



January 31, 2002

MEMORANDUM

TO: Malcolm Shaneman, Supervisor
Development Review Division

VIA: Ronald C. Welke, Supervisor
Transportation Planning *RW*

FROM: Ki H. Kim, Planner *KHK*
Transportation Planning

SUBJECT: Preliminary Plan No. 1-02033
Greenway Village at Clarksburg

This memorandum is Transportation Planning staff's Adequate Public Facilities (APF) review of the preliminary plan for Greenway Village at Clarksburg (formerly the DiMaio Property), which is located north of Frederick Road (MD 355) and west of Ridge Road (MD 27) in Clarksburg. The proposed development under this preliminary plan includes 1,330 dwelling units, 89,000 square feet of retail, and 2,000 square feet of community space.

RECOMMENDATIONS

Based on our review of the submitted traffic analysis, Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of the preliminary plan for the Greenway Village at Clarksburg development.

1. Total development under this preliminary plan application is limited to the following uses and density:
 - 1,330 dwelling units
 - 89,000 square feet of retail space
 - 2,000 square feet of community space
2. To satisfy Policy Area Transportation Review (PATR):
 - a. The applicant shall participate in widening MD 27 (1) to six through travel lanes from Observation Drive in Germantown through the Brink Road

intersection, (2) to four through travel lanes through the A-305 intersection; and (3) continue two northbound travel lanes through the Skylark Road intersection, including dedication of 120' right-of-way, 60' from the centerline, along the site frontage.

This improvement along MD 27 is consistent with the master plan recommendation. If, after master plan dedication along the west side of MD 27, sufficient right-of-way is not available for the proposed widening, the applicant has to either acquire additional right-of-way on the east side of MD 27 or dedicate additional right-of-way and widen MD 27 on their development side.

- b. The applicant shall dedicate on-site portions and participate in constructing Relocated Newcut Road (A-302) as a two lane divided arterial or business district roadway between MD 27 and the A-305 intersection and as a four lane divided arterial roadway between A-305 and MD 355.
 - c. The applicant shall participate in constructing A-305 as a four lane divided arterial roadway between MD 27 and Stringtown Road.
 - d. The applicant shall dedicate and participate in constructing Foreman Boulevard as a two lane arterial roadway from its current terminus at Timber Creek Lane to A-305.
3. To satisfy Local Area Transportation Review;
- a. The applicant shall participate in constructing a second left-turn lane from northbound MD 355 to westbound MD 27.
 - b. The applicant shall participate in constructing additional turn/approach lanes on MD 27 and Brink Road at the intersection of MD 27/Brink Road.
 - c. The applicant shall participate in providing a separate left-turn lane from southbound MD 355 to eastbound Brink Road and a separate left-turn lane from westbound Brink Road to southbound MD 355.
 - d. The applicant shall widen existing Skylark Road by four to six feet, for a total roadway width of 24 feet, from Piedmont Road to the Greenway and construct Relocated Skylark Road from the Greenway to MD 27, including a five-foot sidewalk on the south side.
4. The applicant shall agree that the roadway improvements listed as conditions of approval are under construction in accordance with the phasing of road improvements for Clarksburg/DiMaio development as described in David D. Flanagan's letter dated March 14, 2001 and confirmed in Transportation Planning's letter dated March 29, 2001. (Copies of these two letters are attached.)

The locations of the above roadway improvements (except for condition 3d) are shown in the attached Exhibit 1.

5. The applicant shall construct a roundabout on A-302 at Street "P3-Q".
6. The applicant shall construct A-302 as a business district street between A-305 and the roundabout in accordance with DPWT Standard No. MC-219.02, and as a two lane arterial street between the roundabout and MD 27 in accordance with DPWT Standard No. MC-213.04.

DISCUSSION

Summary of Local Area Transportation Review

Eight local intersections were defined as critical intersections to be affected by the development of the subject site and were examined in the traffic analysis to determine whether all intersections meet the applicable congestion standard of 1,500 Critical Lane Volume (CLV) for the Clarksburg Policy Area. The CLV impacts of the proposed development on critical intersections in the vicinity of the site were analyzed and are summarized in Table I.

Table I

Intersection Capacity Analysis with CLV Under Various Development Schemes During the Peak Hour								
	Existing		Background		Total*		Total**	
	AM	PM	AM	PM	AM	PM	AM	PM
MD 27/Skylark Road	1137	1430	1323	1643	1328	1651	1241	811
MD 27/A-302	N/A	N/A	1584	1582	1345	1592	1332	848
MD 27/A-305	N/A	N/A	N/A	N/A	2008	2088	1017	1099
MD 27/Brink Road	999	1096	1540	1727	1917	2218	1322	1455
MD 355/MD 27	1225	1253	1726	1754	1944	2043	1491	1473
MD 355/Newcut Road	868	1361	1148	1729	1009	1496	1028	1507
MD 355/Brink Road	1359	1137	1855	1775	1688	1510	1227	1341
A-305/A-302	N/A	N/A	N/A	N/A	374	718	374	718

* Total development conditions without proposed roadway improvements

** Total development conditions with proposed roadway improvements

As shown in the above table, all existing intersections analyzed are currently operating at acceptable CLVs (CLV standard is 1,500). Under the background development (developments approved but not built) condition, all intersections analyzed exceed the acceptable congestion standard. Under the total development conditions, the unacceptable conditions at the intersections identified under the background development conditions further deteriorate without the roadway improvements. However, these intersections will operate at an acceptable congestion level and within the congestion standard for the total development conditions with the roadway improvements conditioned upon approval of this preliminary plan application.

