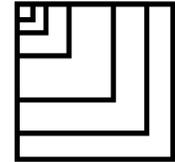


# CBM Consulting

Creative and custom design solutions +  
knowledgeable and experienced engineering



June 14, 2021

Planning and Zoning Commission  
Town of New Market, Maryland  
Atten: Pat Faux and Shawn Burnet  
P.O. Box 27  
New Market, MD 21774

**SUBJECT: 105 West Main Street and Lawson Property, Town of New Market**  
Preliminary Plat Approval  
CBM Project No. 0070-00-001 (the “Project”)

Dear Pat and Shawn

We are pleased to submit the enclosed revised application for the Preliminary Plat on behalf of Jabez Properties, LLC (the “Applicant”). The project is located in the New Market Planning Region in Frederick County, Maryland (the “County”) in the Town of New Market zoned Town Residential/Commercial Mixed Use District (TRC) Floating Zone.

The Preliminary Plat and all documentation, information and other evidence required under the LDO to satisfy the requirements for approvals by the Town Council and Planning Commission are submitted and include:

- Point by point response to staff comments and highlighted in yellow as part of this cover letter;
- Preliminary Plat sheet set including Site Layout, Grading Plan, Utility Plan, Preliminary Details sheet, Landscape and Lighting plan, NRI-FSD, and Preliminary Forest Conservation Plan.
- Forest Conservation field report;
- Traffic analysis;
- Supplementary Exhibits:
  - Illustrative exhibit;
  - Main street ESD/Screening Treatment Exhibit.

Per LDO 16.6.6.a Design Standards, the Planning Commission shall determine the bulk standards i.e., the building setbacks, lot sizes, impervious coverage, height, landscaping, buffer yard, lighting, development density, and road standards for each individual development in the TRC zone. The Planning Commission and Town Council approved the development density with the TRC zoning. The bulk standards were shown on the approved June 3, 2021 Master Plan and as listed on the Master Plan, sheet 1. These bulk standards are listed on the Layout Plan (sheet 2) within the Preliminary Plat set.

The applicant is proposing a modification to LDO section 9.10 Design standards for Parking. Specifically,

section 9.10.1 lists the parking area to be 180 square feet which equates to a 10' X 18' space, 9' X 20' space, or a 8' X 22.5 space. This application proposes a reduction of the overall square footage as listed in LDO Section 9.10.1 to allow for 9' X 18', 90 degree parking spaces (162 sf) and 8' X 22', parallel parking spaces (176 sf), which are standard industry parking widths and lengths.

The Applicant respectfully requests the Town Planning Commission's approvals for the application.

Sincerely,  
CBM Consulting, LLC

A handwritten signature in blue ink, appearing to read 'Donavon Corum', with a horizontal line extending to the right.

Donavon Corum, RLA, AICP, LEED AP

**STAFF MASTER PLAN RECOMMENDATIONS**

**1. General Comments**

1.1. A bar scale is provided on all sheets to ensure scale is maintained/clear when reproduced

- A scale bar has been added to each sheet

1.2. A spell check and revision is done on all sheets.

- Spell check has been completed on each sheet.

**2. Design Standards Variances**

2.1. Adjust the plan to meet LDO design standards except where variances are requested. Provide for Commission approval a detailed list of the design standards that represent a variance from LDO standards.

- For clarity, any variances or modifications requested to the LDO to be approved by the Planning Commission are now highlighted on the Layout Plan, sheet 2. Parking dimensions are 9 X 18 and 8 X 22.

Requested variances currently appear to include:

2.1.1 Private drive ROW width 20' and a pavement width 18'

The proposed road is an alley, per Article VI, section 3.2.17, alleys are 20' ROW, pavement width is 20', this is not a variance.

