

**Clarksburg Limited Master Plan for the Ten Mile Creek Watershed - Worksession
No. 3**

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Completed: 10/17/2013

Description

The County Council directed the Planning Board to prepare an amendment to the 1994 Clarksburg Master Plan by October 2013. The Planning Board held the public hearing for the Ten Mile Creek Area Limited Amendment to the Clarksburg Master Plan and Hyattstown Special Study Area on September 10 and September 12. The Planning Board held the first worksession on September 26, and the second worksession on October 10.

Staff Recommendation

Discuss and provide guidance to staff with respect to remaining issues raised by testimony and questions from the Board, and approve transmittal of the Planning Board Draft to the Executive and Council. Board members should bring their copies of the Public Hearing Draft Limited Amendment to the worksession.

Summary

The final worksession on the Limited Amendment will concentrate on outstanding issues, including TDRs west of I-270. The accompanying issues matrix, which summarizes oral and written testimony and offers planning staff's response to issues raised in testimony, has been revised to reflect decisions made by the Planning Board, as well as additional information.

The worksessions have been organized as follows:

September 26, 2013	Worksession 1: Water Quality, Analytical Work and the Rationale for Protection, Land use options raised in testimony
October 10, 2013	Worksession 2: Transportation, Land Use and Zoning (Options, East of I-270, including Historic District, and West of I-270), Parks, Implementation
October 24, 2013	Approval to transmit Planning Board Draft

Staff has prepared a red-lined version of the Limited Amendment to enable the Planning Board and others to see how worksession decisions have been translated into amendment text. There is new language clarifying the desired type of retail uses in the Town Center portion of the watershed, and recommendations for the block of MD 355 that includes the already approved, but yet to be constructed fire station.

The red-lined version includes a new Implementation Chapter, which describes a number of steps for putting the amendment's recommendations into place. The chapter proposes creation of an overlay zone, similar to those used in the Upper Paint Branch and Upper Rock Creek watersheds, to impose imperviousness limits on new development in the Ten Mile Creek watershed. It also proposes cooperative facility planning for delivering sewer service to the Historic District and for the MD 355 Bypass, including evaluation of rights-of-way, roadway sections and transit stop locations. The chapter also outlines steps to designate a new neighborhood park and proposes innovative uses for forest banks, both for areas west of I-270. Several of the graphics have been replaced with corrected versions to include some existing parkland that was inadvertently left off the base map, labeling to link the transportation map to the roadway table and to reflect other changes made by the Board.

This memorandum also includes additional information sought by the Board at the October 10 worksession. The summary table comparing imperviousness levels under various development scenarios, including a "no build" option, and Public Hearing Draft Limited Amendment proposals, has been updated to reflect revisions to land use and zoning recommendations made by the Planning Board.

TDR Receiving Area

This Amendment proposes the Rural Neighborhood Cluster Zone with Transferable Development Rights (RNC/TDR) for the Pulte-King properties. The recommendation furthers two important objectives of the 1994 Plan: it provides a housing resource for Clarksburg that creates a transition from the more developed Town Center west to the Agricultural Reserve in the Ten Mile Creek watershed; it also contributes to the preservation of farmland by creating a receiving area for TDRs sent from the Reserve. Reducing the residential density somewhat does not diminish the importance of these objectives or the Amendment's ability to fulfill them.

Like other TDR zones, the proposed RNC/TDR Zone requires purchase of TDRs to achieve recommended densities, and bases the purchase requirement on the difference between development in the standard method and the optional method for TDR development. At greater densities in the RNC Zone, this requirement can mean that developers must purchase TDRs to achieve substantial majorities of recommended densities.

The method for calculating TDRs in the RNC Zone is the same as it is for other residential zones with a TDR development option. Comparing TDR yields at maximum allowable densities shows that the RNC requirement is consistent with requirements in other zones. For example, the maximum TDR density in the RE2 Zone is four units to the acre, which means that, at the maximum, 77 percent of the density would come from purchased TDRs. Parts of Olney have developed at this density. The R-90 and R-60 zones also have maximum TDR densities that require significant provision of TDRs when master plans

recommend maximum densities, but these maximum densities do not appear to be in place anywhere in the county.

Since the RNC/TDR requirements are generally consistent with those for other zones, no adjustments to those requirements are necessary. Because the RNC/TDR Zone contributes to the fulfilling of important master plan objectives, staff continues to recommend their use on the Pulte-King properties.

Imperviousness Analysis

The following chart summarizes the assumptions and results of the imperviousness analysis and includes the 1994 Master Plan.

Options Summary

	No Build	PH Draft	Alternative 2	1994 Plan
Egan	Park (0%)	R200 (25%)	R200 (25%)	PD4 (28%)
Miles/Coppola	Park (0%)	CR (25%)	CR (25%)	MXPD (26%)
Fire Station	Build	Build	Build	Build
Historic Dist.	Build	Build	Build	Build
Bypass	No	Build	Build	Build
Clarkwood	No Dev	No Dev	No Dev	RE1/TDR (12.5%)
Public Sewer HD	County	Developer	Developer	Developer
County Depot	5%	8%	RNC	RE1/TDR & I3
County Detention	4.5%	4.5%	4.5%	15%
Pulte	RDT	RNC (8% cap)	RNC (10% cap)	RE1/TDR (12.5%)
Impervious in LSTM110 , 111	1.6%, 1.2%	8.4%, 11.1%	10.1, 13.8%	12.5%
Overall Imp.	4+%	7.6%	8.0%	9.8%



Attachments

1. Red-Lined copy of Public Hearing Draft Plan
2. Revised Summary of Testimony with Staff Responses and Board actions to date
3. Revised Appendix 2 Description of Modeling Scenarios and Assumptions
4. Revised Memo from Transportation Consultant to include Highway Capacity Manual analysis
5. Consultant responses to technical issues raised in the testimony about the analysis conducted