

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-3780

March 22, 1995

MEMORANDUM

TO: John Carter, Coordinator  
Design, Zoning, and Preservation Division

VIA: Bud Liem, Transportation Coordinator *DL*  
Transportation Planning Division

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

SUBJECT: Project Plan No. 9-94004  
Clarksburg Town Center Development  
RMX-2 Zone

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This memorandum represents the Transportation Planning staff's review of the RMX project plan of the Clarksburg Town Center development. Our transportation analysis is focused on the Local Area Transportation Review (LATR) analysis to determine whether the road improvement package proposed by the applicant and the public agency provides enough transportation capacity to accommodate the proposed development so that the existing transportation services or those programmed for availability with each stage of construction would not be overburdened.

Based on our transportation analysis, we find that the the following roadway improvement package proposed by the applicant would provide enough LATR capacity for the proposed Clarksburg Town Center development, provided that the proposed development is staged to coincide with the construction of the proposed transportation projects.

Transportation Improvements

1. Reconstruction of the southbound right-turn lane along MD 355 at MD 121 to provide a "free flowing" movement.
2. Construct an eastbound left-turn lane along MD 121 at MD 355.
3. Construct a westbound left-turn lane along MD 121 at MD-355.

4. - Construct a northbound right-turn lane along MD 355 at Stringtown Road.
5. Restripe eastbound Comus Road to provide an exclusive left-turn lane at MD 355.
6. Participate in the Gateway I-270 Office Park road improvement - widening MD 121 to four lanes from the entrance to the Gateway I-270 Office Park to the I-270 northbound off ramp.

The roadway improvements listed above are proposed by the applicant to satisfy the requirements of the LATR. We find that the proposed staging of development with roadway conditions tied into staging will not overburden the existing transportation services, nor those programmed for availability with each stage of construction. The proposed staging of road improvements, however, assumes two major road improvements to be provided by others. The first one is improvements to MD 121 by the Gateway I-270 Office Park. The second one is the widening of the existing bridge of MD 121 over I-270 by the Maryland State Highway Administration. Without these two assumptions, the proposed staging of road improvements must be revised.

KHK:plb\pp94004.mmo

March 21, 1995

MEMORANDUM

TO: John Carter  
Design, Zoning and Preservation

FROM: Lise Soukup and Cathy Conlon *LL CC*  
Environmental Planning Division

SUBJECT: CLARKSBURG TOWN CENTER PROJECT PLAN

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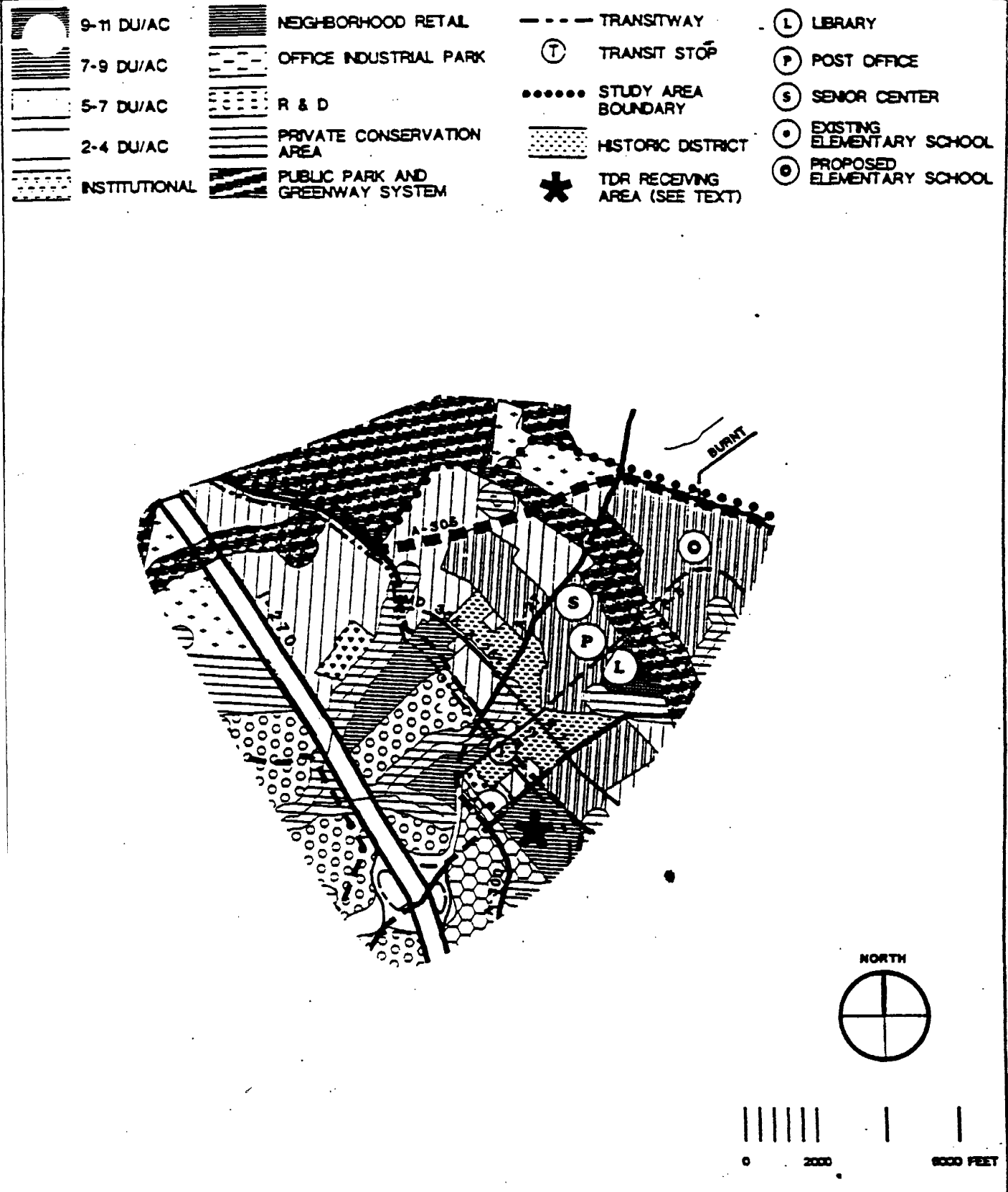
**SUMMARY OF CONDITIONS**

The Environmental Planning Division (EPD) staff recommends **APPROVAL WITH CONDITIONS** of the project plan, with changes and additional information to be provided at subsequent review stages. The conditions are as follows.

4. Submit for review prior to Planning Board hearing on the preliminary plan submission:
  1. Improved plans for stormwater management (SWM) and grading in the commercial area that reduce stream buffer encroachment. As part of this, submit an alternative plan for review that shows all road grading, SWM and associated grading entirely outside of 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.
  2. Plan for the proposed SWM facilities and roads near or in stream buffer, and associated grading, with indication of where tree planting is permitted.
  3. A staging plan for SWM with the extent of each proposed phase of development and the order in which they will be built.
  4. A preliminary forest conservation plan reflecting the revised layout. At the first site plan review, 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.

# TOWN CENTER DISTRICT

FIGURE 19



5. Landscaping plan for SWM areas at site plan.

B. Modify plan as follows:

1. Move these stormwater management facilities, and any associated grading that cannot be reforested, outside of 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.

2. Any wetland creation areas should be designed to be forested.

3. Full stormwater management for the school site should be provided in the subdivision's SWM facilities.

4. 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.

5. Reduce overall site imperviousness by eliminating most of the extra parking spaces, or if additional parking above county requirements is desired, reduce the amount of commercial/residential development to remove all grading disturbance within stream buffers.

## DISCUSSION

Staff have reviewed the project plan and preliminary plan submissions for the Clarksburg Town Center. We also have reviewed a revised stormwater management (SWM) concept that attempts to address some of our initial concerns about stream buffer disturbance and SWM design. The Department of Environmental Protection (DEP) has informally approved the new concept, and we will continue to work together in resolving inter-agency details about SWM placement and function.

