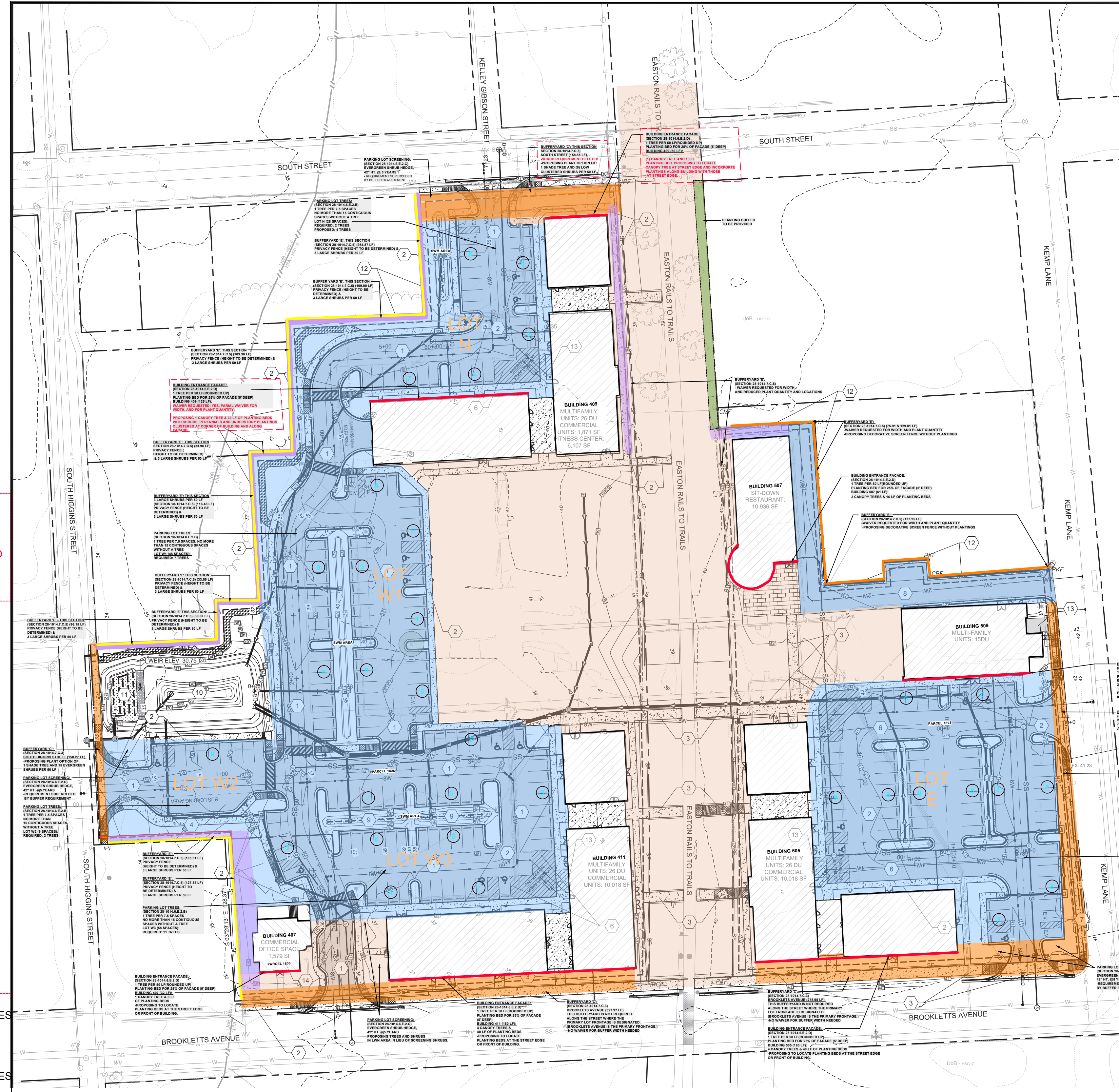
PROPERTY LINE PARCEL 1823 FRONTING BROOKLETTS AVENUE:
BUFFERYARD "C" - 20' WIDTH - 1 SHADE/CANOPY TREE, 2 EVERGREEN TREES &
5 LARGE SHRUBS PER 50 LF
WAIVER REQUIRED - NO, NOT REQUIRED AS PRIMARY ROAD FRONTAGE

PROPERTY LINE FRONTING KEMP LANE:
BUFFERYARD "C" - 20' WIDTH - 1 SHADE/CANOPY TREE, 2 EVERGREEN TREES &
5 LARGE SHRUBS PER 50 LF
WAIVER REQUIRED - YES, PARTIAL WAIVER FOR WIDTH AND PLANT QUANTITY

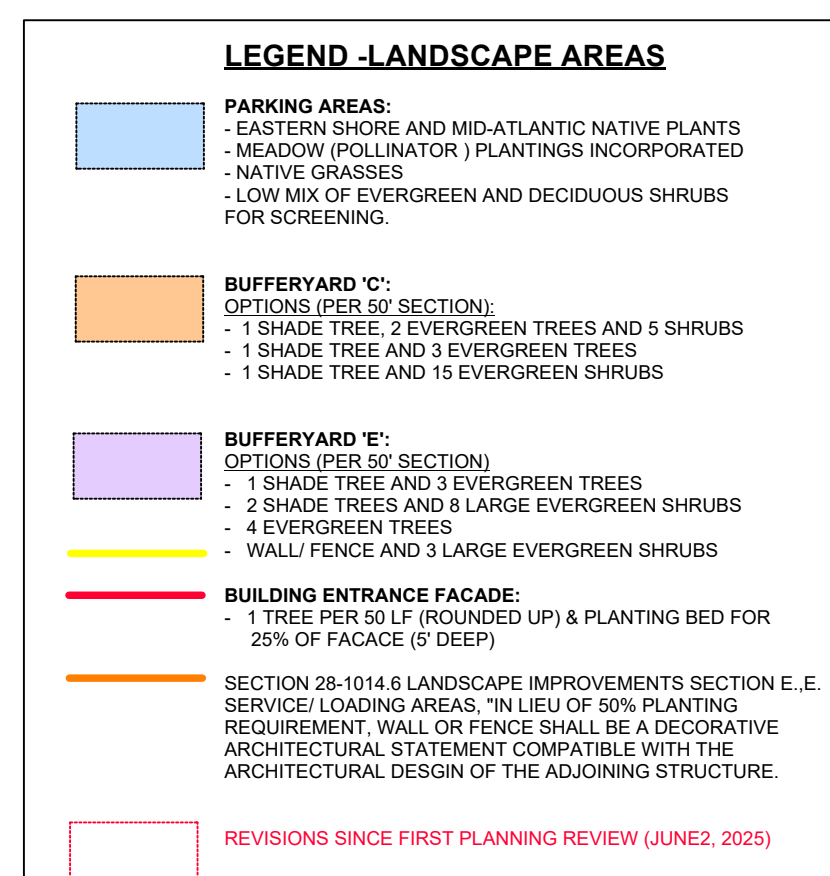
PROPERTY LINE FROM KEMP LANE TO RAILS-TO-TRAILS:
BUFFERYARD "E" - 10' WIDTH - PRIVACY FENCE & 3 LARGE SHRUBS PER 50 LF
WAIVER REQUIRED - YES, PARTIAL WAIVER FOR WIDTH & LARGE SHRUBS

PROPERTY LINE PARCEL 1826 FRONTING RAILS-TO-TRAILS:
BUFFERYARD "E" - 10' WIDTH - 1 SHADE/CANOPY TREE AND 3 EVERGREEN TREES
WAIVER REQUIRED - YES, WAIVER FOR WIDTH, PLANT QUANTITY, SIZES AND
LOCATION.

PROPERTY LINE PARCEL 1823 FRONTING RAILS-TO-TRAILS:
BUFFERYARD "E" - 10' WIDTH - 1 SHADE/CANOPY TREE AND 3 EVERGREEN TREES
WAIVER REQUIRED - YES, WAIVER FOR WIDTH, PLANT QUANTITY, SIZES AND
LOCATION.



