

Presentation Before the City of Aberdeen Planning Commission

March 10, 2021



TRAFFIC CONCEPTS, INC.
Traffic Impact Studies • Feasibility • Traffic Signal Design • Traffic Counts • Expert Testimony



Presenters

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Snee, Lutche, Helmlinger & Spielberger P.A.

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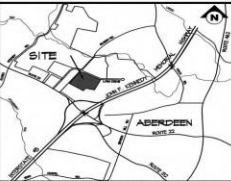


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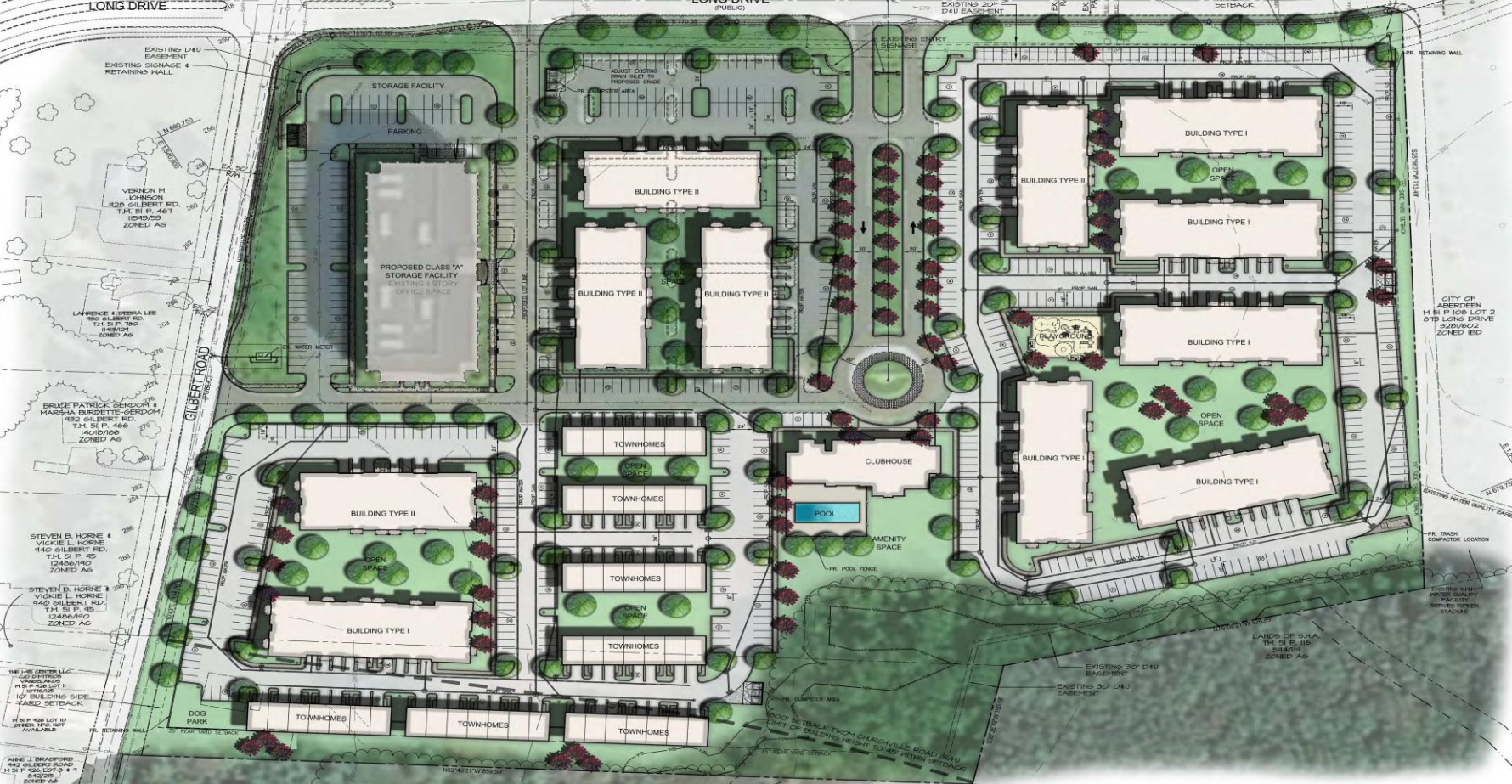


SITE DATA:

Table with 2 columns: PROPERTY INFORMATION and OTHER. Includes site address, parcel numbers, acreage, zoning, and owner details.