Our overall impression is that the revised plan is much improved from the first submission, both in addressing Special Protection Area objectives in the proposed SWM system and in resolving some of our major concerns. The plan, along with the EPD recommendations in this report, will emphasize the Clarksburg

Master Plan and Special Protection Area (SPA) goals to create a forested stream buffer, to aesthetically integrate a series of SWM quality controls for better cleansing of the runoff, and to keep the wetland and stream systems flowing and functional.

#### **ADDITIONAL INFORMATION NEEDED**

Staff needs additional information to assess the alternatives for SWM and stream buffer encroachment. The following items should be submitted to EPD with the revised submission of the preliminary plan (and to DEP for their concurrent review):

1. Improved plans for stormwater management (SWM) and grading in the commercial area that reduce stream buffer encroachment. As part of this, submit an alternative plan for review that shows all road grading, SWM and associated grading entirely outside of 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. The base of this pond is proposed to be forested (outside of a 50 foot radius around the riser) and we need to know how often this area will have standing water in it to gauge potential for tree survival. Our expectation is that the increased dispersion of runoff in the enlarged quality control structures will cause this pond to remain dry much more than typical dry ponds. Since this is a difficult estimate, a calculated range (such as somewhere between once every 2 months to twice a year) is acceptable.
2. Plan for the proposed SWM facilities and roads near or in stream buffer, and associated grading, with indication of where tree planting is permitted. We need to assess how much of the stream buffer is able to be reforested after these features have been built, since DEP and state requirements limit planting on SWM embankments.
3. A staging plan for SWM showing the extent of each proposed phase of development and the order in which they will be built.
4. Landscaping plan for SWM areas to be submitted at site plan; this will be reviewed for species appropriate to the water regimes and for aesthetics.

#### **RECOMMENDED CHANGES AND IMPROVEMENTS**

The conceptual plans should be revised to reflect the following changes to meet the intent of the Clarksburg Master Plan and the SPA. These changes will bring the developer's proposal closer to the environmental protection afforded by a completely undisturbed stream buffer plan.

1. Move these stormwater management facilities, and any associated grading that cannot be reforested, outside of 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.

2. Any wetland creation areas should be designed to be forested.

3. Full stormwater management for the school site should be provided in the subdivision's SWM facilities.

4. 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.

5. Reduce overall site imperviousness by eliminating most of the extra parking spaces, or if additional parking above county requirements is desired, reduce the amount of commercial/residential development to remove all grading disturbance within stream buffers.

#### JUSTIFICATION FOR POTENTIAL APPROVAL OF STREAM BUFFER ENCROACHMENT UNDER PROPOSED SWM DESIGN CONCEPT

Although DEP considers this concept approvable from a technical standpoint, EPD staff cannot support the concept at this time because some stream buffer encroachment may still be avoidable. Staff would like to review the alternative SWM plan before making a final recommendation. However, the initial evaluation presented below is generally supportive of the proposal with our changes specified above.

EPD staff recommends that any incidental buffer encroachment along the buffer perimeter for roads, building pads, stormwater management or sediment control only be permitted in open fields. Staff also recommends that this disturbance be forested after construction (or replacement forest planted elsewhere); this planting should be in addition to the FCP requirements of the plan.

Commercial Area (Town Square District)

1. Sand filters 1 and 2 at Redgrave Place stream crossing - This existing corn field will be disturbed for construction of both the Greenway Road and Redgrave Place, with grading necessarily tying out in the stream buffer. The current proposal maintains at least 100 feet of undisturbed buffer from the facilities' grading. The proposed grading will not disturb any existing trees. Applicant should explore ornamental planting on top of the sand filter and surrounding the filter with shade trees to cool any pooled water after summer rainstorms. Also, forest should be planted as close to the sand filters as possible on the stream buffer side.

2. Sand filter 5 across from confluence of Hilltop District tributary and mainstem (near proposed wastewater pump station) - This area is at the edge of a corn field, and will be graded on three sides for the Greenway Road, the proposed pump station and the sewer lines going to the pump station, regardless of this SWM facility. The sand filter itself will not result in tree loss. The adjacent stream buffer would still provide at least 300 feet of undisturbed forest across the main stream/tributary confluence; this width can provide the desired minimum area of habitat for interior forest-dwelling birds. The major disadvantage to this facility is that it forms a permanent incursion into the stream buffer that cannot be reforested (since roots disrupt sand filter function).

3. In-stream dry pond on Town Square Tributary at Greenway Road - This quantity control pond is shown just upstream of the Greenway Road crossing and would use the road embankment as its dam. The stream is surrounded by a narrow band of brush and scrub/shrub wetlands in the middle of a corn field. Grading would mostly be limited to constructing the road embankment. Possible additional intrusion for grading a forebay will be reviewed as part of the preliminary plan. The forebay should be placed outside of the stream buffer, with only the main quantity storage in the buffer. Plans showing both alternatives must be provided to show that the forebay cannot be kept outside of the buffer.

The rationale behind placing this pond in the stream is very important, since this should be the last resort in SWM design. Typically, keeping streams open and free-flowing is a very high priority, especially in an SPA. The decision to use an in-stream pond that potentially could be located off-line (and perhaps even out of the buffer) must be based on valid environmental and site design issues that have either no negative effect or a net positive effect on the environment. Staff believe that the following arguments support the in-stream pond:

A. The area to be disturbed for pond construction and runoff storage contains a minimal of trees and only a very narrow strip of wetlands;



- B. The Greenway Road construction will create an embankment on this stream regardless of the pond's location;
- C. The main basin can be forested to within 50 feet of the riser to create a wooded stream buffer that will shade the stream and the water storage area;
- D. The forebay design, intended to trap trash and sediment that escapes previous water quality treatments, will reduce the frequency for dredging the main pond basin to once every few decades. This will allow the basin, and forest planted within it, to function undisturbed for an extended period;
- E. Given the DEP requirement to double the amount of runoff treated for quality control (which occurs prior to runoff entering the pond), less water will reach the pond than in a standard SWM design. This means the pond will be inundated less frequently and with a smaller volume of water than normal 2-year control ponds, which will help tree survival in the basin.
- F. The site's land use is very dense and locating the pond outside of the buffer may have major ramifications on developable space, however, this needs to be assessed in the alternative SWM plan requested above;

4. Greenway Road grading along the stream buffer perimeter - This is more difficult to support, since the road and its grades are not dependant on locating at lower elevation as SWM facilities are. The applicant has been directed to eliminate or minimize this road grading in the buffer. If it can be demonstrated by the applicants' alternative plan that this is not possible, staff would consider encroachment under the conditions specified above for the following reasons:

- A. The disturbance would not result in tree loss (area is currently a corn field);
- B. All disturbance, including for sediment control, will be kept outside of wetlands, floodplain and at least 125 feet from the stream;
- C. The proposed embankment grades will be gentler than 25% slopes, and the buffer will be fully reforested after construction.

#### RECOMMENDATIONS FOR LATER REVIEWS

- 1. Explore landscaping alternatives for sand filters to make them more attractive. Staff suggests ornamental ground cover and shrubs to beautify these. Also identify where trees may be

planted around the sand filters (i.e., slopes between roads and filters, embankments, toe of dam).

2. No new sediment traps should be allowed in currently forested stream buffer areas after site plan review without M-NCPPC approval to changes in Erosion & Sediment Control Plan. DEP's E&S inspector should be notified of this at pre-construction meeting.

3. Reforestation as compensation for stream buffer encroachment by SWM facilities or incidental grading for roads, building pads, SWM or sediment control along the perimeter of the buffer will NOT be counted as part of FCP reforestation/afforestation requirements. For buffer disturbance that can be forested, it should be done in the location of the disturbance at 1:1; if disturbance areas cannot be reforested (e.g., SWM embankments), reforestation shall occur in an appropriate priority area at 1:1. Either of these will be above and beyond the standard worksheet requirements.