**ARTICLE VI. STANDARDS FOR SUBDIVISIONS AND USES REQUIRING SITE PLANS**  
**3.2.12 Right-of-Way (ROW); Pavement Width. Minimum widths for the right-of-way of streets, alleys and easements shall be as follows (extra widths may be required where necessary):**

	ROW (feet)	Pavement (feet)
Major Arterial Streets	100-500	Two 32' lanes separated by a 14' concrete island.
Minor Arterial Streets	80	40
Collector Streets	60	34* or 40**
Local Access Streets		
SF Detached & Two-Fam	50	32*
Townhouse	see 3.2.18	
Multi-family	see 3.2.18	
Commercial	50	40
Industrial	50	40
Service Roads	40	24
Cul-de-sacs	50 radius	40 radius
<b>Alleys</b>	<b>20</b>	<b>--</b>
Crosswalks	10 see 3.3.4	
Easements (utility)	6	

Easements (drainage)	20 min.	See 3.4.3
----------------------	---------	-----------

2.1.2 Commercial parking lot aisle spaces 18' wide

- Article V Development Standards, 9.0 Off-Street Parking And Loading, 9.10 Design Standards for Parking, 9.10.5 Interior drives: Interior drives shall be of adequate width to serve the particular design arrangement of parking spaces. We are proposing a standard 20' parking drive width with 90 degree parking spaces.

2.1.3 Compact commercial parking spaces of less than 180 sf, being 16'x 8/5" withcurb stop for overhang and 6' walks where abutting.

- The parking spaces are 9' by 18' with wheel stops, and are 162 sf. A variance requested: Article V Development Standards, 9.0 Off-Street Parking And Loading, 9.10 Design Standards for Parking, 9.10.1 Minimum area for 9' X 18' 90 Degree parking spaces.

2.1.4 Parallel parking space 8' wide by 21' long.

- The spaces are 8' by 22' which is a recognized standard sized space, at 176 square feet.
- Variance Requested: Article V Development Standards, 9.0 Off-Street Parking And Loading, 9.10 Design Standards for Parking, 9.10.1 Minimum area for 8' x 22' parallel parking spaces.

Per LDO 16.6.6.a Design Standards the Planning Commission shall determine the bulk standards building setbacks, lot sizes, impervious coverage, height, landscaping, buffer yard, lighting, development density, and road standards for each individual development in the TRC zone. The Planning Commission and Town Council approval the development density with the TRC zoning. The bulk standards were shown on the approved June 3, 2021 Master Plan and as listed on the Master Plan sheet 1. These bulk standards are listed on Layout Plan within the Preliminary Plat set.

**Building Setbacks, Bulk Standards, Lot Sizes to be approved:**

**Minimum Lot Area:**

Proposed: Residential: 1,000 SF  
Commercial: N/A

**Minimum Lot Width:**

Proposed: Residential: 20'  
Commercial: N/A

**Front Yard Depth:**

Proposed: Residential: 5' Front Yard Setback. Proposed Residential Lots are not adjacent to "R" zoned Property. They are located adjacent to institutional uses (New Market Elementary and Middle Schools).  
Commercial: 0'

**Side Yard:**

Proposed: Residential: Proposed 0/4' Side Yard and minimum 18' between buildings.  
Commercial: 5'

**Rear Yard:**

Proposed: Residential: 5'  
Commercial: 5'

**Height Restrictions:**

Proposed: No building shall exceed 35'.  
Building Height to be 35' measured from finished grade at building front to the midpoint of the eaves to roof.

**Parking** Residential: Parking Pads for garages to provide a minimum of 18' in length from Alley/Road to Garage Door.  
Commercial: 90° parking spaces to be 9' x 18' & parallel parking spaces to be 8' x 22'.

**For Architectural Projections See L.D.O. Article V 1.4 exceptions to yard requirements.**

### 3. Trash Collection/ Dumpsters

3.1. Identify locations for a dumpster on each commercial lot, locating them to provide separation from the residential units, screening enclosure and landscape buffering.

- Dumpster has been located behind the commercial building and is proposing a dual enclosed screened facility. The current dual dumpster location is in a central location for both non-residential uses. Photo example has been added to the details sheet. The size as shown on the sheet follows the County and City guidelines for dual dumpster facilities.

3.2. Pull the retail building on lot 1 forward closer to the street to accommodate a dumpster area behind.

- There are proposed ESD bio-retention facilities located along the western side and front/street side of the building to meet drainage area requirements. The dumpster location has been moved and is in a more central location for both non-residential uses.

