



THE MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION

MEMORANDUM

DATE: March 6, 2003
TO: Montgomery County Planning Board
VIA: Joseph R. Davis, Chief
Michael Ma, Supervisor
Development Review Division
FROM: Mary Beth O'Quinn
Planning Department Staff
(301) 495-1322

REVIEW TYPE: Site Plan Review
APPLYING FOR: Approval of 156,500 new square feet of commercial office space and 342,500 square feet of existing office space for a total of 499,000 square feet of office space and reduction of parking setbacks

PROJECT NAME: Century Technology Campus at Cloverleaf Center
CASE #: 8-03007
REVIEW BASIS: Division 59-D-3, Site Plan required in the I-3 Zone
Section 59-C-5.34(a)(3)(footnote 4), Parking Setback Reduction

ZONE: I-3
LOCATION: Century Boulevard, 2,000 feet SE of Father Hurley Boulevard
MASTER PLAN: Germantown
APPLICANT: MGP Real Estate, LLA
FILING DATE: January 22, 2002
HEARING DATE: March 13, 2003



STAFF RECOMMENDATION: Approval of 156,000 sf new office space and 342,500 sf existing office space on four parcels, and reduction of parking setback between between Parcel U and Parcel V, subject to the following conditions:

1. Stormwater Management
Conditions of Montgomery County Department of Permitting Services (DPS) stormwater management (SWM) concept approval dated April 12, 2002.
2. Transportation Planning
Conditions of Maryland-National Capitol Park and Planning Commission (MNCPPC) Transportation Planning memo dated March 5, 2003, including:
 - a. Execute an I-3 Trip Mitigation Agreement with the MNCPPC prior to approval of record plats;

- b. Provide **lead sidewalks** (with street trees) from Century Boulevard along both sides of the entrance driveways; provide a six-foot wide grass panel between the sidewalk and curb;
- c. Provide two **bus shelters** along the internal campus streets, subject to coordination with M-NCPPC staff, MC Department of Permitting Services (DPS), and MC Department of Public Works and Transportation (DPWT);
- d. Limit the **total development** under Preliminary Plan 1-02095 and Site Plan 8-03007 to 499,000 square feet of office space;
- e. The subject development may use part of the proposed transit right-of-way as parking areas under license from DPWT until the County or other entity is prepared to begin construction of the transit way. The applicant must assume full responsibility for maintenance and liability of the parking area. Upon receipt of DPWT notice of transit way construction, the applicant must
 - i. Within 30 days, file a site plan application with MNCPPC to reflect the revised parking layout in accordance with applicable zoning ordinance requirements; and
 - ii. Within 90 days, remove at its expense the parking spaces located in the transit right-of-way; and
 - iii. Within 120 days, or such other time frame approved by the Planning Board or its designee, complete the construction of the revised parking area near the transit right-of-way including associated lighting and landscaping.

4. Signature Set

Prior to signature approval of the site/landscape plans the following revisions shall be made and/or information provided, subject to staff review and approval:

- a. Site Plan
 - i. Provide separate parcel designation for each **SWM facility** and show maintenance access;
 - ii. Show Forest Conservation easements on all drawings sheets;
 - iii. Label **building heights**, building and parking **setbacks** at all property lines and parcel boundaries;
 - iv. Denote methods and locations of **tree protection**;
 - v. Attach note stating the M-NCPPC staff must **inspect** tree-save areas and protection devices prior to clearing and grading;
 - vi. Provide the **development program** inspection schedule.
 - vii. Label easements for shared parking or cross parcel parking.
- b. Transitway Plan
Provide **conceptual plan** showing transit way location, streetscaping, bike path, crosswalks, bus stops; show conformance with the required parking setback along Century Boulevard frontage upon implementation of transit way.
- c. Zoning Ordinance Conformance: Development Data
 - i. Provide on the site plan drawings, separate **development data** table for each parcel showing green area in square footage of green area and surface parking area, and the number of parking spaces supplied;

5. Site Design

- a. Parcel T
 - i. Provide **detail** of loading dock façade facing internal street;
 - ii. Shift the **sidewalk** proposed for the west side of the central vehicular entrance drive (between Parcel U and Parcel T) back from the curb to provide a minimum six feet of **street tree planting panel** at the curb within the Parcel T property;
- b. Parcel U
 - i. Campus Green: Provide **sidewalk and street trees** for both sides of internal driveways proposed between Building 1 and Building 6 and between Building 3

