

Figure 1

Analysis Areas

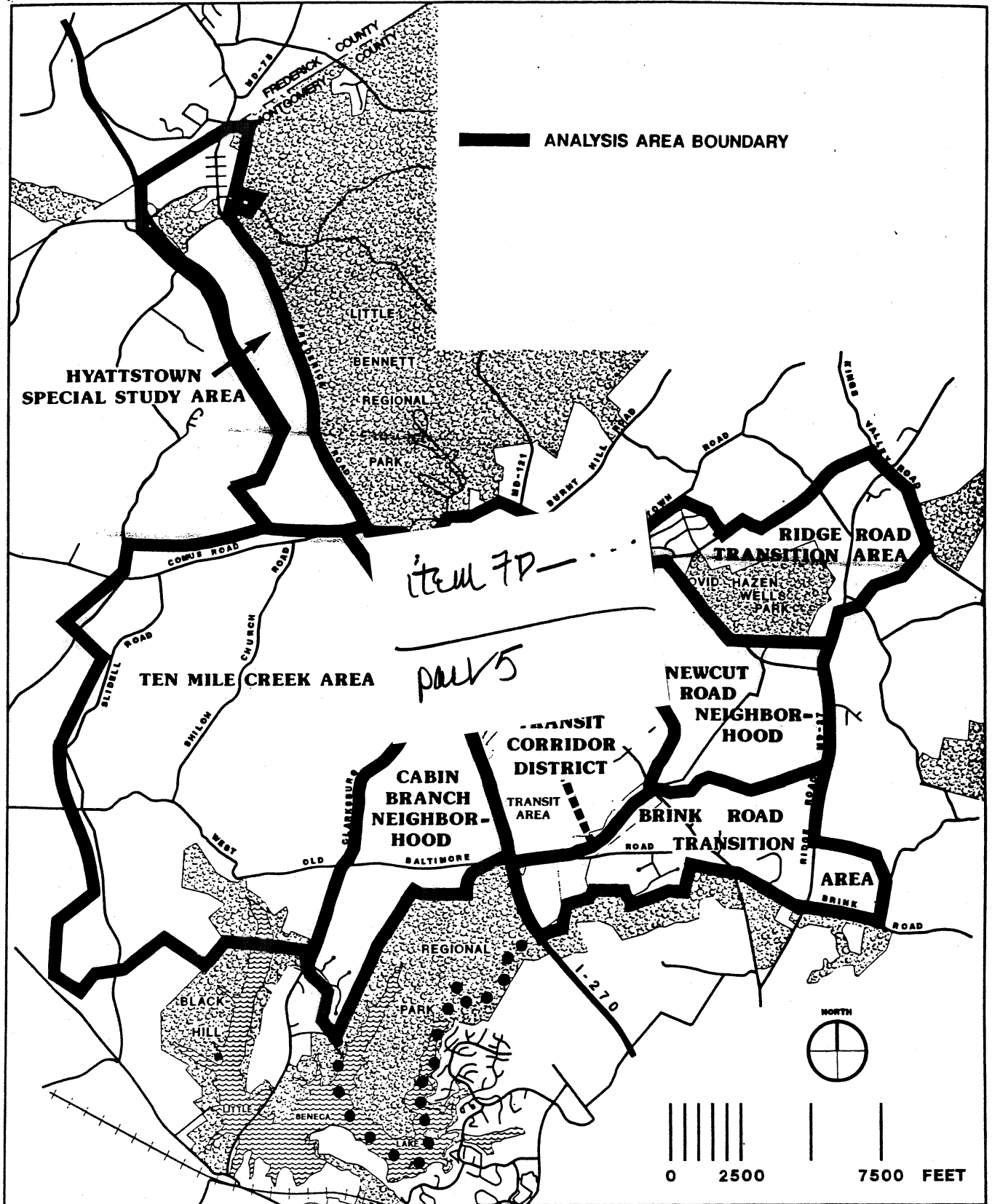


Figure 2

Town Center District Land Use Plan

- | | | | | | | | |
|--|---------------|--|---------------------------------|--|-------------------------------|--|----------------------------|
| | 9-11 DU/AC | | NEIGHBORHOOD RETAIL | | TRANSITWAY | | LIBRARY |
| | 7-9 DU/AC | | OFFICE INDUSTRIAL PARK | | TRANSIT STOP | | POST OFFICE |
| | 5-7 DU/AC | | R & D | | STUDY AREA BOUNDARY | | SENIOR CENTER |
| | 2-4 DU/AC | | PRIVATE CONSERVATION AREA | | HISTORIC DISTRICT | | EXISTING ELEMENTARY SCHOOL |
| | INSTITUTIONAL | | PUBLIC PARK AND GREENWAY SYSTEM | | TDR RECEIVING AREA (SEE TEXT) | | PROPOSED ELEMENTARY SCHOOL |