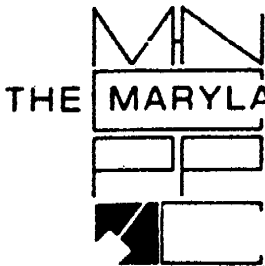
4. Applicant shall present reforestation/afforestation plans for the whole site during the first site plan review and plant as much as possible during the first construction phase. This is one of the SPA goals for achieving a forested stream valley as soon as possible to help defray development impacts to the stream system. This is much preferred to spreading the planting out over the many years of reaching buildout.

5. Noise issues for houses along Stringtown Road and M-83 with sides to roads will need to be addressed at site plan. Redesign to improve setbacks or front units on roads.

#### SPECIAL PROTECTION AREA GOALS

This concept has many of the elements envisioned by M-NCPPC and DEP for meeting environmental goals in the Clarksburg SPA. The SPA goals, objectives and recommendations were created during this plan's review and are still not finalized, so further changes may yet be recommended. However, the applicant's consultants have made an excellent start in dealing with these changing regulations. In EPD staff's opinion, the following SPA objectives can be achieved under the recommended EPD modifications to this plan:

- Avoid, then minimize, stream buffer disturbance
- Expand forest conservation opportunities
- Integrate stormwater management that provides sequential and repetitive treatment for water quality



MCPB  
Item 17  
4/20/95

ITEM # 1  
4/20/95

April 14, 1995

**MEMORANDUM**

**TO:** Montgomery County Planning Board

**FROM:** John Carter for the Planning Department (301-495-4570)

**SUBJECT:** Continuation of the Public Hearing - Project Plan No. 9-94004 and Discussion of Preliminary Plan #1-95  
**CLARKSBURG TOWN CENTER**  
RMX-Zone  
1300 Residential Units  
150,000 Square Feet of Retail and 100,000 Square Feet of Office  
267.50 Acres  
SE Quadrant of Frederick Road/Stringtown Road  
Clarksburg

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On April 6, 1995, the Planning Board elected to continue the public hearing on the project plan for the Clarksburg Town Center. As part of this action, the Planning Board requested that the staff prepare the following information for review on April 20, 1995:

1. Summary of the Testimony
2. Comparison of the Actions to be Taken on the Project Plan, and Preliminary Plan
3. Draft Opinion

The staff of the Planning Department has completed this work.

**SUMMARY OF THE TESTIMONY**

The following paragraphs summarize the testimony of the individuals at the public hearing on the project plan. Specific revisions have been included in the revised draft opinion:

1. Albert Randall - Historic Preservation Commission

- request to delay extension of Redgrave Place through the Historic District to the opening of the transit station
- concern over the setbacks of the development adjacent to the Historic District

Response - The extension of Redgrave Place was proposed to occur no later than Stage 3 to correspond to the construction of the commercial area. A condition has been included to require all buildings adjacent to the Historic District to have a setback that approximately matches the setbacks of buildings in the Historic District (R-200 zone). A requirement for additional screening has also been included.

2. Russell Kirsch - Adjacent Property Owner

- requested that the applicant dedicate this portion of A-260 (Stringtown Road) to the center line of the existing paving

Response - The condition in the Draft Opinion has been modified to require dedication to the center line for this portion of A-260 (Stringtown Road).

3. John Westbrook - Representing Adjacent Property Owners (Funt and Bowis)

- requested that the applicant dedicate A-260 (Stringtown Road) to the center line of existing paving adjacent to the Historic District
- requested that a new street be established to increase the number of connections to A-260 (Stringtown Road) and to parcels located along the southeastern boundary of the site as shown in the Town Center Illustrative Sketch included in the master plan
- requested additional intersections along A-27 (Clarksburg Road) near the greenway area and elimination of the private service driveway along the frontage of the townhouses

Response - This portion of A-260 (Stringtown Road) is located outside the boundaries of this project plan. However, the northern edge of the right-of-way will be located at the edge of the Historic District to preserve an existing house. This requires the additional right-of-way to be located on the adjacent properties.

The additional connection to A-260 (Stringtown Road) was not permitted because of environmental concerns. If required by the Planning Board, an

additional connection can be provided through the proposed townhouses. This connection would also extend through a portion of the Historic District outside the existing stream buffers.

Additional intersections along A-27 (Clarksburg Road) were not permitted because the spacing between intersections would not meet the requirements of an arterial road. Additional setback and screening could be provided as part of the review of the site plan. A waiver of the intersection spacing could also be requested.

4. Jean Onufry - Clarksburg Civic Association

- recommends designating Redgrave Place as a bikeway, and examining the potential to widen the pavement to accommodate bikes
- requested that the development include screening to reduce the view of rooftops from adjacent roads
- supports the park/school concept as proposed by the applicant to allow joint use of facilities and to improve the view from A-27 (Clarksburg Road)

Response - The staff recommends designating Redgrave Place as a Class III (on-street) bikeway without increasing the width of pavement as described in the master plan. Additional measures to reduce the speed of traffic along Redgrave Place (i.e. special paving, signs, crosswalks, and traffic control measures) should be provided as part of the review of the site plan.

The roof tops of the proposed the proposed development will not be visible from A-260 (Stringtown Road) or A-27 (Clarksburg Road) because of the topography. The proposed landscaping, the facing of buildings, and the use of a frontage street will substantially reduce the view of the rooftops from A-305 (Piedmont Road).

The applicant and staff are exploring alternative plans for the park/school.

5. Freeman - adjacent property owner

- examine the potential increase in the floodplain of Little Seneca Creek caused by this development on property located across A-260 (lots 13-15)
- examine intersection spacing to allow access to these adjacent parcels without compromising the desired spacing along arterial roads

- minimize the right-of-way for A-260 (Stringtown Road)

**Response -** The proposed development will not increase the flood plane on the adjacent parcels beyond the required stream buffer area. The proposed intersection spacing will permit an access road from A-260 to the adjacent parcels in accordance with the standards for arterial roads. The width of the right-of-way for A-260 is in accordance with the master plan (120 feet). This road has been located to minimize the impact on existing homes along both sides of A-260.

**6. Rockhill - representing the adjacent church**

- examine the potential to revise the landscaping to increase visibility to the existing church
- provide for a connection to the church from the proposed development

**Response -** The staff has revised the conditions to increase visibility to the church and provide for a pedestrian easement to increase access to the church.

**7. Park/School**

- MCPS would prefer a 10-12 acre site located approximately 600 feet from the existing power line and 300 feet from the pond. If covenants could be placed on the site to limit expansion of the existing power line, the setback may be reduced with approval from MCPS.
- Parks Department needs to preserve the existing facilities with a minimum encroachment on the existing property.

**Response -** The existing staff conditions require revisions to the project plan including relocating the greenway road and increasing the size of the site. The applicant and staff continue to explore acceptable options.

**8. Environment/Water Quality Regulations**

- A draft of the proposed regulations has been completed. DEP has not approved the specifics of this plan and further refinement of the stormwater concept is needed.

**Response -** The staff have reviewed the recent revisions including stormwater management calculations and a forest conservation plan. Results of this review are included in a revised set of conditions. The Council has not approved the final regulations. A meeting has been set with DEP (April 24) to

further discuss information needed to meet requirements for a preliminary water quality plan.

9. Environment/Sewer and Water

- The Council recently approved a change to a Category 4 for sewer and water. Change to a Category 3 will occur when the preliminary plan is approved.
- Within 4-6 weeks, DEP will determine if the Clarksburg Town Center will conflict with the Germantown Center.

Response - Approval of the project plan does not provide authorization to proceed. Since these comments will not affect layout of land uses, the project plan could be approved. Final approval of the preliminary plan should wait final action on the sewer and water issues by DEP and WSSC.

**SUMMARY OF ACTIONS ON THE CLARKSBURG TOWN CENTER**

In response to the request from the Planning Board, the chart on the following page summarizes the findings for each regulatory process.