- and Building 4; provide shade trees every 40 feet located within a six-foot grass panel adjoining the curb line; locate the sidewalks a minimum of six feet back from the curb; provide parallel parking along both sides of the driveways;
 - ii. Provide two **bicycle racks** within the campus green area;
 - iii. Carpool: Provide one additional carpool parking area near Buildings 1, 2, and 3.
- 6. Landscape Design
 - a. General
 - i. Label all **plant symbols** to denote plant species; identify all plants labeled; label species of existing trees to be retained;
 - ii. Provide conceptual landscape design for **SWM** and bio-retention parcels;
 - iii. Replace Hackberry and River Birch and shade trees for parking areas with Zelkova, Red Oak, or London Plane;
 - iv. Provide **street trees** every 40-50 feet along both sides of the three internal driveways; replace any trees missing from the 40-50-foot spacing;
 - v. Provide 5% **internal green space** for each surface parking area;
 - vi. Provide **shade trees** every 40 feet of lot frontage and at the perimeter of surface parking areas;
 - vii. Provide **hedge** at least 36 inches in height at the perimeter of all parking areas.
 - b. Parcel T
Provide and additional an **additional shade tree** within the central landscape island and two additional shade trees on the west side of the driveway between Parcel S and Parcel T; provide four **shade trees** at the building façade facing Century Boulevard;
 - c. Parcel U
 - i. Campus Green: Provide six additional **shade trees** for the central plaza employee amenity plaza;
 - ii. Parking Landscaping: Provide the 5% internal landscaping for **surface parking** adjacent to Century Boulevard as follows: provide an additional landscape island with two shade trees at the east end of each parking row and at the west end of each parking row 25 feet from the property line;
- 6. Lighting
 - a. Provide revised **photometric lighting plan** showing levels calculated to property lines;
 - b. Provide lighting levels and **average max/min ratios** in accordance with the Illuminating Engineering Society of North America, IESNA Recommended Practice, for public recreation space and sidewalks. Light levels should read 0.1 foot-candles at the lot lines; wattage should not exceed 200 watts for specified fixtures.
- 7. Site Plan Enforcement Agreement
Submit a Site Plan Enforcement Agreement and Development Review Program for review and approval prior to approval of the signature set as follows:
 - a. Development Program to include a phasing schedule as follows:
 - i. Street tree planting must progress as street construction is completed, but no later than six months after completion of the units adjacent to those streets;
 - ii. Landscaping associated with each parking lot and building shall be completed as construction of each facility is completed;
 - ii. Pedestrian pathways and seating areas associated with each facility shall be completed as construction of each facility is completed;
 - iii. Clearing and grading to correspond to the construction phasing, to minimize soil erosion;
 - iv. Coordination of each section of the development and roads;
 - v. Phasing of dedications, stormwater management, sediment/erosion control, recreation, forestation, community paths, or other features;
- 8. Forest Conservation Plan

Forest Conservation Plan shall satisfy all conditions of approval prior to recording of plat and DPS issuance of sediment and erosion control permit.

9. Clearing and Grading

No clearing or grading prior to M-NCPPC approval of signature set of plans.

10. Site Plan Amendments

The review of any site plan amendment shall require an analysis of the entire 55.8-acre site in order to ensure that the entire site complies with all applicable development standards and other requirements of the zoning ordinance.

SITE PLAN REVIEW ISSUES

In the course of site plan review, staff and applicant reviewed the proposal and its conformance with the zoning ordinance, with particular attention to requirements for green space, limitations on surface parking area, and the required parking setbacks of the zone. Other issues addressed included forest conservation and the placement of parking throughout the site. Vehicular and pedestrian systems were reviewed for their potential to provide the integrated circulation that would achieve the desired activity and character of I-3 zone and provide an adequate level of pedestrian safety. Streetscape design was studied for efficient and safe pedestrian movement. In particular, staff and applicant focused on achieving an attractive pedestrian system that could create safe passage from Century Boulevard into the site for the existing development and the proposed build-out. Parking landscaping was reviewed for the existing use of the Century Boulevard right-of-way for surface parking and for the future parking allowable with implementation of the transit way facility.



PROJECT DESCRIPTION: Surrounding Vicinity

Planametric Map



The site is located at approximately the midpoint between I-270 Exit 15, Germantown Road and Exit 16, Farther Hurley Boulevard, a distance of approximately 2,000 feet from each interchange. The property is bounded on the east by I-270 and on the west by Century Boulevard. The property to the south is zoned

