



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

MCPB
1/22/98
Item #9

MEMORANDUM

DATE: January 16, 1998
TO: Montgomery County Planning Board
FROM: Wynn E. Witthans, ASLA, AICP *W*
 Development Review
 Planning Department Staff
 (301) 495-4584
VIA: Charles Loehr, Chief, *CL*
 Development Review
REVIEW TYPE: Site Plan Review
APPLYING FOR: 768 units: 75 SFD, 295 Townhouses, 398 multifamily inclusive of 96 MPDU's
PROJECT NAME: Clarksburg Town Center - Phase I
CASE #: 8-98001
REVIEW BASIS: 59-D-3 of the Montgomery County Code is required for the optional method of development in this zone.
ZONE: RMX-2, Residential Mixed Use Development, Specialty Center
LOCATION: Northeast of the intersection of Clarksburg Road and Stringtown Road
MASTER PLAN: Clarksburg Master Plan and Hyattstown Special Study Area, June 1994
APPLICANT: Clarksburg Land Associates L.P. and Piedmont Land Associates L.P. and T/A Clarksburg Town Center Venture
FILING DATE: August 1, 1997
HEARING DATE: January 22, 1998

ISSUES REMAINING AT THE TIME OF THE STAFF REPORT

The issues of the site plan review included Environment; Transportation; Park School; Historic Preservation; Site Planning Landscaping and Lighting; Community Planning; Citizen Issues; and Project Management. These title heads will be used throughout this report to organize information.

except townhouses.

- k. Details for and location of noise fencing to attenuate current noise levels to no more than 55 dBA Ldn for the outdoor back yard area of homes at Stringtown Road and Midcounty Arterial.
 - l. Certification from a professional acoustical engineer that the building shell will attenuate current noise levels to an interior level not to exceed 45 dBA Ldn.
3. Forest Conservation Plan shall satisfy all conditions of approval prior to recording of plat and MCDEP issuance of sediment and erosion control permit.
 4. No clearing or grading prior to Planning Department approval of signature set of plans.

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The summary of how these issues were resolved through site plan review will follow later in this report. The remaining issues are unresolved at the time of the staff report and will be discussed by the applicant or staff during the hearing:

Environment

The applicant does not concur with the condition to have an on site sediment control inspector retained by MCDPS.

Transportation

The applicant objects to the dedication of the "O" Street extension, and to the recommendation that they participate in the improvements to MD 355 at Stringtown Road as required by MD SHA (memo of December 8, 1997 in Appendix).

Park /School

The Board of Education again requests of M-NCPPC the dedication of part of the Park/School site. This request was denied during the Preliminary Plan hearing (per memo of December 31, 1997 in Appendix).

Historic Preservation

The applicant objects to the removal of one lot at Historic District edge; staff will discuss the concept for the John Clark Family Memorial.

Site Planning, Landscaping and Lighting, Community Planning

No issues remain beyond the conditions of approval.

Citizen Issues

Several Citizens have called to say they will testify regarding lighting, bicycle, stream crossing and the lack of religious facilities within the town center.

Project Administration

No issues remain beyond the conditions of approval.

STAFF RECOMMENDATION:

APPROVAL OF FINAL WATER QUALITY PLAN including the Stormwater Management Concept with conditions as stated within the January 15, 1997 memo from MCDPS in Appendix; including waiver of Chapter 49-35 through 49-43 of the County Code (Bill 46-91) " Closed Section Roads in the SPA " as noted in the above memo;

APPROVAL of 768 units, inclusive of 96 MPDU's with the following waivers:

Section 59 -E-3.7 - Schedule of off street parking spaces (to reduce the number of on-site parking spaces with the provision of parking within the public street);

Section 59-C-10.38 - Minimum Building Setbacks - reduces building setbacks to 50 feet adjoining the abutting property as established in the Project Plan;

Additionally, the approval confirms the waivers established with Preliminary Plan #1-95042

- 1) waiver of distance between intersections per 50-26 Subdivision Regulations;
- 2) approval of closed section street sections subject to MCDOT approval;

And the subject to the following conditions:

1. Standard Conditions of Approval dated January 16, 1998 (Appendix A).

Environment

2. All agricultural areas within the environmental buffer which have not yet been taken out of production and stabilized with a suitable grass cover will be converted accordingly prior to any authorization to clear and grade for development on the property.
3. Record plats to reflect delineation of a Category I Conservation easement which includes areas affected by this site plan to show a 100 year floodplain, stream/wetland buffer and forest conservation areas that are not part of the park dedication area.
4. Submit final design plans for the stream valley crossings at Main Street to Environmental Planning Division staff for review and approval prior to application of construction permit. Plans must demonstrate adherence to the current MCDPS/MCDPWT Guidelines for Environmentally Sensitive Stream Crossings.
5. Proposed natural surface trail within the Greenway Park to be field located by applicant's representative and M-NCPPC Environmental Planning and Park staff per Development Program within the Site Plan Enforcement Agreement.
6. Final erosion and sediment control plans shall be submitted to Environmental Planning Division staff for review and comment prior to approval by MCDPS.

7. The applicant shall implement a program of daily inspections, maintenance and repairs as necessary, and detailed daily documentation of inspection and maintenance activities for all sediment and erosion control measures required and constructed on the site. Such a program shall be carried out by an independent consultant as directed by MCDPS. The applicant shall pay the reasonable cost of all services performed by the consultant, and shall continue to meet with and cooperate with the consultant. Documentation of inspection, maintenance, and repair activities shall be available for DPS review and use.
8. The Forest Conservation Plan shall be approved and bonded prior to submittal of record plats, issuance of the erosion and sediment control permit, or issuance of building permits, as appropriate.
9. All stormwater management outfalls which extend into the environmental buffer shall be field located by applicant's representative, MCDPS, and M-NCPPC Environmental staff prior to approval of the stormwater management/sediment control permits by MCDPS.
10. M-NCPPC Environmental Planning Division staff shall review and approve detailed design plans for any wetland mitigation sites within the environmental buffers prior to issuance of sediment control permits or authorization to clear and grade any of these areas.
11. Reduce the amount of impervious surfaces within the development by deleting the on-street parking and reducing road pavement on: 1) the stream valley side of the Greenway Road from Stringtown Road mid way to the intersection with Street "O", excepting the area opposite the future retail; 2) both sides of Street "C" from Stringtown Road to Street "D"; 3) the stream valley side of Street "C" from Street "D" to the bikepath crossing; and 4) on Street "D" west of its intersection with Street "C" pending MCDPW&T and MCDPS approval.
12. Revise Sheet L-9 of the landscape plans to increase the evergreen tree planting along Stringtown Road in order to provide more year-round visual screening of outdoor rear yard areas from Stringtown Road for noise mitigation purposes.
13. Revise the signature set of site and landscape plans to show 6 foot fences for visual screening of the rear yards of Lots 23 and 33, Block K and Lot 51, Block L from Stringtown Road for noise mitigation purposes.
14. Signature set of the landscape plans to include planting for all stormwater management facilities and to be reviewed and approved by M-NCPPC staff in coordination with MCDPS.
15. No clearing or grading prior to Planning Department approval of the signature set of site plans.

Transportation

16. Show conformance to all waivers to be approved by DPW&T and DPS per memos dated January 14 and 15, 1998, respectively, included in the Appendix.
17. Show conformance to cross section and other recommendations per DPW&T, DPS memos dated January 14 and January 15 1998, respectively, included in the Appendix.
18. Conformance to MCPD Transportation Planning memo dated January 14, 1998 included in the Appendix.
19. APF agreement to be executed prior to the first record plat to reflect all road improvement conditions of the Preliminary Plan Approval ie dedication, acquisition of right-of-way and construction of required roads necessary for the construction of Stringtown Road (A-260), Clarksburg Road (A-121) and Mid-County Arterial (A305).
20. Dedication of "O Street extended to occur with adjoining parcels.
21. Turn around at the end of Main Street by the Historic district until the connection to MD 355 is established
22. The applicant shall provide signs for the Class III bike path along Main Street.

Park/School

23. If applicable, per MC Public Schools memo of December 31, 1997, in the Appendix, the applicant shall conduct a testing program, the final report signed and sealed by a registered professional engineer, authenticating the adequacy of the deposited soils to support typical building foundation loads.
24. The Greenway path to include sufficient space to provide for a lighting, stabilized path and adequate headroom for pedestrian crossing under the Main Street Crossing;
25. The parks/school dedications schedule to conform to Preliminary Plan # 1-95042 Conditions 6 and 7, see Appendix.
26. All sales contracts, advertising and other information shall include notification that there is an active park in the area, that traffic calming measures will be installed with final paving.
27. All construction within M-NCPPC property to meet with Parks Department specifications and approval prior to release of construction permits for the park.