3.3. Define the planned private trash collection plan for the residences in the Notes and locate a central residential dumpster if needed with a screening enclosure and landscape buffer.

- At this time, it is anticipated private trash collection will be arranged for both the residential and non-residential uses. It is anticipated residential trash pickup will be standard curb side once a week. Non-residential is anticipated to be a minimum of once a week pick up, however it will be monitored to determine if pickup needs to be increased.

### 4. Landscape and Buffer Plans

4.1 Provide screening/buffer yards for commercial parking lots facing the street using a combination of decorative fences and plantings. Coordinate with SWM elements and street trees.

- Discussions with the Planning Commission revealed fencing is not desired with this project. The applicant is proposing an evergreen plant screening solution along the bio-retention facility to filter views of the parking lot and lower segment of parked cars. This screening treatment will increase visual safety with the non-residential use compared to a 6' fence. Proposed street trees are shown along Main Street along with the existing trees on the property.

4.2. Add trees along the rear of longer town house row to soften the long view of garages and parking seen down the private drive from Main St.

- Please note with infill projects plantings are sometimes a challenge with proposed utilities. If there are no utility or other conflicts, additional landscaping may be placed near lot 1 to shield any views, detailed planting plans to be provided at Improvement Plan. Per the Landscape Plan, a row of native plantings of River Birch has been placed along the back of Lot 1, which will provide arching branches and green coverage to obscure some views of this sightline. Additionally, three Colorado Spruce have been placed to provide year-round (evergreen) interest and soften the views.

#### 4.3. Locate planned fencing for all residential units, screens and buffers

- As stated above Planning Commission has stated fencing is not desired. The townhouse design fronts the outer property lines and rear of townhouses are oriented towards the private central alley. There will be no fencing planned on site at this time for screening except for the dumpster enclosure. Materials for the dumpster enclosure proposed are on sheet 5, Details.

#### 4.4. Provide design plan for the central village green with at least 2,388 square feet of usable recreational area.

- A design plan for the recreational use area in the 'central village green' will be shown at time of Improvement Plan, and the area will be the required min. of 2,388 as noted on sheet 2 of the Preliminary Plan. At this time, the central village green will feature a grass lawn area for recreational use.

#### 4.5. Provide screening of the two alley ends and garage areas at the northern end of the site

- Evergreen trees are shown on the Landscape Plan.

#### 4.6. Provide street trees on Main St and the private drive in accordance LDO Article V Section 3.

- Trees are shown along Main Street along with the existing three trees. Additional plantings may be shown at Improvement Plan stage. The swm/esd planting design will be coordinated. The required linear foot (lf ) calculations are shown on the Landscape Plan. The linear footage requires 8 trees. There are four existing trees and 4 proposed new trees to occur per the Preliminary Plat.

## 5. Parking

### 5.1. Off-street Parking lot design

- Adjust design to meet LDO standards or defined proposed variances.
  - Per Section 9.4 Required Off-street Parking Spaces for uses classified as commercial, the number of spaces shown on the table shall be considered the maximum allowed for such uses. At this time, the occupancy of both uses is not known. Thus, the overall square footage is assumed in the parking calculations. The maximum number of spaces allowed on site is calculated as 56 parking spaces.
- Provide a stop sign at the exit to the parking lot and on the loop drive.
  - Added to the plan.