- 2. SITE AREA: 23.384 AC. (PER SUM OF PARCELS LISTED ABOVE)
3. ZONING DISTRICT: IB0 (INTEGRATED BUSINESS DISTRICT)
4. DEVELOPER: SAGE VENTURES LLC
5. PREPARED BY: MORRIS & RITCHIE ASSOCIATES, INC.
6. PROPOSED DEVELOPMENT: EXISTING 4 STORY OFFICE BUILDING...
7. BUILDING/LOT REGULATIONS FOR RESIDENTIAL PORTION...
8. REQUIRED PARKING: TOWN HOMES - 2.5 SPACES / DWELLING UNIT...
9. AREA OF RESIDENTIAL DEVELOPMENT: 17.208 AC.
10. OPEN SPACE REQUIRED (200%): 4.88 AC.
11. A HEIGHT VARIANCE FOR UNITS 2-3 WAS GRANTED...
12. PROVIDED OPEN SPACE SHALL BE IN ACCORDANCE WITH SECTION 235-18...
13. THE SITE IS NOT LOCATED WITHIN THE LIMITS OF THE CHESEAPEAKE BAY CRITICAL AREA.
14. PROJECT SITE DOES NOT FALL WITHIN THE FEMA FLOOD PLAIN BASED OFF MAP 240250187E AND MAP 240250187E DATED APRIL 19, 2016.
15. THERE ARE NO KNOWN PLANT AND WILDLIFE HABITAT OF STATE OR FEDERAL IMPORTANCE ON SITE.
16. THERE ARE NO KNOWN HISTORICAL AREAS PRESENT ON SITE.
17. WATER & SANITARY SEWER SERVICE SHALL BE PUBLIC. UTILITIES NOT LOCATED WITHIN A PUBLIC RIGHT OF WAY SHALL BE CONTAINED WITHIN DRAINAGE & UTILITY EASEMENT EXCLUDING ON LOT CONNECTIONS...
18. FINAL LOCATION FOR FIRE HYDRANTS, VALVES, WATER LINES, SEWER LINES, STORMWATER MANAGEMENT FACILITIES ETC. SHALL BE DETERMINED DURING FINAL ENGINEERING.
19. THE EXISTING NONWATER WETLANDS AND ASSOCIATED BUFFERS ARE BASED ON A DELINEATION PERFORMED BY GEO-TECHNOLOGY ASSOCIATES, INC. APRIL 2009.
20. PROVIDED OPEN SPACE SHALL BE IN ACCORDANCE WITH SECTION 235-18 K (10) OF THE CITY OF ABERDEEN DEVELOPMENT CODE. OPEN SPACE MAY BE DESIGNED FOR ACTIVE RECREATION, PASSIVE RECREATION, PARKWAYS (OTHER THAN SIDEWALKS), CONSERVATION AREAS, AND/OR NATURAL BUFFERS.
21. WATER & SANITARY SEWER SERVICE SHALL BE PUBLIC. UTILITIES NOT LOCATED WITHIN A PUBLIC RIGHT OF WAY SHALL BE CONTAINED WITHIN DRAINAGE & UTILITY EASEMENT EXCLUDING ON LOT CONNECTIONS...
22. A HOMEOWNERS' ASSOCIATION (HOA) SHALL BE ESTABLISHED FOR THE OWNERSHIP & MAINTENANCE OF ALL STORMWATER MANAGEMENT FACILITIES, OPEN SPACE AREAS, AND FOREST CONSERVATION AREAS.
23. BOUNDARY SURVEY PREPARED BY MORRIS & RITCHIE ASSOCIATES.
24. EXISTING CONDITIONS BASED OFF GIS, SURVEY DATA AND AS-BUILT DRAWINGS.
25. STRUCTURES SHALL BE ADDRESSED TO THE ROAD FROM WHICH THEY ARE ACCESSED.
26. ADDRESS NUMBERS SHALL BE DISPLAYED ON STRUCTURES WHERE THEY ARE CLEARLY VISIBLE FROM THEIR ACCESS ROAD.
27. ROADS SHALL BE CLEARLY MARKED WITH PROPER SIGNAGE.
28. PUBLIC UTILITIES OUTSIDE OF THE PROPOSED RIGHT-OF-WAY WILL REQUIRE EASEMENTS. THE EASEMENTS WILL BE SHOWN ON THE FINAL ENGINEERING DOCUMENTS AND DEFINED ON THE RECORD PLANS.
29. GILBERT ROAD SHALL HAVE A MINIMUM BUILDING SETBACK OF 10' AND SHALL HAVE A LANDSCAPED BUFFER WITH THAT SETBACK AREA. LONG DRIVE SHALL HAVE A MINIMUM BUILDING SETBACK OF 20' AND SHALL HAVE A LANDSCAPED BUFFER WITH THAT SETBACK AREA. A 10' LANDSCAPED BUFFER SHALL BE PROVIDED ALONG ANY EASEMENT PROPERTY LINE ADJOINING A RESIDENTIAL USE.
30. THIS SITE IS INCLUDED IN THE FOREST STAND DELINEATION FOR THE LONG PROPERTY, APPROVED 12/14/2004.
31. FOREST RETENTION FOR FIELDSIDE VILLAGE IS LOCATED ON LOT 4N & TOTALS 12.16 AC.
32. THE PROPOSED USE AS INDICATED HEREON AREA A PERMITTED USE AS DESCRIBED IN THE INTEGRATED BUSINESS DISTRICT SECTION OF THE ABERDEEN ZONING CODE. THE BUILDING FOOTPRINTS SHOWN ARE GENERAL SIZES, AND MAY BE REVISED AS ARCHITECTURAL REQUIREMENTS ARE DETERMINED. BUILDING LOCATIONS MAY SHIFT TO RESPOND TO FINAL ENGINEERING DESIGN, AND REQUIRED BUILDING SETBACKS SHALL BE ADHERED TO.
33. THE COMMONS AT FIELDSIDE VILLAGE MAY BE CONSTRUCTED IN SEVERAL PHASES.
34. DUMPSTERS SHALL BE CONCEALED IN SERVICE AREAS AND PROPERLY SCREENED.
35. A PARKING EASEMENT HAS BEEN DETERMINED BETWEEN THE CITY OF ABERDEEN AND THE OWNER OF LOT 1 FOR THE USE OF 500 PARKING SPACES LOCATED AT REHLEN STADIUM. THE EASEMENT INCLUDES PROVISIONS FOR VEHICULAR PARKING, INGRESS, EGRESS, CIRCULATION, AND MAINTENANCE REQUIREMENTS.
36. THE EXISTING STORMWATER MANAGEMENT FACILITY LOCATED ON LOT 4N HAS BEEN ANALYZED AND ACCOMMODATES DRAINAGE FROM ADDITIONAL IMPERVIOUS AREA ASSOCIATED WITH THE PROJECT AREA FOR THE COMMONS AT FIELDSIDE VILLAGE (QUANTITY ONLY).