Historic Preservation

28. The right-of-way for Stringtown Road should be no closer to the historic Day House than 20 feet from the side wall of the building (excluding the porch).
29. Lighting at all road intersections within the Historic District, and especially at Stringtown Road and Frederick Road, should be designed to have a minimal impact on the Historic District. The lighting within the Historic District - both fixtures and intensity - should be compatible with the historic and residential character of the area, as allowed by the utility companies and MCDPW&T and MCDPS.
30. Per the Project Plan approval, if the ROW is available, construct Main Street to MD 355 within the Historic District prior to completion of the project. 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 owner agree, make available the identified outlot to be merged with a portion of the adjacent parcel so as to create another lot.
31. A detailed design for the public space/interpretative area which will include the Clark Family Cemetery headstones must be submitted for staff review and approval prior to release of signature set. Protection of the headstones from weather deterioration should be a high priority and should be specifically addressed in the detailed design submission. It would also be desirable for the marker to be located in a more central area and better integrated into the public open space than is being provided.
32. One lot should be deleted from the single family home area directly adjacent to the Historic District, to fulfill the Project Plan condition to approximate R-200 zone lot width standards.

Site Planning, Landscaping and Lighting

33. Detailed landscaping plans for this site plan to be approved by staff prior to the signature set and should reflect the design concepts, the sizes and planting conditions established in the submittal.
34. Final Lighting plans for the internal streets to be comparable to the "Hagerstown" light fixture shall be configured so as to reduce the glare into the night sky by utilizing appropriate wattage, shields or other techniques that are in conformance with utility company and MCDPS and MCDPW&T requirements.
35. Landscaping Plan to show interim landscaping for the Town Square prior to the construction of adjoining units, for staff review and approval.
36. The MPDU townhouses in the Town Square District must include recreation areas near by; the site plan and record plats must identify all MPDU locations.

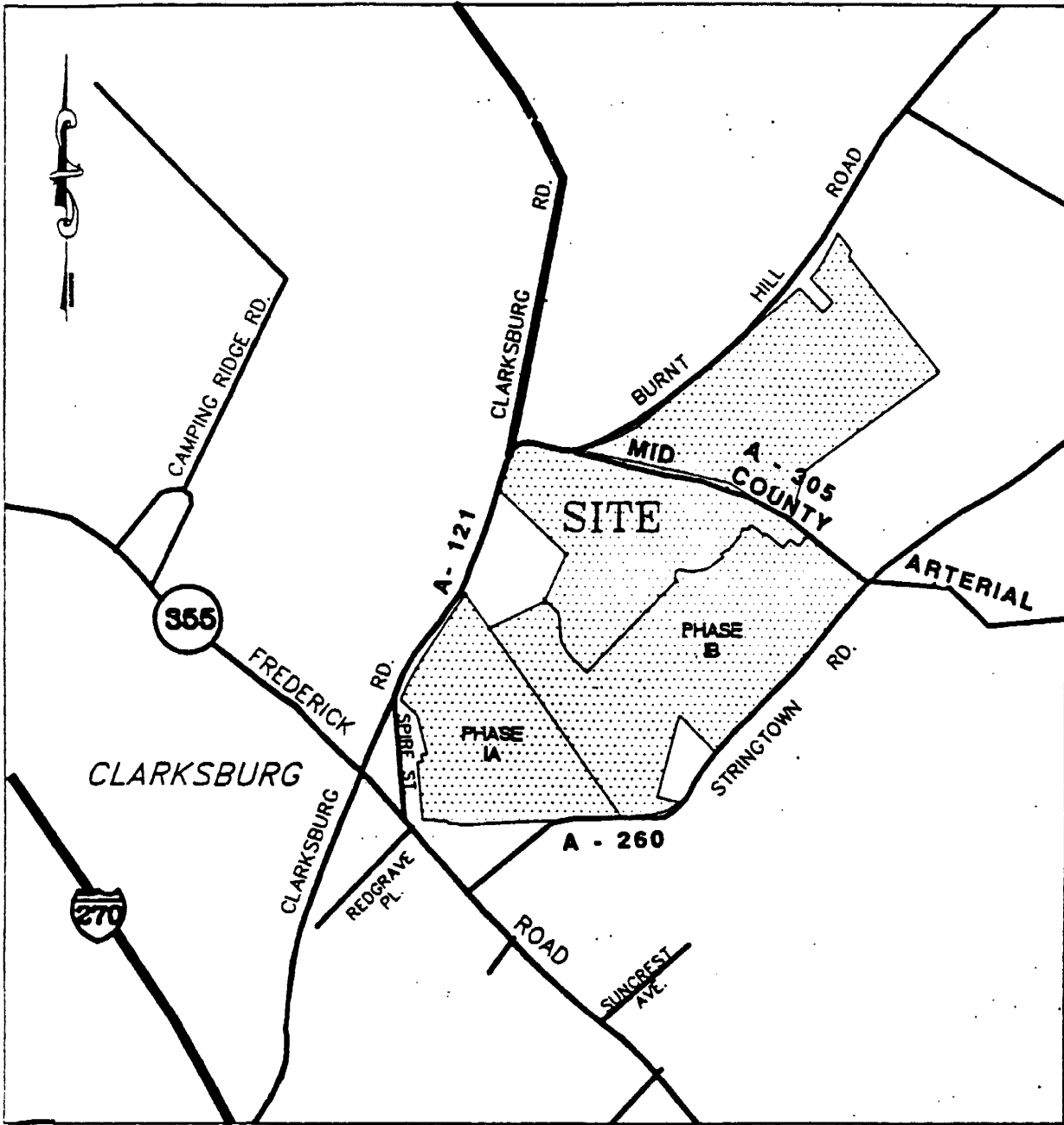
37. Landscape plans to include: a partial evergreen screen along Stringtown Road; detailed plans for greenway to include planting on steep slopes; additional planting within the SWM facilities;
38. The applicant may propose compatible changes to the units proposed, as market conditions may change, provided the fundamental findings of the Planning Board remain intact (regarding building type and location, open space, recreation and pedestrian and vehicular circulation, adequacy of parking etc) for staff review and approval.

Community Planning

39. The applicant shall work with the County to attempt to secure a suitable public facility within the town square prior to the final site plan approval for the entire project.

Project Administration

40. The Site Plan Enforcement Agreement to include the following: plat schedule as submitted to staff; complete language of condition 6 and 7 from Preliminary Plan 1-95042 regarding the ball field dedication and construction schedule; reference to the "agreement for Exchange of Land" to include timing triggers of dedication for MCPD Legal's review and comment; reference to the validity period; maintenance for all private recreational area, SWM, open spaces; etc ; and that the level of maintenance for entire project to be of equal quality and not solely dependent upon contributions of an individual area.
41. The Home Owners Association documents or equivalent to include provision for: complete public use and access to private streets for vehicular and pedestrian use; that they shall be permanently open for public use ; that the parking spaces may be assigned to individual units; that maintenance of streetscape items within the public right-of-way ie brick walks, trees, lights, etc ;
42. The Development Program shall include: staging of amenities to occur with site plan construction and to include MCPD review and approval of path location within the Greenway park prior to construction.
43. No construction of units adjoining Midcounty Arterial in Block M , per Preliminary Plan #1-95042 Condition 16e, until the Mid-County Arterial is built.