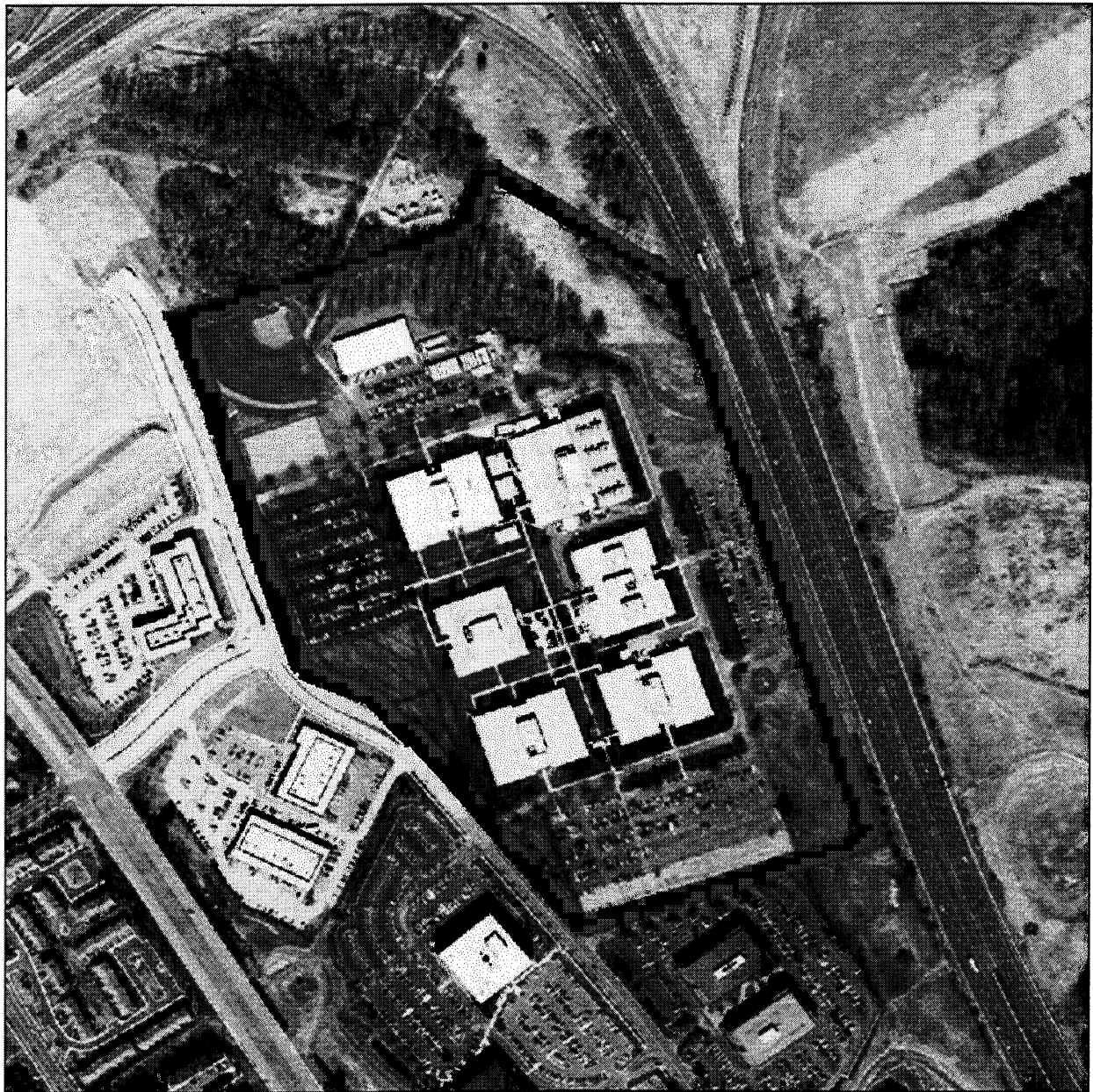
I-1, as are the parcels that support office buildings across Century Boulevard to the west, south of Cloverleaf Center Drive. Property to the north lies in the I-3, as well as the office buildings west of Century Boulevard, north of Cloverleaf Center Drive.

PROJECT DESCRIPTION: Site Description

The Cloverleaf Century Technology Campus property, an existing office campus of 55.82 acres, is located in Germantown approximately 2,000 feet south of Father Hurley Drive. The site is presently served by three vehicular entrances from Century Boulevard, two of which form a continuous vehicular loop around the rear of the buildings. The third vehicular drive, at the northern boundary of the site, links into the middle of the three driveways.

The site currently developed with six structures, including one warehouse, set back from Century Boulevard and I-270 about 300 feet. The topography is generally flat, rising an average of twelve to fifteen feet from Century Boulevard to I-270; The northeast portion of the site is moderately forested with 3.70 acres of trees along the I-270 frontage. The portion of the site facing Century Boulevard is undeveloped, with an extensive area of surface parking for over 300 automobiles at the property line near the middle vehicular entrance.

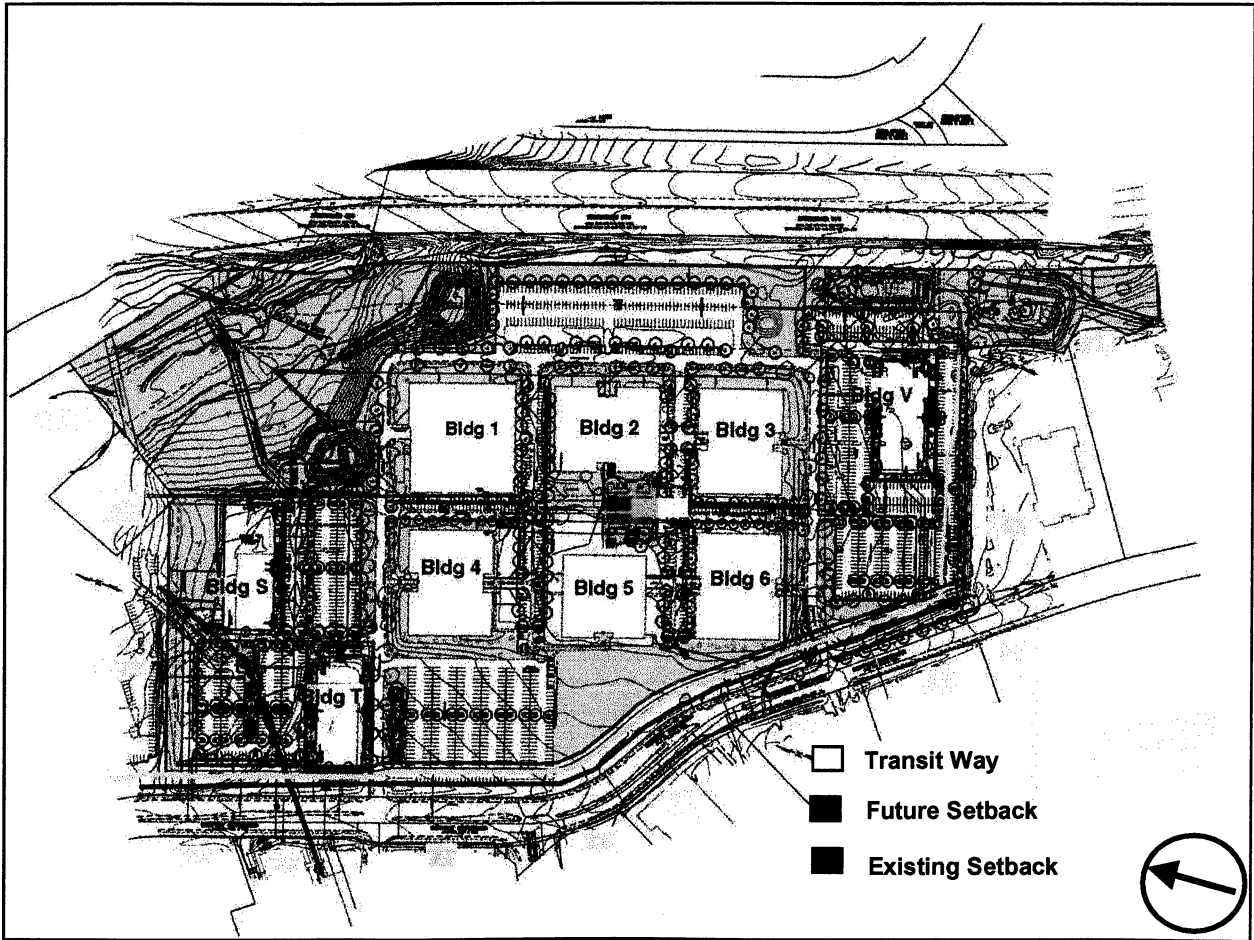
Aerial photograph showing site boundaries



