



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING

MCPB MISSION

ITEM #

10/4/07

10/11/07

Corrected Version



MEMORANDUM

DATE: September 21, 2007

TO: Montgomery County Planning Board

VIA: Rose Krasnow, Chief *RK*
Development Review Division
Catherine Conlon, Subdivision Supervisor
Development Review Division

FROM: Richard A. Weaver (301-495-4544) *RAW*
Development Review Division

REVIEW TYPE: Preliminary Plan

APPLYING FOR: Subdivision to allow 340 residential units including a minimum of 12.5 %
43 MPDU's

PROJECT NAME: Casey Parcels 6 and 7, Phase II

CASE NO. 120070320

REVIEW BASIS: Pursuant to Chapter 50, the Subdivision Regulations

ZONE: I-3 Optional Method

LOCATION: On the south side of Interstate 370, immediately east of the CSX railway.

MASTER PLAN: Shady Grove Sector Plan

APPLICANT: EYA.

ATTORNEY: Holland and Knight

ENGINEER: VIK A

FILING DATE: October 27, 2006

HEARING DATE: October 4, 2007

Staff Recommendation: Approval, subject to the following conditions:

- 1) Approval under this preliminary plan is limited to a maximum of 329,300 square feet of commercial uses and 340 residential units including a minimum of 12.5% moderately priced dwelling units.
- 2) The applicant must comply with the conditions of approval for the preliminary forest conservation plan. The applicant must satisfy all conditions prior to recording of plat(s) or MCDPS issuance of sediment and erosion control permits, as applicable.
- 3) The applicant must dedicate all road rights-of-way shown on the approved preliminary plan to the full width mandated by the Master Plan unless otherwise designated on the preliminary plan.
- 4) ~~The applicant must contribute the cost of constructing a 350-foot long separate right-turn lane on northbound Crabbs Branch Way at its intersection with Redland Road as determined by DPWT. The contribution must be paid to DPWT prior to release of any building permit on Casey Parcel 6 or 7. The separate northbound right-turn lane must be part of DPWT Capital Improvements Program (CIP) Project No. 500010 to improve Redland Road between Crabbs Branch Way and Needwood Road and be open to traffic prior to release of the building permit for 144th townhouse or, if the multi-family construction precedes the townhouse construction, release of the building permit for the multi-family structure.~~
- 4) The applicant must fund the cost of constructing a 350-foot long separate right-turn lane on northbound Crabbs Branch Way at its intersection with Redland Road as part of DPWT Capital Improvements Program (CIP) Project No. 500010.
- 5) The applicant must construct the unbuilt segments of Crabbs Branch Way and Amity Drive Extended in accordance with the *Shady Grove Sector Plan* and the requirements of Montgomery County Department of Public Works and Transportation (DPWT). The construction must include the following:
 - a. ~~A commercial business district road consistent with County Road Code Standard No. MC-214.01 with an 80-foot right-of-way and a 50-foot wide roadway pavement with exceptions for the reduced or eliminated landscape panels on the segments under the I-370/future ICC bridge and through the wetlands at the northeastern property line.~~
 - b. ~~An 8-foot wide shared-use path/Class I bikeway with an 8-foot wide landscape panel and street trees on the east side of Crabbs Branch Way.~~
 - c. ~~A foot wide sidewalk with an 8-foot wide landscape panel and street trees on the west side of Crabbs Branch Way.~~
 - d. ~~A reduced width right-of-way width under the I-370/future ICC (i.e., due to the bridge support structures) to approximately 76 feet while continuing the sidewalk and bike path with no landscape panel separating them from the curb.~~