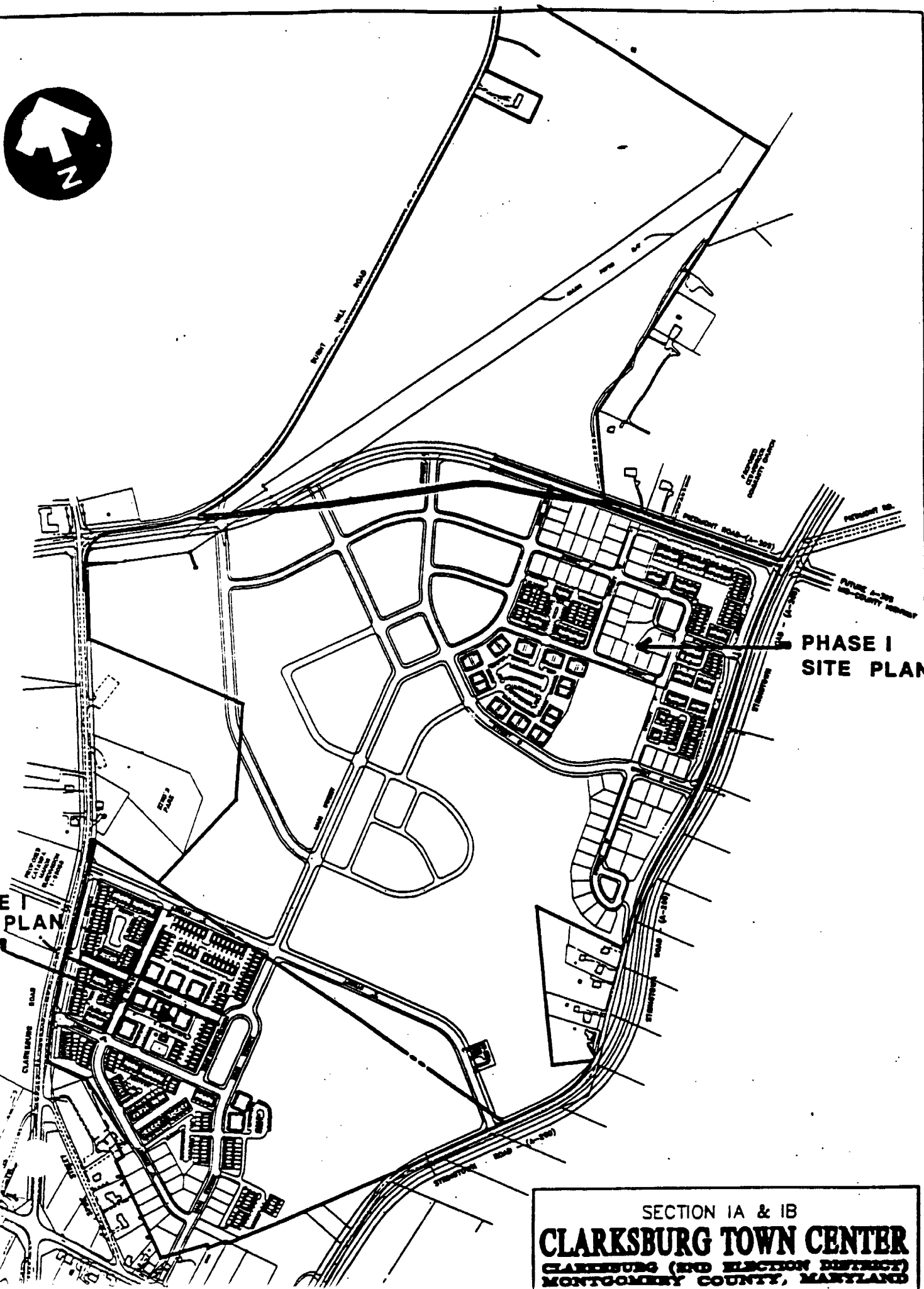


VICINITY MAP

SCALE: 1"=1000'

8

VICINITY MAP
CLARKSBURG TOWN CENTER
 CLARKSBURG (2ND ELECTION DISTRICT)
 MONTGOMERY COUNTY, MARYLAND



**PHASE I
SITE PLAN**

**E I
PLAN**

SECTION IA & IB
CLARKSBURG TOWN CENTER
CLARKSBURG (AND ELECTION DISTRICT)
MONTGOMERY COUNTY, MARYLAND

PROJECT DESCRIPTION: Proposal

The proposal is for a new town, designed as a neotraditional neighborhood. Its location is northeast and contiguous to the existing town of Clarksburg, a designated historic district. The Clarksburg Town Center (CTC) is characterized by two largely residential areas divided by the headwaters of the Little Seneca Creek. The streets create a modified grid which create regular and irregular blocks, which adapt to the topography and adjoining conditions. The streets have sidewalks on both sides, closely spaced street trees, on-street parking and pedestrian scaled lighting. Throughout the neighborhoods, there are small parks or recreation areas. A continuous system of internal paths connect the through each block to the sidewalks located on both sides of each street. For the townhouses and the apartment styled multifamily units, parking is either provided on the street or within small parking lots off-street behind units. A second type of multifamily unit is proposed, a 2/2 or a two story unit over a two story unit, with parking space in the ground floor and parking spaces behind.

The *Town Square* section, the lower portion of the project, proposes: a Town Square (with partial use for future use a civic building); residential blocks of townhouses, multifamily units and single family detached units; sitting and play areas and a future site for a shopping center which will be rough graded as part of this application.

The proposed units define the edge of the blocks and all units face the external streets. In the multifamily block next to the Town Square includes an internal row of 2/2's. Special design treatments utilizing stylized fences, landscaping and paving patterns are proposed to improve the view from the street and to create an inviting drive to the unit back door entries or alley.

Along Clarksburg Road, an existing hedgerow will be saved, utilizing an asymmetrical cross section, which will improve the views of the project frontage and maintain existing character of the area.

The Town Square is centrally located within Main Street near the Greenway Road and future retail areas. With this phase, the applicant will provide brick sidewalks along the portions of Main Street that surround the square and extend to MD Route 355. Likewise, they propose brick sidewalks along the residential units facing Greenway Road as part of the special streetscape treatment approved with the project plan.

A community pool is centrally located one block to the north of the Town Square, with streets and sidewalks surrounding it for complete community access. Additionally, the pool is aligned with a greenspace corridor with sidewalks, benches and play areas that connect through the blocks to the Greenway Road and park beyond.

Close to the edge of the Clarksburg Historic District, is a diagonal pedestrian mews. The mews contains sitting areas and two large lawn panels and connecting walks, linking the church with the Town Square. The sitting area closest to the Town Square includes a trellis and a memorial to John Clark with the use of found headstones from the family grave site. The mews develops a visual and walkable axis between the church and the Town Square, highlighting these significant features of the

existing and proposed development. The detached housing is located with the setbacks established in the Project Plan, but they still need to conform to the R-200 development criteria and the removal of one unit will be required to do so. Landscaping is proposed for the entire edge of the historic district to provide screening and buffering.

Main Street, the east-west route into the town square, is surrounded by SFD housing, townhouses and two multifamily buildings. The multifamily buildings are located at the end of "M" street, visually terminating that axis. Beyond the multifamily buildings to the east is the proposed retail center, buffered by proposed screening landscape screening. The extension of "O" street, perpendicular to Main Street, connects to the adjoining parcels to the south. Between the "O" Street extension and west of the boundary line is a vacant triangular parcel, left available for a possible use (as trade or for development with adjacent properties) in conjunction with the extension of Main Street to MD 355. The plan shows an extension of Main Street to MD 355 but there is no provision for such a connection. A turn-around must be shown for eventual or interim use.

Greenway Road, adjoins the stream valley in a north-south direction. Greenway Road proposes three pedestrian cross walks/ traffic calming bumps to calm traffic and provide for safe pedestrian areas. Two crosswalks will connect to the Kings Pond Park and one, which may be enlarged to a raised intersection, will connect to the stream crossing at Main Street. The Main Street stream crossing includes a pedestrian sitting area on each side and a promenade feature with lighting across the center of the crossing, approximately over the stream channel. Both areas provide opportunities to sit near the park and enframe the views to the park. East of Greenway Road is a recreation oriented bike path located along the park side. The 8 foot class I bike path extends from Clarksburg Road to Stringtown Road. Ultimately it will cross Clarksburg Road to the north and connect to the Little Bennett Park further to the north and east.

The Greenway Concept Plan, as developed with this site plan review, shows pedestrian connections from the park and Greenway Road into the greenway; approximate locations of the natural trail that will be located finally on-site with MCPD staff; interpretive trail signs; and landscaping/reforestation. The path crossing *under* the Main Street crossing will be made in a bottomless arch culvert measuring 16' x 10' by 100 feet long. The plan needs to include provision for stable pedestrian footing within the crossing and vandal proof-lighting to be on and maintained at all times. Wing walls will stabilize the slopes and the slopes will be planted with naturalizing shrubs and trees.



