



MONTGOMERY COUNTY DEPARTMENT OF PARK & PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

MEMORANDUM

DATE: August 29, 2001
TO: Montgomery County Planning Board
VIA: Joe. R. Davis, Chief *JRD*
Development Review Division
FROM: Wynn E. Witthans, RLA, AICP *WW*
Planning Department Staff
(301) 495-4584



REVIEW TYPE: Project Plan Review
APPLYING FOR: Approval of 159. d. u.'s incl. MPDU's on 35.4 acres
PROJECT NAME: Clarksburg Ridge
CASE #: 9-01005
REVIEW BASIS: Sec. 59-D-2, M. C. Zoning Ordinance
ZONE: RMX-2 (33.5 acres) and R-200 (1.9 acres)
LOCATION: West side of Clarksburg Road, 1,000 feet north of MD Route 355
MASTER PLAN: Clarksburg and Vicinity
APPLICANT: Developer: Natelli Communities Limited Partnership / Parkwood Homes –
Dave Dombert
FILING DATE: May 29, 2001
HEARING DATE: September 13, 2001

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SUMMARY

Clarksburg Ridge (the "Project"), is an optional method development proposal for parcels 584, 605, 550, 800 and 644 found on tax map EW, located in the 2nd Election District (Clarksburg) totaling 35.4 acres and zoned RMX-2 (the "Property"). It is submitted by Natelli Communities, Parkwood Homes, Ltd., and Main Street Homes (the "Applicant"). The property is located on the north side of Clarksburg Road in the Town Center District of the Clarksburg Master Plan. This application is submitted in accordance with the project plan requirements for the optional method of development set forth in Division 59-D-2 of the Montgomery County Zoning Ordinance.

The Project proposes a mixed-use residential development on the Subject Property of 159 total dwelling units, 104 single family detached units and 55 single family attached units, 12.5% of the units are moderately priced dwelling units ("MPDUs"). No nonresidential uses are proposed.

The plan is being filed concurrently with the proposed preliminary plan #1-01078, preliminary forest conservation plan, preliminary water quality plan and stormwater management concept plan. The natural resource inventory/forest stand delineation for the property has been approved.

Amenities and facilities proposed include:

On-site Amenities

- "Main Street" Streetscape (Street "A") to include corner buildings with wrap around porches;
- Shade Trees at approximately 35 feet on center within the right-of-way for entire project with Applicant to provide maintenance of streetscape elements from curb to right-of-way edge;
- Garages recessed behind the front face of units, flush with front wall or treated with appropriate detailing to reduce the appearance of garage from street.
- "Village Green" to include sidewalks with special pavers, sidewalks, seating areas, open air community structure, detailed planting;
- "Overlook Mews" to include seating, stonewalls, on-axis orientation with "Main Street" and sidewalks with specialty pavers;
- Sidewalks within the "Village Green" and the "Overlook Mews" shall be constructed of decorative unit-paving material;
- Clarksburg Road frontage to include a portion of a stonewall integrated with detailed planting;
- Enhanced Landscaping for Storm Water Management Pond;
- Site Plan to include stone sitting walls around the "Hilltop Village Green", two open space play areas, Clarksburg Road frontage and "Overlook Area" to be constructed of either a masonry brick or cultured stone wall or similar high quality finish.

Off Site Amenities

- Historic District Markers or Signs for MD Route 355 and Clarksburg Road Historic District entry sites;

- Sidewalks and Street Trees on Clarksburg Road at approximately 35 feet on center.

Issues addressed during project plan review include development of the amenity package, resolution of the site's relationship to the adjacent Historic District; discussion of the provision of a pedestrian access to MD Route 355 from the "Village Green" on site; and lighting standards proposed for the streets. Where we were unable to resolve the issues at this time we have created a condition that will provide for further review at the time of site plan.

Citizens of the area and members of the Clarksburg Civic Association have not responded to the case partially due to the summer holiday schedule. Although the citizens' letters may not be part of this package, they do intend to review and respond to the project prior to the Planning Board hearing on September 13, 2001.

STAFF RECOMMENDATION

The staff recommends approval of Project Plan # 9-01005, which proposes 159 units and 12.5% MPDU's on 35.4 acres with the following conditions:

1. Light Standards

The Applicant commits to participate in a process with representatives from county agencies and private developers to review current light standards and propose and develop new standards (fixtures) within the Clarksburg area.

2. Pedestrian Access

In the course of Site Plan Review, the applicant and staff shall develop a plan to provide a walk from the project's Village Green and western boundary through the historic district to MD Route 355.

3. Maintenance Organization

The Homeowners Association shall be set up to maintain the street trees within the public right of way so to allow for tighter street tree spacing (approximately 35 feet on center). This maintenance shall also extend to special paving for the sidewalks.

4. Transportation

- A. Limit the preliminary plan to the following uses and density:
- 159 residential dwelling units
- B. Satisfy the APF test by paying the Development Approval Payment (DAP) under the Alternative Review Procedure for Limited Residential Development provision of the FY 01 Annual Growth Policy for the proposed residential development. The APF test includes:
1. Policy Area Review: Site-generated traffic has to be mitigated within the Clarksburg Policy Area, which is in a moratorium. There is no capacity available for employment and residential development as of July 31, 2001 in the Clarksburg Policy Area. The applicant is satisfying policy area review by paying the DAP under the *FY 01 Annual Growth Policy* staging ceiling capacity.
 2. Local Area Transportation Review: A traffic study (to analyze the traffic impact at nearby intersections) is required since the proposed land use generates more than 50 total peak-hour trips during the weekday morning peak period (7:00 to 9:00 a.m.) and the evening peak period (4:00 to 6:00 p.m.).
- C. Coordinate A-305 alignment with the adjoining subdivision, Catawba Manor, to develop the final alignment acceptable to both subdivisions. Final alignment of A-305 through the subject site should be determined at the site plan with right-of-way dedication at the time of record plat.
- D. Reconstruct the northern half of Clarksburg Road along the property frontage in accordance with the description as provided in this memorandum for site access.

5. Amenities

The applicant shall provide the following amenities with the Site Plan:

On-site Amenities

- "Main Street" Streetscape (Street "A") to include corner buildings with wrap around porches;
- Shade Trees at approximately 35 feet on center within the right-of-way for entire project with Applicant to provide maintenance of streetscape elements from curb to right-of-way edge;
- Garages which face the street, shall recessed behind the front face of units, flush with the front wall and/or treated with appropriate architectural detailing to reduce the appearance of garage from street.

- “Village Green” to include sidewalks with special pavers, sidewalks, seating areas, open air community structure, detailed planting;
- “Overlook Mews” to include seating, stonewalls, on-axis orientation with “Main Street” and sidewalks with specialty pavers;
- Sidewalks within the “Village Green” and the “Overlook Mews” shall be constructed of decorative unit-paving material;
- Clarksburg Road frontage to include a portion of a stonewall integrated with detailed planting;
- Enhanced Landscaping for Storm Water Management Pond;
- Site Plan to include stone sitting walls around the “Hilltop Village Green”, two open space play areas, Clarksburg Road frontage and “Overlook Area” to be constructed of either a masonry brick or cultured stone wall or similar high quality finish.

