

STAFF REPORT

PROJECT PLAN NO. 9-94004

CLARKSBURG TOWN CENTER

March 22, 1995

STAFF REPORT FOR THE CLARKSBURG TOWN CENTER

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STAFF RECOMMENDATIONS

The staff recommends APPROVAL of Project Plan No. 9-94004 subject to the following conditions:

1. Development Ceiling

The project plan for the Clarksburg Town Center is limited to 1300 dwelling units, 150,000 square feet of retail space, and 100,000 square feet of office space to be constructed in the following staging plan:

- a. Stage 1 - 950 Units
- b. Stage 2 - 155 Units
- c. Stage 3 - 295 Units
- 90,000 Square Feet of Retail
- d. Stage 4 - 60,000 Square Feet of Retail
- 75,000 Square Feet of Office
- e. Stage 5 - 25,000 Square Feet of Office

The public building areas (i.e., elementary school, park buildings, and library) are not included in the calculations.

2. Transportation Improvements

The following road improvements, at each stage of development, are needed to provide enough capacity to serve the proposed development:

- a. Stage 1 - Reconstruction of the southbound right turn lane along MD 355 at MD 121 to provide a "free flowing" movement
- b. Stage 2 - Construct an eastbound left turn lane along MD 121 at MD 355
- Construct a westbound left turn lane along MD 121 at MD 355
- c. Stage 4 - Construct a northbound right turn lane along MD 355 at Stringtown Road
- d. Stage 5 - Restripe eastbound Comus Road to provide exclusive left turn lane at MD 355
- e. Participate in the Gateway I-270 Office Park Road improvement - widening MD 121 to four lanes between I-270 northbound off-ramp - Stage to be decided as part of the approval of the preliminary plan

The transportation memorandum in the appendix includes additional discussion on these required transportation improvements.

3. Dedication and Construction of A-305 (Mid-County Highway)

A-305 (Mid-County Highway) must be dedicated to a right-of-way of 80 feet and constructed as a two lane arterial to replace Piedmont Road. Construction will not be necessary until construction of single family detached units within the existing right-of-way for Piedmont Road has started.

4. Dedication and Construction of A-260 (Stringtown Road)

A-260 (Stringtown Road) must be dedicated to a right-of-way of 120 feet and constructed as a four lane, divided arterial road as part of a participation agreement with MCDOT. If this agreement does not occur before the necessary access points to the commercial area or part of the residential area from A-260 are needed, then improvements to existing Stringtown Road must be completed to increase safety as required by MCDOT.

5. Environmental Improvements Before Approval of the Preliminary Plan

Submit for review before the Planning Board hearing on the preliminary plan the following:

- a. Improved plans for stormwater management (SWM) and grading in the commercial area that reduce stream buffer encroachment. As part of this, submit an alternate plan for review that shows all road grading, SWM and associated grading entirely outside the stream buffer, to evaluate the impacts on site design and SWM effectiveness. Also submit calculations for the proposed in-stream dry pond on the commercial side showing the frequency and extent of inundation in the ponding area.
- b. Plan for the proposed SWM facilities and roads near or in stream buffer, and associated grading, with indication of where tree planting is permitted.
- c. A staging plan for SWM with the extent of each proposed phase of development and the order in which they will be built.
- d. A preliminary forest conservation plan reflecting the revised layout. At the first site plan review, the applicant should present reforestation/afforestation plans for the whole site and plant as much as possible during the first construction phase to meet a Special Protection Area recommendation for quickly establishing forest.

6. Environmental Improvements

- a. Move these stormwater management facilities, and any associated grading that cannot be reforested, outside the stream buffer. Make every effort to reduce or eliminate all grading from buffer:

Commercial side - Sand Filters #3, #4 and #7 (near top of Town Square tributary); Clean Water #2 (next to grocery store site); Sand Filter #6 (near Town Center's dry pond); Move at least the pond forebay outside of buffer, since it cannot be forested.

Residential side - Sand Filters #8, #9 and #10 (Note: #10 is located in existing trees - move all grading outside of buffer); Move dry pond and grading out of buffer.

- b. Any wetland creation areas should be designed to be forested.
- c. Provide an area for stormwater management for the school site in the Preliminary Plan.
- d. Maintain an undisturbed stream buffer of at least 125 feet along the Greenway Road and make graded slopes less than 25%. Further reduce or eliminate grading/disturbance in stream buffer for Greenway Road as much as possible.

7. Park/School

The proposed layout of the park/school site is presently not acceptable. Before approval of the site plan, additional setback of the road next to the park must be provided to meet the requirements of the Montgomery County Public Schools. A replacement for any loss of land or facilities must also be provided in accordance with the requirements of the Parks Department.

8. Historic Preservation

Incorporate the following items into the project plan before review of the site plan:

- a. Locate the public right-of-way for A-260 (Stringtown Road) outside the existing boundaries of the Clarksburg Historic District.
- b. Minimize the width of both the right-of-way and paving (50 feet of ROW and 26 feet of paving, subject to approval by MCDOT) for Redgrave Place located within the Historic District.

- c. Provide access easements to future public sewer at the intersections of A-260 (Stringtown Road) and Redgrave Place with MD 355 (Old Frederick Road).
- d. Provide a small open space/memorial park along the northern edge of the greenway next to Redgrave Place with an interpretive element for the family of John Clark that incorporates the existing grave markers
- e. Construct Redgrave Place to MD 355 within the Historic District prior to completion of Stage 3. Share expenses for relocating an existing house within the Historic District, and increase the size of the existing commercial lot as part of a participation agreement with the existing commercial landowner.

9. Compatibility with Existing Church and Adjacent Residences Within the Historic District

Increase the setback of the proposed public street located next to the church within the Historic District to 30 feet and provide screening for the existing cemetery. Relocate the tot lot away from the existing church, and maintain the area as open space to provide a potential linkage to the church. The size of lots and setbacks of the proposed development must match, approximately, the standards of the existing houses along the southeastern boundary of the site within the Historic District.

10. Revise the Layout of Streets

Incorporate the following items into the site plans for each stage of development:

- a. Improvements to the Town Square - Increase the size of the Town Square to reduce conflicts with east/west traffic and to improve pedestrian access.
- b. Relocate A-260 (Stringtown Road) to reduce the impact on adjacent residences. Reduce the number of access streets to A-260 from the area of single family detached units to meet the design standards for arterial roads.
- c. Eliminate the access to the proposed elementary school from MD 121 and provide access from Greenway Road.
- d. Revise the access to A-305 (Mid-County Highway) to allow a direct connection from Burnt Hill Road to Greenway Road, and improve the access to the single family detached units.
- e. Increase the intersection spacing near the Hilltop Recreation Area.

The present street system shown in the project plan requires waivers of existing standards. The applicant and staff have met with MCDOT to discuss the waivers. All waivers must receive final approval from MCDOT before approval of the site plan.

11. Staging of Amenities

All amenities shown within each stage of development must be completed within that stage of development. The design for the greenway, and the concept for the school/park and other large play fields, must be completed before approval of the first site plan. Construction of the amenities within the greenway must be completed before completion of Stage 3.

13. Landscaping

The following items must be incorporated into the site plans:

- a. Street trees, high quality street lights, sidewalk paving types, and street furniture as part of a plan for streetscape of roads and civic spaces.
- b. Increased landscaping in the commercial parking area.
- c. Landscaping for the buffer areas adjacent to all arterial roads.
- d. Screening for the existing homes within the Historic District.
- e. Landscaping for all stormwater management areas.

14. Maintenance

Maintenance of the private recreation areas, stormwater management facilities, civic spaces, and other amenities on private land must be maintained by the entire development. Submit before approval of the first building permit, a maintenance document that establishes an overall organization including all landowners that establishes responsibility for maintenance of these facilities.

As part of the review of the project plan, the staff recommends approval of two waivers. The first waiver allows use of closed section streets (curb and gutter) in special protection areas. Staff recommends approval of the closed section streets because the high density of the development and the mix of commercial and residential uses are not appropriate for the use of open section streets. The project plan includes special stormwater infiltration measures for the streets instead of the use of open section streets. The Clarksburg Master Plan also anticipated the use of closed section streets in the town center area. Waivers to utilize some on-street parking to reduce off-street parking are encouraged subject to review by MCDOT.

The staff also recommends approval of the reduced setbacks along the streets and boundary lines as permitted in the Zoning Ordinance if designated in a master plan. These reduced setbacks will allow buildings to be oriented to streets to encourage the use of sidewalks and generally improve the pedestrian environment. The Clarksburg Master Plan also anticipated the reduction in setbacks to foster the creation of a pedestrian oriented town.

PROJECT DESCRIPTION AND SUMMARY OF ISSUES

This section of the report provides a brief description of the project plan for the Clarksburg Town Center and a summary of the major issues. The third section of this report, **FINDINGS**, provides a more detailed analysis of the project and a discussion of the findings.

PROJECT DESCRIPTION

1. Application

The Clarksburg Town Center is an application for the optional method of development in the RMX-2 Zone. The Clarksburg Town Center Venture filed a complete application on December 6, 1994. This application is the first project plan submitted since the adoption of the Clarksburg Master Plan. It represents one of the largest parcels within the area designated as the Town Center in the Master Plan. Review of this project will help in setting the standards for future development in this key area.