**SUMMARY OF FINDINGS AND THE AGENCIES RESPONSIBLE**

<b>ITEMS</b>	<b>PROJECT PLAN</b>	<b>PRELIM. PLAN</b>	<b>SITE PLAN</b>
<b>1. Project Plan Findings</b>			
<b>a. Meets Purposes/Requirements of RMX-2 Zone</b>			
- Purposes	<b>PB</b>		
- Development Stds.	<b>PB</b>		
<b>b. Conforms to Master Plan</b>			
- Land Use (mix of uses and intensity)	<b>PB</b>		
- Transportation and Mobility		<b>PB</b>	
- Environmental Plan	<b>PB</b>		
<b>c. Meets Compatibility</b>			
- Location, Size, Intensity	<b>PB</b>		
- Project Design	<b>PB</b>	<b>PB</b>	<b>PB</b>
- Operational Character	<b>PB</b>		
<b>d. Does Not Overburden Facilities</b>	<b>PB</b>	<b>PB</b>	
<b>e. Sufficient Amenities and Facilities</b>	<b>PB</b>		
<b>f. MPDU's</b>	<b>PB</b>		<b>PB</b>
<b>2. APFO Findings</b>		<b>PB</b>	
<b>3. Findings for Roadways</b>			
<b>a. Layout</b>	<b>PB</b>	<b>PB</b>	<b>MCDOT</b>
<b>b. Final width of ROW</b>		<b>PB</b>	<b>PB</b>
<b>c. Streets Standards and Streetscape</b>		<b>PB/MCDOT</b>	<b>PB/MCDOT</b>
<b>d. Waiver of Open Section Roadways</b>	<b>PB</b>	<b>MCDOT</b>	
<b>e. Operational Characteristics</b>			<b>MCDOT</b>
<b>4. Approval of Park/School Plan</b>		<b>PB</b>	<b>PC/MCPS</b>
<b>5. Approval of Stormwater Quality Plans</b>			
<b>a. Draft SW Quality Regulations</b>	<b>DEP</b>		
<b>b. Concept SWM Plan &amp; Final SW Quality Regulations</b>		<b>DEP</b>	
<b>c. Final SWM Plan</b>			<b>DEP</b>
<b>6. Staging/Trigger Elements</b>			
<b>a. Enabling Legislation for Devel. Districts or Alt. Financing</b>		<b>PB</b>	
<b>b. Water Quality Executive Regulations Issued</b>	<b>Draft/DEP</b>	<b>Final/DEP</b>	
<b>c. Adequate Sewerage Capacity for Master Plan Staging/Triggers</b>		<b>DEP/WSSC</b>	
<b>7. Sewer Category Changes</b>			
<b>a. WS 4</b>	<b>PB</b>		
<b>b. WS 3</b>		<b>PB</b>	



**MONTGOMERY COUNTY PLANNING BOARD  
REVISED DRAFT OPINION**

Project Plan No. 9-94004

**CLARKSBURG TOWN CENTER**

**RMX-2 Zone**

**1300 Residential Units, 150,000 Square Feet of Retail, and 100,000 Square Feet of Office  
SE Quadrant Frederick Road/Stringtown Road**

**Clarksburg**

**Date Mailed:**

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Action: Motion was made by Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, with a vote of \_\_\_\_\_, Commissioners \_\_\_\_\_ voting for the motion, and Commissioners \_\_\_\_\_ opposed to the motion.

On December 6, 1994, the Clarksburg Town Center Venture (Piedmont Land Associates L.P. and Clarksburg Land Associates L.P.) submitted a complete project plan application seeking to develop pursuant to the optional method of development in the RMX-2 Zone. The application includes a range of housing opportunities, retail shops, a grocery store, restaurants, personal services, and offices.

On April 6, 1995, Project Plan #9-94004 was brought before the Montgomery County Planning Board for a public hearing pursuant to Chapter 59 of the Montgomery County Code. At the public hearing, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based on the oral testimony, written evidence submitted for the record, and the staff report, the following conditions and findings are hereby adopted.

**CONDITIONS**

The Planning Board approves 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 three basic phases as shown in the project plan. The following is the staging plan for traffic improvements:

- a. Stage 1 - 950 Units
- b. Stage 2 - 155 Units
- c. Stage 3 - 195 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 - improve MD 121 to four lanes between I-270 northbound off-ramp and the entrance to Gateway 270 - Stage to be decided as part of the approval of the preliminary plan.

The transportation memorandum in the staff report 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, open section 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. The right-of-way for A-260 (Stringtown Road) will be located outside of the Historic District with a transition to the center line of the existing roadway north of the crossing of Little Seneca Creek.

**5. Environmental Improvements Before Approval of the Preliminary Plan**

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

- a. Concept plan for the proposed SWM facilities and roads near or in stream buffer, and associated grading, with indication of where tree planting is permitted.
- b. A staging plan for SWM with the extent of each proposed phase of development and the order in which they will be built. This shall be submitted as part of the first site plan, and should cover the entire site.
- c. A preliminary forest conservation plan addressing priority for planting in the Little Seneca watershed. 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.
- d. Applicant shall meet all requirements for preliminary water quality plan submission and approval, per Chapter 19, Article V - "Water Quality Review in Special Protection Areas" (proposed monitoring plan may be submitted as part of the review of the site plan).

**6. Environmental Improvements**

**9-94004.Op**

- a. Eliminate disturbance in the stream buffer except for road crossings, unavoidable utilities, SWM locations supported by EPD staff, soft surface pathways, and memorial elements.
- b. Provide an area for stormwater management for the school site in the preliminary plan.

**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 the park must be provided to meet the requirements of the Montgomery County Public Schools. A full 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 for this area:

- a. Minimize the width of both the right-of-way and paving (50 feet of ROW and 24-26 feet of paving, subject to approval by MCDOT) for Redgrave Place (Main Street) located within the Historic District.
- b. Provide access easements, if applicable, to future public sewer at the intersections of A-260 (Stringtown Road) and Redgrave Place (Main Street) with MD 355 (Old Frederick Road).
- c. Provide a small open space along the northern edge of the greenway next to Redgrave Place (Main Street) with an interpretive memorial element for the family of John Clark that incorporates the existing grave markers.
- d. If the ROW is available, construct Main Street to MD355 within the Historic District prior to completion of Stage 3. Share direct moving expenses only for relocating an existing house within the Historic District, and if the applicant and property owner agree, make available the identified outlot to be merged with a portion of the adjacent parcel so as to create another lot.

**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 development standards in the R-200 Zone for building setbacks and width of lots along the southeastern boundary of the site within the Historic District. Revise the landscape plan to increase visibility to the church. Provide an easement for a pedestrian connection to the church for the proposed, adjacent street.

**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 by utilizing a loop concept as shown on the revised drawing to reduce conflicts with east/west traffic and to improve pedestrian access.
- b. Relocate A-260 (Stringtown Road) in accordance with the revised alignment diagram to reduce the impact on adjacent residences. Reduce the number of access streets to A-260 from the area of the existing single family detached units (5) on the north side of Stringtown Road to meet the design standards for arterial roads.
- c. Eliminate the access to the proposed elementary school from MD 121 and provide access from the Greenway Road.
- d. Revise the access to A-305 (Mid-County Highway) to allow a direct connection from Burnt Hill Road to the Greenway Road, and improve the access to the single family detached units by utilizing private drives adjacent to A-305.

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 concept design for the greenway, 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 finalized before the completion of Stage 3.

## **12. 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 the design for the streetscape of roads, the Town Square, and the neighborhood squares.
- 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.

## **13. Maintenance**

Maintenance of the private recreation areas, stormwater management facilities, applicable open spaces, and other amenities on private land must be maintained by an appropriate homeowners association. Before approval of the first building permit, submit a maintenance document that establishes an overall organization that establishes responsibility for maintenance of these facilities.

As part of the review of the project plan, the staff recommends approval of three 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 anticipated the use of closed section streets in the town center area.

The second waiver concerns the use of on-street parking. Waivers to utilize some on-street parking to reduce the requirement for off-street parking are encouraged subject to review by the Planning Board at the site plan hearings.

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.

## **FINDINGS**

### **1. Conforms with the Requirements and Intent of the RMX-2 Zone**

The Planning Board finds that Project Plan #9-94004, as conditioned, meets all of the purposes and requirements of the RMX-2 Zone. A summary follows that compares the development standards shown with the development standards required in the RMX-2 Zone.