- ### PROPOSED FEATURES
- 24' WIDE THRU-WAY
 - 5' WIDE CONCRETE SIDEWALK
 - 8' WIDE CONCRETE SIDEWALK
 - 15' WIDE x 60' LONG BUS PULL-OFF/LOADING AREA
 - 9.5' WIDE x 28' LONG GARAGE ACCESS/LOADING AREA
 - DROP-OFF/LOADING AREA
 - E.V. CHARGING STATION STALL WITH 5' ACCESS AISLE
 - 20' WIDE ACCESS LANE
 - BIO-RETENTION STRUCTURE FOR STORMWATER MANAGEMENT. TOP OF BANK VARIES
 - SUBMERGED GRAVEL WETLAND AND FOREBAY FOREBAY TOP OF BANK ELEV: 31.50', FOREBAY FLOOR ELEV: 25.00'
 - SUBMERGED GRAVEL WETLAND AND FOREBAY SGW TOP OF BANK ELEV: 31.50', SGW FLOOR ELEV: 29.00
 - PROPOSED PRIVACY FENCE. HEIGHT AND TYPE TO BE DETERMINED
 - TRASH ROOM EXTERIOR ACCESS
 - BUILDING 407 RENOVATED UNDER PREVIOUS PLAN



Plant Species List

Botanical Name	Common Name
CANOPY/SHADE TREES	
<i>Nyssa sylvatica</i> 'Wildfire'	Wildfire Black Gum
<i>Platanus occidentalis</i>	American Sycamore
<i>Quercus phellos</i>	Willow Oak
<i>Ulmus americana</i> 'Princeton'	Princeton Elm
EVERGREEN TREES	
<i>Ilex x 'Nellie R. Stevens'</i>	Nellie Stevens Holly
<i>Juniperus virginiana</i>	Eastern Red Cedar
<i>Magnolia grandiflora</i>	Southern Magnolia
<i>Thuja occidentalis</i>	American Arborvitae
SHRUBS	
<i>Diervilla 'Kodiak Red'</i>	Bush Honeysuckle
<i>Fothergilla gardenii</i>	Dwarf Fothergilla
<i>Ilex glabra</i>	Inkberry Holly
<i>Ita virginica</i>	Virginia Sweetspire
<i>Myrica cerifera</i>	Southern Wax Myrtle
<i>Physocarpus opulifolius</i> 'Tiny Wine'	Ninebark



Easton Crossing

409 Brookletts Avenue
Easton, MD 21601

REVISIONS

NO.	DATE	DESCRIPTION

N

Landscaping Requirements

DATE: 9/29/2025
SCALE: 1"=50'-0"
DRAWN BY: SEW
ISSUE: Owner Review

L-102

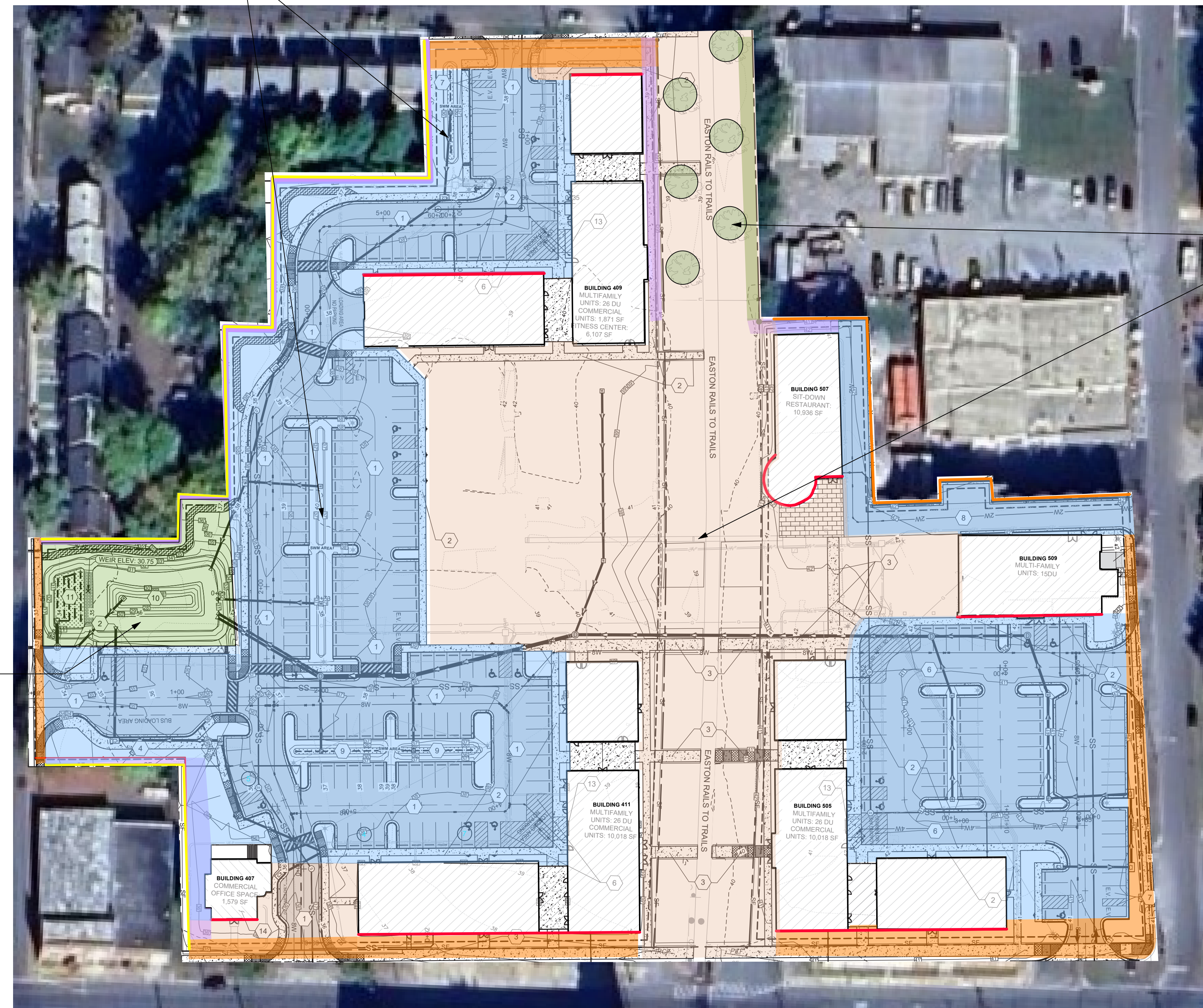
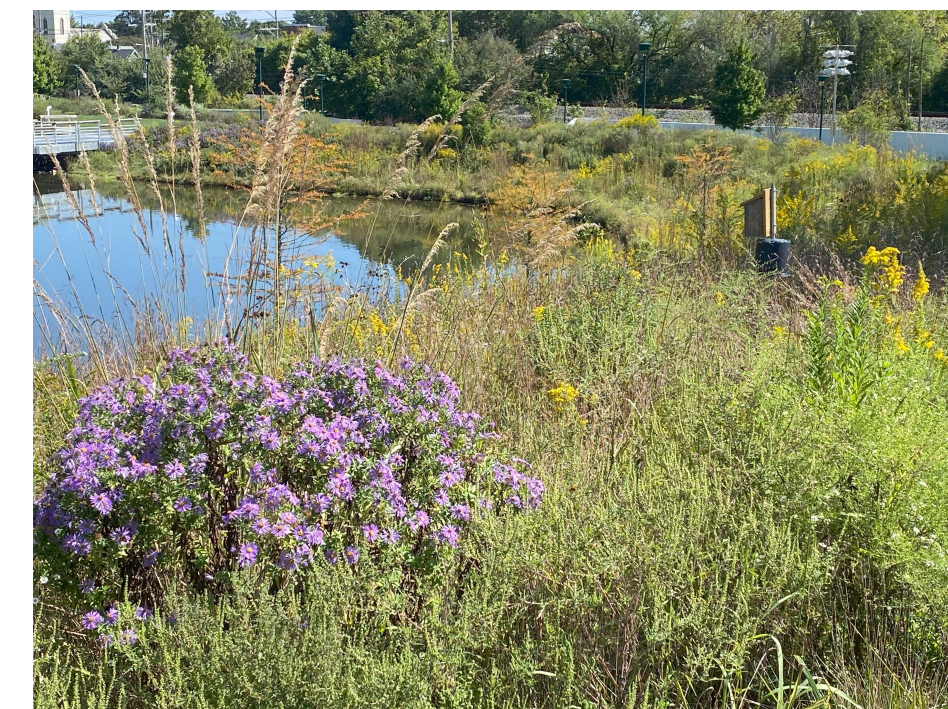
LANDSCAPE CHARACTER - PLANTING ZONE EXAMPLES

(Base survey information provided by RAUCH, INC., Easton, MD)

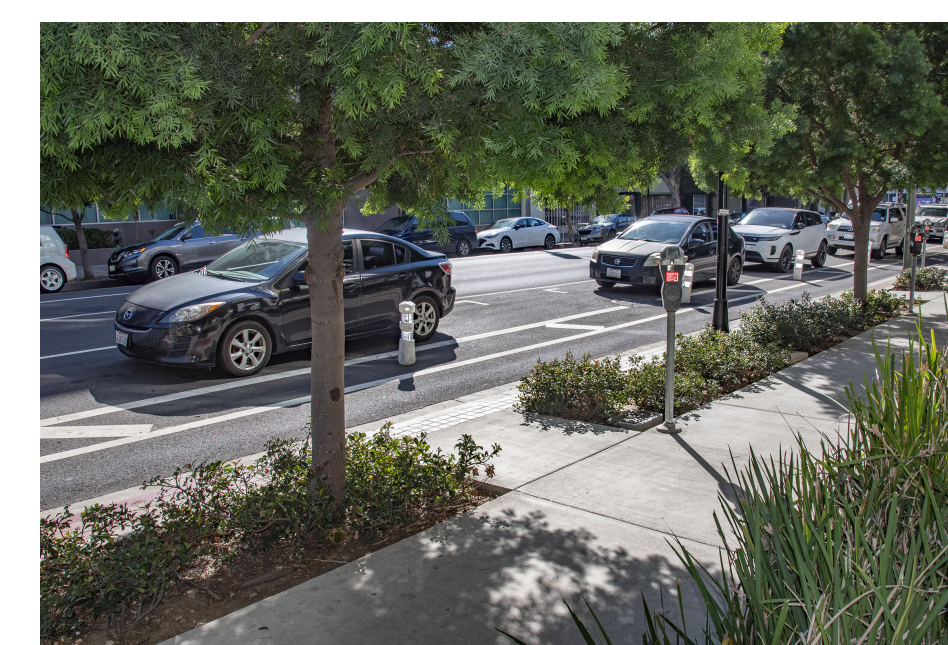
PARKING LOT ISLANDS AND STORMWATER PLANTING: EX. HONEY LOCUST TREES, LOW NATIVE SHRUBS, PERENNIALS AND GRASSES