## 5.2. Off-street Parking Supply

- Provide either 100% of the required off street parking on site or a waiver rationale for Commission review per Article V Section 9.5 requesting a reduction of up to 25% for the commercial parking. With an approved waiver up 25% of required parking supply could be met with public on-street parking. Currently per the application's math 28 on-street spaces are required on Main Street. This represents 55% of the required parking.
  - 42 to 45 spaces are provided (25 parking lot spaces + 8 parallel spaces + 5 diagonal spaces + 4 – 7 on street parking spaces along street frontage). Only 9 additional spots along Main Street are assumed as needed to fulfill the maximum parking shown on the 'Shared Parking Table' for Weekends-Daytime of 51 spots. Final users will be determined at during the Site Plan and Improvement Plan stages. At the maximum the shared parking chart indicates the maximum needed off-site parking will be 9 spaces, where patrons will be utilizing on Main Street which occurs away from the site.
- Add a Note that final commercial parking requirements will be reviewed by the Planning Commission at the time of site plan review and Use permit s for commercial site plans. (staff notes that the final use and size of the commercial building on lot 1 will impact the amount of Parking required per the LDO)
  - Note added to sheet 2, Layout Plan. Lot 1 is included in the overall parking space requirements.
- Consider providing a shared parking calculation to per Article V Section 9.6 to define the peak commercial parking demand on the property.
  - Noted. 'Shared Parking Table' added to sheet 2, Layout Plan.
- Consider adding notes & signage stating that commercial parking is permitted in the 8 parallel parking spaces on site, these spaces are excess to residential parking requirements.
  - Noted. Signage and signage locations will be finalized at Improvement Plan stage with striping and signage plan sheet.

## 5.3. On -street parking supply along Main Street

- Provide a plan locating the existing and planned on-street spaces along Main St. that could be utilized to meet the requested on-street supply . Provide a proposed pavement marking plan for all such identified parking spaces that ensure adequate sight distances for all curb cuts assuming a 25 MPH speed on Main Street. The identified supply should not extend into the Historic District.
  - 42 – 45 spaces are provided (25 parking lot spaces + 8 parallel spaces + 5 diagonal spaces + 4 – 7 on street parking spaces along street frontage). Only 9 additional spots along Main Street are assumed to fulfill the maximum parking shown on the 'Shared Parking Table' for Weekends-Daytime of 51 spots. Final users will be determined at Site Plan and stage.
  - Striping for parallel spaces is already provided on main street.

- Alter the proposed on-street parking proposed on the site frontage to show 3 spaces to east of entrance and 1 space to the west of the site entrance to ensure sight distance at entrance.
  - Noted. Currently two parking spaces are shown west of the access point and five parking spaces are shown east of the access point. These parallel parking spaces are designed to meet SHA standard design standards. We have noted on the preliminary plat set a range of parallel parking spaces between 4 – 7 in these areas. The final location and restriping plan will be provided at time of improvement plan.

## 6. Loading/pick-up Areas

6.1. Designate the 2 parallel parking spaces on the main drive as a shared loading zone area for the two commercial uses.

- Noted. The spots along lot 2 have been converted to 60 degree angled parking and loading signage with times for off-hours loading will be provided at Site Plan and Improvement Plan stages.

## 7. Architectural Design Standards - Comparable photographic residential elevations have been provided on sheet 3 of the Master Plan.

7.1. Provide representative building elevations, prototypical details for all fencing and dumpster enclosures materials palette for residential units at time of PP. Add note to the PP that ARC approval will be obtained prior to Final Plat.

- No fencing is proposed. A 'dumpster enclosures materials palette' is included on the PP on sheet 5, Details Sheet. Notation 21 has been added to sheet 2 for architectural review.

7.2. Provide a Note on the PP stating that architectural standards will be approved by the ARC prior to Site Plan approval by the Planning Commission. The Applicant may state the site will be subject HDC design standards for Commercial structures in lieu of preparing site specific standards.

- Notation has been added.

## 8. Outdoor Lighting

8.1. Provide a lighting plan per LDO Article V Section 8 for the shared walkways, common areas and parking areas etc. Hardwired porch and garage lights with light sensors are acceptable in residential areas etc.

- A lighting plan has been provided and is now shown on sheet 6, Landscape and Lighting Plan. A final lighting plan will be provided with the Improvement Plan

8.2. Provide a final lighting plan for the commercial lots at the time of site plan approval.

- Noted.

## 9. Shared Private Drive

9.1. Add a decorative pedestrian cross walk and stop sign and bar on the site entrance/exit drive.

- A standard crosswalk, stop bar, and stop sign has been added.

9.2. Consider a speed bump and a cross walk at the point where patrons will cross the drive to reach the commercial use on lot 1.

- No speed bump is planned for the project. Pedestrian signage and general signage locations will be refined at Site Plan and Improvement plan stages. Standard crosswalk has been added.