**DATA SUMMARY: CLARKSBURG TOWN CENTER**

<b>Items</b>	<b>Required</b>	<b>Proposed</b>
<b>Lot Area</b>	NA NA	201.34 acres (RMX-2) 68.82 acres (RDT) 270.16 acres total
<b>Minimum Green Area or Outside Amenity Area:</b>		
a. Within Commercial Area	15% (2.19 ac.)	28% (4.06 ac.)
b. Within Residential Area	50% (93.37 ac.)	53% (99.47 ac.)
c. Within RDT Area	NA	(25.72 Acres)
<b>Density of Development Shown in the Master Plan:</b>		
a. Retail	150,000 sq.ft.	150,000 sq.ft.
b. Office	770,000 sq.ft.	100,000 sq.ft.
c. Civic Use (not including elementary school)	NA	24,000 sq.ft.
d. Residential	1380 du (5-7 du/ac)	1300 du (6.6 du/ac)
<b>MPDU's</b>	12.5%	12.5%
<b>Maximum Gross Leasable (Non-Residential) Floor Area</b>	600,000 sq.ft. (0.5 FAR)	250,000 sq.ft. (0.39 FAR)
<b>Setbacks:</b>		
a. From One-Family Zoning		
- Commercial Bldgs.	100 ft.	300 ft. min
- Residential Bldgs.	50 ft.	50 ft. min.
b. From Any Street*		
- Commercial Bldgs.	NA	0 ft. min.
- Residential Bldgs.	NA	10 ft. min.
<b>Building Height:</b>		
a. Commercial	4 stories	4 stories (50 ft.)
b. Residential	4 stories	4 stories (45 ft.)
<b>Parking Spaces:</b>		
a. - Off-street	2910	2910
b. On-street	NA	596**

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

\*\* Off-street parking is necessary to provide street oriented buildings. A waiver from the on-street parking requirements is needed within some of the townhouse and multi-family areas.



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

**2. Conforms to the Clarksburg Master Plan and Hyattstown Special Study Area**

The Planning Board finds that Project Plan #9-94004, as conditioned, is in conformance with the Approved and Adopted Clarksburg Master Plan and Hyattstown Special Study Area. The land use, circulation, and urban design objectives described in the Master Plan have been met by the Clarksburg Town Center. 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 Density Range
a. Single family detached units	10-20%	130-260 Units
b. Single family attached and townhouses	30-50%	390-650 Units
c. Multi-family units	25-45%	325-585 Units

**3. Compatibility with the Neighborhood**

The Planning Board finds that the project plan, as conditioned, will be compatible with the existing and potential development in the general neighborhood because of its location, size, intensity, staging, and operational characteristics.

**4. Will Not Overburden Existing or Proposed Public Services**

The Planning Board finds that the proposed development, subject to its compliance of any requirements imposed by the preliminary plan will not overburden existing public services nor those programmed for availability, concurrently with each stage of development. Since approval of the project plan does not determine authorization or prevent other developments from proceeding, the Planning Board approves the project plan with the understanding that final authorization is dependent on the finding that Clarksburg Town Center will not preclude development of the Germantown Town Center.

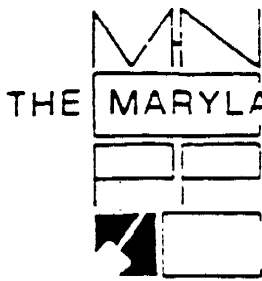
**5. Is More Efficient and Desirable than the Standard Method of Development**

The Planning Board finds that the proposed project, as conditioned, will be more efficient and desirable than the standard method of development. This optional method project consists of a mix of uses which are recommended in the Master Plan. These uses are not permitted under the standard method of development.

The amenities and facilities provided as part of the optional method of development fosters the creation of a transit and pedestrian oriented town surrounded by open space. The green way network of amenities provides a major open feature. The town square, and the neighborhood squares provide amenities within the entire development. The streetscape system provides a comprehensive system in addition to the minimum design standards. The recreational facilities provide small open play areas for the local neighborhood and large fields for the entire planning area that exceed the minimum standards. The orientation of buildings to streets and the layout of blocks provide a pedestrian orientation for the town center.

**6. Includes Moderately-Priced Dwelling Units**

The application includes moderately-priced dwelling units.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-3761

## MONTGOMERY COUNTY PLANNING BOARD REVISED OPINION

Project Plan No. 9-94004

**CLARKSBURG TOWN CENTER**

**RMX-2 Zone**

1300 Residential Units, 150,000 Square Feet of Retail, and 100,000 Square Feet of Office  
SE Quadrant Frederick Road/Stringtown Road

Clarksburg

Date Mailed: June 12, 1995

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Action: On May 11, 1995, motion was made by Commissioner Aron, seconded by Commissioner Holmes, with a vote of 3-1, Commissioners Aron, Holmes, and Hussmann voting for the motion, Commissioner Baptiste opposed to the motion, and Commissioner Richardson absent.

On December 6, 1994, the Clarksburg Town Center Venture (Piedmont Land Associates L.P. and Clarksburg Land Associates L.P.) submitted a complete project plan application seeking to develop pursuant to the optional method of development in the RMX-2 Zone. The application includes a range of housing opportunities, retail shops, a grocery store, restaurants, personal services, and offices.

On April 6, April 20, and May 11, 1995, Project Plan #9-94004 was brought before the Montgomery County Planning Board for a public hearing pursuant to Chapter 59 of the Montgomery County Code. At the public hearings, the Montgomery County Planning Board heard testimony and received evidence submitted in the record on the application. Based on the oral testimony, written evidence submitted for the record, and the staff report, the following conditions and findings are hereby adopted.

In voting against the motion, Commissioner Baptiste was concerned about approving this project plan before the water quality regulations, the sewer authorization, and the creation of a development district to fund future roads were complete. The other Commissioners were aware of these issues, but they determined that these issues were addressed at a concept level for the project plan. The remaining, more specific issues could be addressed prior to approval of the preliminary plan.

## CONDITIONS

Planning Board approves 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 three basic phases as shown in the project plan. The following is the staging plan for traffic improvements:

- a. Stage 1 - 950 Units
- b. Stage 2 - 155 Units
- c. Stage 3 - 195 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. A-260 (Stringtown Road) must be dedicated to a right-of-way of 120 feet. At the preliminary plan, if determined that the property is not part of a participation agreement with MCDOT and other property owners, the safety improvements described in paragraph 4., will be made to Stringtown Road.

f. Participate in the Gateway I-270 Office Park road improvements as described below unless determined as not appropriate at the preliminary plan. At such time as the developer of the Gateway 270 Office Park commences construction of its required improvements between I-270 northbound off-ramp and the entrance to Gateway 270 Office Park (Transportation Planning Division memorandum dated September 25, 1989, Paragraph 1.b. and 2.), the applicant shall participate in such improvements provided:

1. Applicant has not completed its Stage 3 traffic improvements for the project.
2. Gateway I-270 preliminary plan has not expired.
3. Applicant's participation shall be limited to its pro rata share of traffic through this link in relation to the traffic to be generated by Gateway I-270 Office Park approvals plus any other approved development projects that place traffic through this link.

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, open section arterial to replace Piedmont Road unless the scope of improvements are reduced at preliminary plan. Along that portion of A-305 near Stringtown Road, the required dedication shall be 40 feet from the current center line of Piedmont Road (along Hennigan, Purdum et al) which will allow for construction of A-305 to Stringtown Road at its current location. If the right-of-way is not available at the time of record plat for that portion of the property along this section, the applicant shall dedicate the full 80 feet along this portion of A-305. 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)**

If a participation agreement is determined necessary at preliminary plan, but does not occur before the necessary access points to the commercial area or part of the residential area from A-260 are needed, then the following improvements to existing Stringtown Road must be completed to increase safety as required by MCDOT. For safety purposes, the improvements at public streets A and H include 250-300 feet of bypass travel lanes at each access point. The right-of-way for A-260 (Stringtown Road) will be located outside of the Historic District with a transition to the center line of the existing roadway north of the crossing of Little Seneca Creek.