POND EDGE AND WALKING TRAIL EX. FRUITLESS SWEETGUM TREES, SWAMP WHITE OAK, LOW NATIVE SHRUBS, PERENNIALS AND GRASSES



RAIL TRAIL - NORTH SECTION TO SOUTH STREET
EXISTING WILLOW OAKS TO REMAIN
EXISTING GRAIN ELEVATOR TO REMAIN AS SCULPTURAL ELEMENT



STREETSCAPE
EX. HONEY LOCUST TREES, FRUITLESS SWEETGUM,
LOW NATIVE SHRUBS, PERENNIALS AND GRASSES

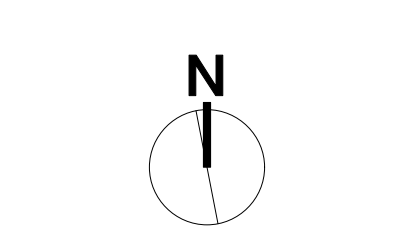
LEGEND - LANDSCAPE AREAS

- PARKING AREAS:**
 - EASTERN SHORE AND MID-ATLANTIC NATIVE PLANTS
 - MEADOW (POLLINATOR) PLANTINGS INCORPORATED
 - NATIVE GRASSES
 - LOW MIX OF EVERGREEN AND DECIDUOUS SHRUBS FOR SCREENING.
- BUFFERYARD 'C':**
 - OPTIONS (PER 50' SECTION):
 - 1 SHADE TREE, 2 EVERGREEN TREES AND 6 SHRUBS
 - 1 SHADE TREE AND 3 EVERGREEN TREES
 - 1 SHADE TREE AND 15 EVERGREEN SHRUBS
- BUFFERYARD 'E':**
 - OPTIONS (PER 50' SECTION):
 - 1 SHADE TREE AND 3 EVERGREEN TREES
 - 2 SHADE TREES AND 8 LARGE EVERGREEN SHRUBS
 - 4 EVERGREEN TREES
 - WALL FENCE AND 3 LARGE EVERGREEN SHRUBS
- BUILDING ENTRANCE FACADE:**
 - 1 TREE PER 50 LF (ROUNDED UP) & PLANTING BED FOR 25% OF FACADE (5' DEEP)
- SECTION 28-1014.6 LANDSCAPE IMPROVEMENTS SECTION E, E. SERVICE/LOADING AREAS:** "IN LIEU OF 50% PLANTING REQUIREMENT. WALL OR FENCE SHALL BE A DECORATIVE ARCHITECTURAL STATEMENT COMPATIBLE WITH THE ARCHITECTURAL DESIGN OF THE ADJOINING STRUCTURE.
- EXISTING CANOPY TREE**
- MIXED USE AREAS:**
 - PROGRAMMED AND FLEXIBLE USE OPEN GREEN SPACE WITH CANOPY TREES AND LOW NATIVE PLANTINGS FOR BOTH SUN AND SHADE.
 - INCLUDES FLEXIBLE AND PERMANENT SEATING IN BOTH LAWN AREAS AND PAVED GATHERING AREAS.
- STORMWATER MANAGEMENT AREA**

Easton Crossing

409 Brookletts Avenue
Easton, MD 21601

NO.	DATE	DESCRIPTION



Landscape Character & Planting Zones

DATE: 9/29/2025
SCALE: 1"=50'-0"
DRAWN BY: SEW
ISSUE: Owner Review

L-103



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

Date of Hearing: February 20, 2025

4b

PLANNING COMMISSION
PUBLIC HEARING
STAFF REPORT

SUBJECT: Sketch Site Plan Review for 505 Brookletts Avenue

ELECTION WARD: Ward 4

CRITICAL ACTION DATE: At the pleasure of the Commission

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

APPLICANT: Easton Crossing, LLC % Gavin Daniels

DOCUMENT CREATED ON: February 3, 2025

PURPOSE: Easton Crossing, LLC (Applicant), is seeking sketch site plan approval for the construction of mixed commercial and residential buildings consisting of 123 multi-family units with associated parking, stormwater management and landscaping. Associated site improvements include the demolition of existing abandoned silos, storage buildings and a gravel road on the property. In addition, the applicant is seeking a landscape and buffering waiver from Chapter 28-1014.6.B.1(c), Chapter 28-1014.6.E.2(d), Chapter 28-1014.7.E.3(a) & (b) and Chapter 28-1014.7.E.5(a),(b) & (c) of the Zoning Code.

RECOMMENDATION: Should the Planning Commission (Commission) approve the sketch site plan, staff recommends approval with conditions (see below).

APPLICATION INFORMATION:	
APPLICANT: Easton Crossing, LLC % Gavin Daniels	REPRESENTATIVE: Rauch Inc.: Brian Fitzgerald, Casey Rauch, Chris Schoenster
PARCELS/ACREAGE:	
Parcel Information	Acreage
Map 104, Grid 00EA, Parcels 1823,1826 & 1833	6.92
ACCEPTANCE DATE: January 27, 2025	LOCATION: 505 Brookletts Avenue
EXISTING ZONING BC PUD Infill Boundary PR Boundary	EXISTING LAND USE: Commercial
HISTORIC DISTRICT: Not Applicable	FUTURE LAND USE MAP: Redevelopment Area

CONTEXT:

Location/Site Access – The subject property is located between Brookletts Avenue and South Street. The site's entrance will be accessed via Brookletts Avenue, Kemp Lane, South Higgins Street and South Street.

Existing Conditions – The subject property is vacant and can generally be described as approximately 6.92 acres consisting of abandoned silos and storage buildings.

Surrounding Properties

- Parcel 2206, 400 & 402 Brookletts Avenue - BC
- Parcel 1812, 312, 313, 507 & 510 Brookletts Avenue - R-7A
- 38 & 41 Kelly Gibson Street - R-7A
- 125 Kemp Lane - BC
- 410 South Street - R-7A
- 500 & 503 South Street - BC
- 104 & 116 South Higgins Street - R-7A
- 113 South Park Street - R-7A
- 300 Talbot Street - CG
- 308 Talbot Street - R-7A

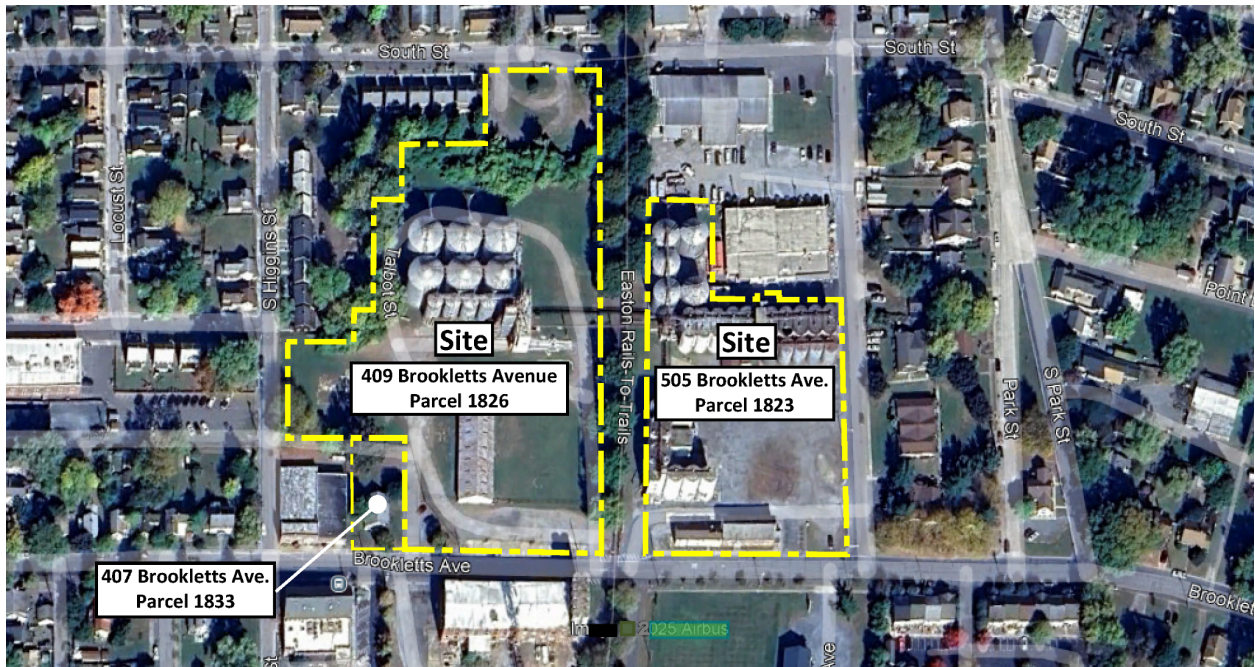


Figure 1: Vicinity Map

PROPOSAL: The applicant is proposing to construct two (2) 4-story mixed commercial and residential buildings, one (1) 2-story building for restaurant-sit down use, one (1) 5-story mixed commercial and residential building, one (1) 5-story multifamily residential building along with associated parking, stormwater management and landscaping. The existing two-story building #407 will be utilized as an office and has 3,586 square feet (SF) of gross floor area (GFA).