Following the guidelines in the master plan, this application fosters the creation of a transit and pedestrian oriented town surrounded by open space. It includes a range of housing opportunities, retail shops, a grocery store, restaurants, personal services, and offices as follows:

1300 dwelling units
150,000 square feet of retail space
100,000 square feet of office space.

A large variety of open spaces are also provided. This project plan also includes a concentration of civic spaces, and opportunities for a post office, library, elementary school, and a community center that could become a focus of community life in this portion of the future Town Center of Clarksburg.

2. Site Conditions

The site is located approximately 1/2 mile from I-270 near the intersection of MD 355 (Frederick Road) and MD 121 in the Clarksburg Planning Area. The site has a total of approximately 267.50 acres of land including 70.20 acres of land in the RDT Zone and 197.30 acres in the RMX-2 Zone. The site is actively farmed as corn and soybean cropland. The terrain is moderately sloping. Elevations range from approximately 570 feet to 716 feet above sea level.

The site is located in the headwaters of the Little Seneca Creek and Little Bennett Creek watersheds. A main stream and two tributaries are located within the land in the RMX-2 Zone. A small stream is also located on the land in the RDT Zone. Approximately 8 acres of land include nontidal wetlands. The floodplain for these streams varies in width from 30 feet in the upper reaches to 300 feet at the confluence of the main stream and the tributaries. The forest land is located along the streams and primarily within the floodplain areas.

3. Surrounding Land Uses

Existing homes and vacant land in the R-200 and RMX-2 Zones located across A-260 (Stringtown Road) form the southeastern boundary of the site. Existing homes and land in the RDT Zone located across the future A-305 (Mid-County Highway) form the northeastern boundary of the site. Existing homes and vacant land in the RMX-2 Zone located across A-27 (Clarksburg Road) form the northwestern boundary of the site. Kings Pond Local Park is also located on the northwestern boundary of the site. The existing Clarksburg Historic District forms the southwestern boundary of the site.

4. Proposed Amenities and Facilities

The RMX-2 Zone contains a standard and optional method of development. Under the standard method of development projects must comply with the requirements in the R-200 Zone (maximum of 2.44 dwelling units per acre or 481 dwelling units). Office and retail uses are not permitted under the standard method of development.

The project plan for the Clarksburg Town Center is an application for the optional method of development in the RMX-2 Zone. Under the optional method, general commercial uses and higher density residential uses are allowed provided they meet the guidelines in an approved and adopted master plan, and public amenities and facilities are also included. This application includes the following amenities and facilities to support the mixture of uses and the increased densities of development proposed in the project plan.

Amenity Areas:

- Town Square
- Land dedicated for future civic building (i.e., meeting rooms, and library)
- Streetscape system for main street, framework streets, and all other streets (street trees, lighting, special paving, and street furniture)
- Neighborhood squares and formal green areas (4)
- Greenway dedicated for park use
- Greenway roadways
- Specialty planting areas along greenway roads
- Park/school site (dedication for future elementary school)
- Large private recreation area for major fields
- Land for expansion of areas next to the historic district
- Green areas and buffer next to the existing Historic District
- Green areas and setback areas located along A-305 (Mid-County Highway), A-260 (Stringtown Road), and A-27 (Clarksburg Road)
- Pond area

Recreational Facilities:

- Tot lots (4)
- Multi-age playgrounds (6)
- Picnic/sitting areas (5)
- Tennis courts (3)
- Bikeway system
- Greenway pathway and bicycle path (Class I)
- Nature trail
- Natural area near the pond
- Swimming pools (2)
- Wading pools (2)
- Indoor fitness facility

The recreational facilities meet the requirements of the Recreation Guidelines.

A separate discussion of the roads will be provided in the **FINDINGS** section of this report.

SUMMARY OF ISSUES

The following items summarize the issues in connection with the staff recommendations on the Clarksburg Town Center. This discussion highlights some issues that occurred during the review of this project plan. A more detailed discussion of the issues is located in the **FINDINGS** section of this staff report.



View of Town Square

CLARKSBURG TOWN CENTER

Exhibit 10

FINDINGS

FINDING #1 - MEETS PURPOSES AND REQUIREMENTS OF THE RMX-2 ZONE

1. Conformance with the Purposes

A finding is required to establish that the project plan will comply with the purposes described in the applicable zone. Staff finds that the project meets all the purposes of the RMX-2 Zone as described in the following paragraphs:

- a. "To accommodate mixed use development comprised of planned retail centers and residential uses at appropriate locations in the County."

This development contains a retail center in the location and intensity shown in the recent master plan. The residential uses and intensity are also in accordance with the Clarksburg Master Plan and Hyattstown Special Study Area.

- b. "To provide public facilities and amenities to support the mixture of uses at the increased densities of development."

This development would provide public facilities and amenities in accordance with the guidelines in the recent Master Plan. These amenities include as a minimum a town square, streetscape system, neighborhood squares, greenway dedicated for park use, park/school site, green areas, pond area, and recreation features for a variety of age groups.

2. Conformance with Development Standards

The project plan for the Clarksburg Town Center is in conformance with the development standards of the RMX-2 Zone. The development standards are found both in the Zoning Ordinance and the Clarksburg Master Plan. The following chart describes the conformance of the project plan with the development standards required for the optional method of development.

1. Conformance with the Clarksburg Master Plan Including Staging Elements

The proposed development conforms to the guidelines in the Master Plan for the Town Center. The proposed mix of uses, densities, and the public facilities and amenities implement the policies described in the master plan. The Clarksburg Town Center is in the Stage 2 Area designated in the Master Plan. The staff recommends that the project plan proceed to the public hearing before implementation of the "trigger events" described in the Master Plan. However, the hearing on the preliminary plan would be dependent on the "trigger events" being met. The staging element of the Master Plan is discussed later in the staff report.

2. Environmental Issues

The staff has carefully reviewed the project plan with respect to the high expectations for minimizing the impact on the natural environment. An innovative system of measures that is designed to reduce the impact on the natural environment is proposed in this plan. These measures include greater setbacks from the streams and tributaries than normally required, redundancy of stormwater management systems, an emphasis on infiltration of stormwater, and an extensive afforestation and landscaping plan. These efforts have been accomplished without reducing the densities and intensities of land uses identified in the master plan. Additional recommendations for the area next to the commercial spaces are included in the staff report.

3. Transportation Improvements

Several transportation improvements are proposed by the applicant to satisfy the requirements of local area review. The remaining issues include the need to construct a portion of A-305 (Mid-County Highway), a portion of A-260 (Stringtown Road) with participation from Montgomery County, and additional improvements to A-121 (Clarksburg Road) near the intersection of I-270. These issues are discussed in more detail in the FINDINGS section of the report. This project plan assumes the completion of four lanes of MD 121 over I-270 by the Maryland State Highway Administration, and improvements to MD 121 as part of the development of Gateway I-270.

4. Combined Kings Pond Park and Elementary School Feature

The proposed park/school site is a creative response to the needs of the future residents of Clarksburg. The layout needs modifications to be approved by the Montgomery County School Board and the Parks Department before review of the first site plan. Additional setback is needed for the proposed access road to provide sufficient space for the elementary school. The setback from the existing power lines and pond must be maximized to meet the requirements of the public schools. The land area and number of facilities of the existing

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Kings Pond Local Park must not be reduced. The parcel located west of A-305 (Mid-County Highway) should be considered to provide more regional needs for major play fields.

5. Historic Preservation

The extension of Redgrave Place through the Historic District is part of Phase 3 of the development. The proposed right-of-way and paving must be minimized to reduce the impact on the Historic District. The extension is the responsibility of the applicant. An existing house must be relocated within the district as part of a participation project with the owner. The existing parcel within the district must be extended by the applicant into the area of the project plan. A relocation of A-260 (Stringtown Road), and access to public sewer must also be provided.