Off Site Amenities

- Historic District Markers or Signs for MD Route 355 and Clarksburg Road Historic District entry sites
- Sidewalks and Street Trees on Clarksburg Road at approximately 35 feet on center.

6. Waiver Requests

These requests are consistent with modifications and waviers that have been granted elsewhere in the Town Center District in Clarksburg and staff recommends the Plannings Board’s approval of these waivers with this project plan and subsequent approvals for this site:

- Special Protection Area – Request for Waiver to Open Section Roads. Due to the more narrow lot widths associated with this plan, the applicant requests a waiver to the open section road requirement of Chapter 19 for those lots that fall within the Little Seneca Special Protection Area.
- Chapter 50 - Subdivision Ordinance – Lot Design, Section 50-29(a)(2), Clarification that certain lots will be permitted to be platted without public road frontage.
- Chapter 50 - Subdivision Ordinance – Intersections, Section 50-26-(e)(3). The application proposes on-lot sight triangles to allow for a more compact and compatible lot arrangement.
- Street B South and Street D – The applicant requests that a reduced width right-of-way be allowed on this tertiary road with pavement at 20’ wide for one-way movement around the green. Sidewalks will be provided on both sides of street.

PROJECT DESCRIPTION: **Surrounding Area**

Clarksburg Ridge (the "Project") is located within the Clarksburg Planning Area (P.A. 13) in Montgomery County, Maryland. It is within the Town Center District of the Clarksburg Master Plan and Hyattstown Special Study Area (the "Master Plan"), which was approved and adopted in June 1994. The Town Center District is a 635 acre area which includes the Clarksburg Historic District at the intersection of Frederick Road (Md. Rte. 355, A-251) and Clarksburg Road (Md. Rte. 121, A-27) as a focal point. The Town Center is planned to include up to 2,600 dwelling units and up to 770,000 square feet of employment and retail uses

The surrounding area includes several amenities, parks, and unique features. Little Bennett Regional Park is located to the north (less than ¼ mile), offering camping, hiking, golf and other outdoor activities. The Kings Local Park is located immediately confronting the site on the south side of Clarksburg Road. Both the planned Ten Mile Creek Greenway and the Little Seneca Greenway are within walking distance (less than ¼ mile) of the Project. These greenways with their bikeways and pedestrian paths will ultimately link the two Clarksburg regional parks: Little Bennett and Black Hills with the Ovid Hazen Wells Recreation Park and the Clarksburg Town Center.

The proposed Clarksburg Town Center is located immediately to the southeast, opposite the Project along Clarksburg Road. This portion of the Town Center, in addition to the Kings Local Park, will ultimately have neighborhood shopping and employment opportunities, a senior center, the regional library, and one of the six planned Clarksburg elementary schools as well as the local post office. The site is also planned for a mix of residential unit types, primarily town homes and multifamily.

The Project is bounded on the southwest by several properties located within the Clarksburg Historic District, including two parcels controlled by the applicant. The historic district reflects the community's origins as a center of transport, trade and industry for the northern portion of Montgomery County. It is an intact example of one of the County's earliest towns. The Clarksburg School (site 13/10-1) is located within the historic district and is also on the National Register of Historic Places.

The site has access and proposed access to both future transit and existing highways. The Town Center transit stop is located approximately 1000 feet to the south at the intersection of relocated Maryland Route 355 (A-251) and Redgrave Place (P-5). The project is approximately ½ mile north of the existing Clarksburg interchange on Interstate 270.

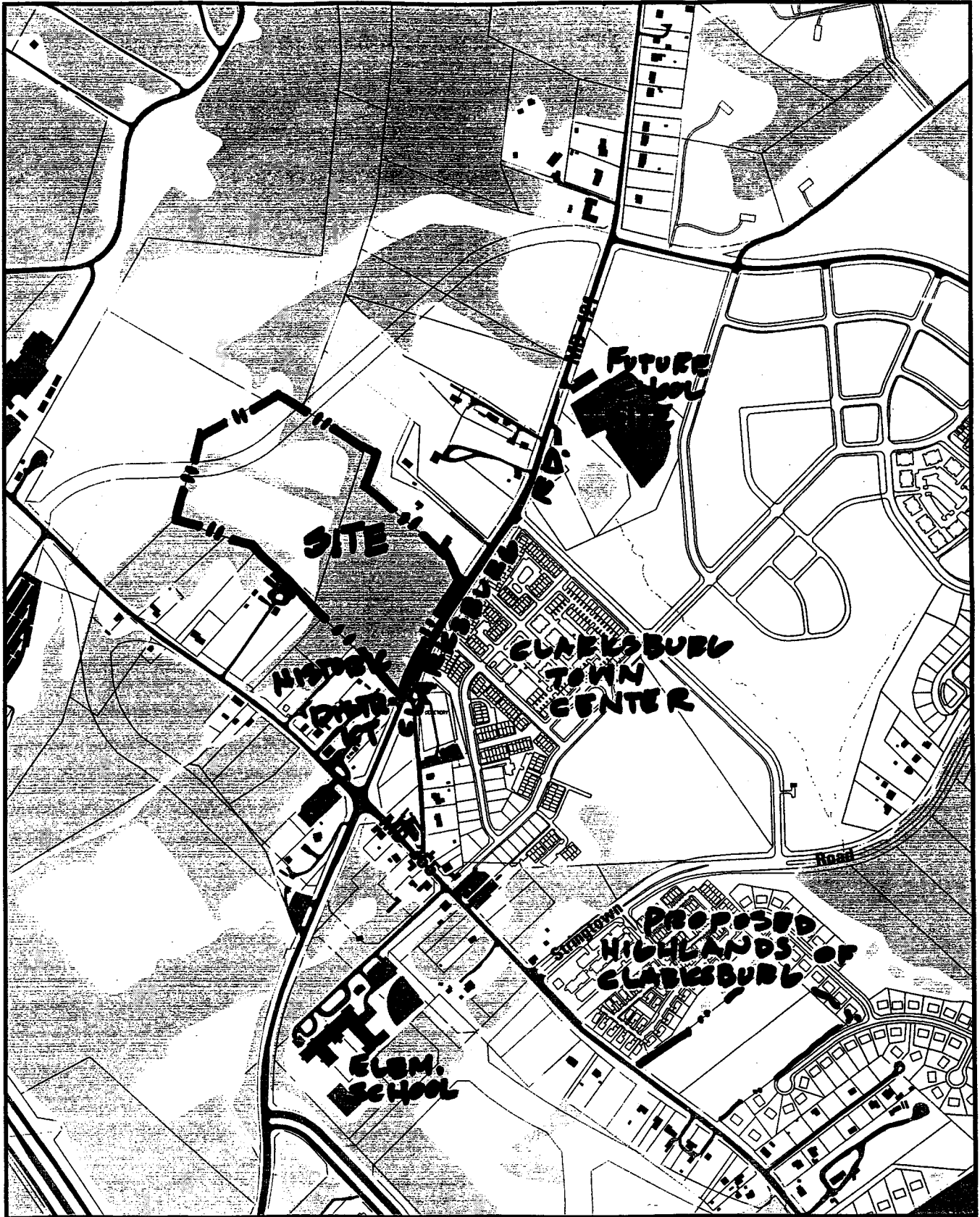
SHA is currently studying widening alternatives for Interstate 270, which includes upgrades to this interchange. The Clarksburg Master Plan proposes a realignment and connection of this interchange with Stringtown Road (A-280), which will greatly reduce through traffic on the subject frontage. Stringtown Road is in the facilities planning stage at DPWT.