KING
LOCAL
PARK

GREENWAY
STREET

MAIN
ROAD

TOWN
SQUARE

FUTURE RETAIL

HISTORIC DISTRICT

MAIN
STREET

K' STREET

SECTION IA
CLARKSBURG TOWN CENTER
CLARKSBURG (2ND ELECTION DISTRICT)
MONTGOMERY COUNTY, MARYLAND

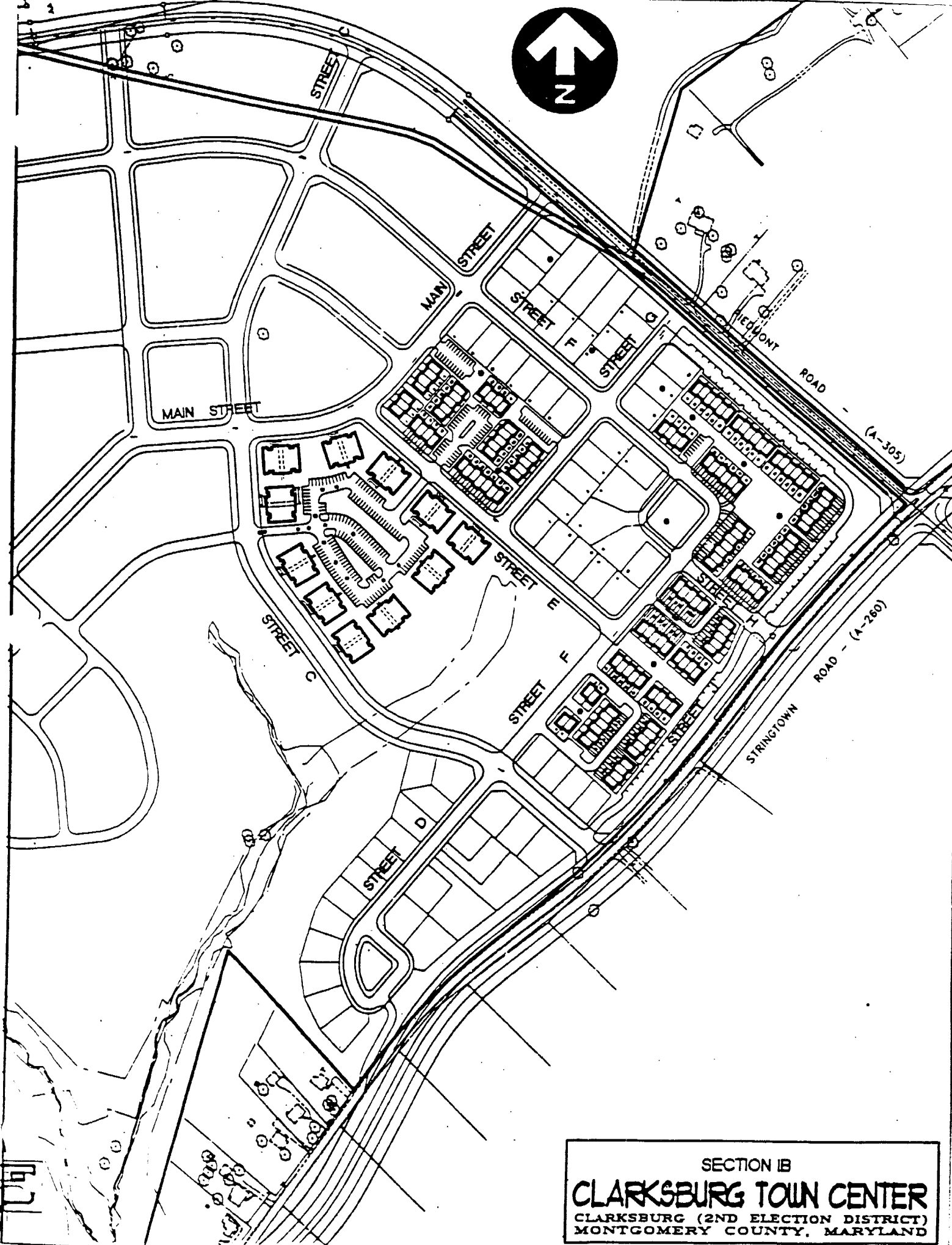
The southern section of *the Hilltop District*, the second part of this proposal, is located at the intersection of Stringtown Road and the Mid-County Arterial. The units include townhouses inside the intersecting streets and within one block internally, SFD units along the outer edges elsewhere and a large block of multifamily units. The townhouses along the external streets are arranged to face them with a service drive for access. Others are arranged in courts facing a common mews and with alley parking in the back. The single family detached units are arranged around common green spaces in two locations to create community open space. Although shown, the street connections and single family detached units along the Mid-county Arterial will not be built with this Site Plan phase

The multifamily units are four story apartment styled buildings located at the outside block face with an internal surface parking lot. The parking lot includes large green space areas and sitting areas. The units have been arranged to create a pedestrian connection to the open space/SWM facility immediately adjoining them to the south. The open space/ SWM facility has been designed to create a recreational feature with paths, sitting areas, landscaped areas, a grassy sloped amphitheater all around a pond. The path connections from surrounding streets and stream valleys will connect to this area. A raised crosswalk along "C" Street will calm traffic and provide for pedestrian crossing.

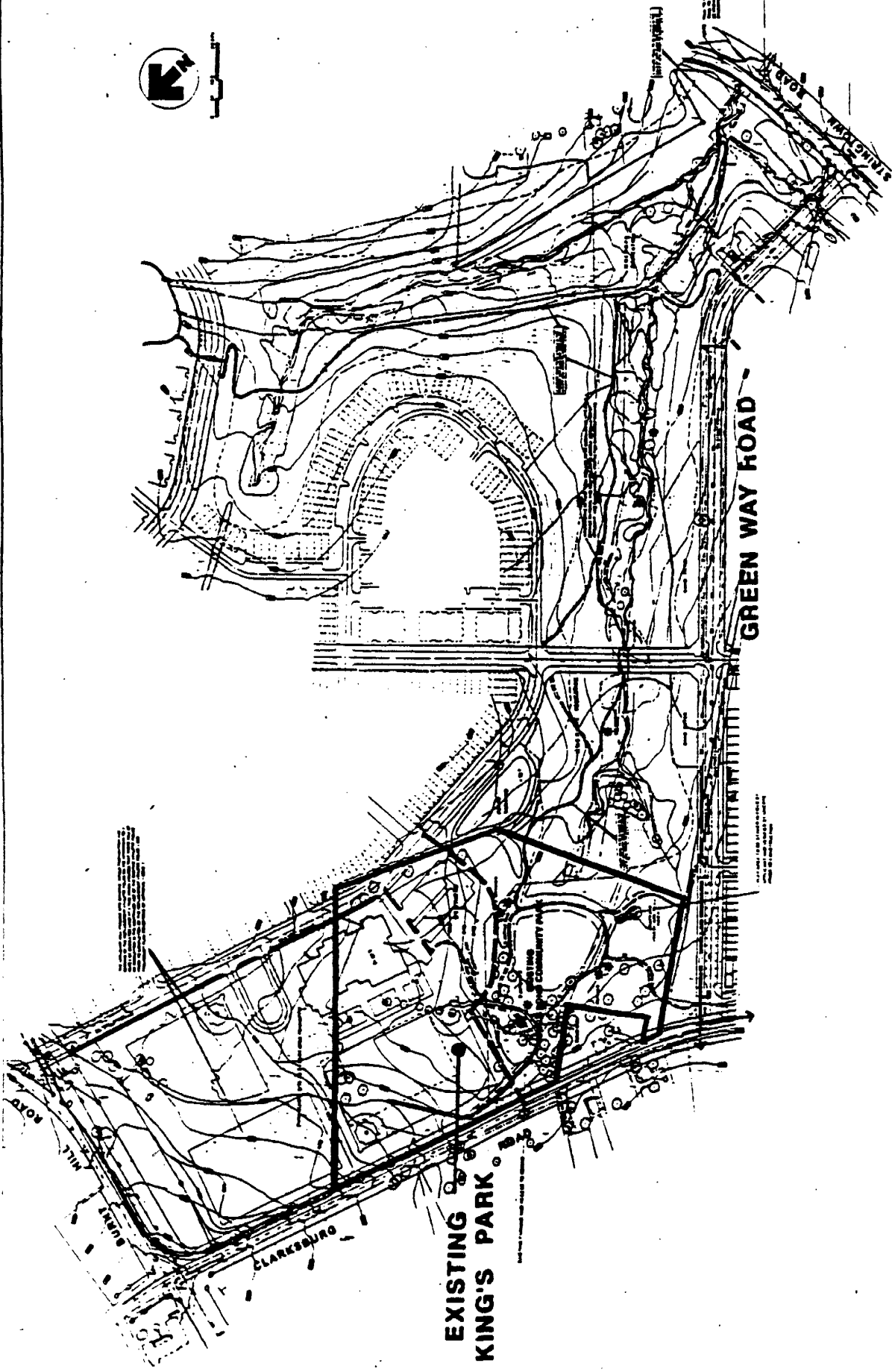
Lighting for the Town Square residential area includes light fixtures along the street. The applicant has proposed a light fixture known as "Hagerstown" which has been approved for use by Allegheny Power company. The fixture has a solid metal top and can be fitted with shields to direct the light.

Landscaping for the project includes evergreen and shade tree screening at property boundaries; street trees 30 feet on center; and numerous attractive planting schemes for a variety of public and semi-public spaces, ie: gateway entrances from adjoining streets; all parking lot entrances; parking lot courts; recreation areas; and stormwater management facilities. Portions of the landscape design are presented as conceptual with final plant selections to be determined prior to signature set .

MPDU's for the project are located in townhouses and multifamily buildings within both sections of the project, east and west of the greenway. The units to the east of the greenway are close to the open space area by the pond and a neighborhood recreation area. The multifamily units to the west are located close to the town square and mews area. Recreation needs to be sited close by the Town Square MPDU townhouses.



SECTION 1B
CLARKSBURG TOWN CENTER
CLARKSBURG (2ND ELECTION DISTRICT)
MONTGOMERY COUNTY, MARYLAND



GREENWAY PARKSCHOOL
CLARKSBURG TOWN CENTER
 SECOND ELECTION DISTRICT
 MONTGOMERY COUNTY, MARYLAND
 APRIL 1987

LEGEND



**EXISTING
 KING'S PARK**

GREENWAY ROAD

CLARKSBURG



EXISTING BUILDINGS
 EXISTING ROADS
 EXISTING UTILITIES
 EXISTING POWER LINES
 EXISTING TELEPHONE LINES
 EXISTING FENCES
 EXISTING DRAINAGE
 EXISTING EROSION CONTROL
 EXISTING LANDSCAPE
 EXISTING VEGETATION
 EXISTING WATER BODIES
 EXISTING STRUCTURES

PROJECT DESCRIPTION: Site Description

The 268 acres total site is currently developed with agricultural uses and is farmed for corn and soybean cropland. Forest areas are restricted to stream valley bottoms, hedge rows at field edges and some areas of steep slopes. A Potomac Edison (Pepco) Overhead Transmission Line traverses the eastern portion of the site, beyond this site plan area.