Policy Area Transportation Review

Based on the FY 02 AGP staging ceiling capacity, there is insufficient capacity available for both the housing and employment developments (-1,045 housing units and -6,873 jobs as of December 31, 2001) in the Clarksburg Policy Area. Transportation Planning staff have completed a parallel staging ceiling capacity analysis incorporating the recommended improvements using the EMME/2 computer model to confirm that the proposed Clarksburg Village development would be adequately accommodated in the Clarksburg Policy Area by the proposed roadway improvement package from a Policy Area Transportation Review (PATR) perspective.

ROADWAY DISCUSSION

Site Access and Circulation

Staff finds that the roadway system shown on the preliminary plan is adequate to provide safe access for vehicles and pedestrians. Cross sections for the internal residential streets, as related to primary vs. secondary standard and open vs. closed section, have been reviewed with the applicant and staff from the Montgomery County Department of Public Works and Transportation (DPWT) and Department of Permitting Services (DPS). Consensus has been reached for each internal roadway. These agreements should be confirmed at the site plan review.

Roundabouts

Staff supports the recommendation of the applicant's traffic consultant that two roundabouts are justified to define the business district section of A-302 between A-305 and Street "P3-Q". The roundabouts provide an appropriate level of traffic control and convey a neighborhood environment around the commercial center of the Newcut Neighborhood. The roundabouts convey a sense of change to the character of the neighborhood along A-302. The roundabout at A-305 was previously approved as part of the Clarksburg Village development.

Business District Street Standard for A-302 between Street "P3-Q" and A-305

Staff supports the construction of A-302 between Street "P3-Q" and A-305 as a Business District Street standard, MD-219.02, as a two lane divided roadway within a 100'

right-of-way. The Business District Street Standard will allow on-street parking, closer intersection spacing, bullet-nose medians of some intersections with low left-turn volumes, and slower design speeds, which are critical elements to enhance pedestrian safety and foster reasonable travel speeds along this section of A-302.