Clarksburg Road is planned as a two-lane arterial. Mid-county Highway (A-305), is also a two lane arterial, and is planned to cross the northern portion of this site. A class I bikeway is planned along both Clarksburg Road (B-19) and Mid-county Highway (B-2). A third bikeway, with a class III designation is planned along Old Frederick Road (B-5).

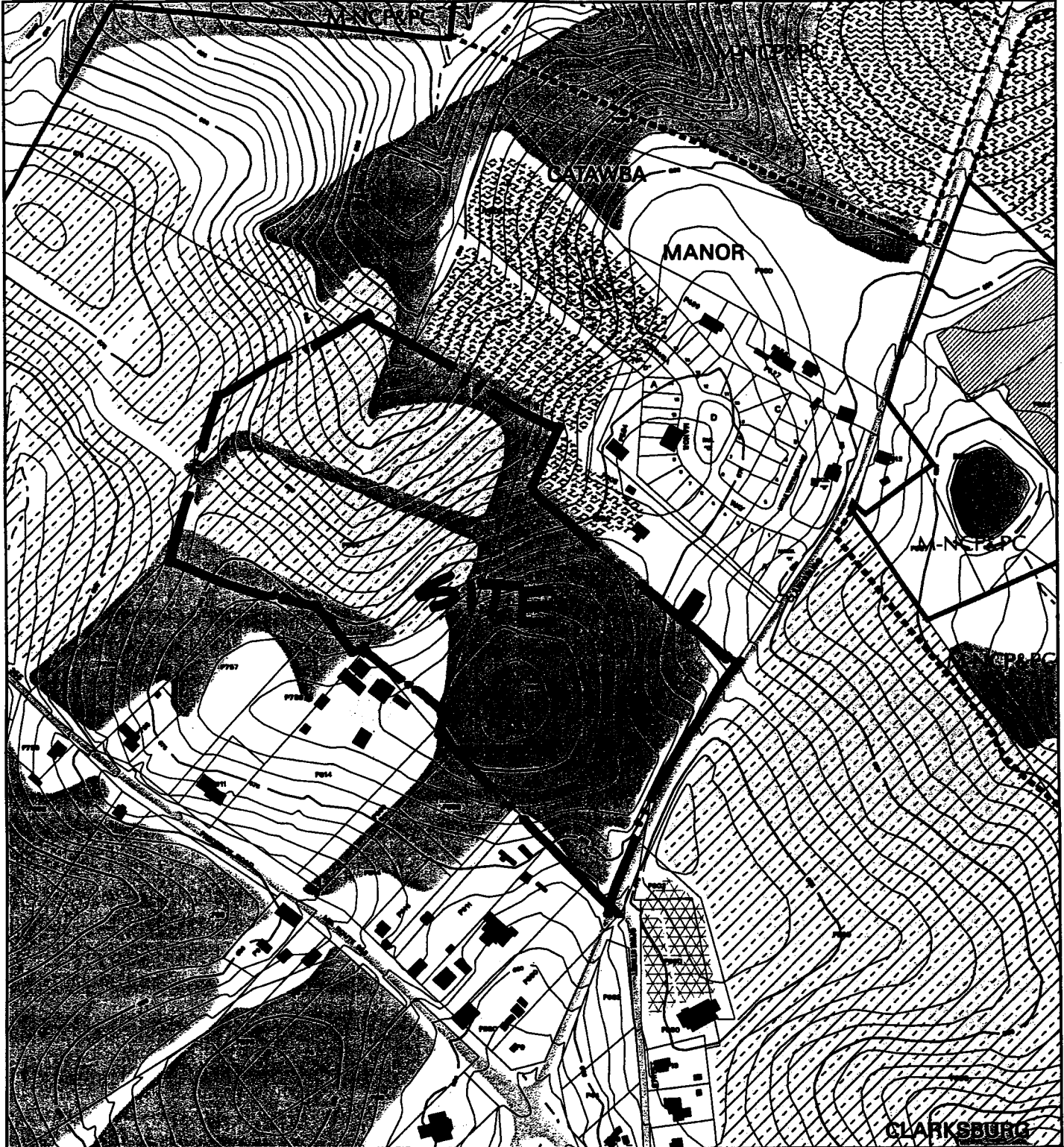
The Project is located within the Stage 2 portion of the Master Plan, due to its inclusion as part of the Town Center. Properties to the north are within Stage 3. Properties to the southwest, including properties controlled by the applicant, are in Stage 4. Any properties within Stage 4 of the master plan cannot proceed toward development at this time and have been therefore excluded from this application.

Existing land uses in the surrounding area include vacant and residential uses to the north and northeast, with a planned and approved residential subdivision, Catawba Manor, located immediately to the northeast of the site. The property to the southeast, across Clarksburg Road, is part of the Town Center project, which is currently under construction.

CLARKSBURG RIDGE-PROJECT PLAN (9-01005)



VICINITY MAP FOR
CLARKSBURG RIDGE (9-01005)



Map compiled on June 06, 2001 at 3:44 PM | Site located on base sheet no - 233NW13

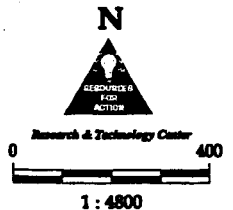
NOTICE

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Key Map



9A

PROJECT DESCRIPTION: Site and immediate vicinity

The Clarksburg Ridge Property is located on the northwest side of Clarksburg Road (Md. Route 121) in Clarksburg, Maryland. The 35.4± acre site is composed of five individual properties (Montgomery County tax map EW, parcels 584, 605, 550, 800 and 644). The proposed A-305 is located on the northern boundary of the site and a future connections is proposed.

The property is currently owned by three individual property owners and is under contract by Natelli Communities/Parkwood Homes, Ltd.

The property has split zoning, with the majority of the site in the RMX-2 zone (33.5 ± acres) and a small portion (1.9 ± acres) in the R-200 zone

The Project is a 'ridge property', located at a hilltop that drains primarily to the Little Bennett Creek watershed (Use III-P). The frontage of the site along Clarksburg Road drains to the Little Seneca Creek Watershed (Use IV-P). A small portion of that area (0.7 acres) drains to the Ten Mile Creek tributary (Use IV-P). The Little Seneca and Ten Mile Creek portions of the site, approximately 12.6 acres, are within the Clarksburg Special Protection Area (SPA) as defined by Montgomery County.