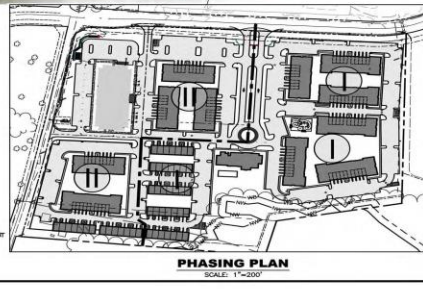
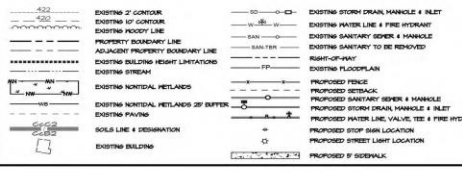
Scale 1" = 50'



PROPOSED WASTEWATER & WATER USE CALCULATIONS. Table with columns for WASTEWATER FLOW PROJECTION (UNITS), QUANTITY, and WATER FLOW PROJECTION (UNITS), QUANTITY.

SOILS DATA. Table with columns for SYMBOL, SOIL SERIES, SLOPE, HYDRIC, HIGLEY, PROBLEMS, PRIME, AGRICULTURAL, DEPTIC, LIMITATIONS, HYDROLOGIC, CLASSIFICATION.

LEGEND



CITY OF ABERDEEN APPROVALS

Approval table with columns for MAYOR, DATE, PLANNING COMMISSION, DATE, DEPARTMENT OF PUBLIC WORKS, DATE, CITY ENGINEER, DATE, DEPARTMENT OF PLANNING AND COMMUNITY DEVELOPMENT, DATE, DIRECTOR, DATE.



MORRIS & RITCHIE ASSOCIATES, INC. ENGINEERS, PLANNERS, SURVEYORS AND LANDSCAPE ARCHITECTS

PRELIMINARY SITE PLAN FOR FIELDSIDE 5 COMMONS. Includes job number, scale, date, and sheet information.

Small vertical text at the bottom left corner, likely a disclaimer or contact information.