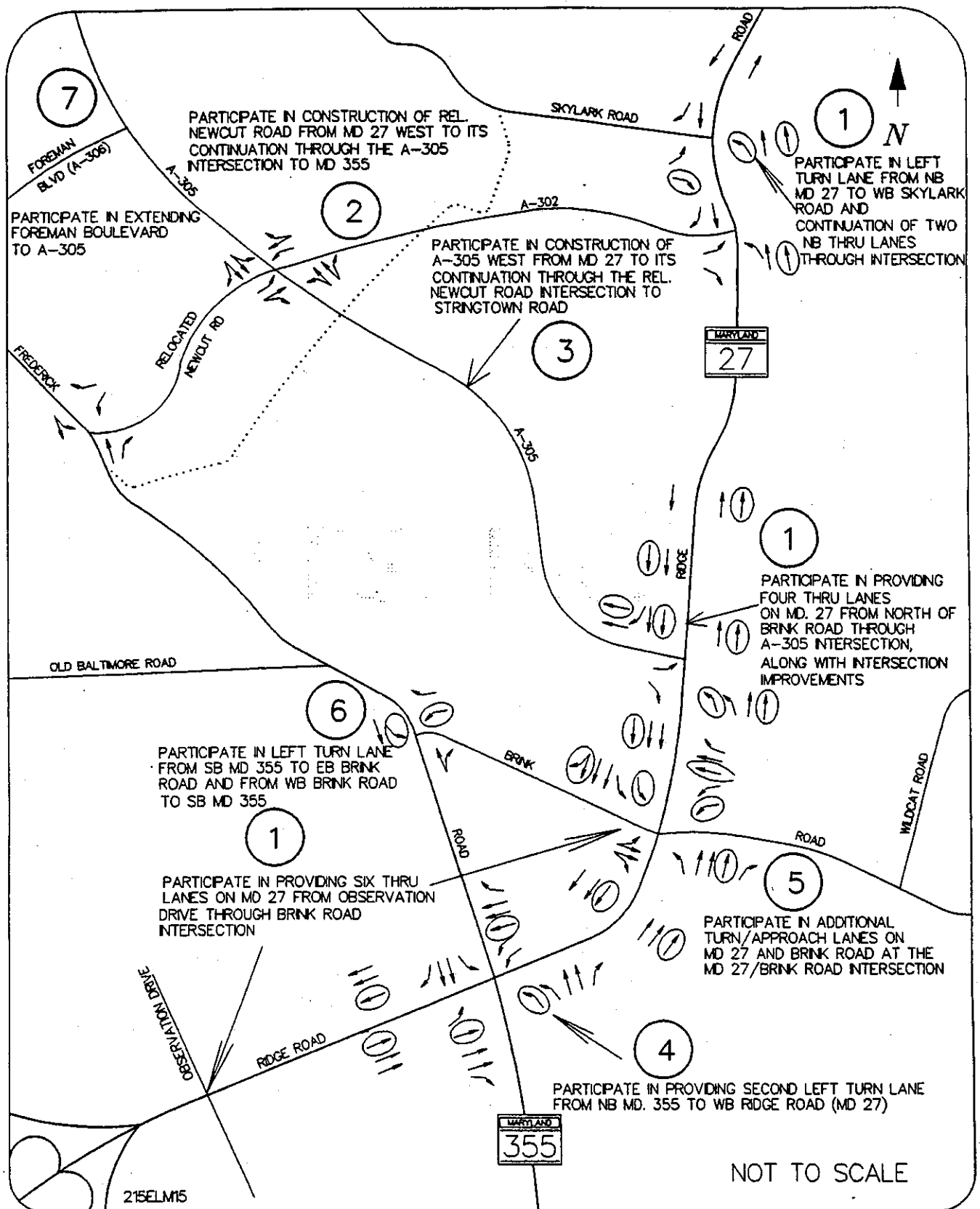
CONCLUSION

Staff concludes that with implementation of all roadway improvements proposed by the applicant in conjunction with the development of the subject preliminary plan, all nearby intersections are anticipated to operate within an acceptable CLV. Staff also concludes that the proposed roadway package adequately accommodates the proposed Greenway Village at Clarksburg development from a PATR perspective. The roadway network is adequate to accommodate through traffic on arterial roadways and local traffic on the primary and secondary residential street network. Therefore, staff concludes that the subject preliminary plan meets the APF review.

KHK:cmd

Attachments

pp #1-02033 Greenway Village at Clarksburg



I	NTTEGRATED	EXHIBIT 15	PARTICIPATION IMPROVEMENTS/ IMPROVED LANE CONFIGURATIONS
T	RANSPORTATION		
S	OLUTIONS, INC.		

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

March 29, 2001

Mr. David D. Flanagan
Elm Street Development
6820 Elm Street, Suite 200
McLean, Virginia 22101

RE: Phasing of Road Improvements for
Clarksburg Village/DiMaio Developments

Dear Mr. Flanagan:

We are writing in reply to your letter of March 14, 2001, confirming the proposed phasing of road improvements for the Clarksburg Village/DiMaio developments. We generally support the phasing of road improvements as described in your March 14 letter with the following comments:

1. We agree that the first off-site improvement should be MD 27 from Observation Drive to MD 355 since this improvement would be a critical element in creating the regional staging ceiling capacity.
2. We recommend that the on-site improvement, A-305 from MD 27 to A-302 and A-302 from MD 27 to A-305, identified as "A" in your letter, be constructed as the first on-site improvement. This on-site improvement should be constructed prior to the on-site improvement "B", A-305 from Stringtown Road to Foreman Boulevard and Foreman Boulevard from A-305 to MD 355 to provide initial access to MD 27.
3. We agree that after the first off-site and on-site improvements are constructed as described above, the remaining off-site and on-site improvements would alternate until all improvements are completed.
4. The proposed sequence of the four off-site improvements along MD 27 is reasonable and acceptable. We also agree that the on-site improvement "C" must be done after both improvements "A" and "B" are complete and the on-site improvement "D" must be done after improvement "A" is complete.

Should you have any questions or need any clarification on our comments, please call either Ki Kim or me at (301) 495-4525.

Sincerely,



Ronald C. Welke, Coordinator
Transportation Planning

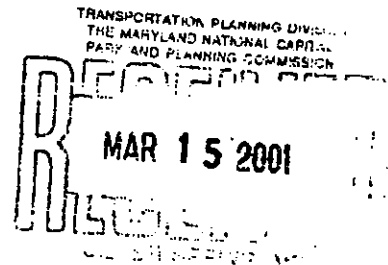
RCW:KHK:cmd

Ltr to Flanagan re Road Phasing of Clarksburg village.doc



March 14, 2001

Mr. Ron Welke
Transportation Planning
The Maryland-National Capital
Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760



Dear Ron,

Thank you for meeting with me on February 28, 2001 to discuss the phasing of road improvements for the Clarksburg Village/DiMaio development. As a result of that discussion, we are proposing a phasing program which would involve the construction of "On-Site" and "Off-Site" improvements on an alternating basis. Each improvement was selected to add threshold capacity and would free up building permits.