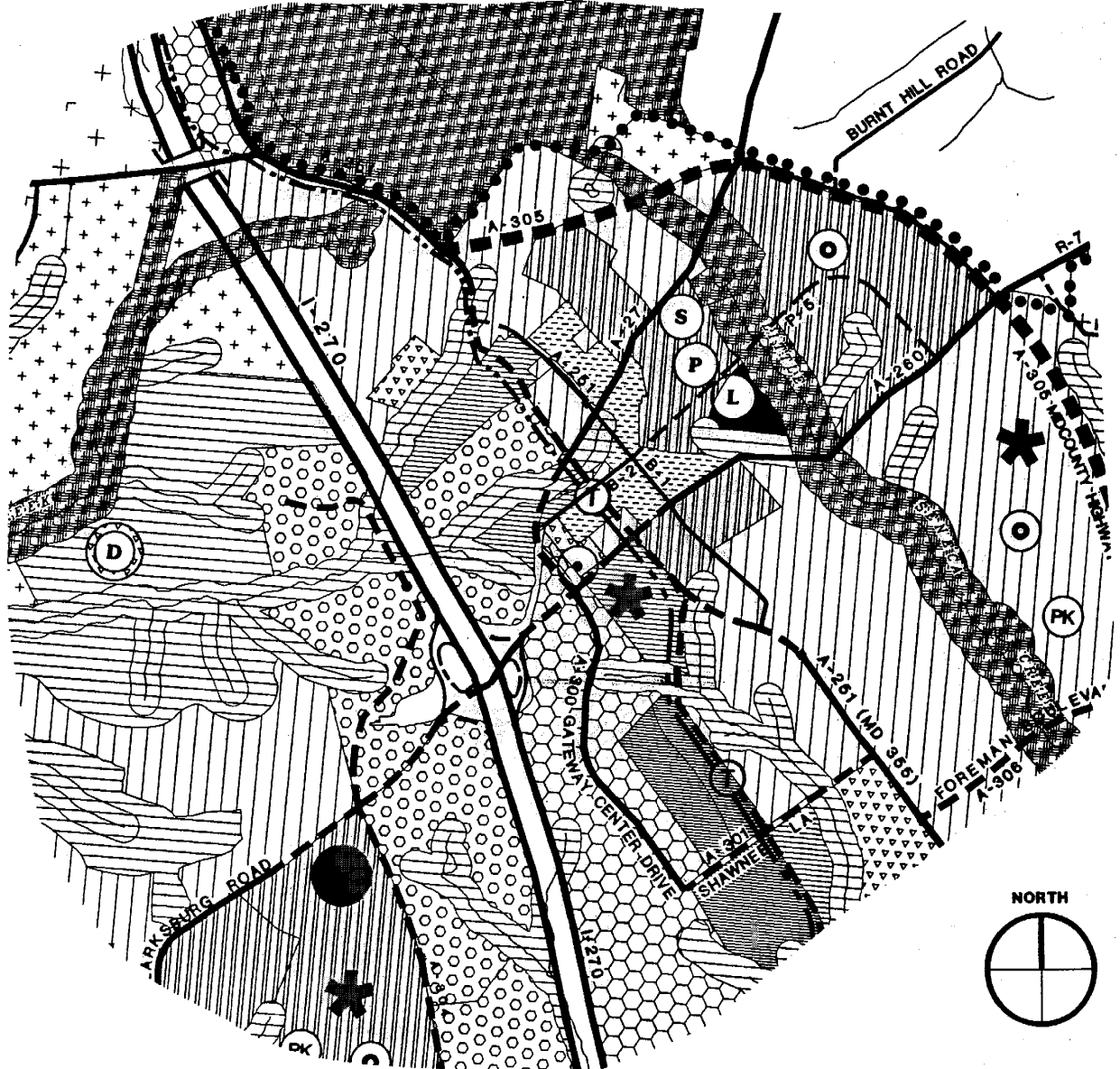