The site has rolling topography with a high point elevation of approximately 707 near the southern boundary of the property and a low point of approximately 605 at the northern property line. The site contains approximately 0.7 acres of palustrine-forested-broad leaved deciduous-temporarily flooded (PFO1A) wetlands. Approximately half of the site is in early successional fields with approximately 15.9 acres of mixed growth forest and 2.8 acres in hedgerows There are two single-family residences on the site with several outbuildings.

Adjacent to the site to the south is the Clarksburg Historic District and a single landlocked parcel in the RMX zone. North of the site is the future A-305 – a planned ring road to which future access from this plan is provided. East of the site is Catawba Manor, an approved Project Plan, Preliminary Plan an Site Plan – approved and unbuilt to date.

PROJECT DESCRIPTION: Proposal

The Project is planned as a traditional residential neighborhood within the greater Town Center District and as a seamless extension of the Town Center project already approved on the southeast side of Clarksburg Road. It has been designed in conformance with the Clarksburg Master Plan, specifically Policy 6 – Town Center, which “proposes a transit-oriented, multi-use Town Center which is compatible with the scale and character of the Clarksburg Historic District”.

The neighborhood’s structure is designed around a grid of interconnected, pedestrian-scaled street system and its two public greens. Most of the streets within the neighborhood either originate at or pass by one of the two public greens.

The main entry drive street begins at Clarksburg Road and aligns itself with the Ridge-Top Village Green, so named due to its location at the highpoint on the site. The Village Green includes public use open space and an open-air pavilion to the side. Brick sidewalks will be provided in the central island to accentuate the pedestrian experience in the Village Green.

As Street “A” passes the Ridge-top Village Green, it changes direction, offering directed views through the Overlook Mews and towards an on-site natural area to the north oriented towards Little Bennett Regional Park. The mews portion of Street A is lined with a tight spacing of major shade trees with units fronting on the road, with front porches, minimal setbacks, brick sidewalks which providing an intimate pedestrian setting.

Past the Overlook Mews on the opposite side of the intersecting street is the Overlook, a sitting area which enflames the views to the natural areas to the north.

The plan also includes a series of residential blocks, which generally have a mix of single-family attached and detached units. Where possible, alleys have been included, enhancing the street aesthetics by placing garages and utilities out of public view and at the same time allowing street edges without driveway interruptions.

Three streets provide for possible future connection to the adjoining historic and non-historic district sites to the west. The streets provide for the possible development of the rear of the historic district sites and if desired.

The pedestrian realm is being enhanced in a variety of ways. In addition to the items mentioned earlier, several other items have been incorporated into the plan on behalf of the pedestrian. They include:

- Narrow streets (26’) with on-street parking to slow vehicle speeds.
- An interconnected street sidewalk system with 5’ wide sidewalks, which allow adequate space for side-by-side walks.
- A nature trail and nature preserve in the valley, allowing interpretive experiences.
- Six individual sitting areas located throughout the neighborhood.

- A multi-age playground (Additional recreation opportunities are being built by others at the King Pond Park across the street and regional opportunities exist throughout the surrounding area as mentioned earlier in the report), and
- The two village greens have been scaled and designed to allow for open play opportunities.

Stormwater management is handled in a one facility located along the Clarksburg Ridge frontage and two additional facilities within the northern edge of the site. As described earlier, a portion of the site is within the Special Protection Area and is subject to the provision of a final water quality plan prior to site plan review. See attached memo from MCDPS.

The proposed Forest Conservation Plan is under review and will be finalized with the future site plan. At this time, the applicant's obligation is to plant approximately 6.9 acres of off-site reforestation.

PLANNING AND REGULATORY FRAMEWORK:

Community Based Planning

The project site is within the Town Center District analysis area contained in the *Clarksburg Master Plan and Hyattstown Special Study Area*, approved and adopted in 1994. The applicant proposes the following mix of units: 107 single-family detached dwellings and 53 single-family attached dwellings. Approximately 20 moderately priced dwellings are included in this mix of housing type

The Town Center District includes the Clarksburg Historic District as a focal point reflecting the origins of Clarksburg as a center of trade and industry in northern Montgomery County. The Master Plan recommends that surrounding mixed-use neighborhoods provide a strong relationship between the historic district and the new development. The applicant also controls two adjoining parcels within the Historic District.

The Clarksburg Master recommends RMX-2 zoning for the property as a residential density 5-7 units per gross acre. The non-residential uses for the property are not specifically stated in the Master Plan. The Master Plan anticipates a yield of approximately 290 units. This project proposes to use the optional method of development with increased levels of amenities without a corresponding increase in density.

Historic Preservation

The Application has been reviewed by the historic preservation staff and meets with their approval at this time. During the course of review, the location of the units closest to the Clarksburg Historic District were refined to create a more compatible relationship to the adjacent historic properties. The unit orientation and setbacks have been revised adequately. Additionally, the area surrounding the proposed western trail connection has been revised to be more visible from the Village Green.

In response to a request from Historic Preservation staff, one of the off-site amenities proposed is that the applicant will provide two historic district markers on the surrounding streets to more accurately identify the boundaries of the historic district.

The request to reduce setbacks next to the boundary of the Historic District is acceptable. The development pattern as shown in the Project Plan complements and is sensitive to the existing development patterns.

Development Review

In order to fully implement the master plan vision for the property and to successfully implement a well designed and aesthetically pleasing community plan, certain design and subdivision standards need slight modification and/or waivers. The following is a list of the requested modifications and a brief justification statement explaining each item.

- Chapter 19 - Special Protection Area – Request for Waiver to Open Section Roads. Due to the more narrow lot widths associated with this plan, the applicant requests a waiver to the open section road requirement of Chapter 19 for those lots that fall within the Little Seneca Special Protection Area. Average lot width for single family detached homes in the plan is less than 50 feet.
- Chapter 50 - Subdivision Ordinance – Lot Design, Section 50-29(a)(2), Clarification that certain lots will be permitted to be platted without public road frontage, not specifically granted in the zoning ordinance. In order to create a more aesthetically pleasing community, certain lots within the neighborhood are proposed to be platted without frontage to a public street. In all cases, lots are within very close proximity to a public street and safe and adequate access is being provided via alleys.
- Chapter 50 - Subdivision Ordinance – Intersections, Section 50-26-(e)(3). This section requires 25' truncations on all intersections for sight distance and safety. The application proposes on-lot sight triangles in the alternative to allow for a more compact and compatible lot arrangement.
- Street B South and Street D – The applicant requests that a reduced width right-of-way be allowed on this tertiary road with pavement at 20' wide for one-way movement around the green. Sidewalks will be provided on both sides of street.

These requests are consistent with modifications and waviers that have been granted in the Town Center District in Clarksburg and staff recommends the Plannings Boards approval of these waivers with this project plan and with subsequent approvals.