- Proposed building #409 is a five-story building with a mixed use of commercial/residential space with 96,206 square feet (SF) of gross floor area (GFA). All commercial use is on the ground floor with 1,871 square foot commercial retail space and a 6,107 square foot fitness club. There's also fifty-six (56) dwelling units with 22 one-bedroom apartments, 28 two-bedroom apartments and 6 three-bedroom apartments.
- Building #411 is a proposed four-story building that's a mixed use of commercial/residential space with 47,920 square feet (SF) of gross floor area (GFA). The entire ground floor consists of 10,018 square foot commercial retail space. There's also twenty-six (26) dwelling units with 26 two-bedroom apartments.
- Building #505 is a proposed four-story building consisting of a mixed use of commercial/residential space with 47,920 square feet (SF) of gross floor area (GFA). The entire ground floor consists of 10,018 square foot commercial retail space. The building has twenty-six (26) dwelling units that are two-bedroom apartments.
- Building #509 is a five-story building that proposes 23,513 square feet (SF) of gross floor area (GFA). This multi-family building has a total of fifteen (15) dwellings with 4 one-bedroom apartments, 8 two-bedroom apartments and 3 three-bedroom apartments.

- Building #507 is a 10,936 square foot two-story building for restaurant-sit down use.

The overall multifamily use within the development consists of twenty-nine (29) affordable apartments and ninety-four (94) market rate apartments. The site is the former Purdue Agri-Business and is zoned Business Commercial (BC). The maximum density allowed on the property, based on the Planned Redevelopment Overlay District, is 40 dwelling units per acre which equals a maximum density of 276.8 dwelling units based on the property's size (6.92 acres). The total proposed density is 17.90 dwelling units per acre.

The applicant is also seeking a landscape and buffer waiver from Chapter 28-1014.6.B.1(c), Chapter 28-1014.6.E.2(d), Chapter 28-1014.7.E.3(a) & (b) and Chapter 28-1014.7.E.5(a),(b) & (c) of the Zoning Code. The application proposes the installation of trees and shrubs within the park area along Brookletts Avenue and a modified bufferyard along Kemp Lane in lieu of a shrub hedge. Building facade plantings for buildings #411 and #505 are reduced to bring the streetscape closer to the edge of pavement along Brookletts Avenue with planting beds. The applicant intends to utilize the Bufferyard "C" option calling for a reduction of the required width along South Street and Kemp Lane. In addition, the applicant requested a plant quantity reduction within the buffer along Kemp Lane. Bufferyard "E" along South Street and Kemp Lane will be modified to a reduced width requirement and the plant quantity will be less along Kemp Lane. The property line from Kemp Lane to the "Rails-to-Trails" path system will have a decorative screen fence without plantings. The property line on Parcel 1826 and Parcel 1823 from the "Rails-to-Trails" path system will have a reduced buffer width and plant quantity. Shrubs will be placed inside verses outside of the decorative screened fencing.

BACKGROUND: The applicant submitted an application to the Easton Staff Development Review Committee (ESDR) on January 22, 2025 (please see attached ESDR Determination Letter).

OUTSTANDING ISSUES:

The applicant needs to address the overall scale and consistency of the five-story Building #409 and its parking facility by providing alternate designs in relationship to the existing neighborhoods.

ZONING ANALYSIS:

A. Purpose

Section 28-501.A (Town Code).

The purpose of the Planned Redevelopment Overlay District (PR) is to provide a mechanism for the redevelopment, rehabilitation, and general improvement of certain older areas within the Town of Easton that have fallen into a somewhat neglected or dilapidated state or have

simply been used for a purpose that no longer serves the health, safety or general welfare of the neighborhood. PR applications may be submitted only if the project is located within the Planned Redevelopment Overlay District. However, this mechanism is optional and shall not be required of all projects located within this zone. Projects not being developed in accordance with PR District standards shall be developed in accordance with the development standards of the underlying base zoning district.

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

Analysis - The current process of the Town of Easton Zoning Ordinance is for the Planning and Zoning Commission to review the material submitted as described in § 28-501.C of the Town Code and shall represent the initial step in the PR review process. Successful applications shall subsequently follow the appropriate steps for the type of project submitted and the applicant shall prepare and submit for a development and a final site plan in accordance with the site plan requirements specified in § 28 – 901.3.B and C of the Town Code and the requirements of the Town of Easton Subdivision Regulations, if applicable.

B. Off-Street Parking

28-1001.3 Parking Requirements

	Use/Activity	Minimum Vehicle Spaces	Maximum Vehicle Spaces	Minimum Bicycle Spaces	Notes
Residential Buildings					
4	Multifamily	1 per du	2 per du	0.5 per du	

Commercial Buildings					
15	Office or Bank without Drive-Thru	1 per 250 sf GFA	1 per 140 sf GFA	1 per 10 vehicle spaces	
16	Standalone Retail Store	1 per 300 sf GFA	1 per 200 sf GFA	1 per 10 vehicle spaces	
29	Restaurant, Sit-Down	1 space per 100 sf GFA	1 space per 50 sf GFA	1 per 10 vehicle spaces	

Public Assembly Structures					
46	Fitness, recreational sports, gym, or athletic club	1.5 per 1,000 sf GFA	10 per 1,000 sf GFA	1 per 10 vehicle spaces	

Total Site Parking Required (when not proposed as a PR application):

Multifamily:	1 Space per dwelling unit required-Minimum 123 units x 1 = 123 spaces required-Minimum 2 Spaces per dwelling unit required-Maximum 123 units x 2 = 246 spaces required-Maximum
Bicycle Spaces:	0.5 per dwelling unit required 123 units x 0.5 = 62 required bicycle spaces
Office:	1 Space /250 SF GFA-Minimum 3,586/250 = 15 spaces required-Minimum 1 Space /140 SF GFA-Maximum 3,586/140 = 26 spaces required-Maximum
Bicycle Spaces:	1 per 10 vehicle spaces required 15 spaces/10 = 2 bicycle space-Minimum 26 spaces/10 = 3 bicycle space-Maximum
Shopping Center:	1 Space per 300 SF GFA-Minimum 21,907/300 = 73 spaces required-Minimum 1 Space per 200 SF GFA-Maximum 21,907/200 = 110 spaces required-Maximum
Bicycle Spaces:	1 per 10 vehicle spaces required 73 spaces/10 = 8 bicycle spaces-Minimum 110 spaces/10 = 11 bicycle spaces-Maximum
Restaurant, sit down:	1 Space per 100 SF GFA-Minimum 10,936/100 = 109 spaces required-Minimum 1 Space per 50 SF GFA-Maximum 10,936/50 = 218 spaces required-Maximum
Bicycle Spaces:	1 per 10 vehicle spaces required 110 spaces/10 = 11 bicycle spaces-Minimum 219 spaces/10 = 22 bicycle spaces-Maximum
Fitness Club:	1.5 Spaces per 1000 SF GFA-Minimum 6,107/1000x1.5 = 10 spaces required-Minimum 10 Spaces per 1000 SF GFA-Maximum 6,107/1000x10 = 62 spaces required-Maximum
Bicycle Spaces:	1 per 10 vehicle spaces required 11 spaces/10 = 1 bicycle spaces-Minimum 72 spaces/10 = 7 bicycle spaces-Maximum

Total Minimum required parking spaces (non PRD application) = 331
 Total Maximum required parking spaces (non PRD application) = 663

Total parking spaces provided: 313 (217 off-street parking spaces and 96 on-street parking)

Total Minimum required bicycle spaces (non PRD application) = 84

Total Maximum required bicycle spaces (non PRD application) = 105

Total bicycle spaces provided: 72

Analysis- There are no minimum off-street parking spaces required within the PR Overlay Zoning District, although the adequacy of parking may be a consideration of site plan review. The Applicant is proposing 217 off-street parking spaces and 96 on-street parking spaces along South Street, Brookletts Avenue, South Higgins Street and Kemp Lane. The overall proposed parking spaces are 0.05% under the minimum required parking spaces for projects not developed under the PR Overlay Zoning District.

Note that if the fitness club is intended for residents only, the parking requirement can be removed from the calculations.