Site Description

The subject property consists of a 198 acre town center site which is located at the headwaters of one of the main branches of Little Seneca Creek, a Use Class IV-P stream. Seventy acres are in rural zoning located in Little Bennett Creek, a Use III watershed.

The two parts of the property are bisected roughly northwest to southeast by existing Piedmont Road (future A-305). A large part of the site is existing agricultural field. Approximately 8.6 acres of wetland, 15 acres of floodplain and 53.5 acres of forest exist within or in close proximity to the stream valleys. The proposed site plan area lies entirely within the Little Seneca Creek portion of the property. This area contains three headwater tributaries which meet in confluence at the southwestern edge of the property just before flowing under existing Stringtown Road. The main tributary flows from the existing King's Pond on park land north of the site and bisects the property roughly northwest to southeast. The two remaining tributaries flow from the west along the southern edge of the property and from the north down to the confluence, respectively.

On-site topography slopes significantly from plateaus on either side of the main tributary down to the main tributary and each of the secondary tributaries. The stream valleys are moderately steep (15-25%); slopes tend to be gentler near the heads of the tributaries and are quite steep in some portions of the east and main tributaries.

VICINITY MAP FOR CLARKSBURG TOWN CENTER (8-98001)



Maryland-National Capital Park and Planning Commission
Montgomery County Park and Planning Department



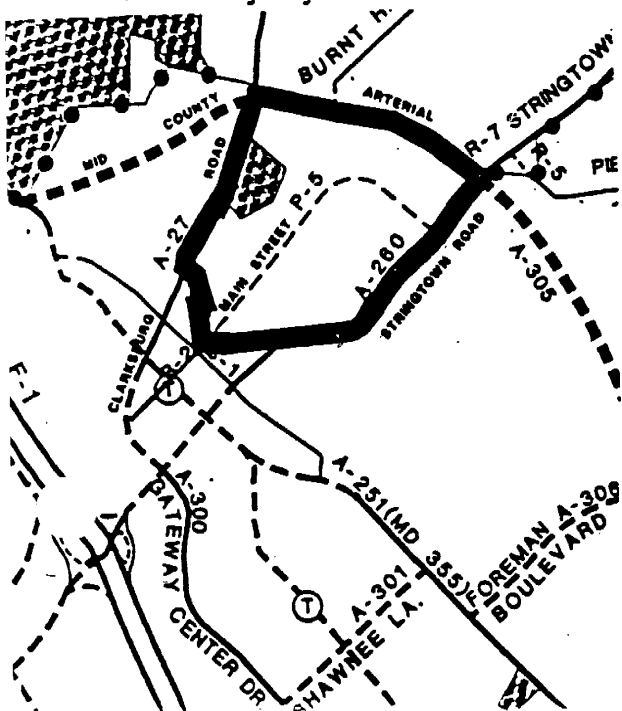
PROJECT DESCRIPTION: Surrounding Vicinity

The site is located approximately 1/2 mile from I-270 between the intersection of MD 355 (Frederick Road) and A-121 (Clarksburg Road) and MD 355 and A-260 (Stringtown Road). Part of the site proposed for this Site Plan review includes the section behind or east of the row of the existing church, homes and businesses adjoining MD 355, within the Clarksburg Historic District. The boundary of the historic district is shared with this project.

The project frontage along Clarksburg Road adjoins the existing 20 foot open section roadway. Opposite Clarksburg Road to the north, opposite the proposed development in this site plan, is land currently developed with single residences. Part of this land is proposed for the development of two RMX zoned residential projects (the proposed Catawba Manor project with an approved Preliminary Plan, and a staff reviewed pre-application submittal for Clarksburg Heights). Both of these proposed projects will share the intersections established with this site plan. Beyond these proposals to the east is undeveloped land, some with potential to be future park land that would connect to Little Bennett Park, further north.

The Greenway Road, or "K" Street, which bisects the site from north to south, connects to Stringtown Road, which partially forms the southern boundary of the property. Immediately opposite the project boundary adjoining Stringtown Road is low lying land which includes the downstream portion of the headwaters to the Little Seneca Stream Valley. That land is zoned R-200 and is undeveloped. Adjoining the property out towards MD 355 and north of Stringtown Road is the Clarksburg Historic district, currently developed with a single family detached house with some out buildings. It is zoned R-200 and is in use as a landscape contracting business. Further adjoining the CTC property, north of Stringtown Road are 5 existing single family detached houses with individual driveways connecting to the road. Along the south side of Stringtown Road for the eastern portion of the site, there is currently low density residential development, with 2 houses.

Opposite the site across the Mid-County Arterial is the proposed Cedarbrook Community Church and two single family detached houses. The remainder of the opposite frontage is undeveloped to day with the majority of it zoned Rural Density Transfer and is part of this project.



PROJECT DESCRIPTION: Prior Approvals

Clarksburg Town Center has gained approval for a Project Plan #9-94004 on May 11, 1995 and for a Preliminary Plan #1-95042 on September 28, 1995. Multiple hearings were required for each approval level due to the multiplicity of issues surrounding the project. The major topics could be categorized briefly as a determination of Special Protection Area issues, historic preservation issues, the assignment of appropriate road improvements and the particulars of the park/school arrangement. A summary entitled Previous Planning Board Environmental Decisions is within the Appendix.

The approved Opinions of these approvals will be in the Appendix attached to the Planning Board's copy of this report. The Appendix will be available to the public at the Development Review Division's plan review counter.

Utilizing the categories for review introduced earlier, the *Project Plan - PJ* and the *Preliminary Plan - PP* conditions of approval are paraphrased below with commentary on how they have been addressed during site plan review.

Environment

PJ-5 The applicant has submitted the information required sufficient to allow Preliminary Plan approval;

PJ-6 The plans conform to the minimal disturbance requirements as described; the second phase of the site plan will include SWM for the school;

PP-2 The site plans conditionally meet the FCP legislation;

PP-3 The forebay is not counted as forested area, nor is it within the stream buffer;

PP-4 The agricultural areas within the stream buffers for this site plan were taken out of production by Spring 1996- the remainder will be taken out with this site plan.

PP-9 No development activity has begun on the site;

PP-12 The plan conforms to the MCDEP SWM approval of 7/28/95;

Transportation

PJ -1 The number of units proposed conform to the staging ceiling limits;

PJ-2 The transportation improvements were updated in the Preliminary Plan approval;

PJ-3 Dedication and construction of the Mid County Arterial (aka A-305) - the Phase I site plan submittal does not require the dedication or construction of this road, it will be part of later site plans; the proposal shows units adjoining the Mid County Arterial for which building permits can't be released until the road is built in a later phase;

PJ-4 Stringtown Road improvements were required with the Preliminary Plan; the alignment of the road as determined at Preliminary Plan moves into the Historic District - staff's recommended cross section would allow for an adequate set back to the house in the District while utilizing the existing roadbed and serving the function of the road classification.

PJ-10 The layout of the streets that are part of the proposed site plan conform to these recommendations;

PJ-14 "O" street extended -of the site plan- connects Main Street to the adjoining parcels; all three streets connecting to Clarksburg Road are in place with the proposed site plan;

PP-1 The proposed site plan conforms to the staging ceiling limits; the applicant will enter into a phasing agreement for necessary road improvements with record plat submittal; the applicant has submitted a draft record plat phasing agreement for review and approval with this site plan;

PP-5 The plan shows the appropriate right-of-way dimensions and locations, dedications for all right of way owned by the applicant will required prior to the release of any building permit; dedications for any off-site right-of-way will be required in conjunction with the phasing requirements for the number of units;

PP-11 The access and improvements required by the MDSHA and MCDPW&T will require SPA approval;

PP-15 The applicant will have to dedicate Public Improvement Easements as necessary for bike paths and other features of the site;

PP-16 These APF requirements are the basis for the road requirements for this site. The applicant has received SPA approval for the improvements applicable to the number of units within this approval; future site plan sections and the roads required for them will require additional SPA approval.

Historic Preservation

PJ-8 The road design for Main Street and nearby sewer locations are part of the site plan proposal; a John Clark gravestone marker is proposed within a pedestrian area pending further review; the applicant has not secured the right-of-way for the extension of Main Street to MD 355- staff will carry this condition forward for future site plan proposals;

PJ-9 The public street conforms to setbacks to the church - screening, pedestrian linkage and increased visibility have been provided for. The size of lots as proposed do not conform to the width of lots for the R-200 zone as required, a lot will need to be removed to accomplish this;

Park/School

PJ-7 The final concept plan was approved with the Preliminary Plan, See Attachment X.

PP-6 Re: dedication of the proposed park school site, the applicant proposed an agreement to dedicate land that is part of this site plan; the agreement stipulates the timing of dedication to occur with CIP funding or with adjoining development; phasing the grading will be addressed with future site plans or prior to CIP construction per this agreement; will be addressed with this site plan's SPEA

PP-7 The dedication agreement will be part of this Site Plan SPEA

Site Plan

PJ-12 The proposed plans conform to these requirements for landscaping, street detailing and amenity areas; additional landscaping of the SWM facilities is needed;

PP-10 The proposal includes 768 dwelling units which were determined during site plan review;

PP-13 The MPDU's conform to the required number for this site plan phase, the balance for the entire project will be provided in Phase II.