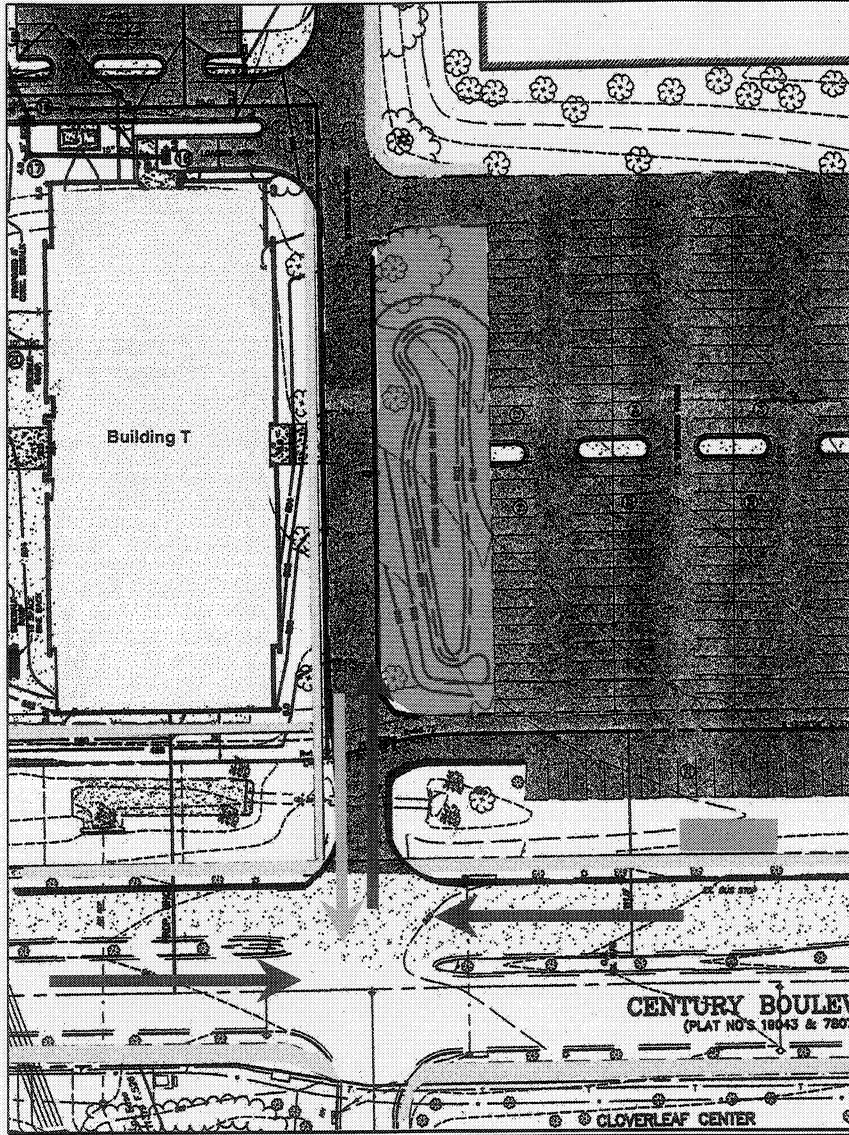
PROJECT DESCRIPTION: Proposal
Site Organization

The existing site is organized as an office park campus featuring six buildings placed in a compact grid set back equidistantly between Century Boulevard and I-270. This well-conceived plan, integrates a well placed vehicular system that loops around the back of the site and connects to each of the surface parking areas. The center of the campus is clearly defined by a central green that forms an attractive space adjoining the cafeteria with seating, trees, and special paving. The existing green spaces extend like fingers out from this nucleus and provide unusually pleasant pedestrian paths between the buildings serve as additional amenities for the occupants.