- e. ~~Traffic-calming measures to delineate a transition between Crabbs Branch Way Extended, a commercial-business street and Amity Drive Extended, a primary residential street. Coordinate this construction with the applicant of Preliminary Plan No. 1-02022, Casey Property at Mill Creek (i.e., Piedmont Crossing) and as required by DPWT.~~
 - f. ~~A reduction in the roadway pavement width to minimize wetland impacts as determined by DPWT and the Planning staff.~~
 - g. ~~Until Crabbs Branch Way Extended is connected to Amity Drive Extended, construct a temporary turnaround at the northeast property line with its exact location determined by DPWT.~~
 - h. ~~The Phase I portion of Crabbs Branch Way Extended from its terminus south of Shady Grove Road to the proposed Western Maintenance Facility entrance on Parcel 6 must be under construction prior to release of any building permit for the residential development and open to traffic by July 31, 2008.~~
 - i. ~~The extension of Crabbs Branch Way through the subject property to the northeast corner of the site must be constructed and open to traffic prior to release of the 100th building permit for the residential component.~~
 - j. ~~Construction of Amity Drive Extended from the northeast property line to its built segment to the east must be initiated prior to release of any building permit for the office development and open to traffic prior to issuance of the final use and occupancy permit.~~
- 5) The applicant must construct the unbuilt segments of Crabbs Branch Way and Amity Drive Extended in accordance with the *Shady Grove Sector Plan* and the requirements of Montgomery County Department of Public Works and Transportation (DPWT). The construction must include the following:
- a. A commercial-business district road with an 86-foot right-of-way and a 50-foot-wide roadway pavement with exceptions for the reduced or eliminated landscape panels on the segments under the I-370/future ICC bridge and through the wetlands at the northeastern property line.
 - b. An 8-foot-wide shared use path/Class I bikeway with an 8-foot wide landscape panel and street trees on both sides.
 - c. Traffic calming measures at the transition location between Crabbs Branch Way Extended (commercial business street) and Amity Drive Extended (primary residential street). Coordinate this construction with the applicant of Preliminary Plan No. 1-02022, Casey Property at Mill Creek (i.e., Piedmont Crossing) and as required by DPWT.

- d. A reduction in the roadway pavement width north of the commercial entrance to minimize wetland impacts as determined by DPWT, DPS and the Planning staff.
 - e. The Phase I portion of Crabbs Branch Way Extended from its terminus north of Shady Grove Road to the entrance of the Western Maintenance Facility on Parcel 6 must be complete and open to traffic prior to November 30, 2009 based on the current ICC construction schedule.
 - f. The Phase II portion of Crabbs Branch Way Extended to the northeast property line on Parcel 6 must be complete and open to traffic prior to release of the 100th building permit for the residential development.
 - g. The applicant must obtain a permit and bond for the construction of Amity Drive Extended connecting to Crabbs Branch Way Extended for through movement of traffic prior to the release of the first building permit for any office development. The road must be complete and open to traffic prior to the release of the initial use and occupancy permit for the first office building on Parcel 6.
- 6) ~~The applicant must enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and DPWT to participate in the Greater Shady Grove Transportation Management Organization (TMO). Participation is required to assist in achieving and maintaining the commuting mode share goals of the Greater Shady Grove Transportation Management District (TMD) of 25 percent non-auto drivers for the residents and 12 percent non-auto drivers for workers in the peak hours. The TMAg must be signed and executed by all parties prior to release of any building permits.~~
 - 6) The applicant must enter into a Traffic Mitigation Agreement (TMAg) with the Planning Board and DPWT to participate in the Greater Shady Grove Transportation Management Organization (TMO). Participation is required to assist in achieving and maintaining the commuting mode share goals of 25 percent non-auto drivers for the residents and 12 percent non-auto drivers for workers in the peak hours established for the Greater Shady Grove Transportation Management District (TMD). The TMAg must be signed and executed by all parties prior to certification of the site plan.
 - 7) The applicant must enter into a Trip Reduction Agreement (TRAg) with the Planning Board to satisfy the requirements in the *I-3 Trip Reduction Guidelines* for non-residential development in the I-3 zone. The TRAg must be signed and executed by all parties prior to release of any building permits for the office development.
 - 8) Within 60 days of the date of the preliminary plan approval (date of mailing of the resolution), applicant shall submit a plat application to place in reservation that 5.0 acre portion of Casey Parcel 6 designated as a Local Park in the Shady Grove Sector Plan. The reservation period shall extend for a maximum of three years from the date of the preliminary plan approval and shall extinguish earlier than the three year period only upon notification by MNCPPC that an alternative site has been acquired or that the site is no longer desired as a Local Park.