The required improvements would be grouped as follows:

<u>Off-Site Improvement</u>	<u>Permit Capacity</u>
1. Md 27 - Observation to Md 355	500 units
2. Md 27 - Brink to A-305 plus turn lanes at Md 27/Brink	500 units
3. Md 27 - Md 355 to Brink plus turn lanes at Md 355/Md 27	500 units
4. Md 27 - A-305 northward plus turn lanes at Md 355/Brink	500 units
<u>On-Site Improvements</u>	<u>Permit Capacity</u>
A. A-305: Md 27 to A-302	500 units
A-302: Md 27 to A-305	
B. A-305: Stringtown to Foreman	500 units
Foreman: Md 355 to A-305	
C. A-305: Foreman to A-302	500 units
D. A-302: A-305 to Md 355	300 units, all retail, commercial

Mr. Ron Welke
March 14, 2001
Page Two

The first improvement to be constructed would be Off-Site improvement number one. The second improvement would be either On-Site improvement A or B. Off-Site improvements and On-Site improvements would alternate until all improvements are completed. The four Off-Site improvements would be constructed in numerical order. The four On-Site improvements could proceed in any order as selected by the developer but with two restrictions. Improvement C must be done after both improvements A and B are complete. Improvement D must be done after improvement A is complete.

An improvement under construction is defined as either fully bonded by the Developer or counted in the Annual Growth Policy.

Let me know if the proposal is acceptable. Thank you for your continued help.

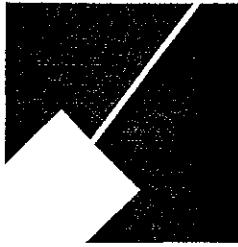
Sincerely,

A handwritten signature in black ink, appearing to read "David D. Flanagan". The signature is stylized and includes a large, sweeping flourish that extends to the left and underlines the name.

David D. Flanagan
President

DDF:slb


cc: Jon Ericson
Craig Hedberg



MEMORANDUM

January 31, 2002

TO: Malcolm Shaneman, Plan Review Supervisor, Development Review Division

FROM: Doug Powell, Plan Review Coordinator, Park Planning and Resource Analysis Unit, Countywide Planning Division 

SUBJECT: Greenway Village at Clarksburg Subdivision, Preliminary Plan #1-02033

Park Planning and Resource Analysis staff has reviewed the above-referenced Plan and requests certain **CONDITIONS OF APPROVAL** as set forth below

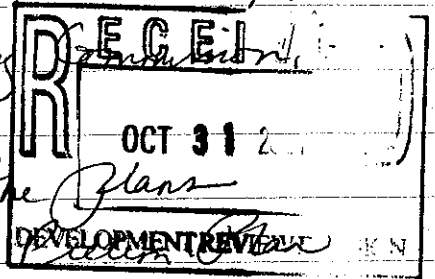
1. Dedication to M-NCPPC of the area identified as "Park 6" to be included as part of the master planned Clarksburg Greenway. The dedicated area to be a minimum of 600' wide and should include sufficient land outside the stream buffer for construction of needed trails along the Greenway. Conveyance of dedicated land to be completed by time of record plat and land to be conveyed free of trash and unnatural debris.
2. Dedication to M-NCPPC of the land north of re-located Skylark Road and Street P3-A that is adjacent to Ovid Hazen Wells Recreation Park, not to include the stormwater management ponds or swimming pool facility area. Conveyance of dedicated land to be completed by time of record plat and land to be conveyed free of trash and unnatural debris.
3. Dedication to M-NCPPC of the areas identified as "Park 1", "Park 9" and "Park 12". Conveyance of dedicated land to be completed by time of record plat and land to be conveyed free of trash and unnatural debris.
4. Construction of 2 baseball fields with at least 300 foot long foul lines, 1 full size basketball court, 1 multi-age play ground and an adequately sized parking lot by applicant within "Park 12". Facilities to be constructed to park standards and layout to be coordinated with M-NCPPC staff.
5. Construction by applicant of an 8' wide master planned paved, mixed use trail within the Clarksburg Greenway to connect at the south end with the trail

being constructed in the Clarksburg Village subdivision (location to be determined depending on the approved trail location within Clarksburg Village Subdivision), and terminating on the north end at the planned trail system within Ovid Hazen Wells Recreation Park. The alignment to be consistent with the recommendations of the Clarksburg Master Plan Greenways Implementation Study of May, 1999 and to be coordinated with M-NCPPC staff. Adequate crossings of roadways to be provided.

6. Provide adequate access to the Greenway Trail from the residential areas. Adequately identify and sign these entrances, said access and signage to be coordinated with M-NCPPC staff.
7. Provide at least 2 safe crossings of Skylark Road from the development area to Ovid Hazen Wells Recreation Park. One crossing should be where the Greenway Trail intersects the road and should make an adequate connection with the trail system planned within Ovid Hazen Wells Park. Locations of crossings and details of trail alignment and connections to be coordinated with DPWT and M-NCPPC staff. The possibility of a grade-separated crossing should be explored.
8. Applicant to provide adequate planting buffers for the Greenway Trail if aligned along Newcut Road as well as a trail meandering alignment to give the trail a park-like character as per the Clarksburg Greenway Implementation Study.
9. Provide a natural trail alignment through the length of the Greenway. Alignment to be determined with M-NCPPC staff at time of site plan review.
10. Provide safe and well-marked entrance to the historic Ovid Hazen Wells House (Ned Watkins house) from the re-aligned Skylark Road.
11. Align entrances to the development with the existing and proposed entrances to the recreation areas in Ovid Hazen Wells Recreation Park off of Skylark Road.