## 10. Public Improvements

10.1. Provide a note on the PP committing to provide the illustrated walks on school property.

- Walks shown on the Preliminary Plan are proposed to be built as part of the project.

10.2. See above and provide pavement markings for on-street parking on both sides of Main Street to ensure safe distances for driveway entrances.

- Project frontage markings will be adjusted with the associated two entrance removals and new proposed access drive.

## 11. Storm water management plans

11.1.1. Update plans to reflect revised designs and the latest County Comments.

Plan Currently shows the SWM Development Plan facilities.

11.1.2. Ensure the SWM facilities are designed and located to prevent conflicts with required street trees, buffers and landscape plantings.

The ESD facilities will be incorporated in with the proposed site landscape. Final design will be shown with Improvement Plan. See illustrative exhibit as part of this submission.

11.1.3. Ensure that SWM facilities are located on HOA common areas not public ROW.

ESD facilities are located on site and will be maintained by HOA.

## 12. Traffic Impact Assessment received March 12, 2021

12.1. Exhibit I: Traffic Exhibits/Assessment corrections needed

- Needs justification for 2023 build out year

Buildout is assumed to be three (3) years. An additional one (1) to three (3) years will only add negligible additional through traffic on Main Street and would not impact the findings of the assessment.

- Needs to recognize Main Street posted speed limit is 25 mph.  
As noted on page 4 of the assessment and posted speed limit for west bound traffic in front of the site speed limit is posted 30 MPH at time of preparation of the document. With the MPH speed limit posting being updated from visual inspection it is anticipated findings of the report would not be impacted.
- Needs to clarify how location of access point and proposed four parking spaces along Main Street minimizes impact to traffic operations during school drop-off and pick-up times.  
Under existing conditions, there is a site driveway approximately 50 feet west of the western school driveway and an additional driveway approximately 40 feet west of the center school driveway. The proposed plan removes the two existing access points and consolidates them into a single access point near the middle of the site, further away from the school driveways and reduce conflicts when compared to existing conditions.
- Needs to clarify traffic operation for Middle School.  
Data was provided by Frederick County Public Schools on November 11, 2020 and incorporated into the analysis. Middle school drop off is between 7:30 – 8am and pick-up is between 2:45 – 3:15pm with 19 buses for both middle and elementary schools. One-way system is used with entrance with eastern access point and exit at western access point.
- Needs to clarify when/how congestion occurs at west Middle School driveway.  
See above.
- Needs to identify source of 2020 traffic volumes and background traffic growth on Main Street as reflected on Figure 3.  
See report attachment.
- Page 4 third bullet under Elementary School, should it state".. and exit via the west school driveway..."  
This is a typo.
- Provide field sheets from traffic counts referenced in the Appendix.  
All available data is in report attachment.

**PRELIMINARY STAFF REVIEW AND RECOMMENDATIONS PRELIMINARY  
PLAN OF SUBDIVISION AND PRELIMINARY FOREST CONSERVATION PLAN  
(EXHIBIT C)**

**General Comments**

- Address conditions of approval for the Master Plan
- Add a bar scale to all sheets to ensure scale is maintained/clear when reproduced
  - Added
  
- Please do a full spell check on all sheets
  - Completed

**SHEET 1**

1. Complete Fire and Rescue Note 3.
  - Completed

**SHEET 2**

1. General Development Notation 5: Change "trail park" to "trailer park".
  - Updated
  
2. General Development Notation 9: Change Parking Pads Commercial par. Parking spaces from "7'x 22'" to "8'x 22'" to match plan.
  - Updated
  
3. General Development Notation 16: Change "Plots" to "Plats" .
  - Updated
  
4. General Development Notation 19: Change "Dwelings" to "Dwellings" in table.
  - Updated
  
5. Additional dimension needed for:
  - Distance from Main St Curb to parking lot entrance -for queuing
    - Added, however queuing cars can turn into the parking lot drive aisle with right turn.
  
  - Sidewalk widths
    - Added
  
  - ADA NO PARKING aisle width
    - Added
  
6. Place an obstacle (bollards, object markers, etc.) at eastern limit of parking lot.
  - This area will be striped as no parking with ESD plantings.
  