- 9) The record plat must reflect a Category I easement over all areas of stream valley buffers and forest conservation areas.
- 10) The record plat must reflect a public use and access easement over all private streets and adjacent parallel sidewalks.
- 11) The record plat must reflect all areas under Homeowners Association ownership and specifically identify stormwater management parcels.
- 12) The record plat must reference the Common Open Space Covenant recorded at Liber 28045 Folio 578 ("Covenant"). Applicant must provide verification to Commission staff prior to release of final building permit that Applicant's recorded HOA Documents incorporate by reference the Covenant.
- 13) The applicant must comply with the conditions of the MCDPS stormwater management approval dated September 19, 2007.
- 14) Applicant must comply with the conditions of approval of the Montgomery County Department of Public Works and Transportation (MCDPWT) letter dated September 14, 2007, unless otherwise amended.
- 15) No clearing, grading or recording of plats prior to certified site plan approval.
- 16) Final approval of the number and location of buildings, dwelling units (including MPDU'S and TDR's) on-site parking, site circulation, sidewalks (including any improvements to Shady Grove Road frontage), bikepaths and bicycle facilities will be determined at site plan.
- 17) Provide revised noise mitigation concept for exterior noise mitigation at time of Site Plan submittal. Acoustical treatment can only be used when all other higher-priority options (e.g., noise compatible site layout/uses; exterior noise mitigation/insertion of berms/barriers; etc.) are found infeasible.
- 18) The Adequate Public Facility (APF) review for the preliminary plan will remain valid for sixty-one (61) months from the date of mailing of the Planning Board opinion. The record plat must show necessary easements.
- 19) The record plat(s) must reflect serialization and liber/folio reference for all TDRs utilized by the development.

SITE DESCRIPTION:

The subject property "Subject Property" or "Property" is located in the Shady Grove Sector Plan area on the north and south sides of Interstate 370, immediately west of the CSX railway. The Property is zoned I-3 and is comprised of one parcel totaling 36.51 acres in size. The Property is adjacent to The Grove Shopping Center across Crabbs Branch Way to the east and to the Robert's Oxygen property to the north. The Town of Washington Grove lies further to the north. Shady Grove Road abuts the site to the south; the CSX railway abuts the site to the west. Interstate 370 abuts the Property to the north.

The Property is relatively flat and partially forested. The site includes 5.95-acres of existing forest cover and 2.0 acres of wetlands. There are a total of three streams on-site with an associated 14.11 acres of environmental buffers. Two of the three streams are on Parcel 6; one runs west-to-east and the other runs southwest-to-northeast. Both of these streams flow through

the project site and continue off-site. The remaining stream in Parcel 7 runs southwest-to-northeast and flows off-site to join the two streams flowing off of Parcel 6.

PRIOR PLANNING BOARD ACTION

On November 9, 2006, the Planning Board reviewed a Pre-Preliminary Plan of Subdivision (Case No. 720060110). At that time, the project included 42.5 acres of land, with 329,300 square feet of commercial use and 383 dwelling units. The Staff had no objection to submitting this Preliminary Plan of Subdivision and found that the Pre-Preliminary Plan was consistent with the land use recommendations in the Sector Plan and I-3 zoning. The Planning Board agreed.

At about the same time, the applicant was discussing with the Maryland State Highway Administration the possible location of a Western Maintenance Facility on the subject Property, just north of the existing I-370 area. Planning Staff and the Planning Board strongly preferred such a location for the Western Maintenance Facility, as opposed to a site closer to Shady Grove Road. Accordingly, the Planning Board agreed to proceed with the preliminary plan application for the Property in phases.

On March 29, 2007, the Planning Board considered a preliminary plan for Phase I of the site that only included consideration of the extension of a portion of Crabbs Branch Way. This preliminary plan was brought to the Board so that the right-of-way for that road segment could be approved in order to provide reasonable assurance to the State Highway Administration that the area designated as the Western Maintenance Facility could be provided with access. That plan was approved by the Planning Board and the plats for that road segment are pending review by county staffs.

PROJECT DESCRIPTION

This project envisions development of the site in two distinct sections Parcels 6 and 7, designated as such in the Shady Grove Sector Plan. Parcel 7, at the intersection of Shady Grove Road and Crabbs Branch way is to be all residential including 196 multifamily units and 144 one family attached townhomes for a total of 340 units, including a minimum of 12.5% of the units as 43-MPDU's. A multi family structure is proposed to be four to five stories and is located in the southwestern corner of the project and separated from the CSX railway by a structured parking garage which will have the benefit of providing noise attenuation for the residential structures. The town homes will be located along Shady Grove Road and along Crabbs Branch Way. Access to the residential units will be at a single access point to Crabbs Branch Road. A large stream buffer area also exists on Parcel 7 and will be protected by this plan with easements.