The proposal places the new buildings at the periphery of the central building cluster, however, maintaining the grid alignment. The new buildings for Parcel T and Parcel S are located to the north of the existing structures, while the new building for Parcel V is sited to the south. This serves to extend the rational planning and strengthens the orientation and functional navigation of the site. Although this peripheral placement loosens the grid, the overall site massing effectively maintains the look and feel of a single campus.



Circulation



Detail showing pedestrian-vehicular conflicts at entrance driveways

Stormwater Management

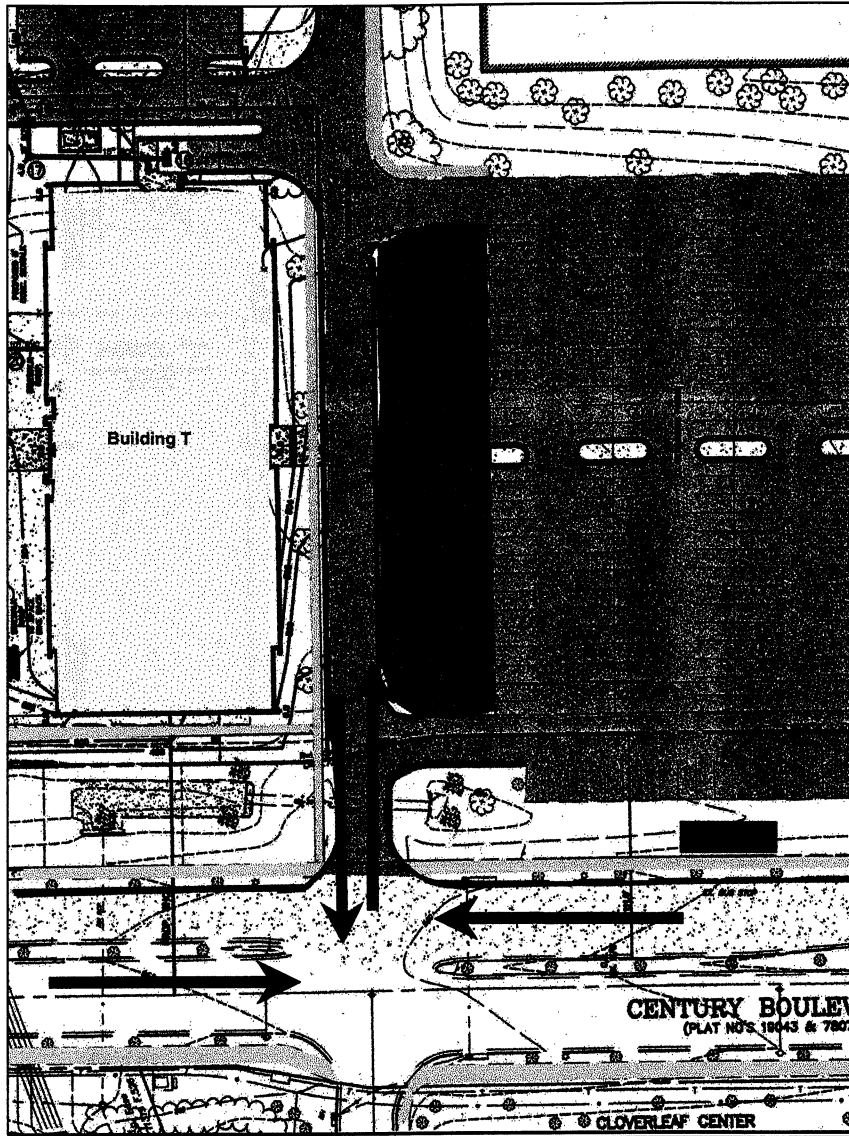
Stormwater Management (SWM) will be provided for on the site. One major SWM parcel will be located on the boundary of the forest conservation easement at the northeast portion of the tract, while the smaller parcel will be located along side the vehicular entrance drive, with frontage on Century Boulevard.

Pedestrian System

The pedestrian system is problematic with regard to adequate connections and safety. See Findings on page for full discussion.

No improvements are proposed to the existing pedestrian circulation despite the increase in parking capacity and office space area. Lead walks are provided to the new buildings from the existing paths.