10/23/01

To - Maryland - Nat'l Capital Park + Planning



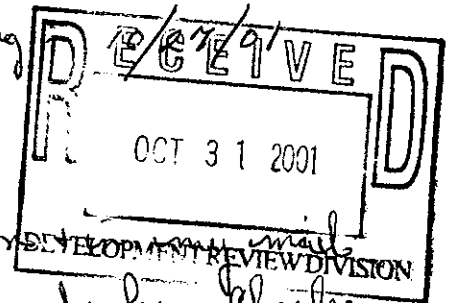
We have recently received the plans for Greenway Village at Clarkburg # 1-02033. While we don't welcome such a large subdivision, we know we will not be able to escape the sprawl. There will be a negative impact on our lines in terms of traffic, noise, congestion, etc. To somewhat offset these problems, we would like to be offered use of the designated "private" pool, tot lot and playground as we have children who could benefit from these facilities.

Thank you,

Maria + Tom Chuckerel
12409 Piedmont Rd
Clarkburg, MD 20871
301-916-2733

Maryland - National Capital Pk + Planning

Ref: Preliminary Plan # 1-02033



To whom it may concern:

Recently I returned from vacation was a package of several large maps from Charles P. Johnson + Associates referencing the above plan number. This is the 2nd or 3rd set of maps I've received in the last year or so regarding the De Maio property, etc.

My main reason for writing this letter is because I live at 22801-Ridge Road at the corner of Wacomers Drive, in all the materials I have received, it shows there to be a 4-lane highway in the front of my house. Knowing that it can't be done without the taking of some of my property it concerns me. None of the plans I have received take into consideration the exiting of traffic out of Wacomers drive unto Ridge Road.

Why ~~is~~ ^{are} the plans not taking or showing any consideration to the east side of Ridge Road and the effects it will have on our properties or movement of traffic and our pocketbooks.

I would deeply appreciate it if you could answer any of my questions, or if not, if you would pass this letter on to someone who could.

Respectfully,
Joseph M. Stratton Sr.
22801-Ridge Road

Cermontown, Md - 20876

Phone # 301-972-1854

#11



MONTGOMERY COUNTY DEPARTMENT OF PARK & PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

MEMORANDUM

DATE: February 1, 2002
TO: Montgomery County Planning Board
FROM: A. Malcolm Shaneman

SUBJECT: Informational Maps for Subdivision Items on the Planning Board's Agenda for February 7, 2002

Attached are copies of plan drawing for items #6, #8, #10 and #11.
These subdivision items are scheduled for Planning Board consideration on February 7, 2002.
The items are further identified as follows:

Agenda Items #06 – Subdivision Review Waiver SRW 02005
Montrose

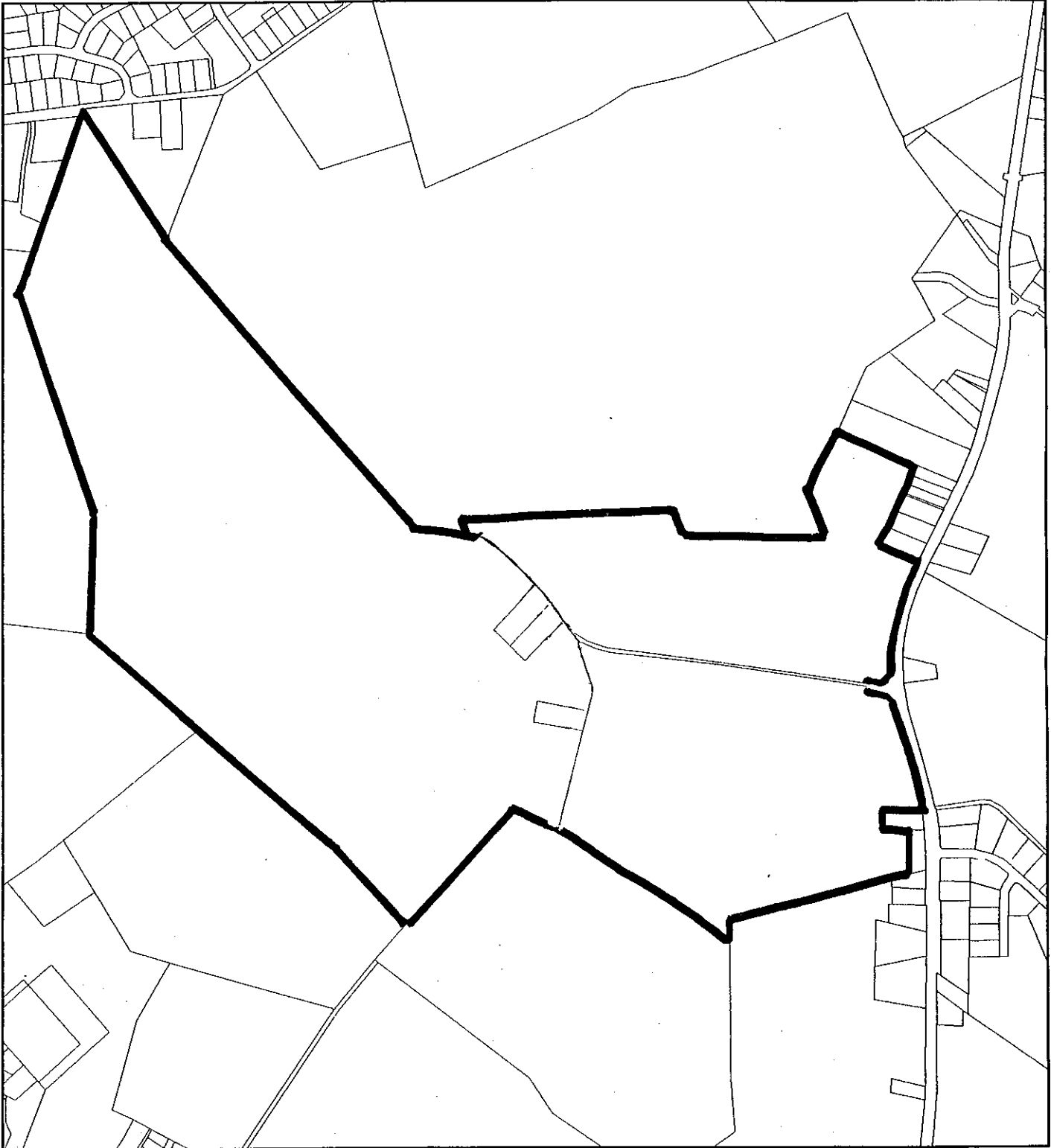
Agenda Items #08 – Preliminary Plan 1-02061
Allen Chapel AME Church

Agenda Items #10 – Preliminary Plan 1-00024
Part of Thomas Property

Agenda Items #11 – Preliminary Plan 1-02033
Greenway Village at Clarksburg

VICINITY MAP FOR

GREENWAY VILLAGE AT CLARKSBURG (1-02033)



Map compiled on February 01, 2002 at 1:00 PM | Site located on base sheet no - 232NW12

NOTICE

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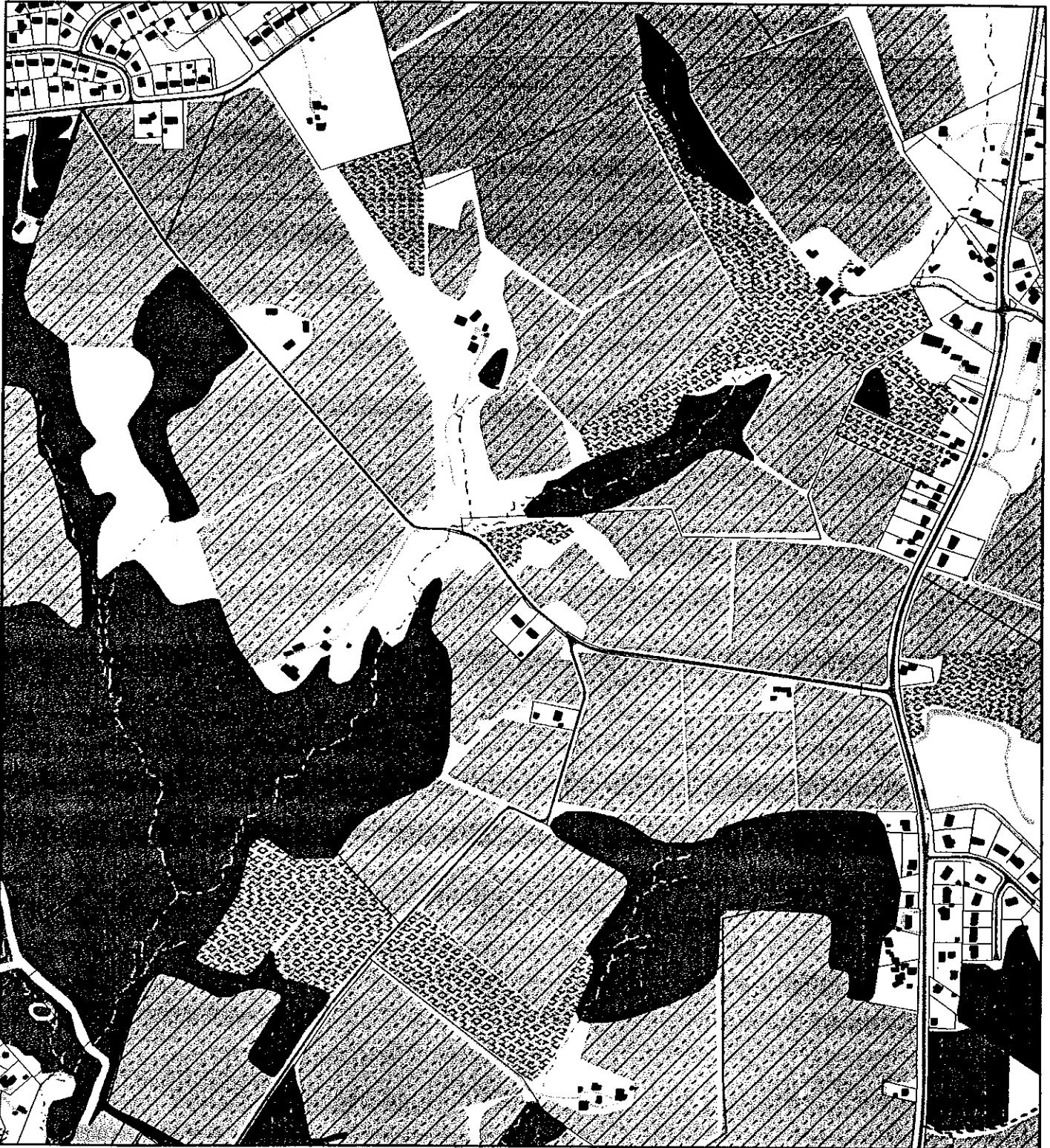
Key Map