7. Place an obstacle (bollards, object markers, etc.) at end of common drive near Lot 19 and Lot 10.

- Plant material as at end of alley.
8. Label entrance width to parking lot.  
Labeled and is 22'
  9. Add crosswalk for access to Lot 1 from parking lot.  
Standard crosswalk has been added at access point into the site.
  10. Suggest adding traffic calming device (speed hump or speed table) near crosswalk.  
Stop sign for vehicles exiting the site, stop bar, and standard cross walk is shown on the plan.
  11. Provide breakdown chart of each of the parcels that are part of the 0.5711 acres of Area in Open Space/SWM to ensure at least 10% of the total site area is utilized for outdoor recreational space (identify location).
    - a. Table added
  12. SUVs and trucks can exceed 18' in length, will these vehicles be allowed to park in an 18' driveway?
    - a. Large vehicles can extend into the street and impact traffic circulation. This scenario should be prohibited.
    - b. Suggest adding future note to HOA agreement that overall vehicle length shall not exceed driveway length.  
Currently no exclusions are proposed with the HOA documents

#### SHEET 5

1. Revise concrete sidewalk detail to reflect 5' MIN width, 2.08% MAX slope, and  
Detail updated.
2. Both Common Drive details dimension 20' ROW and 18' Roadway, this does not match the 20' Roadway dimension on Sheet 2.  
Detail updated.
3. Left-most Common Drive detail shows a reverse crown roadway section with runoff concentrating in the center of the roadway
  - i. This runoff concentration is not ideal.
  - ii. Clarify where this section will be used.
  - iii. It appears this section should be modified to represent parallel parking adjacent to the Common Drive.
  - iv. If runoff will be concentrated between the parallel parking bump-outs and the Common Drive, suggest using a concrete valley gutter or valley curb.  
Detail updated.

4. Identify on-street parking west of proposed entrance to confirm no obstructions to sight distance.  
**Parking is noted on the layout sheet. Sight distance information is provided on sheet 5.**
5. Identify sight distance from a point 14.5 feet from edge of through lane since that is where driver will be when deciding on adequacy of gap in traffic.  
**Sight distance is located at stop bar as shown on the updated exhibit on sheet 5.**
6. Consider following design standards for on street parking off-sets used adjacent to town alley entrances  
**Demolition plan and stripping plan will show the white line being adjusted with removal of two access points and one entrance point at improvement plan stage.**

#### **SHEET 6**

1. If ESD facilities will be using perforated underdrain pipe, ensure trees and shrubs are planted at least 25-feet away from a perforated pipe.  
**Trees will be planted closer than 25' with the infill project.**
2. Trees, shrubs and/or any type of woody vegetation are not allowed on the embankment of a SWM/ESD facility. Coordinate with street trees and buffer plantings  
**No trees are currently being proposed on the micro-bioretenion facilities. Detailed planting plan will be provided with improvement plan submission.**
3. Herbaceous embankment plantings should be limited to 10-inches in height.  
**Noted and will consider during improvement plan stage.**
4. Plant Schedule
  - a. Staff counted 9 Heritage River Birch on plan, not 8
  - b. Staff counted 4 Willow Oak on plan, not 5**Updated.**
5. Planting Cost Estimate Chart
  - a. Number of units shows a total of 35, but there are 38 trees shown on the plan/plant schedule  
**Updated.**
6. Add street trees are needed along Main Street  
**Street trees are proposed and shown on the preliminary plan for Main Street, see Landscape**

Sheet.

## SHEET 7 FOREST Delineation Plan

### 5. Specimen Tree Table

a. Need heading/title for table

- Added

b. ST#3 row is incomplete

- Fixed.

c. Why would ST#3 be removed if it's in good condition?

- The tree is in poor health and dying.

d. "Suger" should be revised to "Sugar" for both ST#1 and ST#3

- Miss labeled is updated to Norway Maple

### 6. Forest Stand Narrative

a. First paragraph "consist" should be "consists" in sentences one and two.