Project Administration

PJ-11 The amenities proposed for the Phase I Site Plan need to be constructed in accordance with typical site plan phasing requirements; the design concept for the Greenway and adjoining areas has been reviewed and accepted by staff; the greenway amenities will be phased in with the Phase I Site Plan.

PJ- 13 The applicant has submitted a draft HOA agreement that describes an umbrella style maintenance organization that includes residential and commercial properties alike for staff's review and approval;

PP-14 This condition provides for Planning Board reconsideration of a case if a court challenge removes a previously required condition;

PP-17 The validity period of the Preliminary Plan has been included in the record plat phasing schedule proposed by the applicant.

With consideration of the conditions listed above, the site plan conforms to the Project Plan and Preliminary Plan Approvals.

ANALYSIS: Conformance to the Project Plan Approval

The conformance of the proposed site plan to the Project Plan conditions of approval were established, with conditions, above in Project Description: Prior Approvals.

The site plan conforms to the list of Amenity Areas and Recreational Facilities that were part of the Project Plan by providing the following:

Amenity Areas: Town Square, land dedicated for future civic building (with Phase II), streetscape system, neighborhood squares and green area, greenway dedicated for public use, Greenway roadway, specialty planting areas along greenway road, Park/School Site/ Large Private recreations areas for major fields(with Phase II), land for expansion of areas next to historic district, green areas and buffer next to historic district, green areas and setback areas located along Mid-County Highway, Stringtown Road and Clarksburg Road improvements, Pond Area (SWM facility).

Recreation Facilities: Tot Lots, Multiage Play facilities, Picnic/sitting areas; tennis courts (possible with Phase II); bikeway system; greenway pathway and bicycle path (Class I); Nature trail; Nature areas near the Pond; swimming pools; wading pools; indoor fitness facility (in Phase II).

The site plan conforms to the other aspects of the Project Plan approval regarding development standards, unit types proposed, unit location, and road connections. The Proposed density range for units per the Master Plan and Preliminary Plan are as follows:

Unit Types	Master Plan %	# of units (Total)	Per Site Plan
SFD	10-20 %	130-260	75
SF Attached and TH's	30-50%	390-650	295
Multifamily Units	25-45%	325-585	396

Adjustments to the Project Plan approval include:

- There is no connection to Mid - County Arterial from "G" Street due to extreme grading differences of 10 to 15' between the two roads.
- The street between the multifamily block and the SWM facility (pond) has been removed in lieu of an improved open space connection between the housing and the open space.
- The unit type for half of the multifamily units has changed from a large multifamily building to the 2/2 units which have parking in the lower level and a rear loaded driveway. Where this has been used, screening with fences and landscaping has been added;
- The diagonal street between the church and the town square is a pedestrian mews;
- The connection of Main Street to MD 355 has not been achieved concurrent with this site plan approval.

Staff finds these adjustments acceptable to conformance with the Project Plan.

DISCUSSION OF ISSUES THAT WERE RESOLVED DURING THE SITE PLAN REVIEW PROCESS

Environment

The Special Protection Area (SPA) for the site was approved on January 15, 1997, see Appendix for memo. The approval applies to the residential areas, rough grading of the retail area, the Clarksburg Road frontage improvements, the turn lane improvements at MD 355/ Clarksburg Road, Stringtown Road from Greenway Road to MD 355, the uphill portion of Stringtown Road (near the proposed units).

The SPA review was an extensive process creating a challenge for the determinations of all road, greenspace and site planning issues. During the SPA review, there was a delay pending the provision of additional information for review.

Transportation

Internal Streets - This neotraditional neighborhood required the waiver of many typical street design standards. MCDPW&T and MCDPS staff have worked closely with staff to develop and approve waivers of reduced turning radii, sidewalks of brick paving, tighter tree spacing, crosswalks and traffic calming features to create a beautiful street environment that will be safe for pedestrians and automobiles. The Project Plan recommended the waivers be obtained prior to Planning Board approval of a site plan. A copy of the approved waivers and road design by MCDPW&T and MCDPS are attached in the Appendix.

Arterial Roads - The design of the arterial roads: Clarksburg Road (MD 121), Stringtown Road (MD 261) and the Mid County Arterial (the Piedmont Road, Mid County Highway or MD 305); was the subject of much study. Although the Master Plan designation for the roads was clear, the details of closed or open section, bikepaths, sidewalks, street trees were worked out with this review. It was necessary to determine the exact design of the arterial roads because: the Special Protection Area (SPA) approval requires final design prior to approval; there was a need establish conformance to Master Plan Guidelines and to address Historic Preservation requirements; they needed to be adapted to allow the preservation of a hedgerow, and they had to respond to the needs of on road bicyclists. A copy of the arterial road design recommendations by MCDPW&T and MCDPS and MCPD Transportation Planning Department are attached in the Appendix.

Bicycle Lanes - During the review of this project, MCPDW&T began to recommend the expansion of all arterial travel lanes or the utilization of paved shoulders to accommodate on-road bicyclists. This enlarged the pavement cross section by 2 to 16 feet within an SPA where Class I (off road) bike lanes were already proposed. Impervious surfaces must be minimized within SPAs. After review, Staff supports the on-road bike lanes on Stringtown Road in addition to the Class I bike path so it will function as a transit corridor. For Clarksburg Road,

the on road lanes are widened 1 foot in each direction because the Class I bike path will be 6 feet instead of 8 feet (standard) to allow for the preservation of the hedgerow and utilization of the existing paving. Staff worked out a reduced lane widening for the Mid County Arterial utilizing a 32 foot paved roadway instead of an earlier 40 foot paved roadway. Initially the applicant objected to bikeway construction within the arterial, they now agree to build them.

Public Private Streets - The applicant proposed four private streets. Staff was initially concerned about public access and maintenance issues, but the applicant required assigned parking spaces to satisfy funding for the project.

Park/School

The park/school issues established during the earlier approvals were addressed by the development of the Greenway Concept Plan by Planning Department and Park Department staff and the applicant. The remainder of the Park/ School site, the areas surrounding the school itself and the play fields, will be part of later site plan consideration.

MC Public Schools have repeated their request for part of the site to be dedicated to them so they may receive reimbursement by the State of Maryland. Their letter of December 31, 1997 is in the Appendix.

Historic Preservation

The applicant has not secured the property to allow the Main Street connection to MD 355 next to the General Store. The proposed cross section for Stringtown Road was developed to maintain a 20 setback to the wall of the adjoining historic district property.

Site Planning/Landscaping and Lighting

The original recreation proposal for the project included 2 on-site tot lots for 775 units. The applicant has revised their submittal to conform to the Recreational Guidelines with recreation evenly distributed throughout the site. Additional connections were developed between the town Square area and the Greenway Park.

The original MPDU proposal reflected the appropriate number of units but they were all in one block of multifamily buildings. The proposal now conforms to the MPDU locational guidelines, with conditons.

Staff worked with the applicant to develop the design for the block which houses the 2/2 unit to incorporate additional greenspace, attractive garage entryways and create a better setting for the pool. Additionally, they developed an improved layout of the multifamily units and pond area in the Hilltop section. Landscaping refinements were made throughout the process to an already beautifully designed landsce plan.