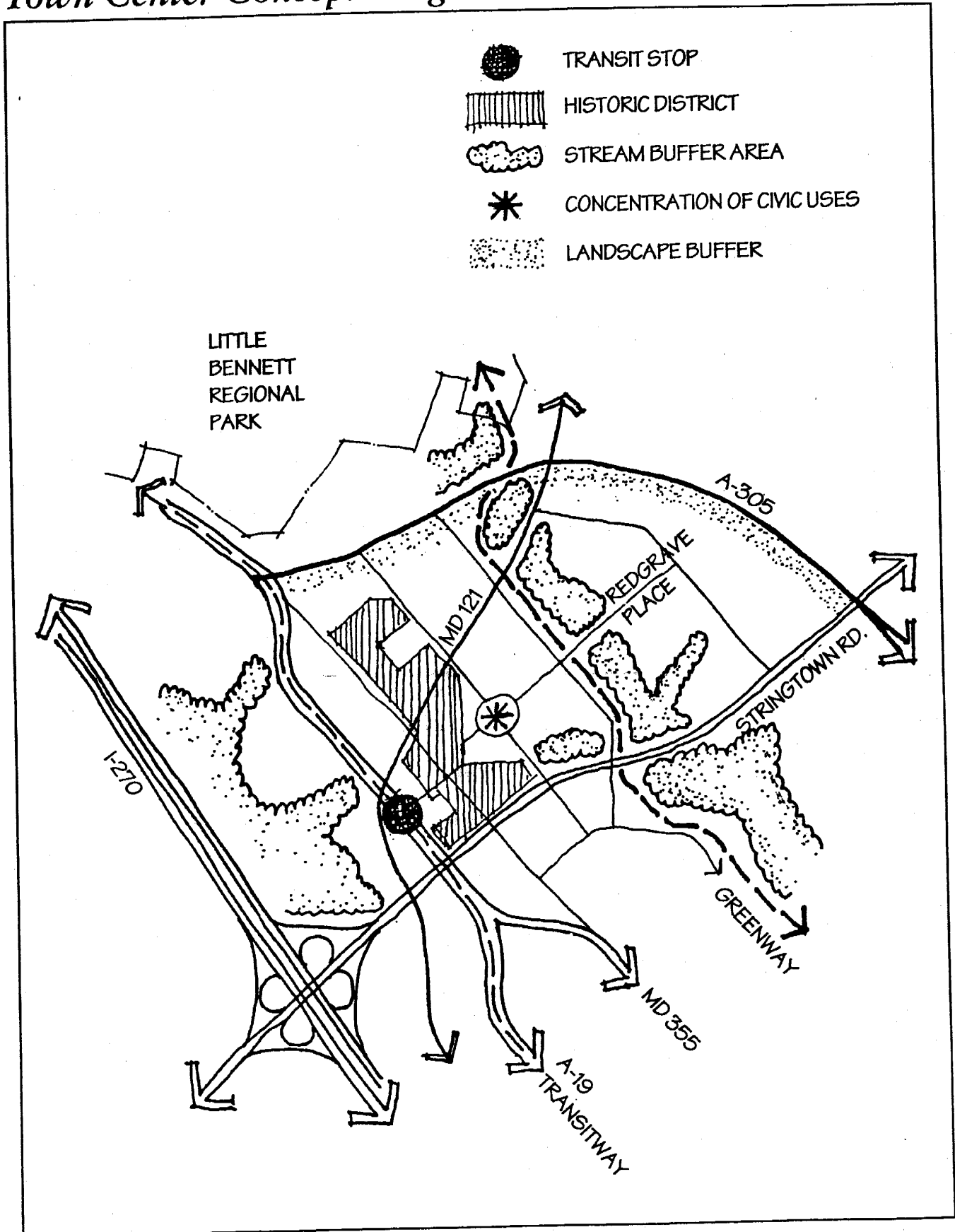