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VICINITY MAP FOR

GREENWAY VILLAGE AT CLARKSBURG (1-02033)



Map compiled on February 01, 2002 at 2:22 PM | Site located on base sheet no - 232NW12

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Key Map



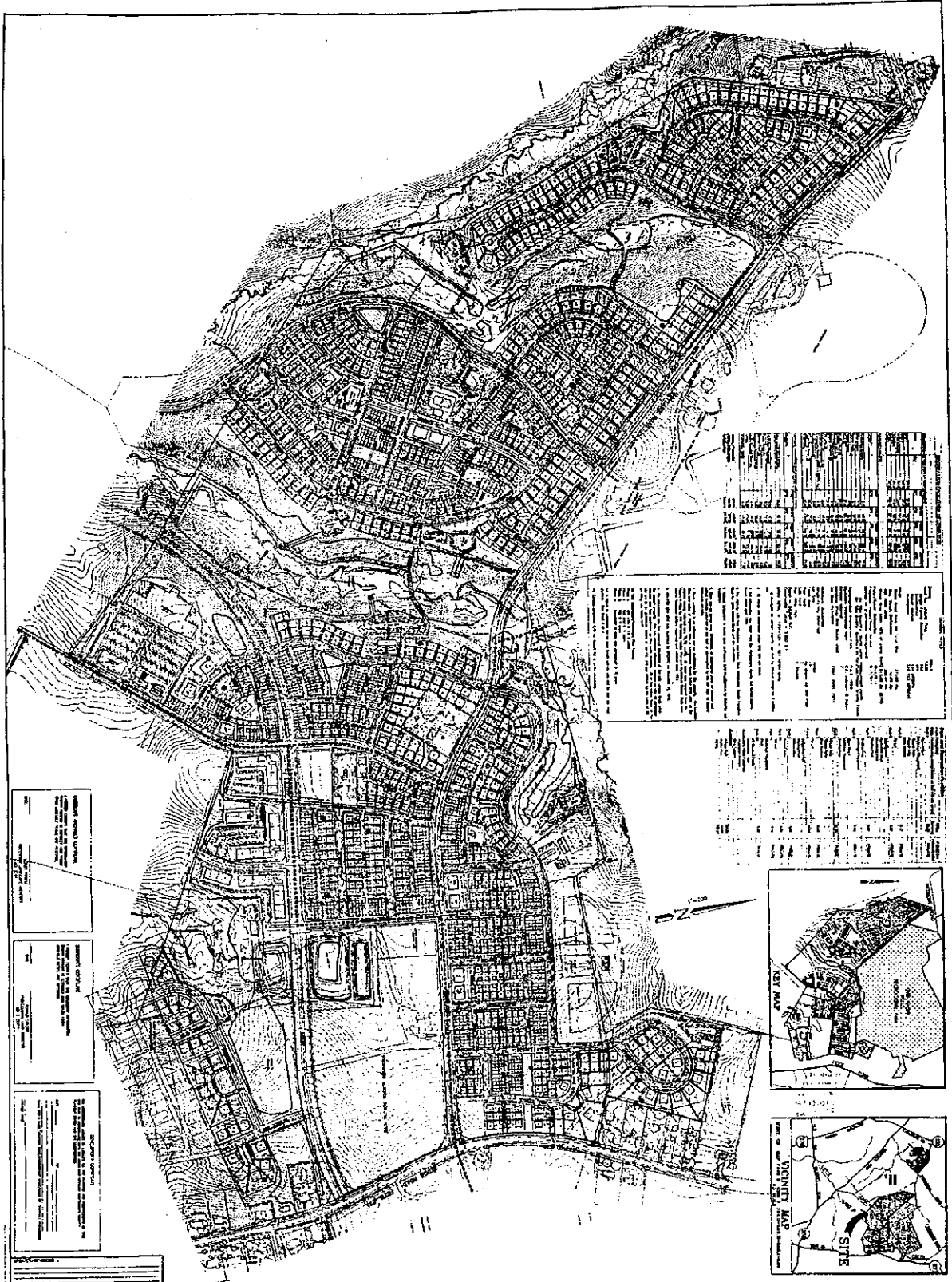
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MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