- Updated

b. Remove reference to Old National Pike and MD 144.

- Removed

c. Comma needed before "which" in sentence two.

- Added

d. Third paragraph states a 38" Maple species, 36" Mulberry tree, and a 30" Maple species. The Specimen Tree Table and this paragraph need to have the same species. Revise as necessary.

- Updated

e. Add ST#, ST#2, and ST#3 to paragraph with corresponding species.

- Updated

### 7. Legend

a. Existing Street Tree Planting symbols do not match what is on the plan sheet. Revise symbol box.

- Revised

b. Add ST# to legend to denote Specimen Trees

- Added

## 8. General

- Were any DNR, USFWS, or MHT reviews conducted?
  - Yes, DNR, USFWS and MHT letters were sent. No responses have been received. (see above)
- Need to provide data table for surveyed existing Street Trees (species, size, quantity, etc.)
  - Specimen trees are included in tabled. All other existing trees are shown and labeled on the plan.
- Need copy of Forest Stand Delineation Report with data sheets showing surveyed trees.
  - Report included with resubmission.
- Given current use of parcel, note considerations made to investigating the presence of hazardous material.
  - No Phase 1 has been prepared.
- Check consistency of datums referenced in General Notes as compared to other plan sheets.
  - Datum updated for consistency.

## SHEET 8

### 1. Specimen Tree Table

- Need heading/title for table
  - Title Added
- ST#3 row is incomplete
  - Updated
- Why would ST#3 be removed if it's in good condition?
  - The tree is dying and current owner is utilizing tree as part of lawn tracker storage.
- "sugar" should be revised to "Sugar" for both ST#1 and ST#3
  - Norway Maple label has been updated.

### 2. Forest Tracking Data

- No. 4 Net Tract Area does not match forest conservation worksheet. Make sure Net Tract area is accurate in all locations on the plan sheet.

i. Notation updated

No. 7 Retained Forest (D) says 3 specimen tree (should say "trees" to be removed due to poor health or dead

• Notation updated

f. No. 8 Plant ed Forest (A) says 0.42 acres of Street Trees. Provide number of Street Trees as well.

• Notation updated

9. Forest Tracking Data

a. No. 2- MRS needs to be spelled out, first.

• Zoning has been updated with rezoning approval of the TRC zone.

10. Vicinity & Soils Map

a. Remove extra "1-70" symbol from the right of the map box.

• Removed

11. Legend

a. "Proposed Tree Symbol and Labels" should be revised to "Proposed Street Tree Planting "

• Revised

b. Need to add Existing Street Tree symbol

• Updated

c. Add ST# to legend to denote Specimen Trees

• Updated

d. "Street Tree Planting" symbol not used on site

• Proposed Street Tree Planting symbols are shown on the sheet and in the legend.

12. General

a. Need to provide explanation for the removal of specimen trees and why new street tree plantings are being proposed (afforestation requirement).

• All three specimen trees are in very poor health and dying between 50% to 75% of the trees dead with updated review.

b. Need to provide data table for proposed Street Trees, which includes species, quantity, size, symbol (different for each species), credit (if being used to fulfill aplanting requirement), and spacing.

• See Landscape Plan sheet #6. Notation added in Tracking Data note #8.

- c. Need to provide data table for surveyed existing Street Trees (species, size, quantity, etc.)
  - Existing street trees are shown and labeled on the plan. Specimen trees table is on the plan
- d. See Section 6.2 Preliminary Forest Conservation Plan of the Town's FCO
  - Need to provide proposed construction timetable showing sequence of forest conservation procedures
  - No forest exists on site and no reforestation is proposed on the site. Street Trees are proposed to satisfy planting requirements. Sequence of construction will be added to the final forest conservation plan and improvement plan.
  - Need to show stockpile areas on plan sheet
  - Stockpile areas have not been determined at this time. Stockpiles will be determined with the improvement plan and final forest conservation plan sets.
  - Need 2-year maintenance agreement that shows how areas designated for afforestation will be maintained to ensure protection and establishment
  - No afforestation areas are being proposed. Only street trees. Landscape bond, etc. will be provided with final permits.