Parcel 6, to the north of the I-370 right-of-way includes 329,300 square feet of commercial office space and an area that is suitable for the ICC- Western maintenance Facility. The structures on Parcel 6 are limited by the Sector Plan to 4 stories to address compatibility with nearby residential communities. Access will be provided to this parcel by an extension of Crabbs Branch Way through the Property and with an off-site connection to the stub of Amity Drive. This through-connection is necessary for adequate access for the office space on Parcel 6.

Modifications to the right-of-way for Crabbs Branch Way have been approved on the Subject Property to accommodate master plan goals for sidewalks, bikepaths, streetscapes and environmental impacts. The Sector Plan also requires a regional trail connection from Crabbs branch Way to the nearby Marc station and points beyond. Given the uncertainty of the Park acquisition issues, the alignment of this trail connection should be addresses at the time of site plan.

STAFF ANALYSIS AND FINDINGS

Compliance with the Subdivision Regulations and Zoning Ordinance

This application has been reviewed for compliance with the Montgomery County Code, Chapter 50, the Subdivision Regulations. The application meets all applicable sections. Access and public facilities will be adequate to support the proposed lots and uses. The proposed lot size, width, shape and orientation are appropriate for the location of the subdivision.

Chapter 59, the Montgomery County Zoning Ordinance, makes specific recommendations for the I-3 zone using the optional method of development. In general, the optional method should promote mixed use, transit and pedestrian oriented centers, which include housing and a commercial component with an employment emphasis. It also should promote development that follows sound environmental principles and maximizes preservation of natural features. The plan has been reviewed for conformance with these goals. Staff finds that the plan conforms to these goals by proposing a mix of residential and commercial uses in close proximity to transit. The environmental features of the site have been protected by this plan.

Conformance to the Shady Grove Sector Plan

The Approved and Adopted Shady Grove Sector Plan, 2006 recommends several options on both properties for residential and non-residential development as well as potential relocation of County Service Park facilities and a local park. The variety of recommended land uses reflects the site's location that is situated between technology uses and The Grove Shopping Center. The proposed preliminary plan conforms to the land use and density recommendations of the Sector Plan for housing development under the I-3 optional method of development. Development of Casey 6 and 7 for housing and industrial development precludes any consideration of CSP facility relocation on these parcels.

The Sector Plan recommendations for Casey 6, if it is developed without any CSP facilities, include:

- Acquire land adjacent to Robert's Oxygen for a local park of approximately 5 acres to meet recreational needs.
- Allow up to 130 residential units.
- Extend Crabbs Branch Way to Amity Drive to improve community access to Metro and shopping at the Grove

- Limit building heights to four stories to establish compatibility with nearby residential communities.
- Require significant landscaping and noise buffers to mitigate development impacts on adjacent residential communities of the Town of Washington Grove and Mill Creek.
- Rezone from I-1 to R&D/I-3 Zone; allow up to 0.3 FAR industrial/office uses and support the I-3 optional method (Resolution No. 15-1283, p.8).

As a condition of approval, a portion of Parcel 6 shall be placed in reservation to allow sufficient time for public acquisition of the 5.0 acre Local Park to meet adequate recreation facilities in the area, as recommended in the Sector Plan. See further discussion in this staff report under Local Park. Should the property proceed to Site Plan review, Sector Plan recommendations for building height and significant landscaping to establish compatibility with the adjacent community must be provided.

Casey 7

For Casey 7, if no County Service Park facilities are developed, the Plan recommends:

- Allow technology, office and research and development uses if no county facilities are relocated. Alternately, the plan also supports residential development of the site due to proximity to The Grove Shopping Center and the Metro station.
- Limit non-residential density to 0.3 FAR and allow a maximum of 340 residential units
- Rezone from I-1 to R&D/I-3 zone and support housing options under the I-3 optional method with housing or with PD-18 zoning.
- Extend Crabbs Branch Way to Amity Drive to improve community access to Metro and shopping at the Grove.
- Locate housing along an interconnected street system with sufficient building setbacks to accommodate street trees, adequate sidewalks and extensive landscaping to establish a garden character throughout the neighborhood.
- Limit building heights to five stories to establish a mid-rise character along Shady Grove Road. Maintain four stories or less along Crabbs Branch Way.
- Provide extensive landscaping along Shady Grove Road to screen industrial development options, or enhance the compatibility of residential options (Resolution No. 15-1283, p.9).