Community Based Planning Issues

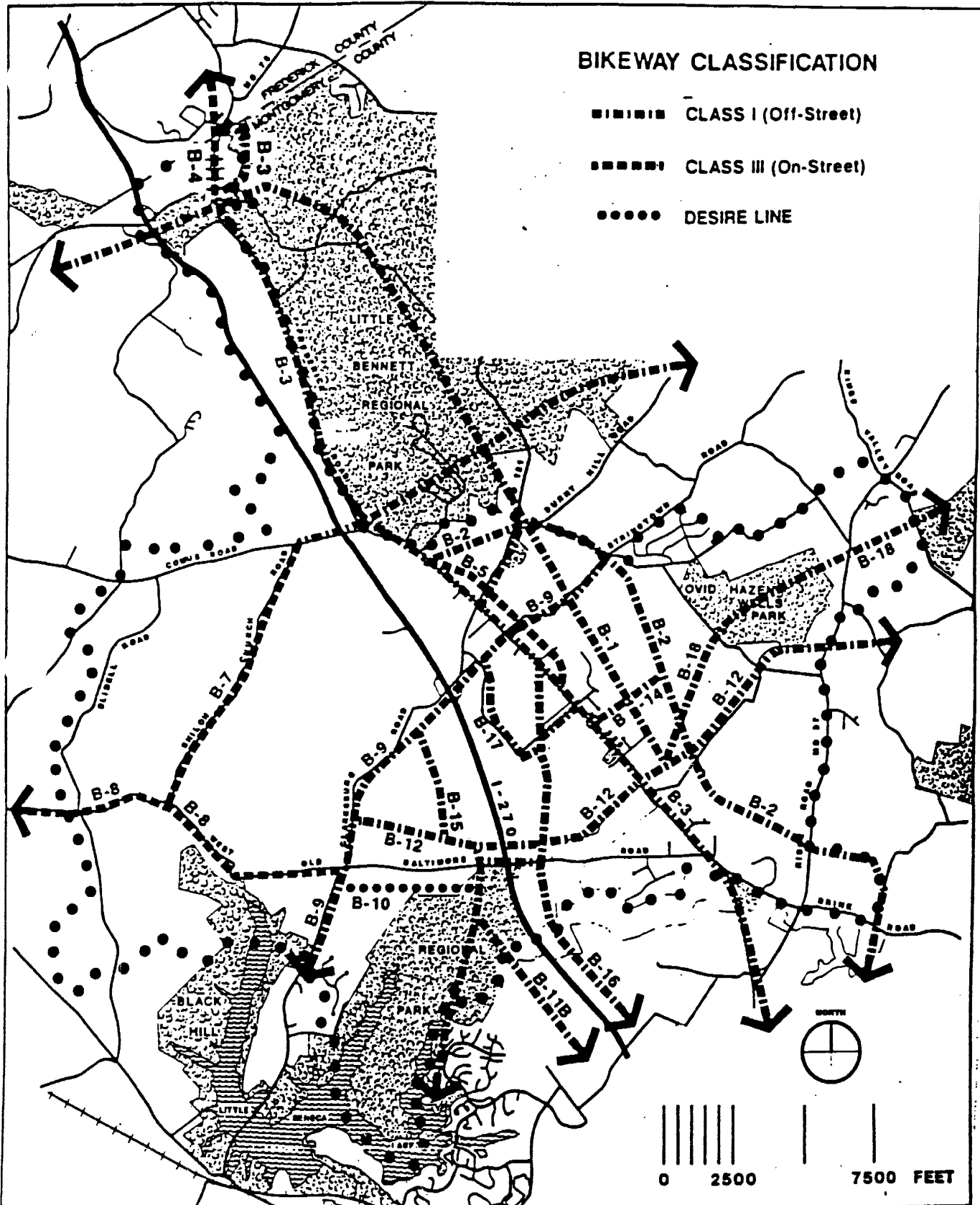
The project's connection to the Greenway system throughout Clarksburg and beyond was worked out in the Greenway Concept plan developed with this site plan.

Community Comment and Issues

Staff met with citizens and members of the Bicycle Action Group and received letters from both groups and from the Clarksburg Civic Association. Their interests are: the alignment for Stringtown Road coming into private property; various details about the site plan; comments on landscape plan details, outdoor lighting and adequacy of provision for bike lanes and multi-use trails. Their letters are attached in the Appendix. Their letters have been forwarded to the applicant's consultants who have considered their comments for the change of a bike rack, selection of a light fixture, and other items. Staff has received a call regarding concern about the lack of religious facilities being planned within the Town Center and the difficulty the existing Methodist Church is having in expanding their facilities.

Project Administration

The applicant and staff met to work out the details of the park/school dedications and other phasing and SPEA/HOA details.



ANALYSIS: Conformance to Clarksburg Master Plan

A. The Clarksburg Master Plan and Hyattstown Special Study Area, Approved and Adopted June 1994 recommend the following:

The Clarksburg Master Plan calls for the community's Town Center to have a strong, identity becoming the focus for the entire planning area. The Plan stresses the importance of a town scale of development with mixed uses, protection of the environment and the creation of walkable neighborhoods. The plan envisions a development pattern which is traditional in character and which protects the character of Clarksburg's Historic District.

The proposed site plan meets the objectives of the Master Plan as follows:

- *Create a Town Center which will be a strong, central focus for the entire study area. p.42*

The proposed site plan will establish a strong identity with a traditional town character as called for in the master plan. Phase 1 provides sufficient infrastructure, buildings and development of open spaces to establish this desirable character early on in the development of the Town Center.

- *Encourage a mixed-use development pattern in Town Center to help create a lively and diverse place. p.44.*

The master plans allows an overall density of 5 to 7 du/ac. with a maximum of 150,000 sf. for a retail center. The proposed site plan provides 768 units towards a total of 1,300 allowable units or 4.81 du/ ac. The proposed residential uses are within the Town Square, a mixed use area, and an uphill area. The retail center adjacent to the Town Square will be delivered in the next Site Plan phase. The Plan strongly encourages the provision of a grocery store anchor for the future retail center.

- *Assure that future development around the Historic District complements the District's scale and character. p.48. On the east side of the historic district, all development 400 feet east of existing MD 355 and/or on land which is within the historic district should be single-family detached structures which are not higher than two stories.*

The proposed site plan conforms to this recommendation. However, the lot size and building mass of proposed single-family units along the eastern edge of the historic district need to be revised to achieve compatibility with the scale and character of the adjacent historic district. (See Historic Preservation in Issues).

- *Make the Town Center a focal point for community services (such as libraries and postal service) as well as informal community activities. p.49.*

The proposed site plan does not include community services to be sited within the project. However, the approved Project Plan, #9-94004, envisioned such uses to be sited within either the Town Square itself or within the retail center. There is a need to identify and provide for such uses prior to the final

build out of the entire development. Staff recommends that the applicant assist the County to search for a suitable public facility for the Town Square or commercial area prior to the submittal of the final site plan application.

- *Create a transit-oriented land use pattern within the Town Center and link all portions of the Town Center with transitways, bus loops, bikeways, and pedestrian-oriented streets.* p. 51.

The proposed site plan achieves a transit-oriented pattern of development with buildings that front the street and an arterial street system that creates a "loop" circulation system around the Town Center. Transit orientation also is achieved by the use of short, walkable blocks and a network that ties directly with the future transit station located west of the project. The surrounding arterial roadway system is intended to function as a "neighborhood bus loop" which will encourage residents to walk. Provision of bus shelters at bus stops would be desirable.

- *Create a land use pattern that is responsive to environmental concerns relating to traffic noise and protective of headwaters.* p. 51. The Master Plan designates this area as part of the Special Protection Area within the Little Seneca Creek Watershed and "*promotes environmentally sensitive design*", p. 145.

The land use pattern that sites buildings so front doors face streets protects residential units from noise. Also the buffers provided along the surrounding Arterial Roads assist in protecting from traffic noise. The site plan will receive a Special Protection Area water quality approval prior to the site plan approval. The SPA approval and the design changes to the project create a more environmentally sensitive design.

The Clarksburg Master Plan objectives for development within the Little Seneca Creek watershed include *continuously forested stream buffers, protection and enhancement of wetland systems, water quality monitoring, environmentally sensitive design and construction of development and infrastructure, and maintenance of the environmental qualities of headwaters.* The site plan attempts to address these by providing enhanced reforestation in stream valleys and complying with the more rigorous stormwater management and water quality standards of the SPA.

- *Encourage an interconnected street system as typically found in older towns.* p. 51.

Specific Master Plan recommendations for Clarksburg Road, Stringtown Road and Mid County Highway are covered in both the land use and transportation chapters of the master plan. The following comments are organized by roadway and represent both the requirements and intent of the master plan.

Clarksburg Road (A-27)

- *Provide a maximum of 2 lanes within a minimum of an 80 foot ROW.*

(Table 7, p. 114)

- Provide a Class I Bikeway (Table 10, p. 133) on the south side of the roadway to achieve a bikeway “loop” system around the Town Center (Figure 43, p.132) and to accommodate bicycle access for the non-advanced cyclists. This bikeway should follow the ROW until it meets the park/school site and then weave its way through the park/school to Piedmont Road (A-305).
- The master plan calls for both Clarksburg Road and Stringtown Road to “serve as entrances to the Town Center”, p. 52. Preservation of the mature hedgerow at Clarksburg Road and the cross section for Stringtown Road achieves this objective.

Stringtown Road (A-260)

- *Provide a maximum of 4 lanes within a 120 ' ROW. (Table 7, p. 115)*
- Provide a Class I Bikeway (Table 10, p. 133), along the north side of the road to create a bikeway “loop” system around the Town Center (Figure 43, p. 132) and to accommodate bike access for the non-advance cyclist.
- *The existing crossing [of Little Seneca Creek] will need to be widened to accommodate two additional lanes. When widened, this crossing is recommended to include areas for bike paths along Stringtown Road and for the Little Seneca Creek greenway, which will cross under Stringtown Road. (P.123)*

Within the Historic District boundary at Stringtown Road, a reduced width ROW and closed section cross section is supported by the master plan in order to achieve the plan’s objectives for protection of the district’s unique character. The Plan’ objectives still requires necessary features such as the bikeway, median and street trees, and sidewalks. The below grade culvert, at the stream crossing, needs to be adapted to maintain the greenway connections.

Midcounty Highway (A-305 or Mid-County Arterial)

- *Provide a maximum of 2 lanes, divided within a minimum of a 80 foot ROW. (Table 7, p. 115)*
- *Achieve a park-like character along the roadway. “Setbacks from the Midcounty Highway (A-305) should be provided within the Town Center to establish a parkway like character”, p. 52.*

The Site Plan conforms to this Master Plan. The landscaping provided creates an informal, parkway character and a buffer strip provides for the setback.