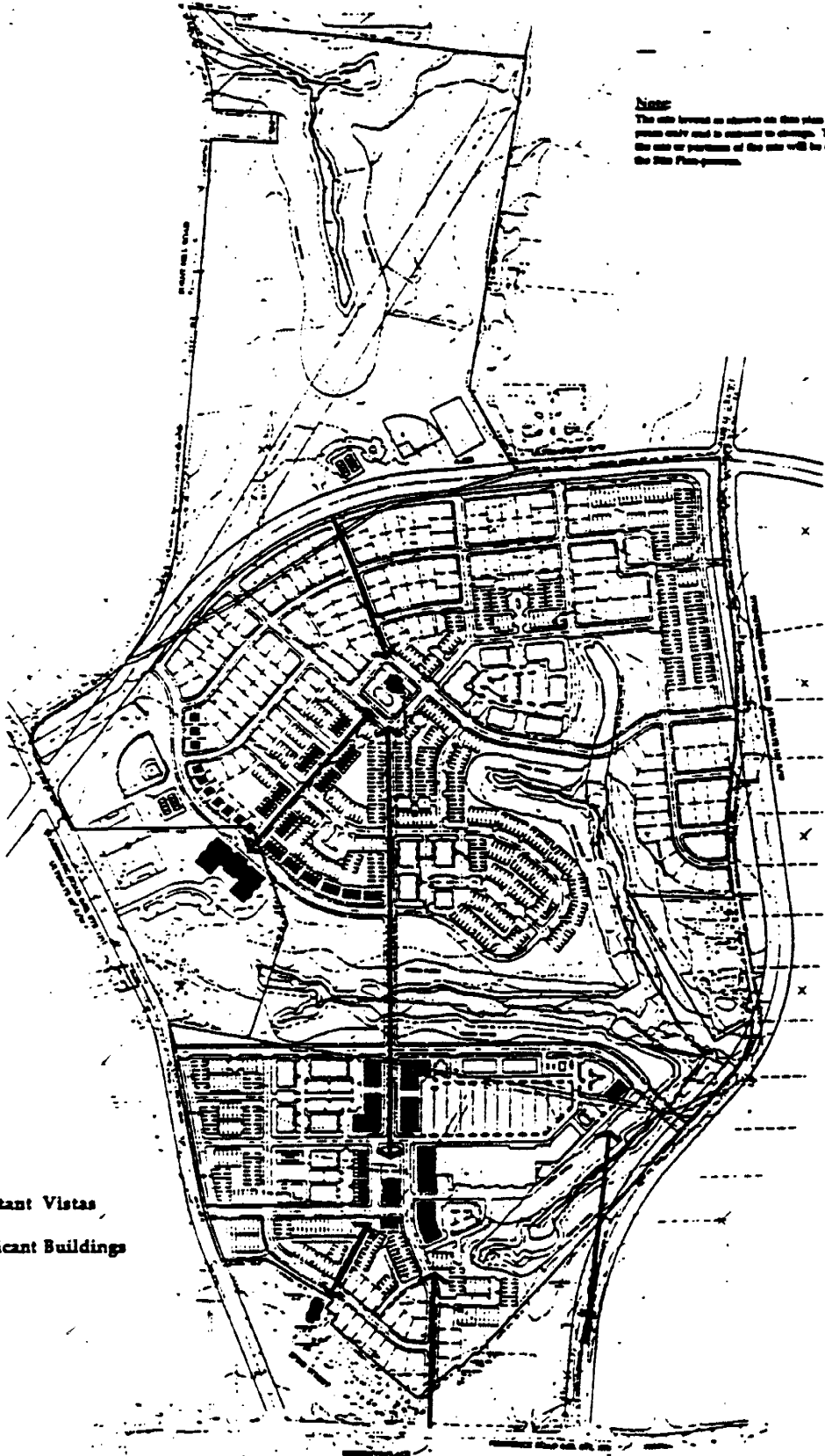
6. Design Standards for Streets and Roads

The proposed project plan requires waivers of existing standards for roadways in Montgomery County. These waivers are presently being reviewed by the Montgomery County Department of Transportation. Approval of the waivers will accommodate on-street parking. Approval will also allow improvements to the streetscape such as additional street trees, reduction of corner radii, and special street lights. Although these waivers provide a substantial improvement to the pedestrian environment, the project plan is not dependent on approval of these waivers.

ILLUSTRATIONS

1. Vicinity Map
2. Illustrative Building Plan
3. Framework Street Plan
4. Pedestrian Framework Plan
5. Recreation and Amenities Plan
6. Landscape Concept Plan
7. Town Square Plan Enlargement
8. Main Street/Hilltop District Plan Enlargements
9. Site Furnishings
10. View of Town Square

Note:
The site layout as shown on this plan is for reference purposes only and is subject to change. The final layout for the site or portions of the site will be determined during the site preparation.



Legend



-  Important Vistas
-  Significant Buildings

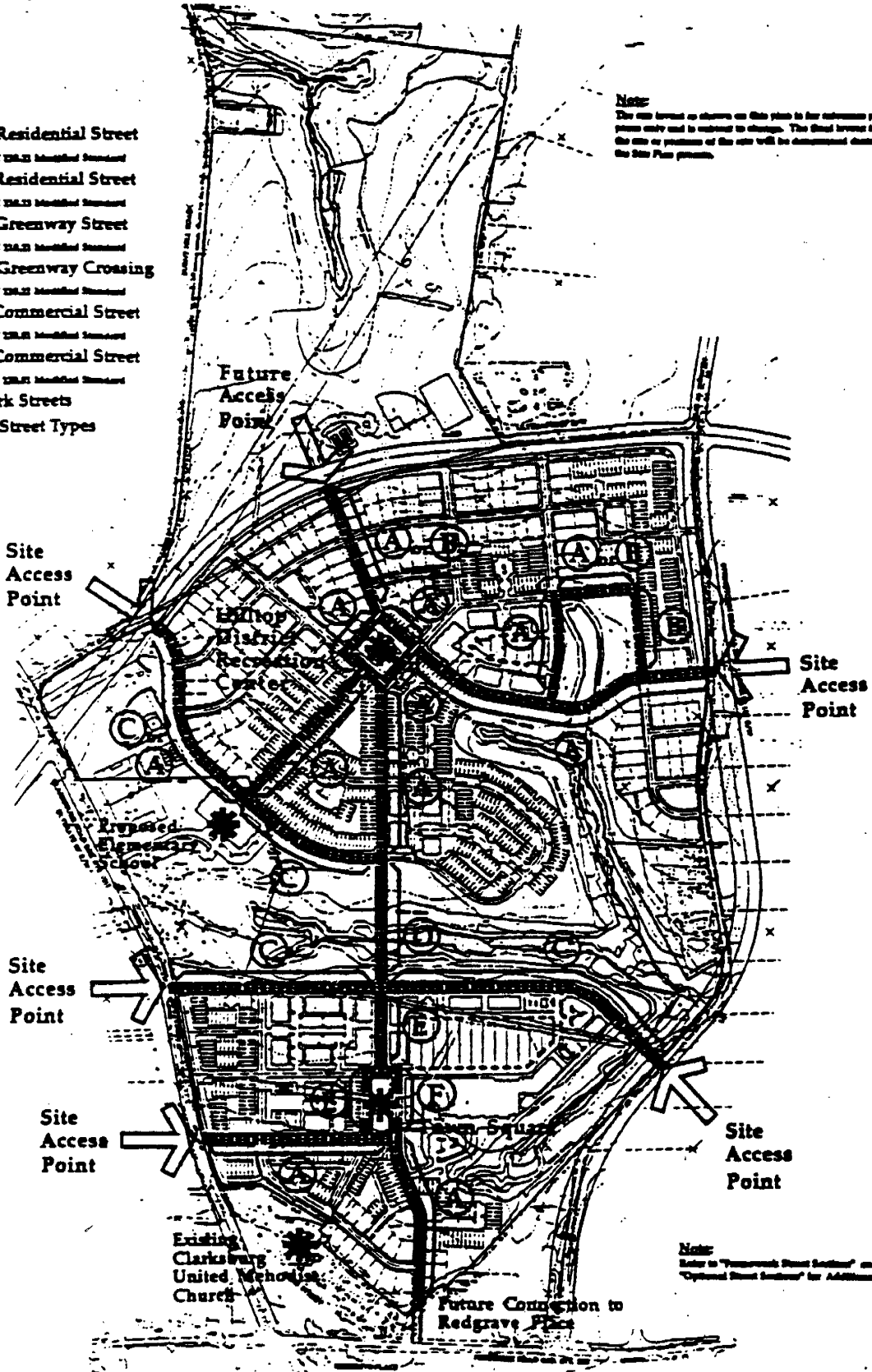
Exhibit 17
Illustrative Building Plan



Legend:

- (A) Type A - Residential Street
OF R.O.W. MC 24.23 Modified Standard
- (B) Type B - Residential Street
OF R.O.W. MC 24.23 Modified Standard
- (C) Type C - Greenway Street
OF R.O.W. MC 24.23 Modified Standard
- (D) Type D - Greenway Crossing
OF R.O.W. MC 24.23 Modified Standard
- (E) Type E - Commercial Street
OF R.O.W. MC 24.23 Modified Standard
- (F) Type E - Commercial Street
OF R.O.W. MC 24.23 Modified Standard
- ▬ Framework Streets
- Optional Street Types

Note:
The site layout as shown on this plan is for reference purposes only and is subject to change. The final layout for the site or portions of the site will be determined during the Site Plan process.










Note:
Refer to "Framework Street Section" and "Optional Street Section" for Additional Information

Exhibit 12
Framework Street Plan



Note:
 The site layout as shown on this plan is for reference purposes only and is subject to change. The final layout for the site or portions of the site will be determined during the Site Plan process.

Legend

-  Primary Pedestrian Sidewalk
-  Secondary Sidewalk
-  Bicycle Route (Class III)
-  Greenway Pathway
-  Combination Greenway Pathway & Bicycle Path (Class I)
-  Transit Stop
-  Master Planned Bicycle Route

Note:
 The exact location of the Pathway within the Greenway will be determined during the Site Plan Approval Stage.