Casey 7 is also under consideration by the State Highway Administration (SHA) for the ICC's Western Maintenance Facility. The Planning Board has forwarded comments to SHA to relocate their proposed facility to a portion of Casey 6 that would have less negative impact upon development options for Casey 7 and the surrounding community. Subsequently, there are alternative recommendations for public and private development.

Development under I-3 Optional Method with Housing

Property	Acres	Zone	Sector Plan I-3 OMD	Prop. Preliminary Plan
Casey 6	19.51	.6 FAR	.3 FAR non residential 240 units/130 units max	.39 FAR non residential** No units
Casey 7	17.31	.6 FAR 216 units	.3 FAR non residential 216 units	No non residential 340 units**
Total	35.51	.6 FAR 456 units	.3 FAR 346 units*	.2 FAR 340 units

* 346 units are the total number of units permitted under the I-3 OMD zoning. The Sector Plan also supported the PD-18 Zone, one of the zoning options, with a higher unit per acre than the 12.5 du/ac under the I-3 OMD zone. Under PD zoning option, the Sector Plan set a maximum of 340 units on Casey 7.

**The applicant has calculated density upon the entire parcel, 36.51 acres, as permitted, and therefore, results in .2 FAR non residential uses with 329,300 square feet of proposed industrial/office and 340 units. The proposed number of units is within the total number of units allowed and represents a shift of units from Casey 6 onto Casey 7. This is within the Sector Plan's maximum 340 units for Casey 7 as recommended.

The application complies with the recommendations adopted in the Shady Grove Sector Plan in that total level of development on both parcels, nonresidential and residential, is within the amount permitted in the I-3 zone and specified in the Sector Plan. Development under the I-3 OMD Zone at 12.5 du/ac must provide TDR's and MPDU's, the final number of which will be determined at Site Plan.

Local Park of Casey 6

The Sector Plan recommends that a portion of Casey 6, approximately 5 acres adjacent to the Robert's Oxygen property, be developed as a Local Park to meet the area's recreation needs. The park should be dedicated if Casey 6 and Casey 7 are part of a joint redevelopment with the CSP relocation. If joint redevelopment does not occur, then the park will need to be acquired with public funds. It appears, at this time, that a joint redevelopment will not take place; therefore, acquisition of the park is needed.

The proposed Preliminary Plan must set in reservation approximately 5 acres of Parcel 6 for acquisition of a Local Park to meet the area's recreation needs. If other sites become available to meet the area's recreation needs, the M-NCPPC will not pursue acquisition of the property.

TRANSPORTATION

DISCUSSION

Local Area Transportation Review (LATR)

The proposed lots generate 30 or more vehicle trips during the morning and evening peak hour, therefore; the application is subject to the Local Area Transportation Review. A traffic study was submitted and accepted by staff. With the conditions of approval recommended in this report, the proposed vehicle and pedestrian access for the subdivision will be safe and adequate with the proposed public improvements. A detailed discussion of the transportation elements of this plan follows.

Site Location and Vehicular Access Points

The subject site is located on the north side of Shady Grove Road between Crabbs Branch Way and the CSX railroad tracks. I-370 splits the subject property into two designated Sector-planned areas labeled as follows:

1. "Parcel 7" to the south with the proposed residential development.
2. "Parcel 6" to the north with the proposed office development and the SHA's WMF.

The vehicular access points are from existing or extended Crabbs Branch Way.

Available Transit Service

Ride-On routes 43, 59, and 61 operate along the site's Shady Grove Road frontage. Transit service is not available on Crabbs Branch Way north of Shady Grove Road, but Ride-On route 59 operates on Crabbs Branch Way south of Shady Grove Road. The entrance to the Shady Grove Metrorail Station is located approximately a mile and half to the south of the subject site.

Pedestrian Facilities

Sidewalks exist along Shady Grove Road and the existing segment of Crabbs Branch Way north of Shady Grove Road. Sidewalks on the adjoining roadways are provided or upgraded (if existing and substandard).

Master-Planned Roadways and Bikeways

In accordance with the *Gaithersburg Vicinity Master Plan*, the *Shady Grove Sector Plan*, and the *Countywide Bikeways Functional Master Plan*, the nearby master-planned roadways and bikeway facility are designated as follows:

1. Shady Grove Road west of I-370 is designated as a divided, six-lane major highway, M-42, with a recommended 150-foot minimum right-of-way and bike lanes, BL-30.