## **5. Environmental Improvements Before Approval of the Preliminary Plan**

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

- a. Concept plan for the proposed SWM facilities and roads near or in stream buffer, and associated grading, with indication of where tree planting is permitted.
- b. A staging plan for SWM with the extent of each proposed phase of development and the order in which they will be built. This shall be submitted as part of the first site plan, and should cover the entire site.
- c. A preliminary forest conservation plan addressing priority for planting in the Little Seneca watershed. As site plans for each portion of the site that abut afforestation areas are submitted, detailed afforestation plans for that section will be provided. Within each area of development, planting shall occur as early as practicable given land development activity constraints in accordance with logical staging concepts. Forestation requirements will be satisfied first in Little Seneca basin on-site, then in the Little Bennett basin on-site, then in stream buffer areas in Little Seneca off-site if the land is made available, and if a good faith effort to arrange such land availability fails, then elsewhere on the site.
- d. Applicant shall meet all requirements for preliminary water quality plan submission and approval, per Chapter 19, Article V - "Water Quality Review in Special Protection Areas" (proposed monitoring plan may be submitted as part of the review of the site plan). Location of units, roads, and other layout concerns will be subject to the final water quality regulations.

## **6. Environmental Improvements**

- a. Minimize disturbance in the stream buffer except for road crossings, unavoidable utilities, SWM locations adjoining the town center retail area and greenway road, soft surface pathways, and memorial elements.
- b. As part of the preliminary plan, provide an area within the applicant's stormwater management facilities for stormwater management for the school site .

**7. Park/School**

The proposed layout of the park/school site is generally acceptable. At the preliminary plan, the final concept plan and related terms and conditions will be finalized in coordination with the Parks Department and Montgomery County Public Schools.

**8. Historic Preservation**

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

- a. Minimize the width of both the right-of-way and paving (50 feet of ROW and 24-26 feet of paving, subject to approval by MCDOT) for Redgrave Place (Main Street) located within the Historic District.
- b. Provide access easements, if applicable, to future public sewer at the intersections of A-260 (Stringtown Road) and Redgrave Place (Main Street) with MD 355 (Old Frederick Road).
- c. Provide a small open space along the northern edge of the greenway next to Redgrave Place (Main Street) with an interpretive memorial element for the family of John Clark that incorporates the existing grave markers.
- d. If the ROW is available, construct Main Street to MD 355 within the Historic District prior to completion of Stage 3. At such time when the land is made available, share direct moving expenses only for relocating an existing house within the Historic District, and if the applicant and property owner agree, make available the identified outlet to be merged with a portion of the adjacent parcel so as to create another lot.

**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 development standards in the

R-200 Zone for building setbacks and width of lots along the southeastern boundary of the site within the Historic District. Revise the landscape plan to increase visibility to the church. Provide an easement for a pedestrian connection to the church for the proposed, adjacent street.

## 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 by utilizing a loop concept as shown on the revised drawing to reduce conflicts with east/west traffic and to improve pedestrian access.**
- b. **Relocate A-260 (Stringtown Road) in accordance with the revised alignment diagram to reduce the impact on adjacent residences. Reduce the number of access streets to A-260 from the area of the existing single family detached units (5) on the north side of Stringtown Road to meet the design standards for arterial roads.**
- c. **Eliminate the access to the proposed elementary school from MD 121 and provide access from the Greenway Road.**
- d. **Revise the access to A-305 (Mid-County Highway) to allow a direct connection from Burnt Hill Road to the Greenway Road, and improve the access to the single family detached units by utilizing private drives adjacent to A-305.**

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 concept design for the greenway, 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 finalized before the completion of Stage 3.

## 12. **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 the design for the streetscape of roads, the Town Square, and the neighborhood squares.**



- 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.

13. Maintenance

Maintenance of the private recreation areas, stormwater management facilities, applicable open spaces, and other amenities on private land must be maintained by an appropriate homeowners association. Before approval of the first building permit, submit a maintenance document that establishes an overall organization that establishes responsibility for maintenance of these facilities.

14. Additional Access to A-260 (Stringtown Road) and A-27 (Clarksburg Road)

Provide for an additional connection from Redgrave Place (Main Street) to the boundary of the historic district to permit a future connection to A-260 (Stringtown Road). Connect the private street that leads to the Town Square to A-27 (Clarksburg Road) with approval from the Planning Board and MCDOT provided this private street remains private.

As part of the review of the project plan, the Planning Board approved three waivers. The first waiver allows the use of closed section streets (curb and gutter) in special protection areas instead of open section streets. Closed section streets were approved 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 anticipated the use of closed section streets in the town center area.

The second waiver concerns the use of on-street parking. Waivers to utilize some on-street parking to reduce the requirement for off-street parking were approved subject to final review by the Planning Board at the site plan hearings.

The Planning Board also approved a third waiver to reduce 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.

## **FINDINGS**

### **1. Conforms with the Requirements and Intent of the RMX-2 Zone**

The Planning Board finds that Project Plan #9-94004, as conditioned, meets all of the purposes and requirements of the RMX-2 Zone. A summary follows that compares the development standards shown with the development standards required in the RMX-2 Zone.

## DATA SUMMARY: CLARKSBURG TOWN CENTER

Items	Required	Proposed
Lot Area	NA NA	201.34 acres (RMX-2) 68.82 acres (RDT) 270.16 acres total
Minimum Green Area or Outside Amenity Area:		
a. Within Commercial Area	15% (2.19 ac.)	28% (4.06 ac.)
b. Within Residential Area	50% (93.37 ac.)	53% (99.47 ac.)
c. Within RDT Area	NA	(25.72 Acres)
Density of Development Shown in the Master Plan:		
a. Retail	150,000 sq.ft.	150,000 sq.ft.
b. Office	770,000 sq.ft.	100,000 sq.ft.
c. Civic Use (not including elementary school)	NA	24,000 sq.ft.
d. 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:		
a. From One-Family Zoning		
- Commercial Bldgs.	100 ft.	300 ft. min
- Residential Bldgs.	50 ft.	50 ft. min.
b. From Any Street*		
- Commercial Bldgs.	NA	0 ft. min.
- Residential Bldgs.	NA	10 ft. min.
Building Height:		
a. Commercial	4 stories	4 stories (50 ft.)
b. Residential	4 stories	4 stories (45 ft.)
Parking Spaces:		
a. Off-street	2910	2910
b. On-street	NA	596**

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

\*\* Off-street parking is necessary to provide street oriented buildings. A waiver from the on-street parking requirements is needed within some of the townhouse and multi-family areas.

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

**Conforms to the Clarksburg Master Plan and Hyattstown Special Study Area**

The Planning Board finds that Project Plan #9-94004, as conditioned, is in conformance with the Approved and Adopted Clarksburg Master Plan and Hyattstown Special Study Area. The land use, circulation, and urban design objectives described in the Master Plan have been met by the Clarksburg Town Center. 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 Density Range
a. Single family detached units	10-20%	130-260 Units
b. Single family attached and townhouses	30-50%	390-650 Units
c. Multi-family units	25-45%	325-585 Units

**3. Compatibility with the Neighborhood**

The Planning Board finds that the project plan, as conditioned, will be compatible with the existing and potential development in the general neighborhood because of its location, size, intensity, staging, and operational characteristics.

**4. Will Not Overburden Existing or Proposed Public Services**

The Planning Board finds that the proposed development, subject to its compliance of any requirements imposed by the preliminary plan will not overburden existing public services nor those programmed for availability, concurrently with each stage of development. Since approval of the project plan does not determine authorization or prevent other developments from proceeding, the Planning Board approves the project plan with the understanding that final authorization is dependent on the finding that Clarksburg Town Center will not preclude development of the Germantown Town Center.