3787 Georgia Avenue · Silver Spring, Maryland 20910-3760



Lot No.	Area (sq. ft.)	Use
1	10,000	Residential
2	10,000	Residential
3	10,000	Residential
4	10,000	Residential
5	10,000	Residential
6	10,000	Residential
7	10,000	Residential
8	10,000	Residential
9	10,000	Residential
10	10,000	Residential
11	10,000	Residential
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95	10,000	Residential
96	10,000	Residential
97	10,000	Residential
98	10,000	Residential
99	10,000	Residential
100	10,000	Residential

GENERAL NOTES:

1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MARYLAND CONSTRUCTION CODES AND REGULATIONS.
2. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
3. THE SITE PLAN SHALL BE SUBMITTED TO THE COUNTY ENGINEER FOR REVIEW AND APPROVAL.
4. THE DEVELOPER SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
5. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES ON THE SITE.
6. THE DEVELOPER SHALL MAINTAIN THE EXISTING TOPOGRAPHY TO THE MAXIMUM EXTENT POSSIBLE.
7. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL TREES AND VEGETATION ON THE SITE.
8. THE DEVELOPER SHALL MAINTAIN THE EXISTING DRAINAGE PATTERNS TO THE MAXIMUM EXTENT POSSIBLE.
9. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ADJACENT PROPERTIES FROM EROSION AND SEDIMENTATION.
10. THE DEVELOPER SHALL MAINTAIN THE EXISTING UTILITIES TO THE MAXIMUM EXTENT POSSIBLE.

Lot No.	Area (sq. ft.)	Use
101	10,000	Residential
102	10,000	Residential
103	10,000	Residential
104	10,000	Residential
105	10,000	Residential
106	10,000	Residential
107	10,000	Residential
108	10,000	Residential
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150	10,000	Residential

GENERAL NOTES:

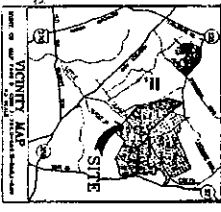
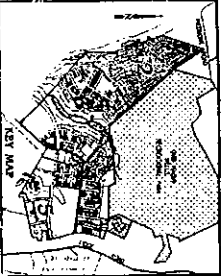
1. ALL CONSTRUCTION SHALL BE IN ACCORDANCE WITH THE LATEST EDITIONS OF THE MARYLAND CONSTRUCTION CODES AND REGULATIONS.
2. THE DEVELOPER SHALL BE RESPONSIBLE FOR OBTAINING ALL NECESSARY PERMITS AND APPROVALS FROM THE APPROPRIATE AGENCIES.
3. THE SITE PLAN SHALL BE SUBMITTED TO THE COUNTY ENGINEER FOR REVIEW AND APPROVAL.
4. THE DEVELOPER SHALL MAINTAIN ACCESS TO ALL ADJACENT PROPERTIES AT ALL TIMES.
5. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL UTILITIES AND STRUCTURES ON THE SITE.
6. THE DEVELOPER SHALL MAINTAIN THE EXISTING TOPOGRAPHY TO THE MAXIMUM EXTENT POSSIBLE.
7. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL TREES AND VEGETATION ON THE SITE.
8. THE DEVELOPER SHALL MAINTAIN THE EXISTING DRAINAGE PATTERNS TO THE MAXIMUM EXTENT POSSIBLE.
9. THE DEVELOPER SHALL BE RESPONSIBLE FOR THE PROTECTION OF ALL ADJACENT PROPERTIES FROM EROSION AND SEDIMENTATION.
10. THE DEVELOPER SHALL MAINTAIN THE EXISTING UTILITIES TO THE MAXIMUM EXTENT POSSIBLE.

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PRELIMINARY PLAN
GREENWAY VILLAGE AT CLARKSBURG
 CLARKSBURG (2nd) ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND

CPJ Charles F. Johnson & Associates, Inc.
 ENGINEERS AND ARCHITECTS
 1000 W. WASHINGTON BLVD., SUITE 200
 WASHINGTON, D.C. 20004
 (202) 638-1100

NO.	DATE	DESCRIPTION
1	10/15/88	PRELIMINARY PLAN
2	11/15/88	REVISED PLAN
3	12/15/88	REVISED PLAN
4	1/15/89	REVISED PLAN
5	2/15/89	REVISED PLAN
6	3/15/89	REVISED PLAN
7	4/15/89	REVISED PLAN