2. Crabbs Branch Way north of Shady Grove Road is designated as an undivided, four-lane, commercial business district street, B-2, with a recommended 80-foot minimum right-of-way and an 8-foot wide shared use path, SP-53 on the west side.
3. Interstate I-370 and the Intercounty Connector are designated as divided, six-lane freeways, F-9, with a recommended 300-foot minimum right-of-way.
4. Amity Drive is designated as an undivided, two-lane primary residential street, P-6, with a recommended 70-foot minimum right-of-way.

The sector-planned connection between Crabbs Branch Extended and Amity Drive Extended is an important roadway, bicycle, and pedestrian linkage and is necessary to provide local interconnectivity between communities on the north side of Shady Grove Road.

On-Going Transportation Project

The applicant of Preliminary Plan No. 1-02022, Casey Property at Mill Creek or Piedmont Crossing, was required, prior to release of Phase II building permits, to construct Amity Drive Extended to Crabbs Branch Way Extended at its western property line. Amity Drive Extended from the eastern stream buffer to its western property line included an environmentally sensitive, reduced-width primary residential street cross-section across the eastern and western stream buffer crossings. Traffic calming measures such as proposed traffic islands were required, at the following locations:

1. Before and after the eastern and western stream buffer crossings.
2. At the transition to delineate the cross-section of Amity Drive Extended as a primary residential street into Crabbs Branch Way Extended as a commercial business street.

Traffic calming measures are necessary to discourage non-local traffic from using master-planned extensions of Amity Drive and Crabbs Branch Way as an alternative route between Shady Grove Road and Washington Grove Lane.

DPWT CIP Project No. 500010, Redland Road from Crabbs Branch Way to Needwood Road, has construction funding through 2007 and includes a separate right-turn lane on northbound Crabbs Branch Way at Redland Road.

This proposed mixed use development is located within the boundary of the Greater Shady Grove Transportation Management District (TMD). Therefore, the applicant is required to enter into a Traffic Mitigation Agreement (TMAg) to participate in the Greater Shady Grove Transportation Management Organization (TMO). The TMD's trip mitigation goal is to achieve and maintain the commuting mode share goals of the Greater Shady Grove TMD. of 25 percent non-auto-drivers for the residents and 12 percent non-auto-drivers for workers in the peak hours.

Table 1: Preliminary Plan Data Table and Checklist

Plan Name: Casey Parcels 6 and 7				
Plan Number: 120070320				
Zoning: I-3				
# of Lots: 196 multi-family; 144 townhouse; 329,300 s.f. office				
# of Outlots: 0				
Dev. Type: Residential/Commercial				
PLAN DATA	Zoning Ordinance Development Standard	Proposed for Approval Preliminary Plan	Verified	Date
Minimum Lot Area	Determined at site plan	736 sf		9/28/07
Lot Width	Determined at site plan	16 ft		9/28/07
Lot Frontage	Determined at site plan	16 ft		9/28/07
Setbacks	Determined at site plan	4 ft min.		9/28/07
	Front			
	Side			
	Rear			
Height	Set by Sector Plan	4 to 5 stories		9/28/07
Max Resid'l d.u./ Commercial per Zoning	Set by Sector Plan	340du's/0.6far		
MPDUs	Yes	12.5% (43)		
TDRs	Yes			
Site Plan Req'd?	Yes			
FINDINGS				
SUBDIVISION				
Lot frontage on Public Street		Yes*		
Road dedication and frontage improvements		Yes	Agency letter	9/14/07
Environmental Guidelines		Yes	Staff memo	6/15/07
Forest Conservation		Yes	Staff memo	6/15/07
Master Plan Compliance		Yes	Staff memo	9/19/07
ADEQUATE PUBLIC FACILITIES				
Stormwater Management		Yes	Agency letter	9/19/07
WSSC		Yes	RW	9/28/07
10-yr Water and Sewer Plan Compliance		Yes	RW	9/28/07
Well and Septic		N/a		
Local Area Traffic Review		Yes	Staff memo	9/28/07
Fire and Rescue		Yes	Agency letter	7/2/07

* To be determined at Site Plan

¹ Setbacks and maximum height will be determined by the required 59-D-3 site plan review.