**5. Is More Efficient and Desirable than the Standard Method of Development**

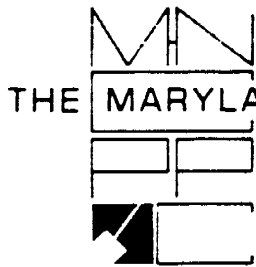
The Planning Board finds that the proposed project, as conditioned, will be more efficient and desirable than the standard method of development. This optional method project consists of a mix of uses which are recommended in the Master Plan. These uses are not permitted under the standard method of development.

The amenities and facilities provided as part of the optional method of development fosters the creation of a transit and pedestrian oriented town surrounded by open space. The green way network of amenities provides a major open feature. The town

square, and the neighborhood squares provide amenities within the entire development. The streetscape system provides a comprehensive system in addition to the minimum design standards. The recreational facilities provide small open play areas for the local neighborhood and large fields for the entire planning area that exceed the minimum standards. The orientation of buildings to streets and the layout of blocks provide a pedestrian orientation for the town center.

**6. Includes Moderately-Priced Dwelling Units**

The application includes moderately-priced dwelling units.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring Maryland 20910-3760

September 22, 1995  
Revised September 26, 1995

**MEMORANDUM**

TO: Joe Davis, Coordinator  
Development Review Division

VIA: Bud Liem, Transportation Coordinator  
Transportation Planning Division

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

SUBJECT: Preliminary Plan No. 1-95042  
Clarksburg Town Center Project

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This memorandum contains 1) our recommendations on the phasing requirements and 2) discussions on the proportional share of roadway construction for the Clarksburg Master Plan.

After our original memo was sent out, staff met with the developers and agreed to make the changes which are shaded.

**I. Phasing**

We recommend that the following phasing requirements be conditioned upon issuance of building permits for the subject preliminary plan:

- A. The first 44 dwelling units without any off-site road improvements.
- B. After the 44th building permit, the developer must start reconstruction of the southbound right turn lane along MD 355 at MD 121 to provide a "free flowing" movement.
- C. After the ~~300th~~ 400th building permit, the developer has two options:

- 1) Construction of A-260 from MD 355 to the southern access road of the commercial site (commercial access road between A-260 and P-5) and construction of P-5 across the stream valley into the residential area north of stream valley.
- 2) Construction of A-260 from MD 355 to the northern access road of the residential development.

Construction of a northbound right-turn lane along MD 355 at A-260 should be included in this phase.

- D. After the ~~600th~~ ~~800th~~ building permit, the developer must start construction of remaining section of A-260 to A-305, and intersection improvements at MD 355 and MD 121 to construct eastbound & westbound left-turn lanes along MD 121.
- E. Construction of A-305 from A-260 to MD 121 must begin when the developer starts building any of the residential units located between A-305 and the first parallel residential street south of A-305. on blocks 11, 12, 13, and the northern half of block 10.

The construction of A-260 should be for two lanes which will be used ultimately as the southbound lanes in accordance with the August 8, 1995 Alignment No. 2. The hiker/biker trail (eight feet) should be constructed along west side as A-260 is constructed, in accordance with the phasing recommendations as described above.

## II. Proportional Share of Roadway Construction



Based on our July 28, 1995 memo, we would anticipate that, if the developer builds two lanes of A-260 from MD 355 to A-305 within the master planned alignment, this should represent his part of the total roadway construction cost for Clarksburg. Final determination of actual share would be determined by the County Council when the impact tax legislation is considered for Clarksburg.

KHK:kcw/pp95042b.mmo  
Attachments

# Phase "A"

This plan is intended to illustrate the general character of the proposed development. The final layout of the site will be determined by the final engineering and architectural plans.