**Exhibit 13
 Pedestrian Framework Plan**

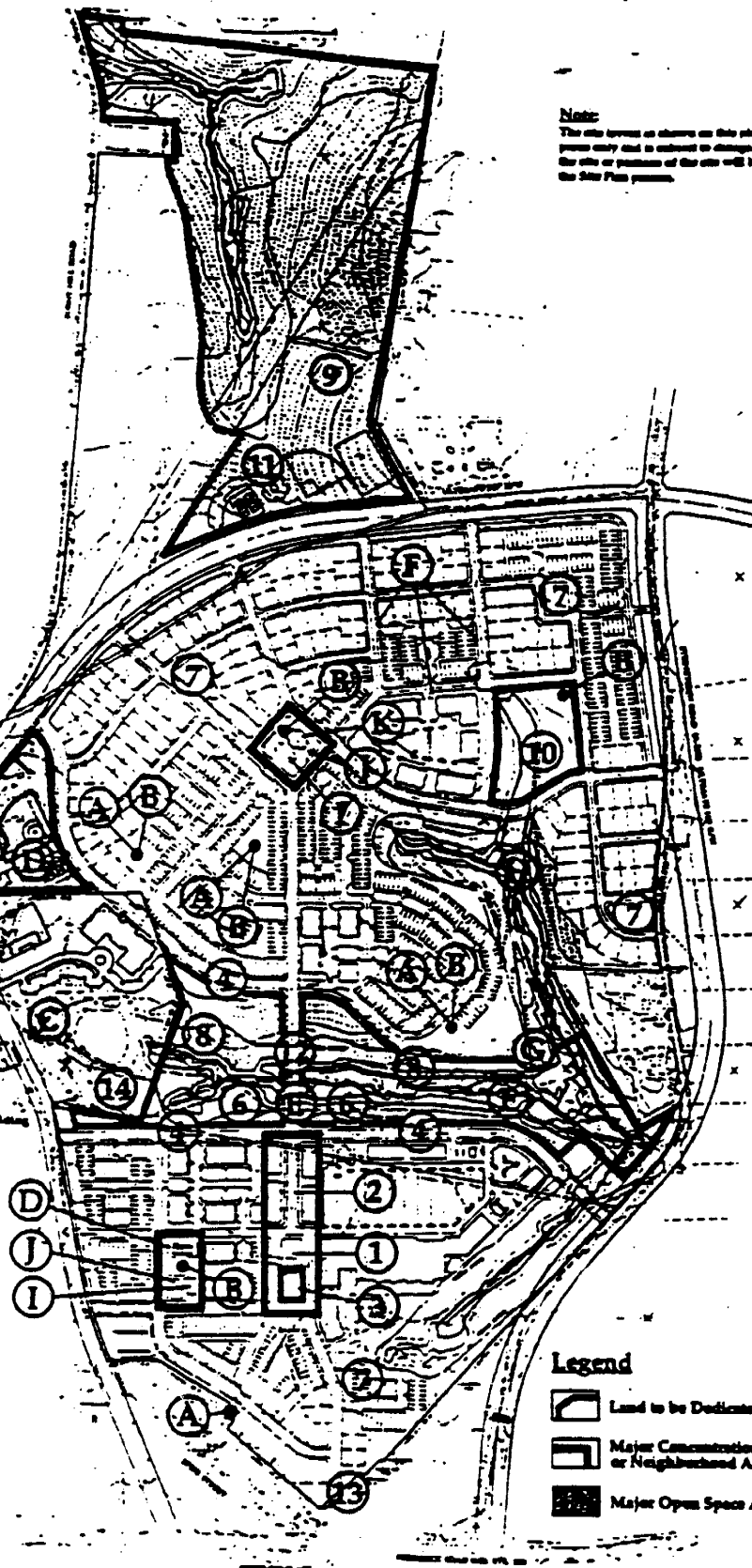
Recreational Facilities

SYMBOL	QTY	DESCRIPTION
(A)	4	Tot Lots
(B)	6	Multi-Age Playgrounds
(C)	6	Plaza/Sitting
(D)	3	Tennis Courts
(E)	1	Bike System
(F)	1	Playstation System
(G)	1	Amuse Trail
(H)	1	Natural Area
(I)	2	Swimming Pool
(J)	2	Walking Pool
(K)	1	Indoor Pleasure Facility

Note:
The site layout as shown on this plan is for reference purposes only and is subject to change. The final layout for the site or portions of the site will be determined during the Site Plan process.

Amenities

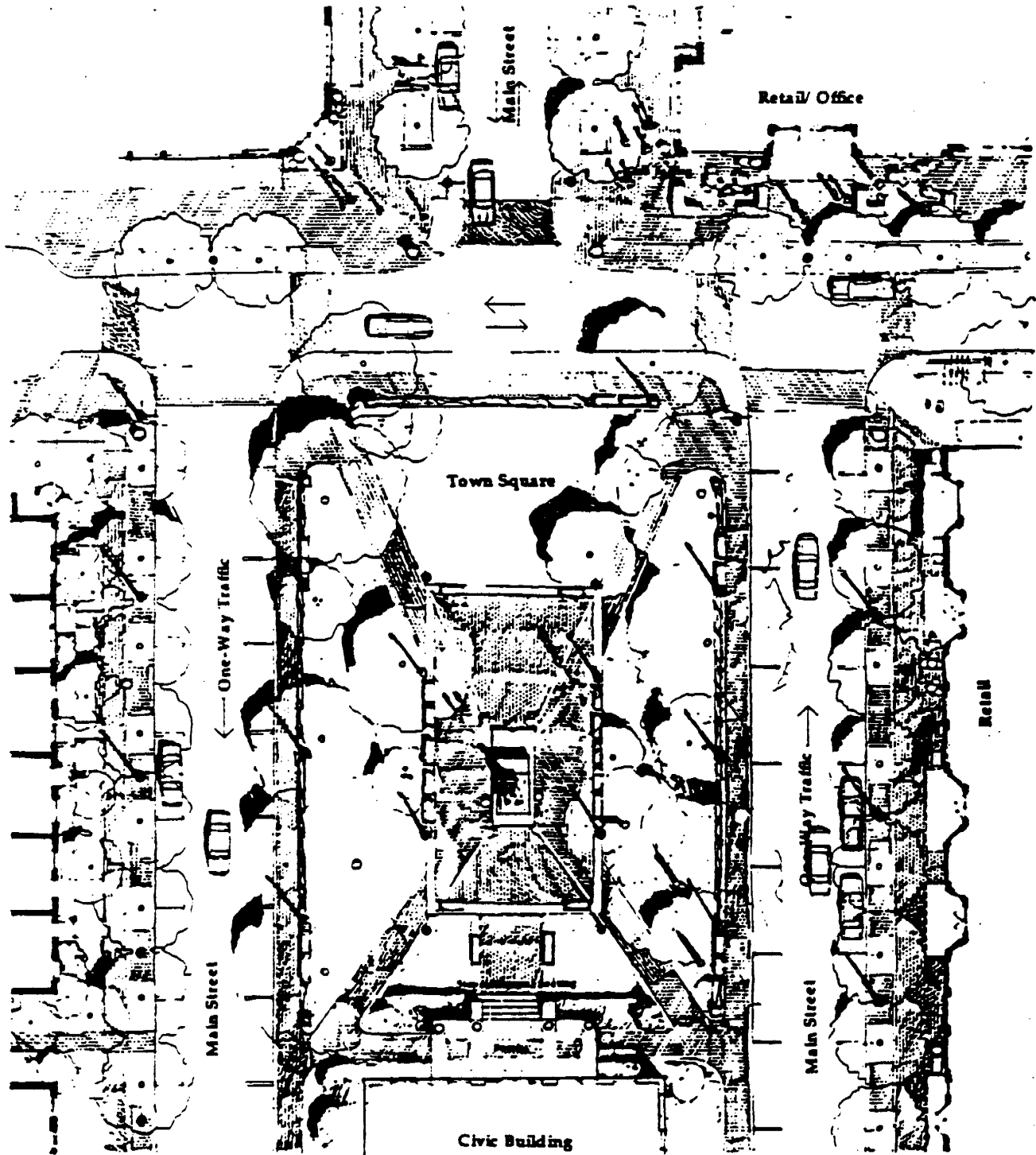
SYMBOL	DESCRIPTION
(1)	Town Square
(2)	Main Street Design & Landmark Landscape Lighting, Special Paving, Street Furniture
(3)	Land Dedication and Setting for Civic Building
(4)	Greenway Boulevards
(5)	Land Dedication for Elementary School
(6)	Specialty Planting along Greenway Roads
(7)	Formal Neighborhood Green Lot
(8)	Land Dedication for Park Use (Greenway)
(9)	Land Dedication for Park Use
(10)	Pond
(11)	Tennis Courts (2)
(12)	Street Crossing Overlook
(13)	Land for Restored Historic Home
(14)	Urban Park Setting



Legend

- Land to be Dedicated
- Major Concentration of Recreational Facilities or Neighborhood Amenities
- Major Open Space Areas

**Exhibit 19
Recreation & Amenities Plan**



Legend

- Traditional Street Light
- Trash Enclosure
- |||| Bicycle Rack
- Bench
- ▭ Awning
- Special Parking
- Fence
- ← Traffic Condition

Note:
This plan is for illustrative purposes only and is
subject to change.