FIELDSIDE COMMONS
 ABERDEEN, MARYLAND



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SEAL

**FIELD SIDE
COMMONS**
ABERDEEN, MD

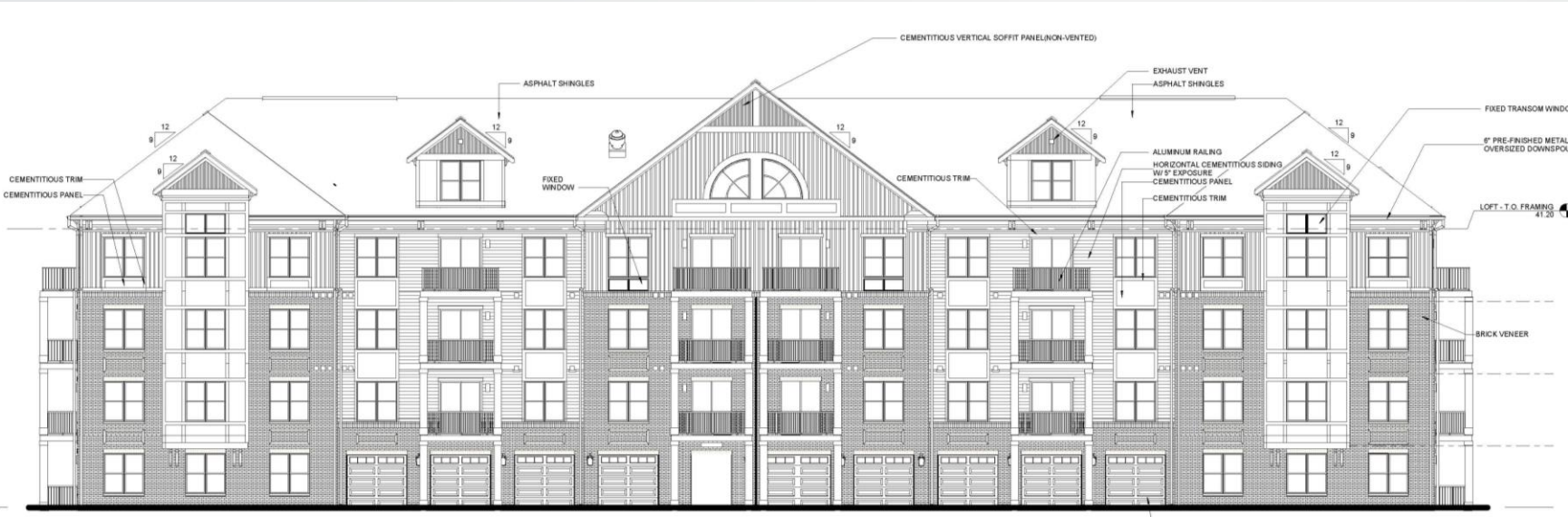


ISSUE	DESCRIPTION	DATE

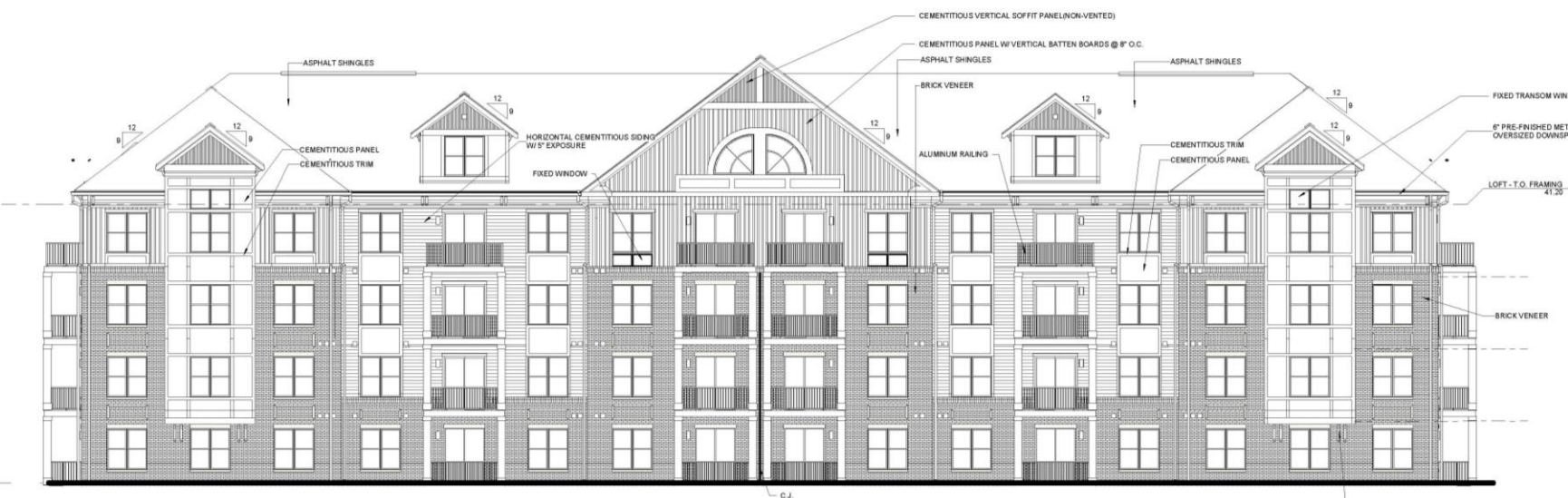
PROJECT NUMBER 20009
SHEET ISSUE DATE 02/18/2021
PRINT DATE 02/18/2021