Redgrave Place (P-5)

- *Create a special character for Redgrave Place as it traverses the Clarksburg Historic District. p. 52.*
- Provide a maximum of 2 lanes or 24 feet in width within the historic district.
- Provide the connection for P-5 with MD 355 in a manner which does not negatively

impact the traditional character of the District. (p. 53 and 125).

The proposed site plan meets the Master Plan recommendations for Redgrave Place.

- *Provide a variety of open space features.* p. 53.

The Master Plan calls for the Little Seneca Greenway which traverses the site to be "*a major open space feature in Town Center, making it important that the greenway be visible and accessible to the public*", p. 53. The purpose of the greenway system is not only preservation of the stream valleys, but also, "*development of a trail system*", p. 156. The Plan also stresses the visual and recreational importance of other smaller open spaces such as Forest Conservation Areas along streams and the Commission's King Pond Local Park. Accessibility and integration of recreational opportunities are major objectives.

The proposed site plan achieves the intent of the Master Plan by increasing the recreational facilities within King Pond Local Park and by providing a landscape treatment that enhances the overall character of the greenway. Most importantly, the site plan provides a continuous trail system that will tie into future segments to the north and south of the greenway. Continuity of the trail is critical to its success. Roadway crossings under Stringtown Road needs to provide a stabilized trail surface within the widened culverts. This approach to roadway crossings, landscape enhancement and passive recreational use of the greenway will be repeated throughout the greenway network.

B. Conformance to the Master Plan for Historic Places

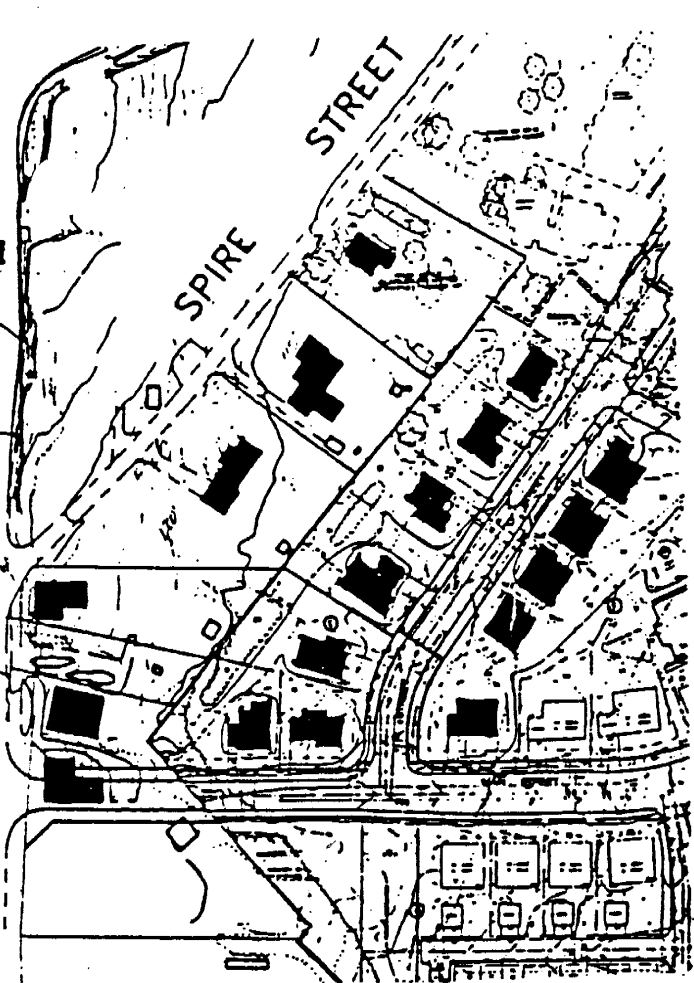
The Clarksburg Historic District is on the Master Plan for Historic Preservation and adjoins the proposed site plan along its western boundary,

The Historic Preservation Commission (HPC) has reviewed the proposal in the context of a Master Plan recommendation on March 11, 1992 and in the context of a Project Plan application on March 22, 1995. The HPC comments became the basis of Project Plan conditions of approval that dealt with the following: the width of Main Street (aka Redgrave Place Extended); the provision of accessible sewer to the District; providing an open space for the John Clark family grave markers; and a concept for an equitable development scenario of the Main Street connection to MD 355 (involving the Ruddin grocery store). Additional conditions provided for compatibility along the common boundary between the homes in the District and the proposed new homes and improved the connections between the existing church to the new subdivision.

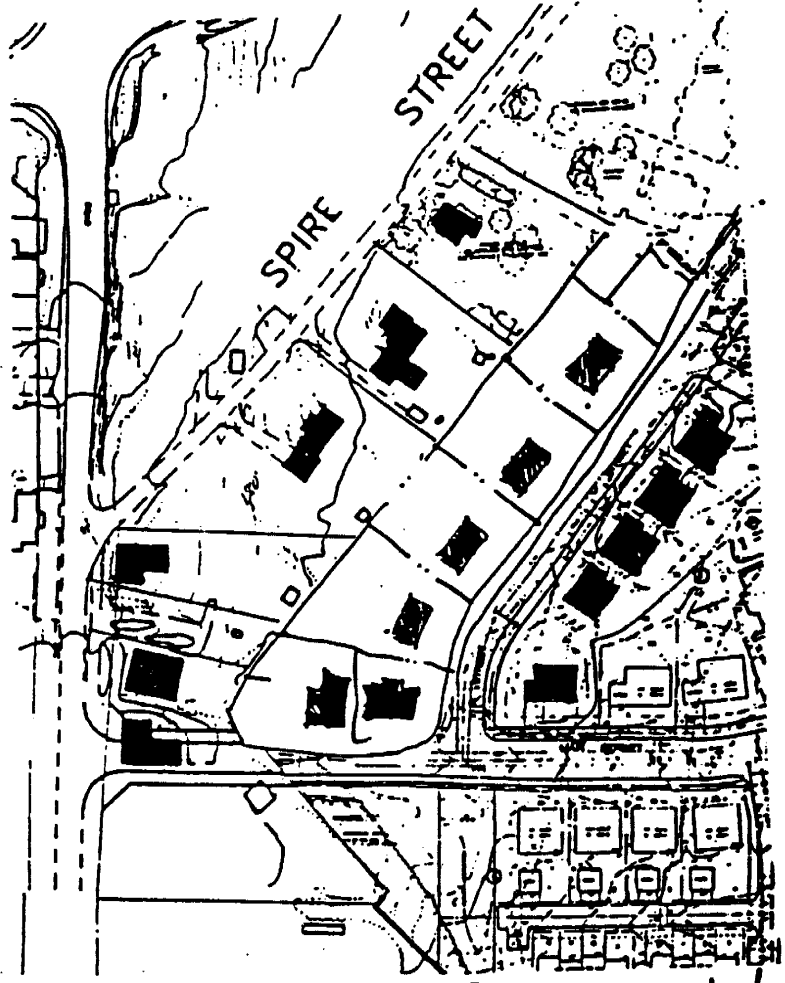
In the context of the site plan review, the HPC reviewed the project and found several requirements outstanding and has passed on the following recommendations: a 20 ft setback, free of a public utility easement, from the right-of-way to the historic Day house at the corner of MD 355 and Stringtown Road; appropriate lighting on Stringtown Road to be compatible with the Historic District; the CTC developer and Aric Ruddin should continue to resolve their issues to allow the Main Street connection to occur opposite Redgrave Place; a detailed design for a public space/interpretative area

to include the Clark Family Cemetery headstones with appropriate protection should be developed further for staff review and approval; and a lot should be deleted from the single family home area directly adjacent to the Historic District.

The removal of a proposed house is to create compatibility between the two projects utilizing similar scaled and dimensioned buildings and surrounding open spaces. The existing condition on Spire Street has three homes that have lot widths at their building face of 130 ft, 115 ft and 180 ft. The lots along MD 355, whose rear yards adjoin the common boundary, have 40 and 60 foot widths at the front building line. The proposed six lots have 2 lots with 68 foot widths at the front building line, one lot at 65 feet, one lot at 990 feet, one lot at 88 feet and one lot at 120 feet. The average frontage for all six lots is 83 feet. The approved Project Plan condition reads: "...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..." The required lot width along the front building setback line is 100 feet. The dimensions of the proposed lot widths and the sketch below show the lack of conformance with the desire of the HPC and the Planning Board's earlier decisions. The staff proposal clearly shows that the 100 foot lot widths work to create an appropriate transition between the existing Historic District and the proposed units. See memo of January 15, 1998 from the Historic Preservation Commission in the Appendix.



Applicant's Proposal 30



Staff's Recommendation

C. Conformance to the review comments of the MCPD Parks Department

MCPD Parks department has review the project and offered the support of the Greenway Concept Plan and their acceptance of recreational facilities to be built by this applicant within Kings Park per their guidelines. They reiterated the terms and conditions of the park/school dedication that was part of the Preliminary Plan approval. See memo Dated January 13, 1998 in Appendix.