## Legend

-  Important Vistas
-  Significant Buildings

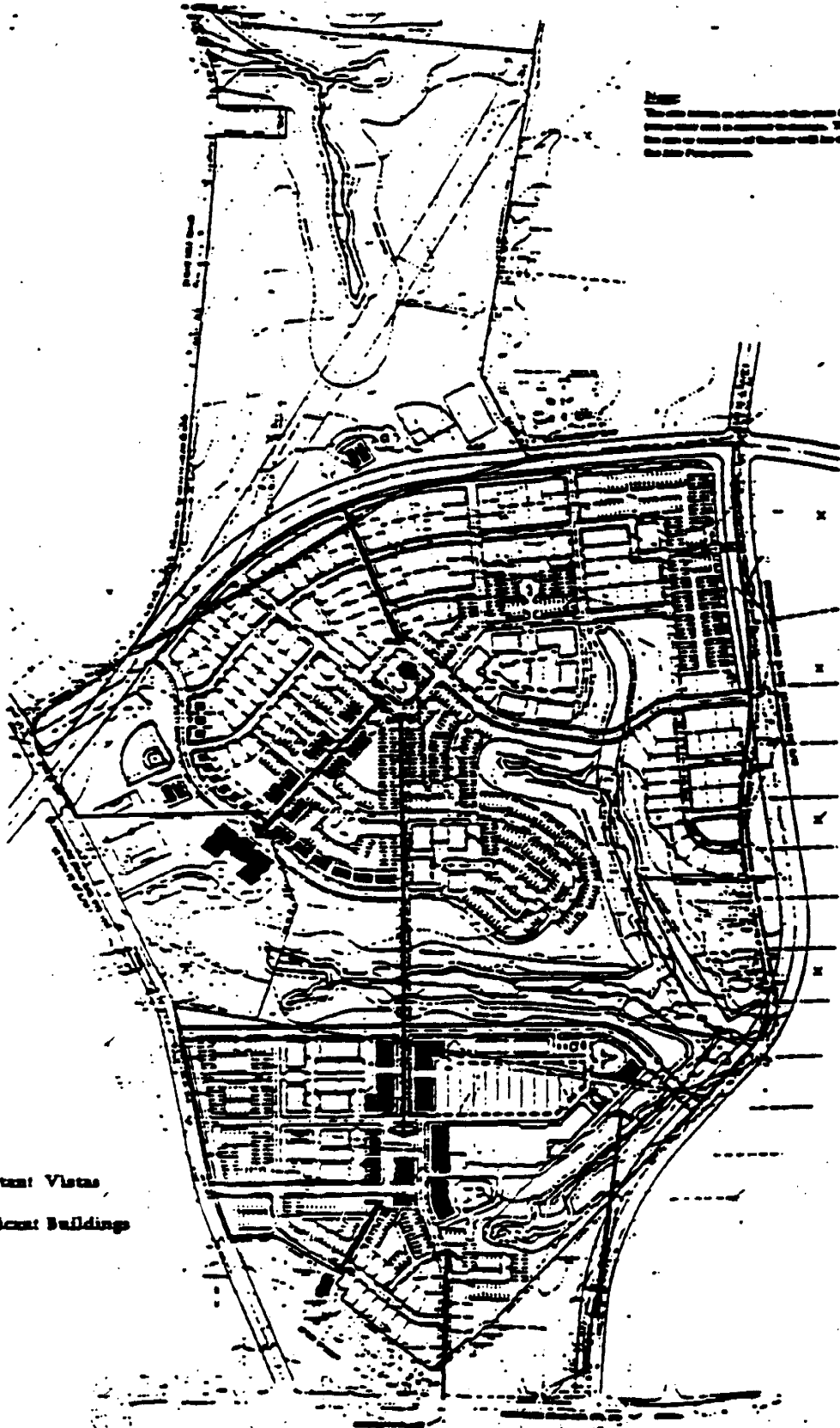


Exhibit 17

Illustrative Building Plan

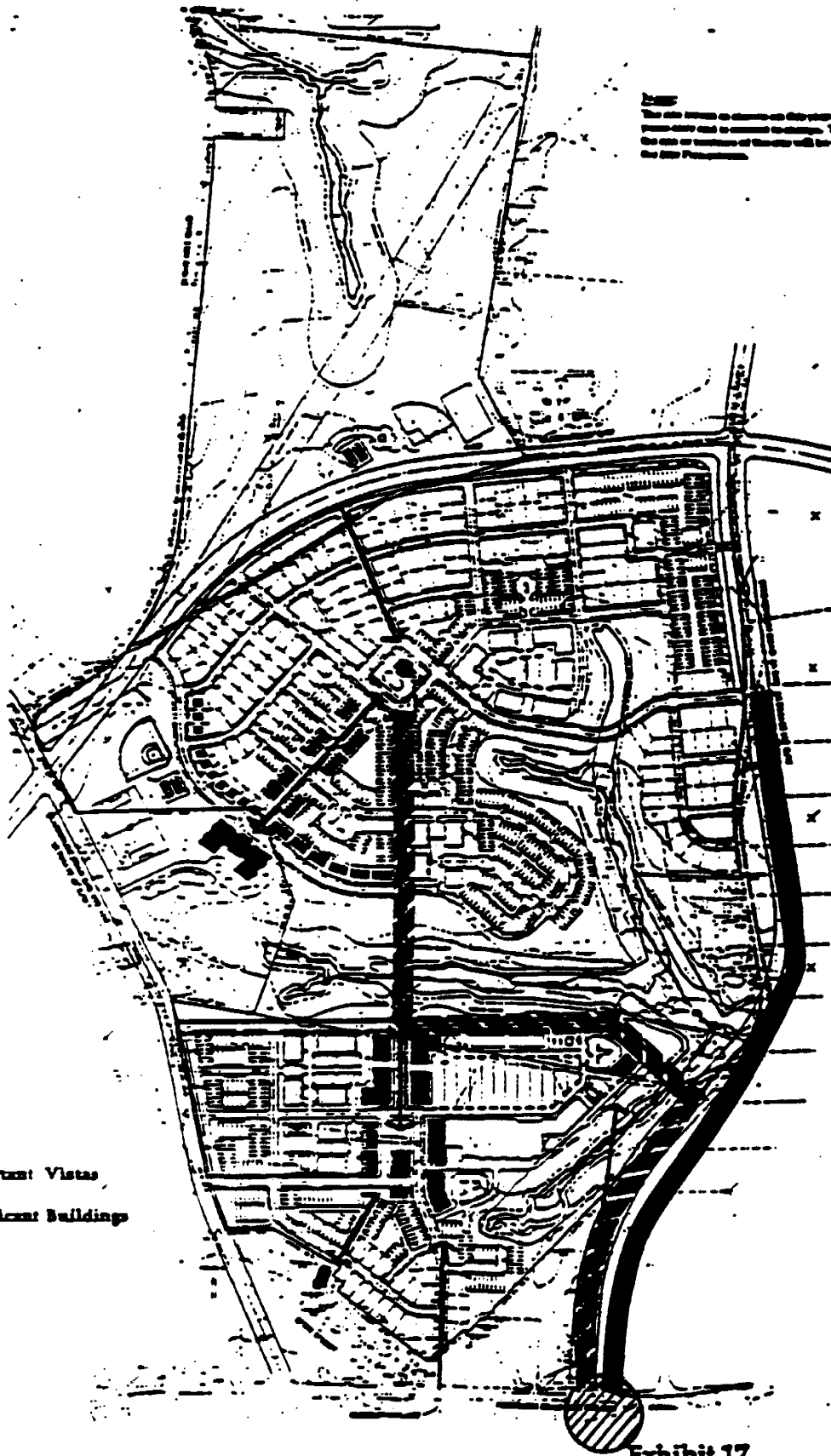
CLARKSBURG TOWN CENTER

MONTGOMERY COUNTY, MARYLAND



# Phase "C"

The new streets to be shown on this map are shown in solid lines. The old streets are shown in dashed lines. The street names are shown in the margin of the map with the street names in the margin.



### Legend

- Important Vistas
- Significant Buildings

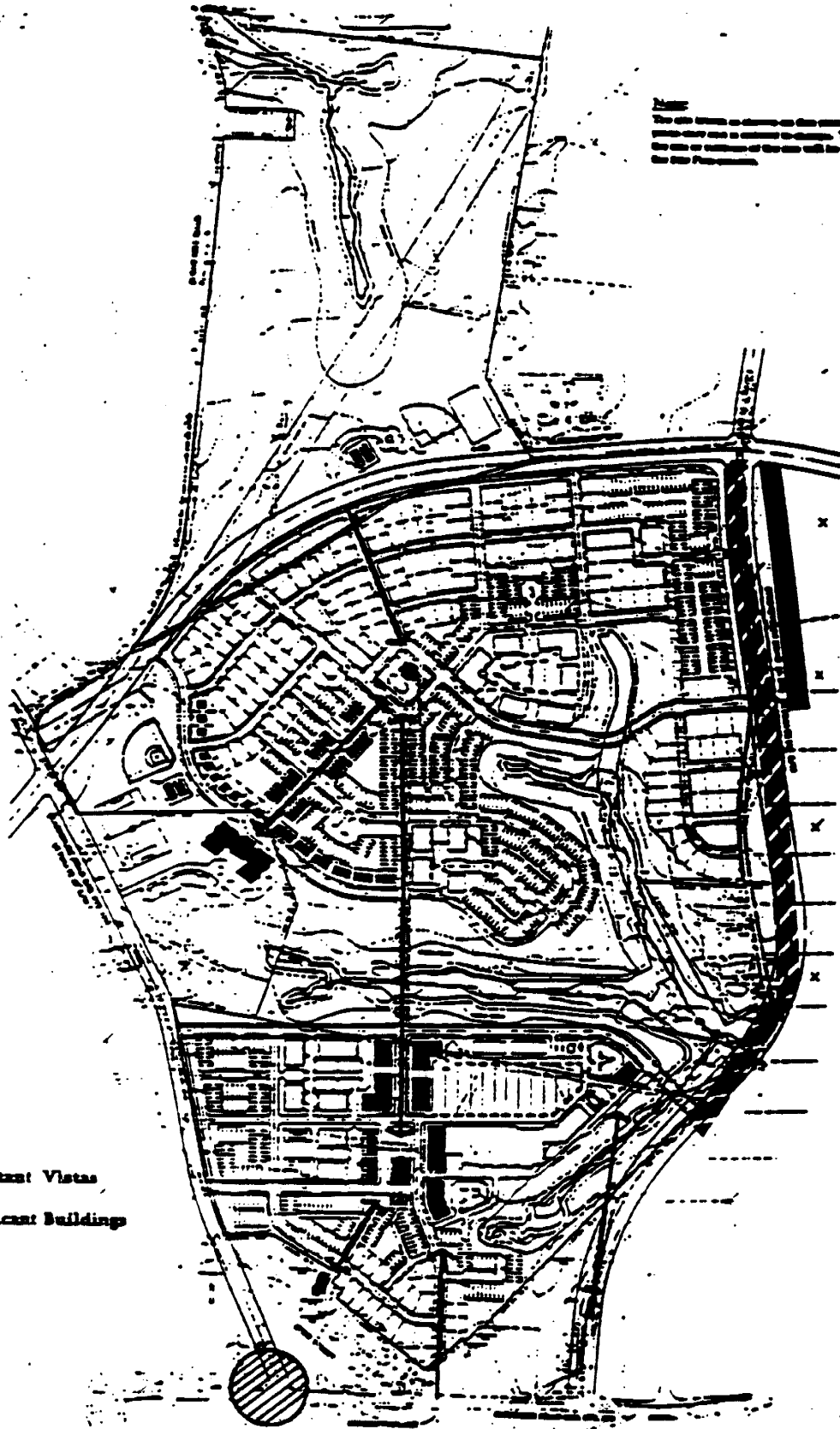
Exhibit 17  
Illustrative Building Plan

CLARKSBURG TOWN CENTER  
MONTGOMERY COUNTY, MARYLAND



# Phase "D"

This site plan is intended to show the location of the proposed buildings and the location of the existing buildings. The plan is not intended to show the location of the existing buildings with the proposed buildings.



## Legend



-  Important Vistas
-  Significant Buildings

Exhibit 17  
Illustrative Building Plan

CLARKSBURG TOWN CENTER  
MONTGOMERY COUNTY, MARYLAND