**BLDG TYPE I -
ELEVATIONS**

SHEET NUMBER
AE401



1 BLDG TYPE I - FRONT ELEVATION
1/8" = 1'-0"



2 BLDG TYPE I - REAR ELEVATION
1/8" = 1'-0"

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SEAL

**FIELDSE
 COMMONS**

ABERDEEN, MD



ISSUE	DESCRIPTION	DATE

 PROJECT NUMBER **20009**

 SHEET ISSUE DATE **02/18/2021**

 PRINT DATE **02/18/2021**

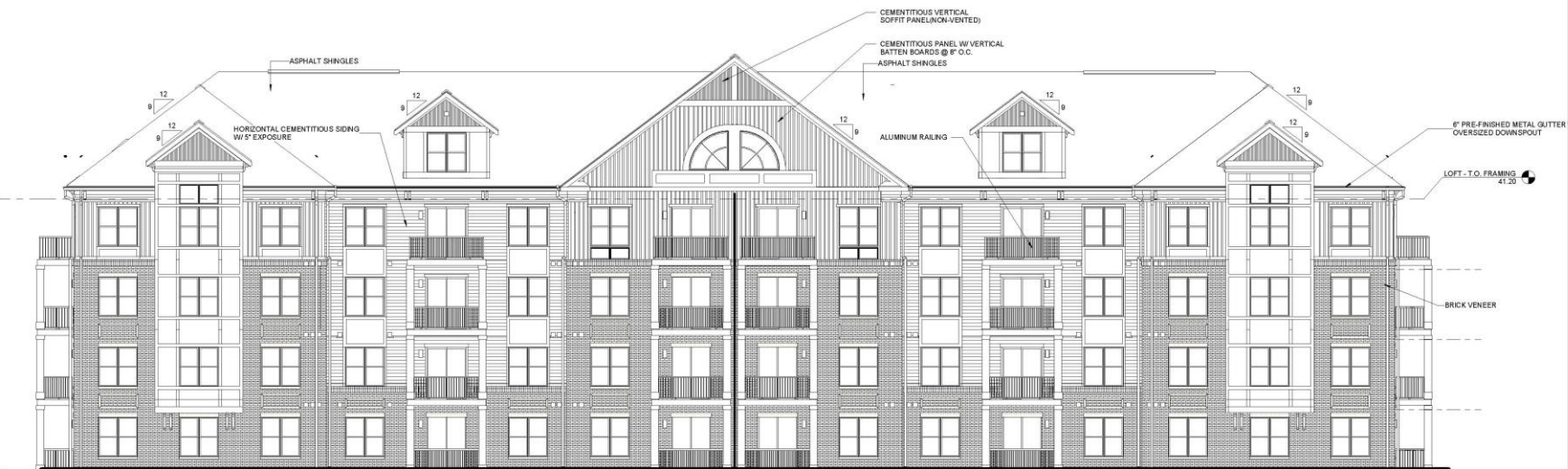
SHEET TITLE

**BLDG TYPE I -
 ELEVATIONS W/
 HIGH BRICK**

SHEET NUMBER

AE402

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1 BLDG TYPE I - FRONT ELEVATION - HIGH BRICK PLACEMENT
 1/8" = 1'-0"