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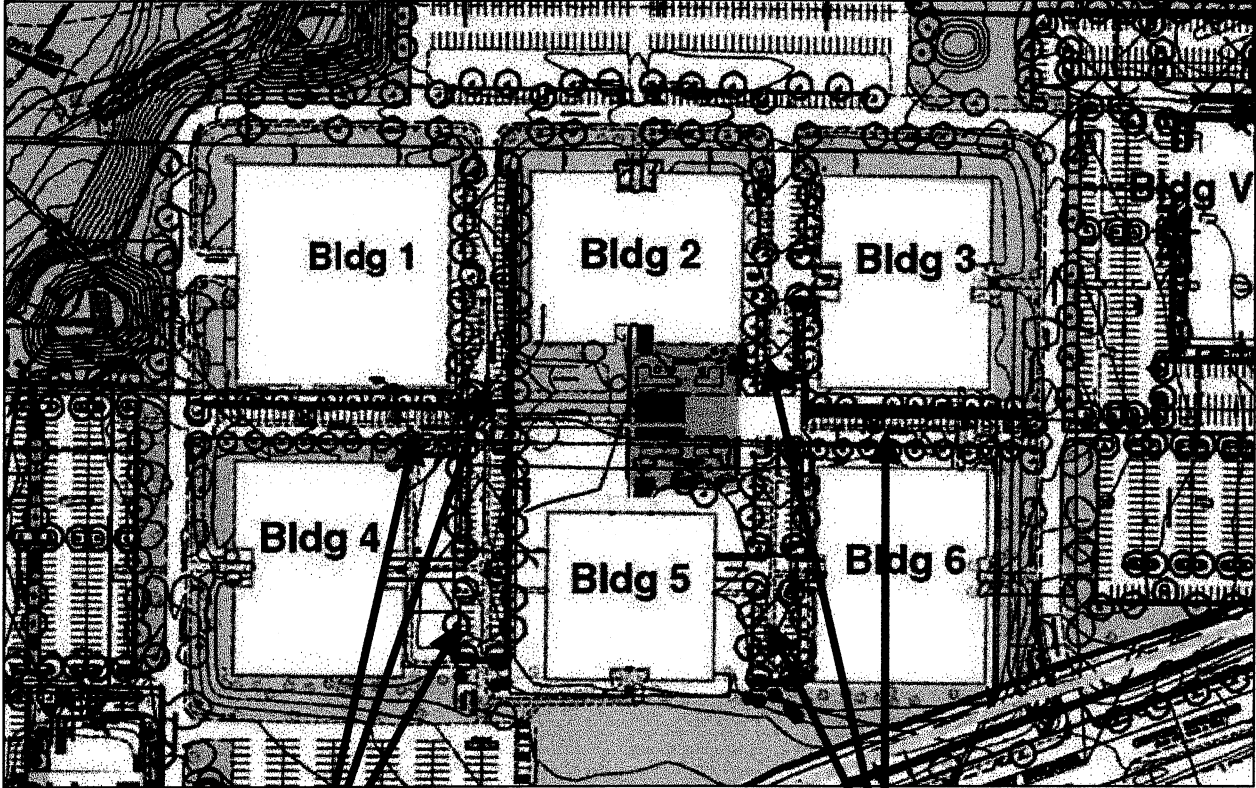
	Pedestrian System & entry into the Site
	Bus Stop
	Inbound Vehicular Traffic Pattern
	Outbound Vehicular Traffic Pattern
	Storm Water Mgt

Stormwater Management

Stormwater Management (SWM) will be provided for on the site. One major SWM parcel will be located on the boundary of the forest conservation easement at the northeast portion of the tract, while the smaller parcel will be located along side the vehicular entrance drive, with frontage on Century Boulevard.

PROJECT PROPOSAL

*Landscape Plan showing connecting green space to be replaced with parking.
Staff Recommendation 4(b)(i) addresses the pedestrian connections and tree planting.*



**Head-in Parking Added
for Site Plan Amendment**

Head-in Parking Added

PROJECT DESCRIPTION: Prior Approvals

The Site plan has been preceded by the Planning Board’s approval of the Preliminary Plan # 1-02095 on July 25, 2002. See Preliminary Plan opinion, attached. The conditions of approval have been addressed in the site plan review in the following ways:

Conformance with Preliminary Plan Approval 1-02095

#	Preliminary Plan Condition	Site Plan Review Resolution
1 - 8	<i>Transportation. Management Conditions:</i>	See discussion in Transportation Planning Memo attached.
9.	<i>Record plat to show delineation of Category I Conservation Easement over the stream buffer..</i>	See Site Plan Condition #3(a)(2)(ii).
10.	<i>Compliance with Stormwater Management approval;</i>	See Site Plan Condition #1.
11.	<i>Access and improvements required by DPWT prior to recordation of plat.</i>	Site Plan Conditions #2 (a)-(d) include DPWT requirements.
12.	<i>No clearing and grading prior to site plan enforcement agreement.</i>	Site Plan Condition 7(c);
13.	<i>Final approval of building locations, parking locations, circulation, sidewalks.</i>	Addressed as part of site plan review.
14.	<i>Landscape and lighting plans required for site plan review.</i>	Landscape and lighting reviewed for site plan. See Findings.
17.	<i>Necessary easements.</i>	See Site Plan Condition requiring easements for forest conservation and SWM designation.

ANALYSIS: Conformance to Germantown Master Plan

Overview of the Employment Corridor

The over view of the Employment Corridor contained in the Germantown Master Plan recommends the Town Sector, I-1, I-3, R & D and MXPD Zones be implemented in the Employment Corridor “because they present the County with the best opportunity to develop this key area to the greatest advantage” (page 43).

“In order to achieve the objectives established for the Employment Corridor, all of the land should be in a zoning classification where the intensity, nature, and location of new buildings can be guided through development plan and site plan approval and/or through the specific requirements of the zone. In addition, approvals of landscaping, lighting, and screening should be provided. These approvals are not required in the I-1 Zone unless the application is for a building of more than three stories. Also, the requirements of the I-1 Zone are not sufficient or appropriate for locations along the Transit Easement or in highly visible locations” (page 43).

Pedestrian Facilities

The I-3 Zone contains Special Trip Reduction Guidelines (section 59-C-5.436) with the goal of reducing auto trips for I-3 projects of 10 per cent below the peak hour trip generation rates adopted by the Planning Board. Design guidelines include:

- Buildings clustered near internal streets to minimize walking distances and to promote an attractive, active and safe pedestrian-oriented streetscape within a project, to accommodate bus service, carpooling, and van pooling within a project.
- An uninterrupted pedestrian circulation system linking the various uses within a project. The pedestrian system should provide convenient connections to transit service and employee convenience services, to reduce dependence on single-occupant automobiles and to promote an active streetscape.