The Applicant believes the proposed parking is adequate to support the daily operation of the site. Easton Crossing, LLC submitted a Parking Exhibit demonstrating that they can provide parking spaces within the minimum requirements established in § 28-1001.3.A of the Town Code by the use of off-street and on-street parking spaces. The Applicant’s Traffic Impact Study prepared by Lenhart Traffic Consulting, Inc. concluded that the proposed redevelopment meets the adequacy requirements of the Town of Easton and has minimal impact on the surrounding road network. Lenhart Traffic Consulting, Inc. recommended that the proposed development be approved. Though the Traffic Impact Study defines their response to adequacy, it’s worth noting that 30.6% of the proposed parking spaces will be on-street parking within the adjacent neighborhoods.

C. Business Commercial District Development Standards

Section 28-501.B.6, Development Standards under the Planned Redevelopment Overlay District states that for new infill projects, the setback, lot size, lot coverage, height, and yard requirements shall be established for each individual project by the Planning Commission. In establishing these requirements, the Commission considers such factors as the intensity of the project and the existing character of the neighborhood. Table 1 below provides the applicant’s proposed dimensional standards.

Table 1. Development Standards		
BC Zoning District	Standard	Proposed (Planned Redevelopment Overlay)
Setbacks	Front = 40 feet Side = 10 feet Rear – 30 feet	Front = 5 feet Side = 5 feet Rear – N/A
Lot Size (min.)	40,000 square feet	301,435 square feet
Lot Frontage (min.)	100 feet	159, 150, 244, 278 & 310 feet

Building Envelope (min.)	30 feet x 80 feet	295 x 615 feet (P.1826) & 270 x 300 feet (P.1823)
Lot Coverage (max.)	50% (Lot Area)	71%
Height (max.)	35 feet	64 feet +/-

§ 308.2 of the Zoning Ordinance states that development within the Business Commercial District shall also meet these additional requirements:

- *There shall be no open storage on any lot or open areas, nor shall any products be displayed in open areas. All outside storage shall be adequately screened and landscaped in accordance with provisions of Section 28 – 1014 of this Ordinance.*
- *All on-site lighting unless approved otherwise by the Planning and Zoning Commission shall be low cut-off shielded luminaries at 18’ height and light shall not shine off-site at levels greater than 1-foot candle.*
- *All off-street loading and unloading areas shall be screened from view by permanent decorative screens or natural planting, either of which shall be a minimum of eight (8) feet in height, in accordance with the provisions of Section 28 – 1014 of this Ordinance*
- *All areas not devoted to buildings or parking areas shall be landscaped and maintained in a suitable manner, in accordance with the provisions of Section 28 – 1014 of this Ordinance.*

Analysis - The site falls under the BC - Business Commercial District Area and meets the § 28-308.2 Development Standards.

D. DEVELOPMENT STANDARDS

Section 28-501.B.

Development within the Planned Redevelopment Overlay District shall meet the following requirements:

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

Analysis - The Property is owned by a single entity.

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

Analysis - The Property abuts single-family homes to the north, east and west and commercial properties to the northeast and south. The Rails to Trails bifurcates the project between parcels 1823 and 1826. The proposed layout and site design provides a functional commercial and residential community. The configuration does enhance the street view along Brookletts Avenue while complementing the existing Brookletts Building adjacent to the site across the street.

Though the interior design does not incorporate the town's existing grid system, there's a connection between South Street and Brookletts Avenue. There is also access through the property from Higgins Street to and through Rails to Trails. In addition, extending Talbot Street east through the property would require either an offset intersection at Higgins and Talbot Streets, or eliminating one or two homes on the east side of Higgins. Extending Kelley Gibbons Street to the south through the property would require the reopening of the existing Kelley Gibbons. Staff notes that the total block perimeter of the project site generally bounded by South Street to the north, Brooklets Avenue to the south, Higgins Street to the west, and Rails to Trails to the east (which can be considered to act as a public right of way for travel, is approximately 2,100 feet. This total perimeter length is slightly above staff's recommendation of a maximum 1,800 linear feet for the purpose of walkability within the block, connectivity, and street vibrancy.

The overall scale of proposed Building #409 may be a concern when being close to the existing neighborhoods, such as the adjacent historic Hill community. Although the site has existing, vacated structures of a considerable height, the Commission may want to consider whether there is adequate buffering from the building to the adjacent homes.

(3) *Public water and sewerage shall be available.*

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

(4) *The site shall be located adjacent to adequate transportation facilities capable of serving existing traffic and that are expected to be generated by the proposed development.*

Analysis - Project will be accessed from Brookletts Avenue, South Higgins Street, South Street and Kemp Lane.

(5) *The overall residential density of a Planned Redevelopment project shall not exceed forty (40) units per gross residential acre. For the purposes of this subsection, the gross residential area shall include all land within the area intended to be used for residences, residential parking space, and reservation for community recreation and education facilities. Any land mapped as floodway by the Federal Emergency Management Agency, and non-residential uses shall be excluded in computing the gross area. The Planning and Zoning Commission may require a lower density if review of the proposed development indicates that the maximum allowable density is excessive for the surrounding area.*

Analysis - The Applicant is proposing 123 total units, which is 154 units or 44.4% under the maximum density of 277 units permitted on the Property under the Planned Redevelopment Overlay District.

(6) *For new infill development projects, the setback, lot size, lot coverage, height, and yard requirements shall be established for each individual project by the Planning and Zoning Commission. In establishing these requirements, the Planning and Zoning Commission shall consider such factors as the proposed intensity of the project and the existing character of the neighborhood.*

Analysis - As stated above, the Planning Commission can apply, in its discretion, bulk standards such as setbacks and maximum height on a project-by-project basis.

(7) *Off-street parking is not required for projects proposed in the Planned Redevelopment Overlay District, although adequacy of parking may be a consideration of site plan review.*

Analysis - The Code does not require any parking for the Project; the Applicant is proposing a total of 313 parking spaces to serve the Project. There are 217 designated parking spaces on the property and 96 existing on-street parking spaces along Brookletts Avenue, South Higgins Street, South Street and Kemp Lane. The Traffic Impact Study prepared by Lenhart Traffic Consulting, Inc. concluded that the proposed redevelopment meets the adequacy requirements of the Town of Easton and has minimal impact on the surrounding road network. It is recommended that the proposed development is approved. Lenhart Traffic Consulting, Inc. also stated that the Traffic Impact Study shows all intersections continuing to operate at good levels of service. Further, as discussed within the memorandum dated January 29, 2025 by Lenhart Traffic Consulting, Inc., the proposed use will result in an increase in trips generated by this property. However, the elimination of large truck traffic at this location will make the neighborhood safer and the proposal is more in line with the current character of the neighborhood (recognizing that the land adjacent to the Rails to Trails were once predominantly industrial related to the former railroad line) and nearby trip generating characteristics. The Traffic Impact Study determined the adequacy of the parking. However, it is important to note that almost a third of the proposed parking spaces (30.6%) will be located on the street in the surrounding neighborhoods.

(8) *Sidewalks shall be constructed along any public right-of-way (except for alleys) adjacent to the site along the entire frontage(s) of the property. To the extent practicable, walkways shall be constructed on the site to tie building entrances and/or pedestrian pathway systems into existing or proposed public sidewalk systems.*

Analysis - The Project design addresses this requirement by proposing sidewalks along the property frontage of Brookletts Avenue, South Higgins Street, South Street and Kemp Lane. Sidewalks on the Property are proposed to ensure ease of access to roadways, commercial and residential buildings, parks/open space, and the Rails to Trails project.

E. Forest Conservation

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

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

Analysis - The site is within the priority funding area and is an existing developed area covered by impervious surface; abandoned silos, storage buildings, gravel road and utilities. The overall site area is 6.92 acres with 123 proposed multifamily units, 31,800 square feet (SF) shopping center, and a 10,000 square foot (SF) restaurant with associated parking, stormwater management and landscaping. Required Forest Conservation would be 1.038 acres or 45,215 square feet. The intent of the project is to maximize density within the infill area and provide adequate facilities to accommodate the site. The applicant has provided a landscape plan with one hundred and seven (107) +/- deciduous-shade/canopy trees and twenty-one (21) +/- understory trees that is greater than the required forest conservation area. Based on the existing conditions and priority funding area, the staff determined that the project is exempt under *Ordinance #718, Article III, § 31-3.2 Exemption, "O", an activity on a previously developed area covered by impervious surface and located in the priority funding area.*

F. Traffic Impact Analysis

The Traffic Impact Analysis (TIA) was submitted by the applicant on December 4, 2024. The documents prepared by Lenhart Traffic Consulting, Inc. described that access is via multiple driveways that provide access to the various buildings within the development. It should be noted that the Easton Rails-To-Trails shared use path cuts through the middle of the site.

This TIA has been prepared in accordance with the scoping correspondence submitted to the Town of Easton. The Highway Capacity Manual (HCM) and Critical Lane Volume (CLV) methodologies were utilized to evaluate the study intersections per Town of Easton requirements. Study intersections included:

- East Dover Street & South Higgins Street.
- Dover Road & Kemp Lane.
- South Washington Street & Brookletts Avenue.
- Brookletts Avenue & South Higgins Street.
- Brookletts Avenue & Tred Avon Avenue.
- South Higgins & Site Access.
- Brookletts Avenue & Site Access.
- Brookletts Avenue & Site Access.
- Kemp Lane & Site Access.