2 BLDG TYPE I - REAR ELEVATION - HIGH BRICK PLACEMENT
 1/8" = 1'-0"

HEFFNER
ARCHITECTS PC

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SEAL

**FIELDSE
COMMONS**
ABERDEEN, MD

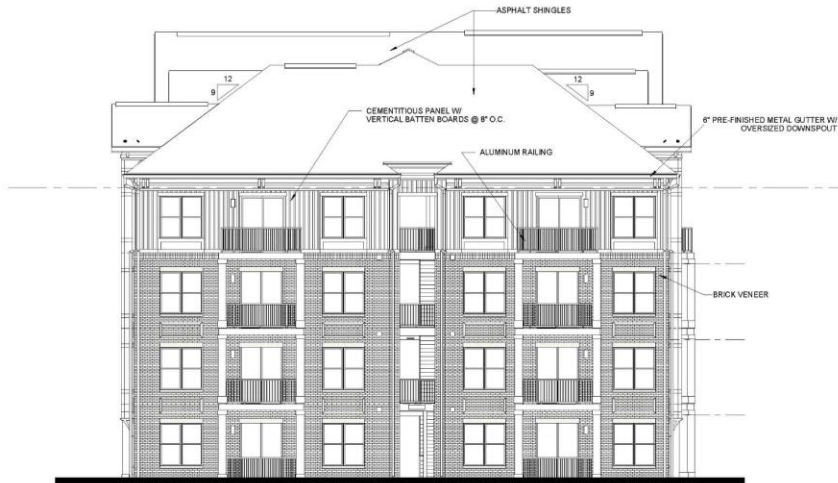


ISSUE	DESCRIPTION	DATE

PROJECT NUMBER **20009**
SHEET ISSUE DATE **02/18/2021**
PRINT DATE **02/18/2021**
SHEET TITLE

**BLDG TYPE I -
ELEVATIONS**

SHEET NUMBER
AE403



1 BLDG TYPE I - LEFT ELEVATION
1/8" = 1'-0"



2 BLDG TYPE I - RIGHT ELEVATION
1/8" = 1'-0"

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SEAL

FIELDSIDE COMMONS
ABERDEEN, MD



ISSUE	DESCRIPTION	DATE

PROJECT NUMBER **20009**
SHEET ISSUE DATE **02/18/2021**
PRINT DATE **02/18/2021**
SHEET TITLE

BLDG TYPE II - ELEVATIONS

SHEET NUMBER **AE410**



1 BLDG TYPE II - FRONT ELEVATION
1/8" = 1'-0"



2 BLDG TYPE II - REAR ELEVATION
1/8" = 1'-0"

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SEAL

FIELDSIDE COMMONS

ABERDEEN, MD



ISSUE	DESCRIPTION	DATE

PROJECT NUMBER **20009**
SHEET ISSUE DATE **02/18/2021**
PRINT DATE **02/18/2021**

BLDG TYPE II - ELEVATIONS

SHEET NUMBER
AE412
11

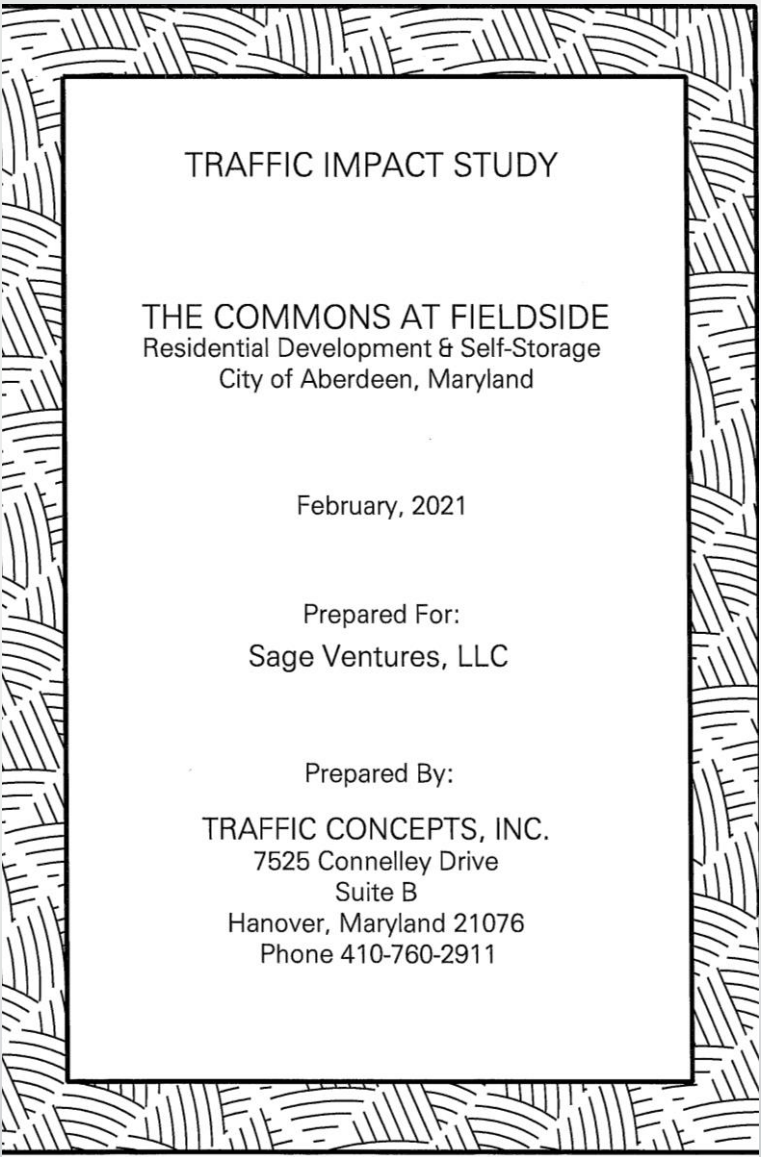


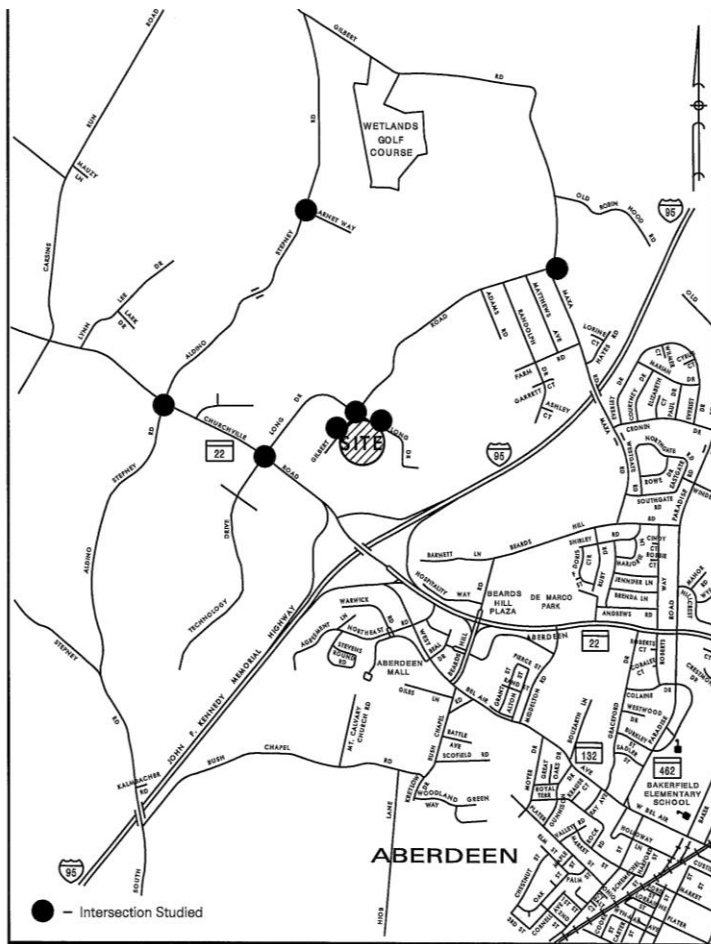
1 BLDG TYPE II - LEFT ELEVATION
1/8" = 1'-0"



2 BLDG TYPE II - RIGHT ELEVATION
1/8" = 1'-0"

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EXHIBIT 1.
 Site Location

INTRODUCTION

Traffic Concepts, Inc. has prepared a traffic impact study for The Commons at Fieldside project. The developer proposes to construct 484 apartment units and 49 townhouse units. Additionally, the developer proposes to repurpose the existing 117,792 SF building that was originally developed as an office building. This building has remained vacant since it was constructed and will now be used for self-storage.