Exhibit 21
Town Square Plan Enlargement

CLARKSBURG TOWN CENTER
MONTGOMERY COUNTY, MARYLAND



Scale: 1" = 20'

Greenway Plantings

Intensively grouped plantings along major roads combined with existing areas on paths. Tree groupings will provide filtered views to scenic valley beyond. Native mountain grasses will be used on the embankments and other areas of disturbed soil.

- Suggested Tree Species:**
 Tulip Poplar, Hackberry, Redbud, Virginia Cedar, Birch, Sycamore, Persimmon, Black Gum, American Plum Tree

Linear Streets

Main St. and other linear streets
 The linear streets create the framework of the Town and should have formal tree plantings that reinforce this. We are suggesting that these streets be planted with large shade trees at regular spacing varying from average 25' in the commercial area to 30' in residential district residential areas, to 40' in low-density residential areas. Species are selected for good performance in urban conditions.

- Suggested Tree Species:**
 London Plane Tree, Ash, Willow Oak, Sycamore Oak, Honeylocust, Zelkova, Linden

Curvilinear Streets

Spaces opening to the Greenway are generally curvilinear in form and are planted with a mix of dramatic shade trees, discovery trees and evergreens in informal groupings. Spacing from London plane typical of the stream valley is suggested.

- Suggested Tree Species:**
 Red Maple, Tulip Poplar, Sycamore, White Pine

Civic and Neighborhood Squares, Recreation Areas and Development Entries

Landscaping will intensify the character of selected street plantings, but plant schemes will have a strong seasonal character that will distinguish each square. Each area will have a combination of large shade trees, two types of smaller ornamental trees and shrub planting that reinforce the seasonal character.

- Suggested Plant Species:**
- ① Town Square (Fall and Winter Emphasis)
 Sugar Maple Gargo shade tree
 Wintering Hawthorn, Sparganium (smaller ornamental trees)
 Yew Bush
 - ② Neighborhood Recreation Center (Summer Emphasis)
 London Plane Tree (large shade tree)
 Fraxino and Cypripedium (small ornamental tree)
 Hedge Rose
 - ③ Neighborhood Square, Play Area, Development Entry
 Tree and shrubs of seasonal interest similar to above.

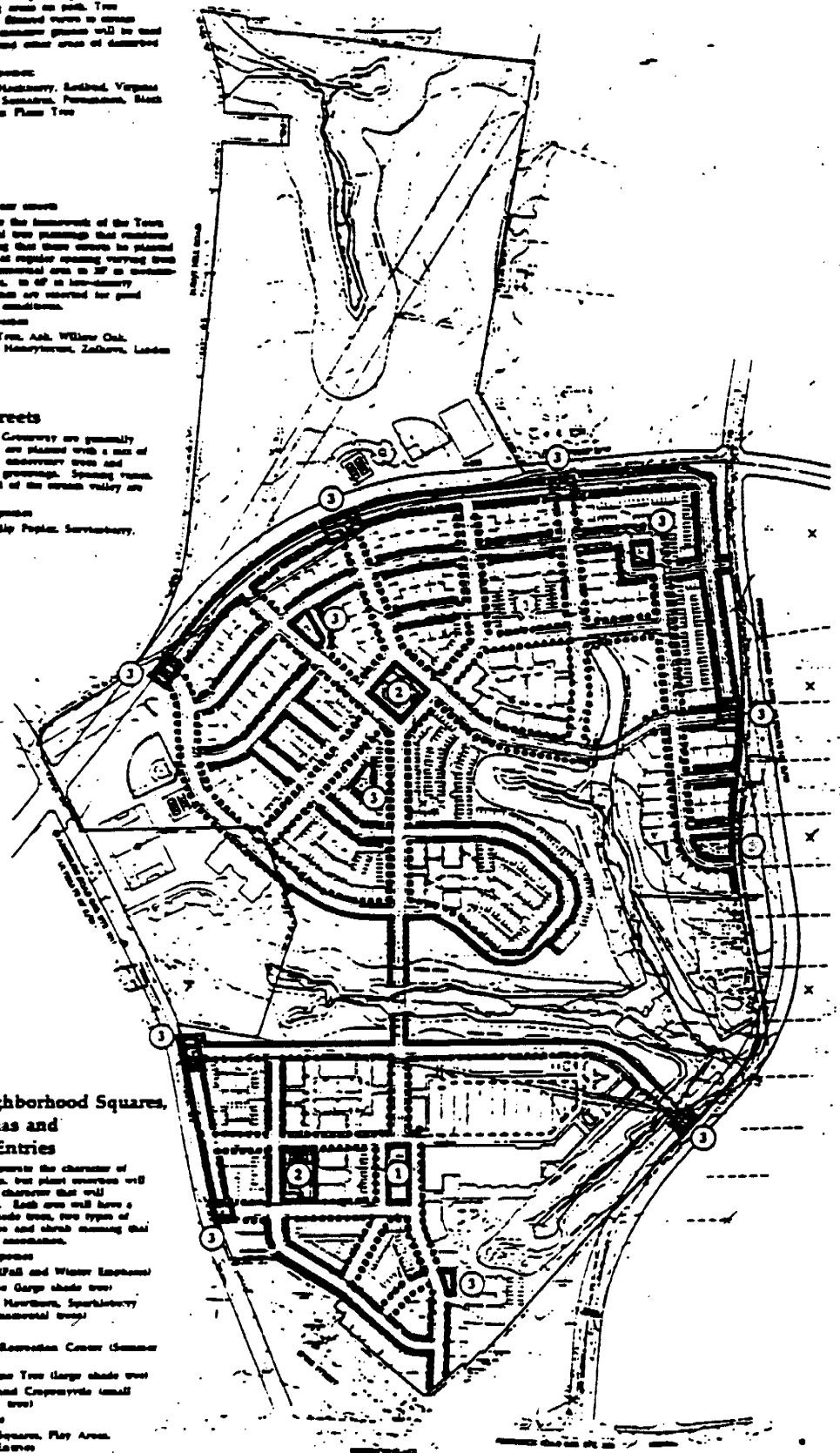
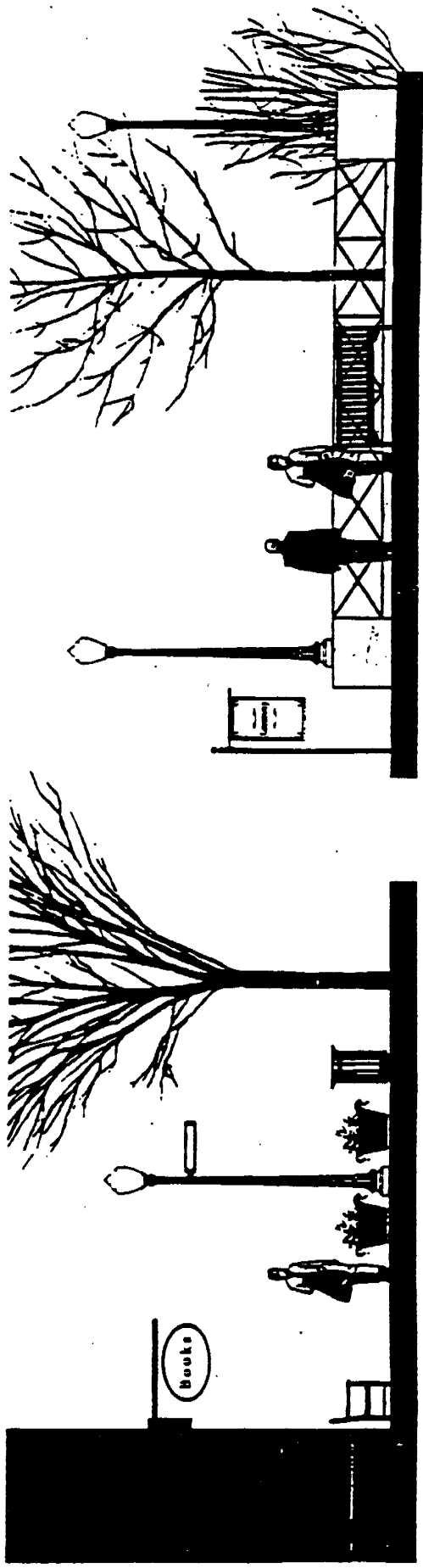