BASIS FOR CONSIDERATION OF ISSUES

Per Sec. 59-D-2.43, in making its decision on an application for an optional method project plan, the Planning Board must consider:

- (a) *The nature of the proposed site and development, including its size and shape, and the proposed size, shape, height, arrangement and design of structures, and its consistency with an urban renewal plan approved under Chapter 56.*
- (b) *Whether the open spaces, including developed open space, would serve as convenient areas for recreation, relaxation and social activities for the residents and patrons of the development and are planned, designed and situated to function as necessary physical and aesthetic open areas among and between individuals structures and groups of structures, and whether the setbacks, yards and related walkways are located and of sufficient dimensions to provide for adequate light, air, pedestrian circulation and necessary vehicular access.*
- (c) *Whether the vehicular circulation system, including access and off-street and loading, is designed to provide an efficient, safe and convenient transportation system.*
- (d) *Whether the pedestrian circulation system is located, designed and of sufficient size to conveniently handle pedestrian traffic efficiently and without congestion; the extent to which the pedestrian circulation system is separated from vehicular roadways so as to be safe, pleasing and efficient for movement of pedestrians; and whether the pedestrian circulation system provides efficient, convenient and adequate linkages among residential areas, open spaces, recreational areas, commercial and employment areas and public facilities.*
- (e) *The adequacy of landscaping, screening, parking and loading areas, service areas, lighting and signs, in relation to the type of use and neighborhood.*
- (f) *The adequacy of provisions for construction of moderately priced dwelling units in accordance with Chapter 25A if that Chapter applies.*
- (g) *The staging program and schedule of development.*
- (h) *The adequacy of forest conservation measures proposed to meet any requirements under Chapter 22A.*
- (i) *The adequacy of water resource protection measures proposed to meet any requirements under Chapter 19.*

FINDINGS for Project Plan Review:

Section 59-D-2.42 of the Zoning Ordinance establishes the findings that must be made by the Planning Board and forms the basis for the Board’s consideration of approval. In accordance herewith, the staff makes the following findings:

- (a) *As conditioned, the proposal complies with all of the intents and requirements of the zone.*

The proposed project plan conforms with the purpose and requirements of the RMX-2 Zone as set forth in Section 59-C-10 of the Montgomery County Zoning Ordinance. As required in Section 59-C-10.3.1, this application accommodates the mixed-use development standards of an optional method project. The following table summarizes the specific development standards of the RMX-2.

PROJECT DATATABLE

Development Standard	Permitted/ Required	Proposed
1. Site Area:		
RMX-2	33.5 acres	
R-200	1.9 acres	
Total	35.4 acres	
2. Yield (59C-10.3.4; 10.3.5; 10.3.7)		
Residential	290 d.u.	159 d.u.
Commercial	600,00 gsf.	0 gsf.
3. RMX-2 Minimum Green Area:	50% or 16.75 ac.	>50%; 16.8 ac
4. Minimum Number of Dwelling Units Required (59C-10.3.6)	150	160
5. Maximum Residential units (59-C-10.37)	30 du/ac	4.74 du/ac
6. Minimum Building Setbacks – Residential (59C-10.3.8):		
a. Adjacent R-200 zoning –	100'	50'*
b. Adjacent MXN Zoning -	30'	15'*
c. From Street – no minimum, waived by master plan		
d. Adjacent C-2 zoning	30'	15'*

Permitted/ Development Standard	Required	Proposed
e) Internal lot setbacks:		
1. Front	0	10' min.
2. Street Side Yard	0	10' min.
3. Side Yard	0	4' min.
4. Rear	0	10' min.
(7) Parking	2/du	2/du

* The Applicant requests 50% reduction in minimum setbacks lots as shown on plan and as allowed in Section 59-C-10.3.8 of the MC Zoning Ordinance. The conditions of the waiver required that the Planning Board find that *"trees or other features on the site permit a lesser setback without adversely affecting development on an abutting property."* For this site, the waivers are requested along the western boundary of the site next to the historic district and the landlocked RMX-2 site. There are trees within the area of the waiver and additional trees are proposed. The reduced setback allows the development pattern to occur more seamlessly and more authentically in regards to the historic district. The potential access provided by the stub streets also allows for development on the adjacent RMX-2 lot. The proposed setback waiver does not adversely impact development on adjoining property.

- (b) *As conditioned, the proposal conforms to the approved and adopted Master or Sector Plan or an Urban Renewal Plan approved under Chapter 56.*

The project site is within the Town Center District analysis area contained in the *Clarksburg Master Plan and Hyattstown Special Study Area*, approved and adopted in 1994. The applicant proposes the following mix of units: 107 single-family detached dwellings and 53 single-family attached dwellings. Approximately 20 moderately priced dwellings are included in this mix of housing type

The Town Center District includes the Clarksburg Historic District as a focal point reflecting the origins of Clarksburg as a center of trade and industry in northern Montgomery County. The Master Plan recommends that surrounding mixed-use neighborhoods provide a strong relationship between the historic district and the new development. The applicant also controls two adjoining parcels within the Historic District.

The Clarksburg Master recommends RMX-2 zoning for the property as a residential density 5-7 units per gross acre. The non-residential uses for the property are not specifically stated in the Master Plan. The Master Plan anticipates a yield of approximately 290 units. This project proposes to use the optional method of development with increased levels of amenities without a corresponding increase in density.

The project conforms with the Clarksburg Master Plan urban design elements relating to town form, land use pattern, and interconnected streets.

- Create a transit-oriented land use pattern within the Town Center and link all portions of the Town Center with transitway, bus loops, **bikeways and pedestrian-oriented streets**.

The project provides a desirable pedestrian realm through narrow streets with on-street parking and streetscape elements such as sidewalks, street-trees, seating areas, and lighting. Throughout the community are recreational sites for multi-age play, nature and interpretive trails, and village commons.

Residential blocks are sized for a mix of single-family attached and detached units. Alleys are placed in certain blocks to minimize intrusion by garages and utilities

- Encourage an **interconnected street system** typically found in older towns.

The project plan establishes an interconnected, pedestrian-scaled street system with two public greens. Streets within the project use the public greens for terminus or adjacency.

The project should be acknowledged for the on-site and off-site amenities proposed as listed above. These elements complement the setting adjacent to the Historic District and meet the urban design recommendations contained in the Clarksburg Master Plan.

- (c) *As conditioned, because of its location size, intensity, design, operational characteristics and staging, it would be compatible with and not detrimental to existing or potential development in the general neighborhood.*

The location and design of the proposed project plan is tied into the existing and proposed Clarksburg Town Center with their traditional layout of streets and housing. The orientation of units will face the streets and the streetscape landscaping pattern will replicate existing and proposed orientations and patterns. The grid pattern of streets will function well as they intersect with existing street patterns and ties into proposed road and development patterns. The proposed project will be compatible with the general neighborhood.