The development property is located on the southeast quadrant of Gilbert Road and Long Drive. The property now has driveway access to Gilbert Road and two access points onto Long Drive. The developer plans to retain one full-movement access to Long Drive and create two access points onto Gilbert Road. The site is depicted on Exhibit 1 and the site plan is provided in the appendix.

The study was developed in accordance with the City of Aberdeen’s Adequate Public Facilities Ordinance and the Maryland Department of Transportation State Highway Administration Traffic Impact Analysis Guidelines. The intersections listed below were determined by the City to be the key study intersections. These intersections were evaluated during the weekday AM and PM peak time periods.

Key Intersections

- MD 22 (Churchville Road) @ Technology Drive/Long Drive (Signalized)
- MD 22 (Churchville Road) @ Aldino-Stepney Road (Unsignalized)
- Long Drive @ Gilbert Road (Unsignalized)
- Gilbert Road @ Maxa Road (Unsignalized)
- Aldino-Stepney Road @ Amet Way (Unsignalized)
- Gilbert Road @ Proposed Site Access (Unsignalized)
- Long Drive @ Proposed Site Access (Unsignalized)

The existing condition diagrams for the key intersections are included in Appendix III of this report. The existing intersection lane use and the planned road improvements at the key intersections are shown on Exhibit 2.