Recommendations for Conformance to the Master Plan

Staff recommendations include conditions of approval for parking facility landscaping and appropriate, permanent setbacks from the future transit way alignment to achieve conformance with the zoning ordinance. These site elements, in addition to the safety-enhanced pedestrian connections, are also necessary to achieve conformance with the 1989 Germantown Master Plan.

ANALYSIS: Conformance to Development Standards

Century Tech - Cloverleaf Center Site Plan 8-03007 Development Standard	I-3 Zone Permitted/Reqd	I-3 Zone Proposed
Gross Site Area	20 acres	55.81 acres
Net Site Area	N/A	51.74 acres
Dedication to Public Use	N/A	4.07 acres
Subdivision of 4 Lots		
Parcel S (net lot area)		4.15 acres
Parcel T (net lot area)		3.17 acres
Parcel U (net lot area)		40.42 acres
Parcel V (net lot area)		4.00 acres
Green Area 59-C-5.43 Minimum		
Parcel S [36,516 sf building area]	35% (63,294 sf)	38% (69,000 sf)
Parcel T [60,000 sf building area]	35% (48,267 sf)	30% (42,000 sf)
Parcel U [342,500 sf building area- existing structures]	35% (616,311 sf)	56% (982,000 sf)
Parcel V [60,000 sf building area]	<u>35% (60,936 sf)</u>	<u>22% (39,000 sf)</u>
Total Green Area Minimum	35% (859,999 sf)	47% (1,065,000 sf)
Surface Parking Area Maximum		
Parcel S	45% (81,378 sf)	27% (49,724 sf)
Parcel T	45% (62,085 sf)	44% (61,177 sf)
Parcel U	45% (792,400 sf)	10% (167,600 sf)
Parcel V [60,000 sf building area]	<u>45% (78,346 sf)</u>	<u>59% (103,000 sf)</u>
Total Surface Parking Area Maximum	45% (1,093,988 sf)	35% (381,501 sf)
Density FAR *		
Parcel S [36,516 sf building area]	0.50 FAR	0.20 FAR
Parcel T [60,000 sf building area]	0.50 FAR	0.43 FAR
Parcel U [342,500 sf building area- existing structures]	0.50 FAR	0.19 FAR
Parcel [60,000 sf building area] [60,000 sf building area]	0.50 FAR	0.34 FAR
Setbacks - from abutting lots within I-3 or R&D		
Building setback ###	20 feet	25 feet
Parking and loading ####	20 feet	0 feet [Parcels U, V]
Setbacks - from Roadways		
Buildings from limited access freeway	200 feet	223 feet
Buildings from adjacent I-3 zone	20 feet	133 feet
Buildings from adjacent I-1 zone	25 feet	100 feet
Parking and loading from limited access freeway	100 feet	53 feet
Buildings from a transitway	25 feet	30 feet
Parking from a transitway	25 feet	25 feet
Building height 59-C-5.31	100 feet	35 feet
Parking Tabulation 2.9 spaces per 1,000 sf/4.0 spaces per 1,000 sf Interim Parking Standard)		
Parcel S	105/147 std spaces	167 spaces
Parcel T	174/240 std spaces	205 spaces
Parcel U (not considering Building #1 as warehouse use)	991/1,370 std spaces	1,088 spaces
Parcel V	<u>174/240 std spaces</u>	<u>339 spaces</u>
Total standard spaces	1444/1,997 spaces	1799 spaces
<p>### Where development in the I-3 Zone consists of multiple lots created by the same subdivision plan, the setback requirement from abutting lot lines for all buildings may be reduced by the PB during site plan review pursuant to the applicable provisions of 59-D-3 if it is demonstrated that the reduced setback is compatible with existing and proposed development. The PB must not reduce the setback to less than 10 feet.</p> <p>Density 59-C-5.321: In the I-3 Zone, the maximum density of development must not exceed the 0.50 FAR based on gross tract area, which may be averaged over 2 or more lots. When averaging is used for previously approved subdivision plans, the total density must not exceed the density for which Facility approval was previously granted, unless a new APF test is applied. In such situations, the shift of density must be recorded in the land records for all affected lots.</p>		

FINDINGS: For Site Plan Review

1. *The site plan is consistent with an approved development plan or a project plan for the optional method of development, if required. None required.*
2. *The Site Plan meets all of the requirements of the zone in which it is located. See project Data Table above.*
3. *The location of the building and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.*

a. **Buildings**

The buildings locations are adequate, safe and efficient. The new buildings proposed extend the rational, effective organization of the existing campus grid of six buildings, albeit in more loosely spaced fashion. The locations of the new structures create the potential for future enhancement of the employee amenity areas between the buildings that are not part of this current proposal. The alignment of the buildings will allow for the construction and implementation of the future transit way, and for convenient pedestrian access to the transit facility. The placement of the office building on Parcel T at the street frontage of Century Boulevard will serve to activate the street and pedestrian activity of that portion of the public street.

b. **Open Spaces**

As a whole, the quantity of open space provided for the 55.81 acres fulfills the requirements of the zoning ordinance for the I-3 Zone. However, the green space provided is insufficient for Parcel T and Parcel V. There is significant green area provided within Parcel U in the northeast portion of the site adjoining the I-270 ROW that the plan proposes to include within the forest conservation easement. This open space with Parcel U balances the deficiencies of the smaller parcels, with respect to the site as a whole. Staff recommends, as per Condition 3(c)(2) that any future development or alteration to any single parcel require application for Site Plan Amendment for all property parcels to ensure the permanent provision of adequate green space.