- (d) *As conditioned, the proposal would not overburden existing public services nor those programmed for availability concurrently with each stage of construction and, if located within a transportation management district designated under Chapter 42A, article II, is subject to a traffic mitigation agreement that meets the requirements of that article.*

Transportation

The following conditions are recommended as part of the APF test for transportation requirements related to approval of this preliminary plan and project plan:

1. Limit the preliminary plan to the following uses and density: 159 residential dwelling units.

2. Satisfy the APF test by paying the Development Approval Payment (DAP) under the Alternative Review Procedure for Limited Residential Development provision of the FY 01 Annual Growth Policy for the proposed residential development. The APF test includes:
 - a. Policy Area Review: Site-generated traffic has to be mitigated within the Clarksburg Policy Area, which is in a moratorium. There is no capacity available for employment and residential development as of July 31, 2001 in the Clarksburg Policy Area. The applicant is satisfying policy area review by paying the DAP under the *FY 01 Annual Growth Policy* staging ceiling capacity.
 - b. Local Area Transportation Review: A traffic study (to analyze the traffic impact at nearby intersections) is required since the proposed land use generates more than 50 total peak-hour trips during the weekday morning peak period (7:00 to 9:00 a.m.) and the evening peak period (4:00 to 6:00 p.m.).
3. Coordinate A-305 alignment with the adjoining subdivision, Catawba Manor, to develop the final alignment acceptable to both subdivisions. Final alignment of A-305 through the subject site should be determined at the site plan with right-of-way dedication at the time of record plat.
4. Reconstruct the northern half of Clarksburg Road along the property frontage in accordance with the description as provided in this memorandum for site access.

Discussion: Summary of Local Area Transportation Review

The critical lane volume (CLV) impacts of the proposed development on critical intersections in the vicinity of the site were analyzed and are summarized in Table I.

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MD 355/String town Road	1147	950	2352	2445	2374	2468	1608	1543
MD 121/Gate way Center Drive	805	951	1614	2334	1679	2405	1610	1544

As shown in the above table, all intersections analyzed are operating at acceptable CLVs (below 1,500). Under the background development and the total development conditions, all intersections are anticipated to operate at an unacceptable level. With inclusion of roadway improvements identified by the applicant's traffic consultant, all intersections are anticipated to operate at either an acceptable level or better than the background developments. The roadway improvements include reconstruction and relocation of Stringtown Road as a four lane divided highway from the existing I-270/MD 121 interchange to MD 355, including intersection improvements at MD 355. This project is currently under a project planning study by DPWT. The DAP payment could be used by the County toward actual construction of this improvement.

Site Access and Circulation

Two access points to the site are provided from Clarksburg Road (A-27). The applicant must construct its portion of the roadways along the property frontage with the following descriptions. Clarksburg Road (A-27) shall be a three-lane, 38-foot wide closed section roadway with a six-foot Class I bike path on the south side (by others) and a sidewalk on the north side (by this applicant), offset within an 80-foot right-of-way.

The internal pedestrian/bicycle circulation system shown on the site plan is adequate. Sidewalks (5-foot wide) proposed on both sides of all internal tertiary roadways and future street connections to adjoining properties shown on the site plan are adequate.

Alignment of A-305 shown on the site plan is slightly off-alignment with A-305 as it was approved on the Catawba Manor subdivision. Although the alignment doesn't match the Catawba Manor alignment, it generally conforms to that platted right-of-way and would allow implementation of the A-305 improvement with minimal impact or change to the Catawba Manor Plan. The applicant should work with the Catawba Manor developer and develop a final alignment mutually acceptable to both parties at the time of site plan and subsequent dedication of right-of-way at the time of record plat. In developing the final alignment, Outlot 1 on the subject site can be used by the Catawba Manor developer for any revised grading of the proposed stormwater management pond because of the alignment change, if necessary.

Staff concludes that the subject project plan and preliminary plan satisfy the APFO requirements since all nearby intersections are anticipated to operate either within acceptable critical lane volumes or at better than the background developments with the identified improvements. The applicant is satisfying policy area review by paying the Development Approval Payment (DAP) under the *FY 01 Annual Growth Policy* staging ceiling capacity.

Adequacy of Public Schools

Montgomery County Public Schools has found there to be adequate space within the Damascus cluster to permit this subdivision approval. See memo attached dated August 28, 2001.

- (e) *The proposal will be more efficient and desirable than could be accomplished by the use of the standard method of development.*

Although the proposed Project Plan is modest when compared with the development typically generated by other optional method plans, this proposal will offer significant amenities designed to provide residents on site and within the community with a "sense of place". The "main street" atmosphere to be generated by Street A, as well as the proposed overlook mews, enhanced paving in key areas, pedestrian greens, Clarksburg Road streetscape enhancements, enhanced landscaping for the streets and the stormwater management pond, and the gateway signage feature, all contribute to an upgrade and

enhancement of the neighborhood and are designed to foster a pedestrian-friendly environment.

- (f) *The proposal will include moderately priced dwelling units in accordance with Chapter 25A of this Code, if the requirements of that chapter apply.*

The applicant shall provide 12.5% MPDU's within the project as required. The final number of units will be determined at the time of site plan review.

- (g) *When a Project Plan includes more than one lot under common ownership, or is a single lot containing two or more CBD zones, and is shown to transfer public open space or development density from on lot to another or transfer densities, within a lot with two or more CBD zones, pursuant to the special standards of either section 59-C 6.2351 or 59-C 6.2352 (whichever is applicable), the Project Plan may be approved by the Planning Board based on the following findings:*

Not applicable to this case.

- (h) *As conditioned, the proposal satisfies any applicable requirements for forest conservation under Chapter 22A.*

The proposed Forest Conservation Plan is under review and will be finalized with the future site plan. The preliminary forest conservation plan is proposed for approval with the concurrent preliminary plan application. At this time, the applicant's obligation is to plant approximately 6.9 acres of off-site reforestation.

If the Planning Board were to approve this preliminary forest conservation plan after October 22, 2001, the applicant will need to provide an additional 1.8 acres of forest on site. Montgomery County Bill 35-00, Forest Conservation – Trees, will require developments using an optional method of development to meet their forest conservation threshold on-site.

- (i) *As conditioned, the proposal satisfies any applicable requirements for water quality resources protection under Chapter 19.*

Approximately 12.6 acres of the proposed project plan area is within the Clarksburg Special Protection Area. The Planning Board is required to approve the Final Water Quality Plan at the time of site plan review. The applicant has requested a waiver to use open section roads and is allowed to use closed section streets on site because the average residential lot frontage is less than eighty feet. See DPS memo of August 28, 2001 attached.

APPENDIX

1. Memos from agencies
G:\VP_STAFFRPT 9-01005.doc



Withers

DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan
County Executive

Robert C. Hubbard
Director

August 28, 2001

Mr. Dusty Rood
Rodgers & Associates, Inc.
9260 Gaither Road
Gaithersburg, Maryland 20877

Re: **Preliminary Water Quality Plan and Stormwater Management Concept for Clarksburg Ridge**
SM File #: 203794
Project Plan No.: 9-01005
Tract Size, Zone: 35.4 Ac., RMX-2
Tax Plate: EW
Watershed: Little Seneca Creek/Little Bennett Creek

SPECIAL PROTECTION AREA

Dear Mr. Rood:

Based on a review by the Department of Permitting Services Review Staff, the Preliminary Water Quality Plan (PWQP) and stormwater management concept for the above mentioned site is conditionally approved.