A 1.5% growth rate was confirmed for use in the scoping coordination for this report. However, in order to account for any additional traffic at the study intersections due to approved but unbuilt developments, a more conservative 2% growth rate was applied to the study intersections for three years. Background developments were included based on input from the Town of Easton and include Silo Square and 350 N Washington. The trip generation and assignment for the background developments is included in Appendix C.

The site is proposed to be developed with 123 multifamily apartments and a 3,000 square foot fast casual restaurant. Trip generation rates were obtained from the ITE Trip Generation Manual, 11th Edition. This results in a total proposed development of 123 multifamily units, 29,090 square feet of retail space, and the 10,000 square foot restaurant.

Projected Level of Service

The total peak hour traffic volumes were evaluated using the CLV and HCM methodologies. The results of the CLV analyses are shown on Exhibit 9 of the Traffic Impact Study (TIS) and indicate that all intersections operate at LOS A under total conditions. The results of the HCM analyses are shown on Exhibit 10 of the TIS and indicate that each study intersection operates with LOS A, and each stop-controlled approach operates with LOS C or better. The results of the CLV and HCM analyses show that the proposed redevelopment will have negligible impact on the operation of the study intersections. The trip assignment on Exhibits 7a-7d of the TIS shows how much vehicular traffic the proposed redevelopment will add on each roadway and intersection in the study area.

As shown, the maximum increase in vehicular traffic at any of the study intersections is 92 vehicles, which occurs at Study Intersection 2 during the Saturday peak hour. For context, 92 additional vehicles per hour averages to approximately 1.5 additional vehicles every minute during the peak hour. The majority of the other intersections are anticipated to see an increase of ~ 45-65 vehicles which averages to approximately .75 – 1 additional vehicle every minute during the peak hours.

Based on the results of the level of service analyses shown on Exhibits 9 and 10, and the minimal increases in traffic volume expected with the redevelopment of the site, the proposed redevelopment will have minimal impact on the surrounding roadway and will not degrade the level of service at the study intersections. The traffic from the proposed development is consistent with the design of the local roads and the proposed use is not expected to generate heavy vehicle trips. In comparison, the existing use included multiple grain storage silos or similar uses and generated heavy trucks that are oversized compared to the design vehicle of the local roadways within the Town of Easton. The widths of the existing roadways combined with the presence of parked vehicles on one or both sides of the roadway resulted in significant difficulty for these heavy vehicles to maneuver.

Pedestrian Consideration and Rails-to-Trails Connection

There are sidewalk improvements along the site frontage and internal to the site that will provide connections to the Trail. These sidewalk improvements will improve connections to the Trail for all users within the proposed site and provide an improved path to the Trail for users from other locations within the Town of Easton.

Results of Analyses

This Traffic Impact Analysis (TIA) has been prepared for the proposed The Arc –Easton Crossing development. The subject site is located in Easton, Maryland, and is proposed to be accessed via multiple driveways that provide access to the various buildings within the development. It should be noted that the Easton Rails-To-Trails shared use path cuts through the middle of the site. A concept plan is provided in Appendix A of the report. Exhibit 1 shows the location of the site. The site is proposed to be developed with the following:

- Building 409 – 56 multifamily units and 9,892 sq. ft. of retail space
- Building 411 - 26 multifamily units and 9,599 sq. ft. of retail space
- Building 505 - 26 multifamily units and 9,599 sq. ft. of retail space
- Building 509 - 15 multifamily units Building 507 – 10,000 sq. ft. restaurant

This results in a total proposed development of 123 multifamily units, 29,090 square feet of retail space, and the 10,000 square foot restaurant. Based on the analyses contained in this report:

- All study intersections operate at LOS A under existing, background, and total conditions using the CLV methodology.
- All study intersections operate at LOS A and each stop-controlled approach operates with LOS C or better under existing, background, and total conditions using the HCM methodology.
- As demonstrated, the proposed redevelopment does not degrade the level of service at the study intersections, and therefore meets the Town of Easton requirements.
- The proposed redevelopment will not significantly increase traffic volume on any road segment or intersection within the study area and will reduce the number of heavy vehicles on the local roadways compared to the existing use on the site.
- The proposed development will improve access to the Easton Rails-to-Trails path which will benefit both the residents of the proposed site as well as users from the Town of Easton.

In the conclusion of the findings contained in the report, it is recommended by Lenhart Traffic Consulting, Inc. that the proposed redevelopment meets the adequacy requirements of the Town of Easton and has minimal impact on the surrounding road network. It is recommended that the proposed development is approved.

On January 29, 2025, Lenhart Traffic Consulting, Inc. provided a supplemental analysis to compare the trips generated by this proposal to the trips generated by the pre-existing uses.

The property was previously used as a grain storage facility with multiple silos. According to SDAT, the site also contains a 5,888 sq ft warehouse and two office buildings totaling 8,382 sq ft (1,728 sq ft and 6,654 sq ft). It should be noted that there are 11 larger grain silos along with numerous smaller silos. These silos are not included in the square footage of the buildings and would have additional trip generation characteristics that are separate from the office and warehouse buildings. ITE Trip Generation Manual does not have trip generation data for grain silos therefore we are not able to account for trips associated with those pre-existing structures. However, it is reasonable to assume that the trips generated by these structures are 100% larger trucks.

According to news articles written in The Star, in June 2022 when nearby grain storage facilities were closing, many heavy trucks had difficulty bringing grain to the site due to roads that were not designed to accommodate large trucks. This is predominantly a residential neighborhood therefore the elimination of the heavy truck traffic and replacement of those trips with a mixed use residential and commercial uses is in more alignment with the existing neighborhood and traffic impacts.

The property is proposed to be redeveloped with 123 dwelling units plus 39,090 square feet of commercial space. The attached Exhibit 1 provides a trip generation comparison of the proposed versus the pre-existing uses. The exhibit would indicate that the proposed use will generate an increase of 120 AM peak hour trips (45 in and 75 out) and an increase of 152 trips (100 in and 52 out) as compared to the previous grain silo uses. However, this does not account for trips that would have been generated by the grain silo structures as noted above. It is also important to note that the previous use generated substantial truck traffic which has a greater impact on the roads than regular automobiles that would be generated by the proposed use.

Lenhart Traffic Consulting, Inc. concluded that the Traffic Impact Study shows all intersections continuing to operate at good levels of service. Further, as discussed above, the proposed use will result in an increase in trips generated by this property, however, the elimination of large truck traffic at this location will make the neighborhood safer and the proposal is more in line with the character of the neighborhood and nearby trip generating characteristics.

features on the existing site as the original site was mostly impervious including grain tanks. More green/open space is incorporated into the proposed site plan.

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

(Principle #3) Automobiles should not determine design – Applicant’s response: *Automobiles were not the priority focus for the design but sufficient parking is provided, which includes ample landscaping and green space.*

The Applicant's proposed Project includes 313 parking spaces, despite parking not being a code requirement. The parking will consist of 217 designated spaces on the property and 96 existing on-street spaces. A Traffic Impact Study by Lenhart Traffic Consulting, Inc. concluded that the redevelopment meets Town of Easton adequacy requirements and will have minimal impact on the surrounding road network. The Study also showed all intersections continuing to operate at good levels of service. As the January 29, 2025 memorandum by Lenhart Traffic Consulting, Inc. noted, while the proposed use will increase trip generation, the elimination of large truck traffic will improve neighborhood safety and bring the area more in line with the character of the neighborhood and its existing traffic patterns. Based on these findings, Lenhart Traffic Consulting, Inc. recommended approval of the proposed development. The Traffic Impact Study determined the adequacy of the parking. However, it is important to note that almost a third of the proposed parking spaces (30.6%) will be located on the street in the surrounding neighborhoods.

(Principle #4) Ample Open Space should be provided within & around neighborhoods – Applicant’s response: *This project provides open park areas and green spaces throughout the parcel. The site also connects pedestrians to the rails to trails path.*

(Principle #5) Architecture should respect Easton’s Historical Development – Applicant’s response: *This project is not within the Historic District but the architecture is motivated by the original grain tanks from the existing site.*

(Principle #6) Signs should inform but not dominate – Applicant’s response: *There will be minimal signage on this property. Each unit will have a street/building number that will indicate the unit and address for the public and fire/rescue services. Free standing signs at each entrance will not dominate the road frontage.*

Staff notes that any proposed monument sign will require a Signage Application to be submitted prior to installation. Signs should inform but not dominate the area.

(Principle #7) Neighborhoods should contain a diversity of housing types – Applicant’s response: *This project has several different structure styles which differ in the number of stories and residential and commercial units. This offers a diversity of price ranges for the homes in the project. The structure design styles are in addition to the clients overall residential portfolio in*

and around the town of Easton. The client's portfolio has a diverse housing type within the town of Easton.

Staff notes that the multi-family complex offers a diverse housing type. The plan supports a diversity of housing types to enable people from a broad spectrum of economic levels to live within the same neighborhood.