Traffic Impact Study Conclusions & Recommendations

CONCLUSIONS AND RECOMMENDATIONS

The City of Aberdeen’s Adequate Public Facilities Ordinance defines the terms for intersection adequacy. The minimum acceptable level of service for a city intersection in a residential development study area is “C” for intersections in or abutting a residential district and “D” for all other intersections. The results of the study show that all key intersections meet the adequacy standards required by the City’s APFO, with the exception of the MD 22 @ Aldino-Stepney Road intersection.

MD 22 @ Aldino-Stepney Road

The proposed development will not increase the volume of traffic along Aldino-Stepney Road nor will the proposed development increase the number of vehicles turning onto Aldino-Stepney Road from MD 22. However, the Highway Capacity Manual methodology determined the southbound Aldino-Stepney Road movement is a LOS “F” during the weekday AM and PM peak hour conditions. This “F” condition is the result of the southbound Aldino-Stepney Road left turn delay. From a Critical Lane Analysis standpoint, this intersection would continue to operate with a level of service of “D” or better during the future traffic conditions. The study findings are summarized in the tables below.

MD 22 @ Aldino-Stepney Road – Critical Lane Analysis		
	Aldino-Stepney Road SB Approach AM - Critical Trips (LOS)	Aldino-Stepney Road SB Approach PM - Critical Trips (LOS)
BACKGROUND	1035 (B)	1298 (C)
FUTURE	1048 (B)	1324 (D)

MD 22 @ Aldino-Stepney Road – Highway Capacity Analysis		
	Aldino-Stepney Road SB Approach AM Delay (LOS)	Aldino-Stepney Road SB Approach PM Delay (LOS)
BACKGROUND	135.5 (F)	250.7 (F)
FUTURE	163.6 (F)	319.2 (F)

MD 22 @ Aldino-Stepney Road

The southbound Aldino-Stepny Road approach provides a shared thru/right turn lane and a separate left turn lane. Based on the minimal southbound Aldino-Stepney Road volume, separate lanes for each movement would not mitigate the left turn delay. The southbound approach delay is a function of the heavy through volumes along MD 22. However, the MD 22 lane use includes left-turn bypass lanes that creates a queue free left turn condition along MD 22 in both directions. Additional MD 22 auxiliary lanes do not improve delay on the southbound approach.

Signal Warrant Test

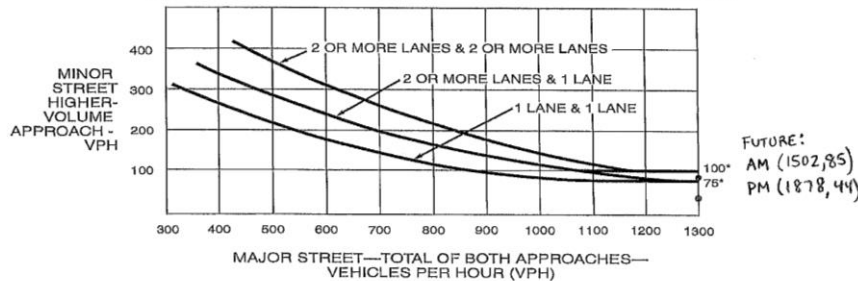
A peak hour signal warrant analysis was conducted as an initial step to determine if signal control is warranted. The PM peak hour traffic volume does not satisfy the warrant. This indicates the side street volume would not meet the eight-hour warrant needed for signalization.

- Future AM volume = 1502 (Major Street Volume of Both Approaches)
- Future AM volume = 85 (Minor Street Higher Volume Approach)
- Future PM volume = 1878 (Major Street Volume of Both Approaches)
- Future MM volume = 44 (Minor Street Higher Volume Approach)

The peak hour signal warrant is not met during the weekday peak hour therefore it appears that traffic signal control is not warranted. Based on the findings of this report other than restricting the southbound left turn movement during the weekday peak hours, there are no geometric improvements to implement that would mitigate the southbound Aldino-Stepney Road approach delay.

Based on these results, we recommend approval of this development from a traffic-impact standpoint.

Figure 4C-4. Warrant 3, Peak Hour (70% Factor)
(COMMUNITY LESS THAN 10,000 POPULATION OR ABOVE 40 MPH ON MAJOR STREET)



*Note: 100 vph applies as the lower threshold volume for a minor-street approach with two or more lanes and 75 vph applies as the lower threshold volume for a minor-street approach with one lane.



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Thank you!