Site Description: The site consists of 35.4 acres located on the north side of Clarksburg Road (MD Rte. 121) just east of the intersection with Spire Street. The site is zoned RMX-2 and will consist of single-family detached units, townhouses units, and the associated infrastructure. This site is located partially (11.4 acres) within the Clarksburg Special Protection Area (SPA) and partially (24.0 acres) within the Little Bennett Creek watershed (use III).

Stormwater Management: Water quantity control for this site will be provided via three dry ponds with forebays. These structures will provide control of the one-year storm and a maximum detention time of 12 hours. Additionally, due to the presence of existing down stream structures, control will be provided for the 10 and 100-year storms as well. In the SPA, quality control will be provided via a treatment train that consists dual cell surface sand filters and infiltration structures (bioretention structures may also be incorporated for small drainage areas). If a waiver from using open section roads is granted, additional water quality measures will be required to offset the lost benefits that open section roadways provide. These offsetting measures may include adding additional filtering area (vegetation or media) to currently shown structures and/or additional structures (sand filters, infiltration/recharge or bioretention). Areas that are intended for vehicular use are to be pretreated prior to entering filtration and infiltration structures. The water quality structures must be sized to treat a minimum of one-inch over the proposed impervious area.

Sediment Control: Since the entire site is within a sensitive watershed (SPA or use III), redundant sediment control structures are to be used throughout the site. These are to include upland sediment traps that drain to secondary traps down grade, or when this is not feasible sediment traps with forebays will be acceptable. All sediment-trapping structures are to be equipped with dewatering devices. The following features are to be incorporated into the sediment control concept for the final water quality plan:



Dusty Rood
August 28, 2001
Page 3

2. At a minimum one foot of stone (dead storage) is to be provided below the outlet pipe of the surface sand filters to allow for groundwater recharge.
3. Stormwater management is to be provided for the entire site. As shown, several lots and/or backs of lots do not drain to one of the proposed structures. Therefore, you need to show how runoff will be conveyed to one of the proposed structures or provide additional structures.
4. Bioretention structures are not acceptable for large drainage areas.
5. Minimize the use of insecticides and fertilizers via a residential Integrated Pest Management Plan as part of the Homeowners Association (HOA) documents. A draft of this plan/document is to be submitted at the detailed sediment control plan stage, and the final document is to be submitted prior to bond release.

Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended Water Quality Plan requirements.

If you have any questions regarding these actions, please feel free to contact Leo Galanko at (240) 777-6242.

Sincerely,



Richard R. Brush, Manager
Water Resources Section
Division of Land Development Services

RRB:enm:CN203794

cc: M. Shaneman
S. Federline
C. Bunnag
L. Galanko
D. Marshall
SM File # 203794

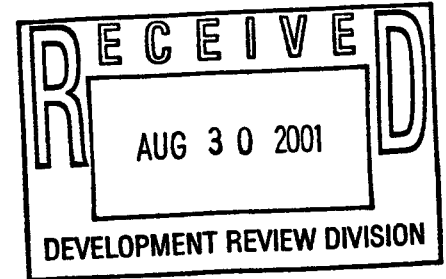
Qn on-site 35.4 ac
Ql on-site 35.4 ac.

Department of Planning and Capital Programming
MONTGOMERY COUNTY PUBLIC SCHOOLS
Rockville, Maryland

279-3333

August 28, 2001

Ms. Wynn Witthans
Development Review Division
Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760



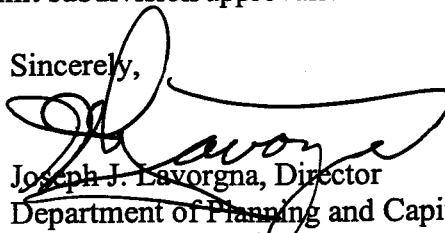
Dear Ms. Witthans:

This letter is sent in response to Project Plan # 9-01005, "Clarksburg Ridge." This project is located West of Clarksburg Road and North of Route 355 in Clarksburg, Maryland. The total number of residential units proposed is 104 single-family detached homes and 55 single-family attached homes. In terms of public school student generation, we estimate the impact of this project to be approximately 69 elementary school students, 25 middle school students, and 23 high school students.

The schools that serve this property are in the Damascus cluster, including Clarksburg Elementary School, Rocky Hill Middle School, and Damascus High School. At the elementary school level Clarksburg Elementary School is projected to be over capacity beginning in the 2002-03 school year. An eight-classroom addition is proposed for the school, but has not yet been funded in the capital improvements program. At the middle school level Rocky Hill Middle School is projected to exceed capacity for the next few years, until a larger replacement facility for Rocky Hill Middle School is opened in September 2004. At the high school level Damascus High School is projected to exceed capacity for the next six years. A new Clarksburg Area High School (to be built through conversion of the current Rocky Hill Middle School facility) is proposed to relieve Damascus High School of overutilization. However, this high school has not yet been funded in the capital improvements program. (See enclosed table from the FY2002 Educational Facilities Master Plan and the Amended FY 2001-2006 Capital Improvements Program.)

As we have indicated in previous rezoning and development plan amendment requests, the Annual Growth Policy (AGP) is the vehicle that regulates subdivision development approval with regard to facility adequacy. The current AGP indicates that, given the methodology applied, adequate space exists in the Damascus cluster to permit subdivision approvals.

Sincerely,


Joseph J. Lavorgna, Director
Department of Planning and Capital Programming

JJL:bc

Enclosure

Copy to: Mr. Bowers, Mr. Crispell, Ms. Turpin

3

DAMASCUS CLUSTER

Projected Enrollment and Space Availability Effects of Amended FY 2001-2006 CIP and Non-CIP Actions on Space Available