(Principle #8) Residential neighborhoods should be interesting places – Applicant's response: *The project embraces the existing agriculture business that originated the parcel. incorporating the agriculture business within the motivation of the residential architecture, the park gazebo, and the connection to the rails to trails. Paths make this a very interesting project and place.*

(Principle #9) Neighborhoods should connect – Applicant's response: *Pedestrians can traverse between South Street and Brookletts Avenue as well as South Higgins Street and Kemp Lane. Connection points for pedestrians to rails to trails are also provided.*

The Comprehensive Plan notes that older historic areas in Easton have a wide variety of lot sizes, configurations, and housing types, unlike the more uniform subdivisions built in the last 30 years. The plan also emphasizes that connected neighborhoods are a key feature of older Easton areas and should be replicated in new developments for several reasons:

- ***Multiple travel options***
- ***Increased community and social interaction***
- ***Safer streets and lower vehicular speeds***
- ***More sustainable, compact, vibrant, mixed-use neighborhoods where residents can walk or bike to shops and services***

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

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

The plan specifies that any infill or redevelopment project must consider compatibility and neighborhood impact. It offers points for consideration to address these issues, including ensuring housing types are compatible with existing ones, employing suitable traffic calming measures, and maintaining a continuous pedestrian network.

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

Analysis - The site is not within the Historic District or Critical Area. This project would provide a commercial/residential complex with associated parking, stormwater management facilities and landscaping.

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

Analysis - The traffic study states that the proposed use and activity will not increase traffic hazards in the surrounding area. Though the code does not require any parking for the Project, the Applicant has provided a Parking Exhibit proposing a total of 313 parking spaces to serve the Project. There are 217 designated parking spaces on the property and 96 existing on-street parking spaces along Brookletts Avenue, South Higgins Street, South Street and Kemp Lane. 30.67% of the proposed parking is existing on-street parking. The Traffic Impact Study prepared by Lenhart Traffic Consulting, Inc. concluded that the proposed redevelopment meets the adequacy requirements of the Town of Easton and has minimal impact on the surrounding road network. It is recommended that the proposed development is approved.

Lenhart Traffic Consulting, Inc. also stated that the Traffic Impact Study shows all intersections continuing to operate at good levels of service. Further, as discussed within the memorandum dated January 29, 2025 by Lenhart Traffic Consulting, Inc., the proposed use will result in an increase in trips generated by this property. However, the elimination of large truck traffic at this location will make the neighborhood safer and the proposal is more in line with the character of the neighborhood and nearby trip generating characteristics.

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

Analysis - There would be no adverse impacts. The existing property is located within a Business Commercial zoned district. The proposed development would provide a commercial/residential complex with associated parking, stormwater management facilities and landscaping.

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

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

G. Supplemental Waiver Request: Landscaping & Buffering

28-1014.6.B.1(c) LANDSCAPE IMPROVEMENTS

All parking lots shall be landscaped with an evergreen shrub hedge which will grow to a minimum forty-two inch (42”) height within five (5) years along all sides excluding the building or facility access side(s). Shrubs shall be spaced to form a continuous hedge within five (5) years. Required Bufferyards may replace all or part of this requirement when the applicant can demonstrate that effective screening will be achieved.

28-1014.6.E.2(d) LANDSCAPE IMPROVEMENTS

Building Facade Plantings- the landscape improvement plan shall incorporate tree, shrub, groundcover and accent plantings around entrance points, along the entrance face(s) of building(s) and/or within the adjacent pedestrian paving areas. **See Figure 10-8.** These landscape planting areas (excluding turf) shall be comprised as follows:

- i. one (1) tree per 50’ of front building facade or portion thereof
- ii. landscape beds containing understory trees, shrubs, groundcovers that cover 25% of the front building facade. Minimum bed dimension shall be five feet (5’). A building with a sixty foot front facade would meet these requirements with two trees located in two shrub beds 7.5’ by 5’ on either side of the entrance door. Required shade/canopy trees can be located within these beds where the bed size equals or exceeds 64 sq. ft. Plant type and form shall reflect the adjacent building form and mass. Large or tall buildings shall incorporate larger plantings and more trees.

28 – 1014.7.E.3(a -c)1-3 BUFFERYARD STANDARDS

Bufferyard ‘C’ (for all residentially zoned lots or land use applications to buffer all other streets equaling or exceeding Town of Easton “Residential Collector Designation) This bufferyard is not required along the street where the primary lot frontage is designated.

a. 20’ width

b. Plant unit:

1 shade/canopy tree, 2 evergreen trees & 5 large shrubs

Note: when this bufferyard is located between a parking lot and street r/w, delete the shrub requirement.

c. Options:

- 1. Substitute 1 evergreen tree for 5 shrubs

28 – 1014.7.E.5(c)1-3 BUFFERYARD STANDARDS

Bufferyard ‘E’ (along non-street, exterior property lines adjoining more or less intense zoning or land use) The Planning and Zoning Commission may require additional buffering above the minimum standards listed below when the proposed or adjoining land uses are substantially incompatible.

a. 10’ width

b. Plant unit: 1 shade/canopy and 3 evergreen trees

c. Option:

1. 2 shade/canopy trees and 8 large evergreen shrubs
2. 4 evergreen trees
3. wall/fence with 3 large evergreen shrubs

Analysis - The applicant has requested a landscape and buffering waiver from Chapter 28-1014.6.B.1(c), Chapter 28-1014.6.E.2(d), Chapter 28-1014.7.E.3(a) & (b) and Chapter 28-1014.7.E.5(a),(b) & (c) of the Zoning Code. The application proposes the installation of trees and shrubs within the park area along Brookletts Avenue and a modified bufferyard along Kemp Lane in lieu of a shrub hedge. Building facade plantings for building #411 and #505 are reduced to bring the street scape closer to the edge of pavement along Brookletts Avenue with planting beds. The applicant intends to utilize the Bufferyard “C” option calling for a reduction of the required width along South Street and Kemp Lane. In addition, the applicant requested a plant quantity reduction within the buffer along Kemp Lane. Bufferyard “E” along South Street and Kemp Lane will be modified to a reduced width requirement and the plant quantity will be less along Kemp Lane. The property line from Kemp Lane to the “Rails-to-Trails” path system will have a decorative screen fence without plantings. The property line on Parcel 1826 and Parcel 1823 from the “Rails-to-Trails” path system will have a reduced buffer width and plant quantity. Shrubs will be placed inside versus outside of the decorative screened fencing.

The staff supports the waiver request of the modified shrub hedge, reduced building facade plantings, and the adjusted Bufferyards “C” and “E”. The modified design accents the open space and establishes a more predominant streetscape along Brookletts Avenue, capturing the spirit and intent of the required plantings. It also highlights the "Rails-to-Trails" amenity and promotes connectivity between neighborhoods and subdivisions.

RECOMMENDED CONDITIONS:

Staff recommends the Planning Commission approve the request with the following conditions:

The applicant is to address all remaining ESDR review comments.

Please obtain approval from the Maryland Department of Transportation, Office of Rail & Intermodal Freight prior to Development Site Plan approval. The following conditions below are relevant to the railroad corridor:

1. Presently, TOE has the ability to make improvements to the railroad corridor for trail development, but any final design for improvements on the corridor property are subject to MTA engineering review under the MDOT trail use agreement.
 - i. The applicant avoid the installation of permanent surface structures on the corridor*
 - ii. Features should be confined to one property or the other, and the applicant shall not place any physical features or structures which sit on the property line itself, IE, a sidewalk which is partially on each property. The use of surfaces and lines for sidewalks specifically could be used to achieve this purpose, as long as its clear which segments are on which parcel.
2. The installation of utility crossings of the corridor require a property agreement

with the MTA and will be subject to the terms of that agreement**

3. The use of the overhead gantry on the site requires the assignment of the existing property agreement to the applicant under terms provided by MTA, the creation of a new agreement, or the removal of the structure.

* “Permanent” meaning structures which would cause practical issues to surrounding infrastructure if they were to be removed to facilitate the return of railroad operations, IE utility access, buildings, or emergency access to buildings.

** To be determined between MDOT and the Town whether the utility agreements will be with the town, or the applicant.

DRAFT MOTIONS:

1. I move that the Planning Commission approve the request subject to staff’s Conditions of Approval.

OR

2. I move that the Planning Commission forward the application to the March 20th Commission meeting for further discussion.