The existing campus green that forms the heart of the building cluster has been retained as part of the site plan. It is, however, significantly impacted by the addition of 262 head-in parking spaces that replace the connecting interstitial green spaces that enhance the pedestrian amenities of the campus. Staff recommends (Condition 4(b)(i)) that two of the six driveway lanes be reconfigured to accommodate a traditional streetscape: sidewalks on both sides, street tree panel at the curb, full shade trees to mark the primary pedestrian routes.

c. **Landscaping and Lighting**

As conditioned, the plan will provide the minimally acceptable standard of landscaping for the surface parking areas, pedestrian routes, and visual screening.

Parking

To achieve adequate landscaping for the creation of safe and efficient open space, staff recommends that the plan conform to the zoning ordinance parking requirements for the following:

- 59-E-2.71: Landscape hedge at the surface parking perimeter
- 59-E-2.71: Landscape strip ten feet in width adjoining the right-of way for Century Boulevard
- 59-E-2.72: Shade trees every 40 feet at the surface parking perimeter
- 59-E-2.73 Provide 5% internal green space for surface parking, including landscape islands with shade trees

The proposal as submitted assumes a temporary status for the parking facilities as the rationale for its landscaping deficiencies. However, the timing of installation of the Transit way is greatly unknown at this time, to the extent that correspondence with County agencies refer to its completion as “unknown date, if ever, completed.” In light of this high level of uncertainty, staff recommends that the landscaping be installed, as per zoning ordinance standards, to achieve the level of screening, buffering, and shading required of every development application.

The internal landscaping proposed for the extensive surface parking lot at the Century Boulevard street frontage (341 parking spaces) features only twelve trees (1.9% internal green space). Staff has included a condition for providing internal landscape islands that are placed in such a way that the trees would serve as the required property line landscaping when, and if the Transit way is constructed. With this condition fulfilled, the trees would reach maturity sooner, providing a greater of shade and visual amenity for workers and visitors arriving by car or public transit. Staff also recommends review of the conceptual landscape plan for the SWM facility fronting on Century Boulevard, adjoining the parking lot, to assure a compatible planting plan.

d. Recreation

The proposal is exempt from recreation requirements.

e. Vehicular and Pedestrian Circulation

The vehicular systems are adequate safe and efficient. Two main vehicular entrances currently form a U-shape loop around the rear exiting building cluster to provide a continuous intra-site vehicular connection. The road layout provides an efficient access to all the existing and proposed parking, while offering efficient views of the new buildings proposed and convenient locations for passenger drop-offs and internal shuttle bus stops. The placement of this main road accomplishes several site plan goals: increasing green space along the Century Boulevard frontage, providing continuous through traffic route interior to the site, providing convenient access to building entrances, and masking a level of traffic movement from the street frontage.

Pedestrian circulation as proposed is problematic. Significant safety issues are inherent in the sidewalk system, namely the sidewalk paths on only one side of the drives proposed to carry pedestrians from Century Boulevard to the nine buildings. For example, pedestrian access proposed at the vehicular entrance between Parcel T and the surface parking at Century Boulevard, requires the pedestrian walking from the bus stop to cross the entrance drive which serves both left-turn and right-turn traffic movements both into and out of the site (a 4-way movement). A similar condition is proposed at the vehicular entrance to the south at Parcel V.

The size of the proposed development, at 499,000 square feet of office space, demands a level of pedestrian safety that will offer the workers and visitors a comprehensive system of connections. Indeed, the purpose clause of the I-3 Zone [59-C-5.43] references the need for pedestrian systems, with the reduction of single occupant vehicles. The ordinance I-3 zone design guidelines [59-C-

5.436] cite the necessity for an “uninterrupted pedestrian circulation system, and “convenient [pedestrian] connections to transit service,” and “promotion of an active streetscape.”

Staff recommends, per Transportation Planning and Community-Based Planning (memoranda attached), with the recommendation of the MC Department of Permitting Services, that sidewalks be provided on both sides of the vehicular entrance drives to provide an adequate measure of pedestrian safety, and to create an efficient and usable pedestrian system.

4. *Each structure and use is compatible with other uses and other Site Plans and with existing and proposed adjacent development.*

The proposed buildings themselves are placed to provide compatible relationships between the existing buildings and the new office structures. The strength of this site design is the placement of the new structures within the grid established by the existing six buildings. The central courtyard amenity space has been retained, fortunately; however, it is compromised by the extensive addition of head-in parking that will eliminate significant areas of green space that enhances pedestrian connectivity and amenities for the campus environment in this I-3 Zone. Staff recommends additional landscaping and shade trees for the campus green, and street trees for the pedestrian system.

5. *The Site Plan meets all applicable requirements of Chapter 22A regarding forest conservation.*

A final forest conservation plan has been prepared for the entire tract. The site plan meets the requirements of Chapter 22A

APPENDIX

- a. Preliminary Plan Opinion
- b. Transportation Planning Memo
- c. Community-Based Planning Memo
- d. DPWT Letter from Greg Leck, dated July 19, 2002