Schools		Actual 00-01	Projections							2010	2015
			01-02	02-03	03-04	04-05	05-06	06-07			
Damascus HS	Capacity	1563	1563	1563	1563	1563	1563	1563	1563	1563	
	Enrollment	1777	1852	1921	1918	1985	2024	2063	2500	3000	
	Available Space	(214)	(289)	(358)	(355)	(422)	(461)	(500)	(937)	(1437)	
	Comments		Circulation Improvement								
Clarksburg Area HS	Capacity	0	0	0	0	0	0	0	0	0	
	Enrollment										
	Available Space										
	Comments	Facility Planning	Proposed Planning			Proposed Opening*					
John T Baker MS	Capacity	595	581	564	699	699	699	699	699	699	
	Enrollment	739	728	757	740	694	651	641	700	700	
	Available Space	(144)	(147)	(193)	(41)	5	48	58	(1)	(1)	
	Comments		+1 LFI	+1 SCB	+6 Room Addition						
Rocky Hill MS	Capacity	675	675	675	675	0	0	0	0	0	
	Enrollment	742	781	778	839						
	Available Space	(67)	(106)	(103)	(164)						
	Comments	Facility Planning	Proposed Planning		Proposed Conversion To High School						
Rocky Hill Replacement	Capacity	0	0	0	0	990	990	990	990	990	
	Enrollment					834	839	817	1000	1300	
	Available Space					156	151	173	(10)	(310)	
	Comments	Facility Planning	Planning		Opens						
Cedar Grove ES	Capacity	533	533	533	533	533	533	533			
	Enrollment	563	609	604	597	597	597	589			
	Available Space	(30)	(76)	(71)	(64)	(64)	(64)	(56)			
	Comments										
Clarksburg ES	Capacity	376	383	383	383	383	383	383			
	Enrollment	350	349	402	430	475	527	578			
	Available Space	26	34	(19)	(47)	(92)	(144)	(195)			
	Comments	Facility Planning	-1 Sess. HS	Proposed Planning		Proposed +8 Room Addition					
Clearspring ES	Capacity	706	706	706	706	706	706	706			
	Enrollment	488	497	470	455	462	478	481			
	Available Space	218	209	236	251	244	228	225			
	Comments										
Damascus ES	Capacity	425	425	425	425	425	425	425			
	Enrollment	325	306	308	308	315	319	315			
	Available Space	100	119	117	117	110	106	110			
	Comments										
Lois P. Rockwell ES	Capacity	624	617	635	635	635	635	635			
	Enrollment	533	513	476	459	455	448	456			
	Available Space	91	104	159	176	180	187	179			
	Comments		+1 Sess. HS	+1 PEP							
Woodfield ES	Capacity	538	538	538	538	538	538	538			
	Enrollment	483	485	458	451	449	439	428			
	Available Space	55	53	80	87	89	99	110			
	Comments										
Cluster Utilization	HS Utilization	113.7	118.5	122.9	122.7	127.0	129.5	132.0	159.9	191.9	
	MS Utilization	116.6	120.1	123.9	114.9	90.5	88.2	86.3	100.6	118.4	
	ES Utilization	85.6	86.2	84.4	83.9	85.5	87.2	88.4			

RECEIVED
AUG 30 2001
DEVELOPMENT REVIEW DIVISION

*Total capacity for Clarksburg Area HS will be 1600



August 30, 2001

MEMORANDUM

TO: Malcolm Shaneman, Supervisor
Wynn Witthans, Planner
Development Review Division

VIA: Ronald C. Welke, Coordinator
Transportation Planning

FROM: Ki H. Kim, Transportation Planner
Transportation Planning

SUBJECT: Preliminary Plan No. 1-01078
Project Plan No. 9-01005
Clarksburg Ridge
Clarksburg Policy Area

Handwritten initials 'RCW' and a signature 'KHK' in black ink.

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject preliminary plan and project plan under the Development Approval Payment (DAP) procedure since the site is located in a policy area which is in a moratorium.

RECOMMENDATIONS

Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of this preliminary plan and project plan:

1. Limit the preliminary plan to the following uses and density:
59 residential dwelling units
2. Satisfy the APF test by paying the Development Approval Payment (DAP) under the Alternative Review Procedure for Limited Residential Development provision of the FY 01 Annual Growth Policy for the proposed residential development. The APF test includes:

- a. Policy Area Review: Site-generated traffic has to be mitigated within the Clarksburg Policy Area, which is in a moratorium. There is no capacity available for employment and residential development as of July 31, 2001 in the Clarksburg Policy Area. The applicant is satisfying policy area review by paying the DAP under the *FY 01 Annual Growth Policy* staging ceiling capacity.
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DISCUSSION

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The critical lane volume (CLV) impacts of the proposed development on critical intersections in the vicinity of the site were analyzed and are summarized in Table I.

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CONCLUSION

Staff concludes that the subject project plan and preliminary plan satisfy the APFO requirements since all nearby intersections are anticipated to operate either within acceptable critical lane volumes or at better than the background developments with the identified improvements. The applicant is satisfying policy area review by paying the Development Approval Payment (DAP) under the *FY 01 Annual Growth Policy* staging ceiling capacity.

KHK:cmd

August 30, 2001

TO: Wynn Witthans, Development Review Division

FROM: Sue Edwards, Community Based Planning Division

Sue

SUBJECT: Clarksburg Ridge Project Plan # 9-01005

This application proposes 160 units on 35.4 acres of RMX-2 and 1.9 acres of R-200 zoned land in Clarksburg, Maryland. The project site is within the Town Center District analysis area contained in the *Clarksburg Master Plan and Hyattstown Special Study Area*, approved and adopted in 1994. The applicant proposes the following mix of units: 107 single-family detached dwellings and 53 single-family attached dwellings. Approximately 20 moderately priced dwellings are included in this mix of housing type

The Town Center District includes the Clarksburg Historic District as a focal point reflecting the origins of Clarksburg as a center of trade and industry in northern Montgomery County. The Master Plan recommends that surrounding mixed use neighborhoods provide a strong relationship between the historic district and the new development. The applicant also controls two parcels within the Historic District.

The Clarksburg Master recommends RMX-2 zoning for the property as a residential density 5-7 units per gross acre. The non-residential uses for the property are not specifically stated in the Master Plan. The Master Plan anticipates a yield of approximately 290 units. This project proposes to use the optional method of development with increased levels of amenities without a corresponding increase in density.

The project conforms with the Clarksburg Master Plan urban design elements relating to town form, land use pattern, and interconnected streets.

- Create a transit-oriented land use pattern within the Town Center and link all portions of the Town Center with transitway, bus loops, bikeways and pedestrian-oriented streets.

The project provides a desirable pedestrian realm through narrow streets with on-street parking and streetscape elements such as sidewalks, street-trees, seating areas, and lighting. Throughout the community are recreational sites for multi-age play, nature and interpretive trails, and village commons.

Residential blocks are sized for a mix of single-family attached and detached units. Alleys are placed in certain blocks to minimize intrusion by garages and utilities

- Encourage an **interconnected street system** typically found in older towns.

The project plan establishes an interconnected, pedestrian-scaled street system with two public greens. Streets within the project use the public greens for terminus or adjacency.

The project should be acknowledged for the on-site and off-site amenities proposed, including:

On-site

- “Main Street” streetscape of Street A to include corner buildings with wrap-around porches
- Shade trees at 35 feet on center within the right of way for the entire length of project with Applicant agreeing to provide maintenance of the streetscape elements from the curb to the right-of-way edge
- Garages recessed behind the front face of units on all through streets; sidewalks, special lighting fixtures, seating areas, open air community structure, and detailed plantings
- Overlook mews to include seating and stone walls on axis orientation with “Main Street”
- Clarksburg Road frontage to include stone wall integrated with detailed planting
- Enhanced landscaping for the stormwater management facility

Off Site Amenities

- Historic District markers or entry signs for MD 355 and Clarksburg Road Historic District
- Sidewalks and street trees on Clarksburg Road

These elements complement the setting adjacent to the Historic District and meet the urban design recommendations contained in the Clarksburg Master Plan.

For further information, please contact Karen Kumm, Clarksburg planner who reviewed this plan. She can be reached at (301) 495-4554.

n:divcp/edwards/clarkb.ridge.wpd