OR

3. I move an alternate motion.

ATTACHMENTS:

1. 2025.01.02 ESDR Application, paper copy & PDF
2. 2025.01.21 Public Comment_M.Schlesinger, paper copy & PDF
3. 2025.01.22 ESDR Determination Letter 505 Brookletts Avenue, paper copy & PDF
4. 2025.01.27 Architectural & Landscaping, paper copy & PDF
5. 2025.01.27 Planning Commission Concept Use and Design, paper copy & PDF
6. 2025.01.27 Prelim Construction Plans, paper copy & PDF
7. 2025.01.27 Prelim Plant List, paper copy & PDF
8. 2025.01.27 SWM Report - Existing Vs. Developed, PDF
9. 2025.01.27 Traffic Impact Study, PDF
10. 2025.01.27 Trip Generation Statement, paper copy & PDF
11. 2025.01.27 Waiver Request signed, paper copy & PDF
12. 2025.01.28 Parking Exhibit, paper copy & PDF
13. 2025.01.29 Easton Commons Trip Comparison, paper copy & PDF
14. 2025.02.13 Public Comment - Easton Crossing Project, paper copy & PDF
15. EASTON CROSSING - CONCEPT ANIMATION - 2025-01-27 -- REVISION 1.mp4
16. PC 400' Notice Letter - 505 Brookletts Avenue (Easton Crossing), paper copy & PDF
17. 505 Brookletts Avenue- Subject Property Notice 2025.02.05, paper copy & PDF



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

Date of Meeting: June 24, 2025

3c

**PLANNING COMMISSION
SUPPLEMENTAL ITEM**

SUBJECT: **Revised Sketch Site Plan Review for 505 Brookletts Avenue**

ELECTION WARD: Ward 4

CRITICAL ACTION DATE: At the pleasure of the Commission

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

DOCUMENT CREATED ON: June 2, 2025

PURPOSE: The applicant is seeking architectural and sketch site plan approval from the Planning Commission for the revised layout and architectural alterations. Building #409 has been reduced to four (4) stories and fewer apartments. Building #411 has been elongated to accommodate the loss of units. Revised site improvements include the reduction of parking to match the lower unit count.

RECOMMENDATION:

Planning Commission: The Commission, at their February 20, 2025 meeting, moved (4-1) to approve the sketch site plan and waiver request subject to conditions, with one condition that requires the applicant to return to the Commission for sketch site plan approval.

Staff: Should the Planning Commission (Commission) approve the sketch site plan, staff recommends approval with conditions (see below).

UPDATE:

On February 20, 2025, the Town of Easton Planning Commission (Commission) reviewed the application to request sketch site plan approval for the construction of mixed commercial and residential buildings, and additional landscape and buffering waivers from Section 28-1014.6.B.1(c), Section 28-1014.6.E.2(d), Section 28-1014.7.E.3(a) & (b) and Section 28-1014.7.E.5(a),(b) & (c) of the Town of Easton Zoning Code.

The Commission voted 4 - 1 to approve the sketch site plan and waiver requests for Building #411, Building #505 , Building # 507 and Building #509 subject to the following conditions:

1.The Applicant shall return to receive sketch site plan approval for Building #409. The Commission has requested a site design with components that incorporate bird strike mitigation features.

2.The Applicant shall address all remaining Easton Staff Development Review (ESDR) comments.

3. The Applicant shall obtain approval from the Maryland Department of Transportation, Office of Rail & Intermodal Freight prior to Development Site Plan approval. The following conditions below are relevant to the railroad corridor:

a. The Town of Easton has the ability to make improvements to the railroad corridor for trail development, but any final design for improvements on the corridor property are subject to MTA engineering review under the MDOT trail use agreement.

- i. The Applicant shall avoid the installation of permanent surface structures on the corridor*
- ii. Features should be confined to one property or the other, and the Applicant shall not place any physical features or structures which sit on the property line itself, i.e., a sidewalk which is partially on each property. The use of surfaces and lines for sidewalks specifically could be used to achieve this purpose, as long as it's clear which segments are on which parcel.

b. The installation of utility crossings of the corridor require a property agreement with the MTA and will be subject to the terms of that agreement**

c. The use of the overhead gantry on the site requires the assignment of the existing property agreement to the Applicant under terms provided by MTA, the creation of a new agreement, or the removal of the structure.

* “Permanent” meaning structures which would cause practical issues to surrounding infrastructure if they were to be removed to facilitate the return of railroad operations, i.e., utility access, buildings, or emergency access to buildings. ** To be determined between MDOT and the Town whether the utility agreements will be with the town, or the Applicant.

On June 2, 2025, Easton Crossing, LLC submitted the revised sketch site plan. Proposed building #409 is a four-story building with a mixed use of commercial/residential. All commercial use is on the ground floor. There's also thirty-eight (38) dwelling units with 6 one-bedroom apartments, 26 two-bedroom apartments and 6 three-bedroom apartments. Building #411 is a proposed four-story building that's a mixed use of commercial/residential space. The entire ground floor consists of 13,059 square foot commercial retail space. There's also thirty-four (34) dwelling units with 5 one-bedroom apartments, 24 two-bedroom apartments and 5 three-bedroom apartments.

OUTSTANDING ISSUES:

The Overall Site Concept Plan referencing Building # 409 and #411 needs the total gross floor area (GFA) to be listed on the site plan with the total square footage for the commercial/residential space. The applicant also needs to check the total number of dwelling units and verify the overall total units proposed.

Building #409 was previously situated in a location that offered better buffering from the neighboring community. Though the size of the proposed Building #409 has been reduced to four stories, this could pose a concern due to its proximity to the existing neighborhoods, particularly the historic Hill community. While the site currently contains sizable vacant structures, the Commission may wish to assess if sufficient buffering exists between the new building and neighboring residences. The applicant should explain how it meets the compatibility with the adjacent/nearby neighborhood.

RECOMMENDED CONDITIONS:

Should the Planning Commission approve the site plan, staff recommends the following conditions:

The applicant is to address the outstanding issues and all remaining Development Site Plan review comments. Satisfy any review comments from the Engineering Department in regards to the alterations of the site layout affecting the stormwater management facilities.

Please obtain approval from the Maryland Department of Transportation, Office of Rail & Intermodal Freight prior to Development Site Plan approval. The following conditions below are relevant to the railroad corridor:

1. Presently, TOE has the ability to make improvements to the railroad corridor for trail development, but any final design for improvements on the corridor property are subject to MTA engineering review under the MDOT trail use agreement.
 - i. The applicant avoid the installation of permanent surface structures on the corridor*
 - ii. Features should be confined to one property or the other, and the applicant shall not place any physical features or structures which sit on the property

line itself, IE, a sidewalk which is partially on each property. The use of surfaces and lines for sidewalks specifically could be used to achieve this purpose, as long as its clear which segments are on which parcel.

2. The installation of utility crossings of the corridor require a property agreement with the MTA and will be subject to the terms of that agreement**
3. The use of the overhead gantry on the site requires the assignment of the existing property agreement to the applicant under terms provided by MTA, the creation of a new agreement, or the removal of the structure.

* "Permanent" meaning structures which would cause practical issues to surrounding infrastructure if they were to be removed to facilitate the return of railroad operations, IE utility access, buildings, or emergency access to buildings.

** To be determined between MDOT and the Town whether the utility agreements will be with the town, or the applicant.

DRAFT MOTIONS:

1. I move that the Planning Commission approve the sketch site plan subject to staff's Condition of Approval.

OR

2. I move that the Planning Commission forward the application to the July 17th Commission meeting for further discussion.

OR

3. I move an alternate motion.

ATTACHMENTS:

1. 2025.06.02 PC Application - Easton Crossing, paper copy & PDF
2. 2025.06.02 Renderings and Plans - Easton Crossing, paper copy & PDF
3. 2025-02-20 Staff Report 505 Brookletts Avenue, paper copy & PDF
4. June 2025 SWM Report - Easton Crossing (Revised Layout), paper copy & PDF
5. PC 400' Notice Letter - 505 Brookletts Avenue (E, paper copy & PDF
6. 505 Brookletts Avenue - 2025.06.06 Subject Property Notice, paper copy & PDF
7. 2025.06.24 TOE PC Packet - 505 Brooklett's Avenue (Easton Crossing), paper copy & PDF



TOWN OF EASTON

14 South Harrison Street
Easton, Maryland 21601

December 3, 2025

Dear Resident,

The Easton Planning Commission (Commission) will hold a public meeting on **Thursday, December 18, 2025 at 1:00 p.m.** in the Easton Town Council Chambers located on the second floor of 14 South Harrison Street. The Town of Easton Zoning Ordinance requires that owners of property located within 400 feet of a parcel on which certain types of applications are pending be given notice of upcoming meetings or hearings. If you are a tenant in or an owner of a multi-unit building, please distribute or post this notice in a visible location for all other tenants or owners to view. If you are a tenant of a rental property, please notify the property owner that this notice letter has been distributed to their property. Notice has also been sent to the Star Democrat, a sign has been posted at the subject property and the hearing agenda has been posted on the Town of Easton website: <http://eastonmd.gov/>.

This letter is sent to inform you that application 2025-1370 has been filed by Easton Crossing, LLC (Applicant/Owner) to request approval of a comprehensive landscape plan for a mixed-use development. On February 20, 2025 the Planning Commission granted sketch site plan approval for the construction of mixed commercial and residential buildings #411, #505, #507 and #509. On June 24, 2025 the Commission approved an amended sketch site plan for buildings #409 and #411 subject to the condition that the Applicant return for landscaping plan approval. The property is located within the Planned Redevelopment Overlay District (PR District) and has been submitted for review pursuant to that process. The property's address is 505 Brookletts Avenue, also known as Tax Map 0104, Grid 00EA, Parcels 1823, 1826 and 1833.

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 or comments regarding this application, please contact the Planning Office at (410) 822-1943 or via email at planningandzoning@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 -
December 3, 2025**