Exhibit 20
Landscape Concept Plan



Signage
Bench

Post
Traditional Light Fixture
Trash Receptacle

Signage
Traditional Light Fixture
Bench

Town Square Site Furnishings

Greenway Site Furnishings

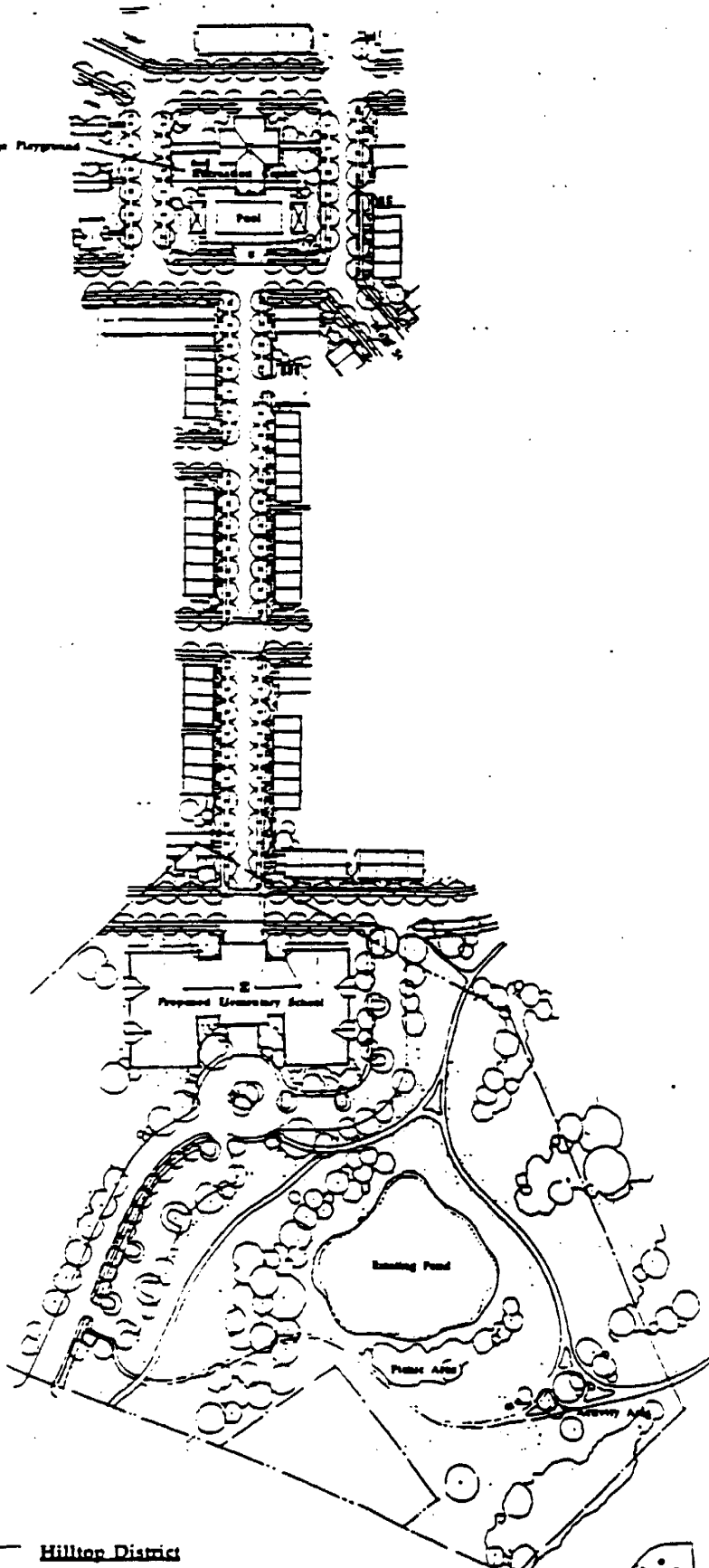
Note: This plan is for illustrative purposes only and is subject to change.

Exhibit 24
Site Furnishings

Scale: 1/8" = 1'-0"

CLARKSBURG TOWN CENTER
MONTGOMERY COUNTY, MARYLAND

Multi-use Playground



Hilltop District

Note: This plan is for illustrative purposes only and is subject to change.

Town Square

Main Street/Hilltop District Plan Enlargements Exhibit 22



CLARKSBURG TOWN CENTER
MONTGOMERY COUNTY, MARYLAND



DATA SUMMARY: CLARKSBURG TOWN CENTER

Items	Permitted/Required	Provided
Lot Area	NA	197.30 acres (RMX-2 area) 70.20 acres (RDT area) 267.50 acres total
Minimum Green Area or Outside Amenity Area		
1. Within Commercial Area	15% (2.19 ac.)	21% (3.06 ac.)
2. Within Residential Area	50% (91.35 ac.)	60% (110.39 ac.)
Density of Development Shown in the Master Plan		
1. Retail	150,000 sq.ft.	150,000 sq.ft.
2. Office	770,000 sq.ft.	100,000 sq.ft.
3. Civic Use (not including elementary school)	NA	24,000 sq.ft.
4. Residential	1380 du (5-7 du/ac)	1300 du (6.6 du/ac)
MPDU's	12.5%	12.5%
Maximum Gross Leasable (Non-Residential) Floor Area	600,000 sq.ft.(0.5 FAR)	250,000 sq.ft.(0.39 FAR)
Setbacks		
1. From One-Family Zoning		
- Commercial Bldgs.	100 ft.	300 ft. min
- Residential Bldgs.	50 ft.	50 ft. min.
2. From Any Street*		
- Commercial Bldgs.	NA	0 ft. min.
- Residential Bldgs.	NA	10 ft. min.
Building Height	4 stories	4 stories (50 ft.) commercial 3 stories (45 ft.) residential
Parking Spaces	3150	3150

Notes: * No minimum setback is required if in accordance with an approved master plan.

The setback of residential buildings next to the Clarksburg Historic District must be modified to have a minimum setback of 50 feet.

FINDING #2 - CONFORMS TO THE CLARKSBURG MASTER PLAN

The staff of the Planning Department finds that the project plan conforms to the guidelines in the Approved and Adopted Clarksburg Master Plan and Hyattstown Special Study Area.

The Clarksburg Master Plan developed high expectations for building a complete community in the town center area. The applicant was an active participant in the process of developing the master plan. Because of this participation, this project plan for the Clarksburg Town Center demonstrates a remarkable commitment and an important first step to building a complete community. The project plan includes a large variety of open spaces, creative street design, preservation of the natural environment, a variety of housing opportunities in close proximity, civic spaces, community facilities, opportunities to accommodate future transit service, and a provision to locate commercial spaces within walking distance of residences. The following paragraphs describe in more detail how this project plan meets the requirements of the master plan.

1. Land Use Plan

The project plan conforms to the guidelines in the land use plan. The location of the major land uses including the commercial spaces, residential areas, the greenway, and the elementary school conform to the guidelines in the master plan.

The mix of dwelling units conforms to the guidelines in the master plan as summarized in the following chart:

Unit Types	Master Plan Guidelines	Proposed
1. Single family detached	10-20%	15%
2. Single family attached and townhouses	30-50%	50%
3. Multi-family	25-45%	35%

The project plan provides a strong focal point for community services. The Town Square located along Redgrave Place next to the commercial area and the higher density residential area provides an outdoor space for community activities. The town square also provides land available for a future post office, library, senior center, and meeting rooms. The combination of the outdoor space, the potential for a community building, and the proximity of residential and commercial spaces will provide a focal point for the town center.

A transit and pedestrian oriented land use pattern will be established with this project plan. Buildings are oriented to the streets. An interconnected system of streets, sidewalks, and

bikeways provide access to all land uses and accommodate future transit along the surrounding arterial roads.

The quantity and variety of open spaces and recreation features are a strength of this plan. This project plan includes the greenway as described in the master plan. It also provides a creative opportunity to link the proposed elementary school to this greenway, which provides a major amenity for the community. In addition to the guidelines in the master plan, this project plan also provides a new park on the east side of A-305 (Mid-County Highway) that provides a softball field, a soccer field, two tennis courts, and a parking area for more organized recreation.

The greenway network shown in the master plan has been reinforced and augmented in this project plan. Locating the proposed elementary school next to the greenway augments the greenway concept by providing additional recreation areas near the stream buffers and along the major bikeway.

2. Transportation and Mobility Plan

The Clarksburg Town Center conforms to the guidelines for transportation and mobility delineated in the master plan. Regional traffic will be routed to the edges of this neighborhood: A network of framework streets including Main Street (Redgrave Place) is designed to serve local traffic and to discourage through traffic. These streets are designed to reduce the speed of traffic to create a safe environment for pedestrians. Commercial development has direct access to Stringtown Road, an arterial road located on the edge of the neighborhood. The commercial development also has access from local streets within the town center such as Main Street (Redgrave Place) and a greenway road. The proposed location of the elementary school has access from a greenway road. All land uses are less than a 1/4 mile from an arterial road or the future transit station delineated in the Clarksburg Master Plan.

The bikeway system conforms to the guidelines in the Clarksburg Master Plan. The right of way for the arterial streets such as A-305 (Mid-County Highway) and A-27 (Stringtown Road) will accommodate bikeways separated from the roadway. A bikeway separated from the roadway has also been integrated into the greenway for recreational users and local, bicycle traffic. Local streets within the neighborhoods are sized to accommodate bikes on the roadway.

Sidewalks are located on both sides of all local streets. Sidewalks along all streets include, special street lighting and extensive street trees that exceed the minimum standards. Streets such as main street (Redgrave Place) have special paving and crosswalks.

Waivers from the existing standards by MCDOT are required for approval of this development. Many of these waivers were anticipated in the Master Plan and have already received preliminary approval from MCDOT. Waivers from other requirements have been reviewed by MCDOT, but they have not received approval.