Figure 3

Town Center Concept Diagram



Attachment 1

Maskal, Nellie

From: Paul (and/or Mary) Majewski [pmajewski@att.net]
Sent: Wednesday, September 08, 2004 9:44 AM
To: MCP-Chairman
Cc: Kathie Hulley; Esther King; Joann Woodson; Krisna Becker; Krisna_Becker@hgsi.com; Tom Leedy; Maskal, Nellie; pmajewski@att.net
Subject: Conditions for Woodrest (No 1-04019) acceptance

cCa
Clarksburg Civic Association
Clarkburg, Maryland 20871-0325

September 8, 2004

The Honorable Derick Berlage
Chairman
The Maryland-National Capital Park and Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

Chairman Berlage:

Bill Roberts of Miller and Smith presented the Preliminary Plan Review (No 1-04019) for the Woodcrest subdivision in Clarksburg to our CCA Planning Committee. We generally accepted the plans as conforming to the Master Plan as best as we could determine in that half hour. Generally, we would like to have conditions put on the plan to assure that some of our design guidelines are met.

You may argue that the type of lighting is not relevant for a preliminary plan. But the location of this subdivision, adjacent to Little Bennet Regional Park, dictate that extreme measures be taken to ensure that the development's lighting does not ruin the fleeting experience enjoyed by campers and day users of this treasured park.

The CCA-PC insists that lighting should be full cut off, to prevent lighting the dark skies.

The Planning Committee is also alert to access for fire engines. We have heard from Hyattstown Volunteer Fire Department (HVFD) members that some streets and intersections in the developed portion of the Town Center neighborhood are too narrow to navigate without delay. Please make a condition of the plans that they be acceptable to the HVFD and Montgomery County Fire and Rescue to assure the quick navigability of the Woodcrest planned streets and alleys.

Could you please make use of the following related CCA resolutions in formulating the conditions:

On January 27, 2003, the CCA passed:
"The CCA encourages the consideration of use of sustainable development practices as a part of overall development plans."

On April 24, 2004:
...The Clarksburg Civic Association supports increasing development impact taxes on new development,

or requiring direct developer construction of the new infrastructure in order to cover capital improvement costs that new development will generate. ...

Sincerely yours,

Paul E. Majewski
President
Clarksburg Civic Association

CCA Development Guidelines

The Clarksburg Master Plan specifies that Clarksburg is to have a small town atmosphere, be pedestrian and bicycle friendly, transit oriented, and adhere to the Special Protection Area (SPA) environmental restrictions. The Clarksburg Master Plan emphasizes that Clarksburg be designed to reduce the dependency on automobiles. These are the themes in the Clarksburg Master Plan. [Proposed Concept for Clarksburg page 6, Policy 1 page 16, Policy 2 page 18, and Policy 4 page 22]

On September 25, 2000, the Clarksburg Civic Association (CCA) membership approved the following list of guidelines for the developments within Clarksburg. The guidelines can be modified by approval of the CCA members attending any CCA monthly meeting. The guidelines are shown in bold followed by a reference to the Clarksburg Master Plan and an explanation. The guidelines are:

1. **Buildings are to be adjacent to and front the streets with parking to the rear of the buildings.** [Policy 7 page 28] There should be a sidewalk between the street and the buildings. The access to the parking area from the streets should be limited. This provides the pedestrian oriented street scape atmosphere. The businesses are presented to the community and the unsightly parking is hidden behind the buildings. Access to the commercial establishments is safer for pedestrians.
2. **Village centers need to be pedestrian friendly.** [Policy 7 page 28] Citizens need to be comfortable in walking between businesses. We do not want "box-like" stores with their own separate large parking facilities. Green spaces need to be provided for the enjoyment and relaxation of the citizens.
3. **Parking lots need to be designed so as not to be a barrier to the pedestrian.** [Policy 7 page 28] The parking lots need to be designed to minimize conflicts between automobiles and pedestrians who are walking between establishments which may be on opposite sides of the village center. This may be accomplished by creating a pedestrian avenue with shops and offices on both sides with small parking areas tucked behind the commercial property.
4. **The streets within a neighborhood need to form a grid pattern.** [Policy 5 page 24 and Policy 7 page 15] This helps prevents a single road from becoming a bottleneck. The streets need to be of varying widths. There will exist quiet streets that allow access to other areas of the neighborhood which increases pedestrian and bicycle safety.
5. **Roads should have sidewalks.** [Policy 5 page 24] Sidewalks provide safe pedestrian access throughout a neighborhood.
6. **Roads should be safe for bicycling.** By law, bicycles are legal vehicles on all roads provided the speed limit does not exceed 50 mph. Therefore, the roads need to be designed to accommodate bicycles. Arterial roads need bicycle lanes on each side. Given an adequate road system, bicycles can provide a means to cut traffic congestion.
7. **Bicycle parking facilities should be provided at commercial buildings.** Some bicycle parking facilities are required by law. This, again, encourages citizens to use alternatives to automobile transportation.

8. **Outdoor lighting should be full cutoff and glare free.** The light intensity is to be limited to one foot-candle in residential areas and 5 foot-candles in commercial areas. If done well, this is the best type of security lighting since the lighting can be installed to reflect off the property evenly and without shadows. The light should not shine directly upwards or out of the commercial property. Currently, Clarksburg has some of the darkest skies in the area. We do not need to lose the beautiful night skies. Astronomers regularly visit the area due to some of the best observing conditions in the area.
9. **Village centers need to provide both office and retail space.** [Policy 8 page 30] The types of retail must meet the needs of the neighboring residential areas. Office space for various small businesses would also give the opportunity for some people to live near their work.
10. **Provide residential apartments or condominiums above the commercial property.** This concentrates density in the Village Center where density should be highest. This also helps provide the small town atmosphere.
11. **The types of commercial and residential properties should be varied.** [Policy 7 page 28] One reason for PD zoning is to provide a variety of architectural styles. The Kentlands is a good example of this principal. In a group of town homes, the widths of adjacent homes should vary as well as the styling. For example, three town homes in a row may have widths of 18 feet, 22 feet, and 16 feet. Similarly, there need to be a mixture of lot sizes for single family homes.
12. **Near existing single family dwellings, the increase in density should be gradual.** There should only be single family homes surrounding existing dwellings with an orderly increase in density to town homes then multifamily housing (if appropriate).
13. **Integrate neighboring properties to maximize transparency between developments.** [Policy 7 page 28] The Elm Street property and the DiMaio property are good examples where this is being attempted.
14. **Park and Ride lots need to be provided.** [Transit Plan page 111] These lots can be kept on the smaller size and be strategically located in commercial areas and near regional transit stops. This will encourage citizens to both car pool and take transit. A good example of this is in the shopping center in Hyattstown on the Frederick/Montgomery County border. The portion of the parking lot in Montgomery County is used by people taking the bus and joining car pools.
15. **Use a charrette to receive citizen input while developing each site plan.** This helps to ensure that the local citizens buy into the final site plan and guides the developer in the direction the community would like to proceed. This has been successfully used for the future improvement of the street scape along MD 355 in Gaithersburg and will be used by the Transportation Policy Report Task Force.

We need to encourage the planning for transit within the built-out Clarksburg and from Clarksburg to other communities such as Damascus, Germantown, and Frederick. Ovid Hazen Wells Recreational Park needs bus service on a regular basis both during the week, in the evenings, and on weekends. Small buses should provide service between the residential areas of Clarksburg, the retail areas, and the park areas. This would truly make Clarksburg transit oriented. [Policy 4 page 22 and Transit Plan pages 109 - 112]