3. Environmental Plan

During the review process, a creative approach to preservation of the natural environment was established. In accordance with the Master Plan, a forested buffer will be established along all streams, existing mature trees will be preserved and augmented, and a "no net loss" of wetlands policy has been established. The environmental plan achieves the desire to preserve the natural environment and establish a transit and pedestrian oriented town without compromise to the land use plan or the environment.

4. Staging

The Clarksburg Master Plan includes a staging element. This entire property is located in Stage 2 which includes the area of the Town Center that does not drain into the Ten Mile Creek watershed. This permits the project plan to be approved for this development. The Master Plan also identifies three staging triggers which must be met to initiate construction in Stage 2. These staging triggers include:

- a. Either State or County enabling legislation for development districts, or alternative infrastructure financing mechanisms are in place.
- b. County Council adopts a new water quality review process and DEP issues Executive Regulations related to this process.
- c. WSSC and the County Executive indicate that sufficient sewer treatment and conveyance capacity exists or is programmed to accommodate development and that sewer authorizations for the Germantown Town Center are not put at risk.

The enabling legislation has been created by the Council. A draft of the Executive Regulations has been prepared by DEP, but they have not been approved by the Council. These regulations primarily affect the method of monitoring water quality. The input from DEP into the layout of the development has already been provided. The staff of the Planning Department are waiting for a finding by WSSC and the Executive that sewer authorizations for the Germantown Town Center are not put at risk. Approval of a project plan does not provide authorization to proceed. Since these staging triggers do not affect the layout of land uses or the general design of the community, the staff of the Planning Department recommend that the project plan be allowed to proceed before implementation of all the

"trigger events." Final approval of the preliminary plan, however, should wait for implementation of the "trigger events."

5. Relationship of the FDA Related Amendment to the Project Plan

The Clarksburg Master Plan Amendment is underway to examine the potential to accommodate the consolidation of the labs and offices of the Federal Food and Drug Administration (FDA) west of I-270. The land use, zoning and transportation proposals, and the staging recommendations for the Town Center of Clarksburg, will not be reviewed in relation to FDA. This amendment does not affect the project plan for the Clarksburg Town Center.

FINDING #3 - COMPATIBILITY WITH THE NEIGHBORHOOD

The staff of the Planning Department finds that this project plan with conditions is compatible with existing and proposed adjacent development with modifications. The following paragraphs describe the key elements of compatibility:

1. Location, Size, and Intensity of the Development

The location, size, and intensity of development are in conformance with the guidelines in the Clarksburg Master Plan. A majority of existing development is separated from the proposed development by existing arterial roads. All existing and adjacent single family detached homes will have the same type of development on adjoining lots within the proposed development.

2. Compatibility of the Project Design

The proposed design with conditions will be compatible with the adjacent Clarksburg Historic District in a manner that is consistent with the master plan. Redgrave Place will be extended to the Historic District. Similar land uses (single family detached homes) will be located next to the Historic District. Additional setbacks are needed from the existing church and residences along Spire Street to establish compatibility. The design of this development also locates either major open spaces or houses that "front" on arterial roads.

3. Operational Characteristics

All service areas for the commercial and institutional uses are located away from existing or proposed adjacent development. The layout and design of the greenway system and the local streets allow extensions into the future developments on the adjacent parcels as established in the master plan.

4. Staging

This development will be constructed in five phases. The road improvements, parks, and community facilities will be staged to ensure there is no adverse impact at each stage. The other amenities will also be phased according to the staging plan to ensure that the future users will have adequate amenities to serve the proposed density.

FINDING #4 - WILL NOT OVERBURDEN EXISTING OR PROPOSED PUBLIC SERVICES

The staff finds that the proposed development with conditions will not overburden the existing public services, nor those programmed for availability with each stage of construction. A summary of this finding follows:

1. Traffic Impact

The proposed road improvements will be staged according to the following schedule:

Stage	Development	Road Improvements
Stage 1	950 Units	Southbound right turn lane along MD 121
Stage 2	155 Units	525 ft. left turn lane along eastbound MD 121 at MD 355 125 ft. left turn lane along westbound MD 121 at MD 355
Stage 3	295 Units	Redgrave Place access to MD 355
Stage 4	90,000 SF Retail 60,000 SF Retail 75,000 SF Office	325 ft. right turn lane along northbound MD 355
Stage 5	25,000 SF Office	Restripe Comus Road to provide 125 ft. exclusive left turn lane

This staging of road improvements has two major assumptions. The first assumption is that the nearby project (Gateway I-270 Office Park) will improve MD 121 adjacent to the interchange with I-270. The second assumption is that the Maryland State Highway Administration will widen the existing bridge of MD 121 over I-270 as part of the improvements to I-270. Without these two assumptions, the proposed road improvements must be revised.

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The following chart from the traffic impact analysis illustrates the results of the local area review analysis that was conducted by the applicant. Six nearby intersections were used in this analysis. This chart on the next page illustrates that the proposed development with the improvements will not overburden the road network.

RESULTS OF INTERSECTION CAPACITY ANALYSIS AT COMPLETION:

Intersections	Existing Volumes	Background Volumes	Total Volumes	Increase/ Decrease
a. MD 121 & SB I-270 Ramps	AM A/267	A/475	-	-
	PM A/401	A/440	-	-
W/SHA Improvements	AM -	A/475	A/545	-
	PM -	A/295	A/406	-
b. MD 121 & NB I-260 Ramps	AM E/1500	F/1689	-	-
	PM A/586	E/1581	-	-
W/SHA Improvements & Gateway	AM A/887	A/983	-	-
	PM -	A/662	A/775	-
c. MD 355 & Comus Road	AM C/1300	D/1421	E/1452	-
	PM A/793	A/900	A/976	-
W/restriping of Comus Road	AM -	-	D/1416	-
	PM -	-	A/911	-
MD 355 & MD 121	AM E/1562	F/1723	F/2017	+294
	PM C/1152	C/1272	E/1527	-
W/SB free flowing right turns, EB & WB left turn lane	AM -	-	F/1721	-2
	PM -	-	C/1218	-
e. MD 355 & Redgrave Place	AM A/632	A/632	B/1004	-
	PM A/722	A/732	D/1385	-
f. MD 355 & Stringtown Rd.	AM A/797	A/822	C/1220	-
	PM A/853	A/877	F/1693	-
W/NB right turn	AM -	-	C/1220	-
	PM -	-	D/1446	-
g. MD 355 & Shawnee Road	AM A/832	A/842	B/1103	-
	PM A/748	A/761	B/1104	-

2. Schools

The Montgomery County Council has found that school capacity for the school year 1998 to be adequate for anticipated growth during FY95 in all high school clusters at all grade levels. In accordance with this policy, the staff finds that the proposed development will not overburden the schools in the Clarksburg area. In accordance with the future needs in the Clarksburg area, the applicant has proposed dedication of a site for a future elementary school. This site for the elementary school with the existing Kings Pond Park is proposed as a combined elementary school and local park. Montgomery County Public Schools has accepted in concept the proposed dedication if the school building can be located on part of the existing park. The Parks Department is concerned about any loss of land or facilities. Final acceptance of this park/school concept has not been achieved by the Parks Department and Montgomery County Public Schools. The staff recommends that the project plan be approved in concept as shown. Before approval of the first site plan, the final layout of the future school and park must be completed. Any major revisions will require an amendment to the project plan.

3. Water and Sewer

A 16-inch water main exists in the right-of-way of Piedmont Road along the northeastern boundary of the site. WSSC records also indicate that a 16-inch water main exists within the right-of-way of MD 355 within 200 feet of the site. These water mains will be adequate to serve the proposed development.

A sewer pump station and off-site sewer extension are required to serve this site. Request for 1995-1996 Capital Improvement has been submitted to WSSC and Montgomery County DEP. Final action by the County Council on the category change is scheduled for April 2, 1995. If approved, the sewer service should be considered adequate for the project plan. The remaining issue is the finding by DEP that the Clarksburg Town Center will not conflict with the Germantown Town Center. Since a project plan does not determine authorization or prevent other developments from proceeding, the project plan could be approved with the understanding that final authorization is dependent on the finding that the Clarksburg Town Center will not preclude development of the Germantown Town Center.

4. Recreation

The proposed development exceeds the requirements of the Recreation Guidelines established by the Planning Board for use by the staff in review of all developments in Montgomery County. Regional recreation facilities will be located across Piedmont Road as part of this development. Final acceptance by the Parks Department or a future private organization will be determined before approval of the site plan. Kings Pond Park, the greenway and the

elementary school provide the needs for larger open space and recreation areas. The remaining needs for recreation will be provided and maintained by the development.

FINDING #5 - MORE EFFICIENT AND DESIRABLE THAN THE STANDARD METHOD OF DEVELOPMENT

The staff of the Planning Department finds that the Clarksburg Town Center with the proposed conditions will be more efficient and desirable than the standard method of development.

1. The Character

The Clarksburg Town Center will have the unique character of a transit and pedestrian oriented neighborhood surrounded by open space as envisioned in the Clarksburg Master Plan. The mix of retail, office, and civic uses are located near all residences. The interconnected system of streets with sidewalks on both sides, the bikeway system, and the extensive pathway network provide a unique linkage system within the neighborhood. The preservation of green areas adjacent to the Clarksburg Historic District and along Piedmont Road surrounds the future Town Center with open space. These elements all contribute to establishing a more efficient form of development that exceeds the requirements in the standard method of development.

2. Greenway Network

In accordance with the guidelines in the master plan, this development will dedicate the greenway for park use. In addition to this minimum requirement, the applicant will provide a design before approval of the site plan that incorporates additional tree planting, an informal trail, a commemorative park area for the family of John Clark, bikeways, and other landscape features that could only be achieved through the optional method of development.

3. Streetscape System

The project plan includes a comprehensive streetscape system for all areas in the Clarksburg Town Center. These streets require a waiver of the existing set of standards including turning radii, spacing of street trees, and non-standard street lighting. A summary of the key features follows:

Main Street (Redgrave Place) - This street extends from MD 355 (Frederick Road) through the Town Square to the Hilltop District. This street includes special paving, closely spaced street trees, and special street lighting.

Framework Streets - Several framework streets are proposed as an organizing system for the entire development. Framework streets connect to the most important public spaces including the elementary school, neighborhood parks, the pond, and the greenway. These framework streets serve as the primary circulation routes into and within the site.

Frontage Roads - The proposed project plan includes a series of frontage roads. These frontage roads occur along arterial roads located at the perimeter of the site. These frontage roads allow buildings to face the adjacent properties.

Greenway Roads - These roads allow the adjacent buildings to face this important park. This allows the greenway to become a visible, central focus for the entire community. The landscaping along these roads will reinforce the formal aspects of this park while acknowledging the natural beauty of the stream valley.

Other Streets - The remaining streets in the development also include a commitment to more closely spaced street trees and special lighting. These streets are part of a more efficient and desirable set of standards that are appropriate to an optional method of development project.

4. Town Square

The Town Square is intended to serve as the focus of public life for this area of Clarksburg. This public space is located near the Historic District, the Clarksburg United Methodist Church, the greenway, the retail center, and the concentration of higher density residential uses. A site for a future civic building with a library and senior center to be constructed by Montgomery County is included. Vehicular traffic will be directed around this square through a series of one-way streets. Parallel parking will buffer the pedestrians from traffic. The Town Square should be extended north to reduce through traffic movements and improve pedestrian access.

5. Neighborhood Squares and Formal Green Areas

Four neighborhood squares or green areas provide additional open spaces within the residential sections of the development. They establish identifiable public space within these residential areas that exceeds the requirements in the standard method of development.

6. Pond Area

The small wet pond with a down stream infiltration area has been provided as a welcome additional open space area. Dwelling units will front on this pond area like the greenway and Town Square.

7. Elementary/School Park Area

Although additional work will be necessary to receive approval for this feature, this park/school concept is a creative response to meeting the needs of the community in Clarksburg. This site has the potential to provide local recreation, day care, and to create additional community space within the Town Center.

8. Recreational Facilities

The plan for recreational facilities exceeds the minimum requirements for this community. It provides for both local needs within the community and regional needs for large play fields on the edge of the community.

9. Buildings Oriented to Streets

The guidelines in the Clarksburg Master Plan suggest that buildings should be oriented to streets to improve safety and security of pedestrians. The applicant has made a major commitment to orient buildings to streets. Townhouses are designed to face streets instead of large parking areas. Multi-family dwelling units also face public streets with parking located in courtyards that are screened from the streets. Small retail shops are located along the major Town Square and along Main Street. This orientation requires a similar commitment by the public utilities to locate service in the backyard areas. It also requires waivers from the Department of Transportation to improve the provisions for on-street parking. The staff supports the street orientation of buildings.

A series of sample blocks is included as part of the project plan. These blocks indicate the design and orientation of units proposed in this development.

In conclusion, the project plan proposes a form of development that is more efficient and desirable than the standard method of development.

FINDING # 6 - IT WOULD INCLUDE MODERATELY PRICED DWELLING UNITS

This project plan includes the required number (12.5%) of moderately priced dwelling units. These units will be scattered throughout the townhouses, one-family attached and multi-family units. Each phase of development will also have 12.5% of the residential units constructed as moderately priced dwellings.

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APPENDIX

1. Application
2. Transportation Memorandum
3. Environmental Memorandum

Design, Zoning, and Preservation Division

Effective 11-22-93

Montgomery County Planning Department • 8787 Georgia Avenue, Silver Spring, Maryland 20910-3760 • (301) 495-4570 fax (301) 495-1307

APPLICATION

Project Plan Review

For M-NCPPC Staff Use Only

Date Application Received _____	PPR File Number _____
Date Application Complete _____ by _____	NR/FSD Number _____
DRC Meeting Date _____	Fee (Attach Fee Worksheet) _____
Hearing Date _____	Sign Deposit _____
PPR Deadline _____	Fees Received By _____

I. PROJECT INFORMATION:

Name of Proposed Project Plan Clarksburg Town Center

Name of Preliminary Plan Clarksburg Town Center No. 1- _____

If previously Approved Project Plan, Number _____

Date of Opinion _____

Status: _____ Void

_____ Extended to (date) _____

_____ Withdrawn

_____ Amended by this application

If no prior preliminary plan, check either:

- Preliminary Plan currently being reviewed
- Lot already recorded
- Loophole Property? (refer to MCC Bill #1-88, concerning timely APF review prior to issuance of a building permit)

If Plat recorded, M-NCPPC Plat No. _____

If special exception/variance Case #S- _____ or #A- _____ date adopted ____/____/____

Tax Account Number 1. 26117 2. 28787 3. 28776 4. _____

Tax Map Page Number 196

either: on _____ feet _____ of _____

or : SE quadrant, intersection of Frederick Road and Stringtown Road

Planning Area Clarksburg

Incorporated Municipality or Special Taxing District, if applicable _____

Is site on Locational Atlas and Index of Historic Sites? Yes No

Is site on Master Plan of Historic Preservation? Yes No

II. DATA SUMMARY TABLE:

Site Area:

Gross area of Site Plan (22,000 sq. ft. min.)	267.5	ac.	11,652,300	sq
Area dedicated to Public Use	111.42	ac.	4,853,455	sq
Total net area of Project Plan	156.08	ac.	6,798,845	sq

Area by Zone: Zone 1: Residential RMX2	182.70	ac.	7,958,412'	sq
Zone 2: Office/Retail RMX2	14.60	ac.	635,976	sq
Zone 3: RDT	70.20	ac.	3,057,912	sq

GROSS FLOOR AREA (Sq. Ft.)	Required/Allowed	Proposed
Retail		150,000
Office		100,000
Residential		N/A
Other		
Total	600,000 (max.)	250,000

III. SIGNS:
 Sign Deposit - In accordance with the Zoning Ordinance Regulations, signs must be posted on the property within 3 days of application and maintained in good condition by the applicant until the final disposition of the application. The signs are obtained from M-NCPPC's Design, Zoning, and Preservation Division. A deposit of \$70.00 per sign is required, and a refund of \$60.00 per sign is furnished upon return of the sign.

DWELLING UNITS	Required/Allowed	Proposed
Efficiency		
1 Bedroom		
2 Bedroom		470
3+ Bedroom		830
Total		1,300 *

*Final number determined at Site Plan

DENSITY	Required/Allowed	Proposed
Floor Area Ratio (FAR)	.50 (max.)	.39
Dwelling Units Per Acre	30 (max.)	6.5

BUILDING HEIGHT (FT.)	Required/Allowed	Proposed
	N/A (max.)	50'

USING SPACES	Required/Allowed	Proposed
Retail	683 (min.)	
Office	383 (min.)	
Residential	2,365 (min.)	
Other	(min.)	
Total	3,150 (min.)	4,325

PUBLIC USE SPACE (Sq. Ft. & PERCENT OF NET LOT)

On-Site Area	(20% min.)	Sq. Ft.	%
Off-Site Area		Sq. Ft.	%
Total	(20% min.)	Sq. Ft.	%

APPLICANT INFORMATION:

Applicant (Owner or Contract Purchaser)

Piedmont Land & Clarksburg Land Associates - T/A Clarksburg Town Center Venture
c/o 4733 Bethesda Avenue, Suite 530
Bethesda MD 20814
(301) 961-4910 (301) 961-4930

Developer (if different from Owner above)

Name
Street Address
City State Zip Code
() ()

Engineer

Loiederman Associates, Inc.
15200 Shady Grove Road, Suite 202
Rockville MD 20850
(301) 948-2750 (301) 948-9067

Architect

CHK Architects and Planners, Inc.
1300 Spring Street, Suite 500
Silver Spring MD 20910
(301) 588-4800 (301) 650-2255

Landscape Architect

Michael Vergason Landscape Architects
4517 16th Street North
Arlington VA 22207
(703) 524-2668 (703) 524-4941

Attorney

Linowes and Blocher
1010 Wayne Avenue, 10th Floor
Silver Spring MD 20910
(301) 650-7056 (301) 495-9044

Signature of applicant (Owner or Contract Purchaser):

S. Kubanoff, C.P. 11/22/94