



## DEPARTMENT OF PERMITTING SERVICES

Douglas M. Duncan  
County Executive

December 15, 2004

Robert C. Hubbard  
Director

Mr. Mark Coughlin  
Gutschick Little & Weber, P.A.  
3909 National Drive, Suite 250  
Burtonsville Office Park  
Burtonsville, Maryland 20866

Re: **Final Water Quality Plan and  
Stormwater Management Concept for  
Woodcrest**  
SM File #: 209636  
Tract Size/Zone: 47.0 Ac/R-200  
Tax Plate: EW 32  
Parcels: 432 and 614  
Montg. Co. Grid: 9B3 and C3  
Watershed: Little Seneca Creek and  
Little Bennett Creek

**SPECIAL PROTECTION AREA**

Dear Mr. Coughlin:

Based on a review by the Department of Permitting Services, the Final Water Quality Plan (FWQP) and the stormwater management concept for the above mentioned site is conditionally approved. This approval is for the elements of the Preliminary Water Quality Plan of which DPS has lead agency responsibility, and does not include limits on imperviousness or stream buffer encroachments.

**Site Description:** The site is located on Maryland Route 355 north of Clarksburg Road. The site area is 47 acres and includes about 18 acres within the Little Seneca Creek Watershed that is a designated Special Protection Area. The remaining 29 acres is in the Little Bennett Creek (use III) watershed. The proposed development will consist of single-family and townhouse residential units along with the associated infrastructure.

**Stormwater Management:** Channel protection measures for this site will be provided via an extended detention dry pond and underground storage pipes. Quality control will be provided via a treatment train that consists of recharge structures, surface sand filters in series, dry swales, structural water quality inlets (both filtering and flow through) and vegetated buffer filtering. Since open section roads will not be feasible for the majority of the site, additional water quality volume (1-1/4" over the impervious closed section roads) will be provided in the proposed filtering structures and surface sand filters. Areas that are intended for vehicular use are to be pretreated prior to entering any water quality structures.



Mark Coughlin  
December 15, 2004  
Page 2

**Sediment Control:** Redundant sediment control structures are to be used throughout the site. These are to include upland sediment traps that drain to secondary traps down grade, or when this is not feasible sediment traps with forebays will be acceptable. The total storage volume is to be 125% of the normally required volume.

All sediment trapping structures are to be equipped with dewatering devices. Also, due to the sensitive nature of the watershed coupled with the large amount of proposed development, the use of flocculants, compost material or other measures to increase the effectiveness of sediment removal may be required in the detailed sediment control plan. The following features are to be incorporated into the detailed sediment control plan:

1. The earth dikes that feed the sediment traps are to be constructed using trapezoidal channels to reduce flow rates.
2. The site grading shall be phased whenever possible to limit disturbance and immediate stabilization is to be emphasized. The details of the phasing sequence will be finalized during the detailed plan review.
3. Silt fence alone will not be allowed as a perimeter control. The use of super silt fence will be acceptable for small areas of disturbance.

**Performance Goals:** The performance goals that were established at the pre-application meeting are to be met as specified in the Final Water Quality Plan. They are as follows:

1. Protect the streams and aquatic habitat.
2. Maintain the natural on-site stream channels.
3. Minimize storm flow run off increases.
4. Minimize increases to ambient water temperatures.
5. Minimize sediment loading.
6. Maintain stream base flows.
7. Protect springs, seeps, and wetlands.
8. Minimize nutrient loading.
9. Control insecticides, pesticides and toxic substances.

**Monitoring:** The monitoring must be in accordance with the BMP monitoring protocols which have been established by the Department of Permitting Services (DPS) and Department of Environmental Protection (DEP). The pre-construction monitoring requirements that were established at the pre-application meeting and further described in the Final Water Quality Plan are still applicable. The monitoring requirements that were described in the attachment to the Preliminary Water Quality Plan titled "Description of BMP Monitoring Requirements" are still applicable. These monitoring requirements are based on the information currently available and may change based on final structure locations and configuration.

Mark Coughlin  
December 15, 2004  
Page 3

Prior to the start of any monitoring activity, a meeting is to be held on site with DEP, DPS, and those responsible for conducting the monitoring to establish the monitoring parameters. **One year of pre-construction monitoring must be completed prior to the issuance of a sediment control permit.**

**Conditions of Approval:** The following conditions must be addressed in the initial submission of the detailed sediment control/stormwater management plan. This list may not be all inclusive and may change based on available information at the time of the subsequent plan reviews:

1. Provide clear access to all stormwater management structures from a public right-of-way.
2. Provide additional recharge volume at SWM structures #2, #5 and #7.
3. Provide storage volume for one and a quarter inches over the impervious drainage area for SWM structure #1.
4. Provide a dam breach analysis to show that the pond (SWM 21) will not over top MD Route 355.
5. Additional storm drain inlets will be required in areas where multiple lots drain through lots lower in elevation.
6. The proposed dry swales are to have under drains that tie into the proposed storm drain structures.
7. A geotechnical report with percolation tests is required to verify infiltration rates at any proposed infiltration structure locations.
8. Water quality structures that are to be used for sediment control must have a minimum undisturbed buffer of two feet from the bottom of the sediment trap to the bottom of the stormwater structure.
9. All outfalls are to be located at non-erosive (down slope) areas.
10. Minimize the use of insecticides and fertilizers via a residential Integrated Pest Management Plan as part of the Homeowners Association (HOA) documents. A draft of this plan/document must be submitted for review with the initial submittal of the detailed sediment control/stormwater management plan. The final document is to be submitted prior to the sediment control/stormwater management plan approval.
11. Provide documentation that permission has been granted to provide stormwater management on the adjacent properties (MNCPPC and Egan) for the required improvements to MD route 355.
12. Prior to permanent vegetative stabilization, all disturbed areas must be topsoiled per the latest Montgomery County Standards and Specifications for Topsoiling.
13. The stream channels on-site are to be walked to determine if channel restoration is necessary.

Mark Coughlin  
December 15, 2004  
Page 4

14. Stormwater structures are not to be located on residential lots.
15. Due to the large amount of development activity in this area, DPS requires the developer to provide a full-time third-party sediment control inspector.

Any divergence from the information provided to this office; or additional information received during the development process; or a change in an applicable Executive Regulation may constitute grounds to rescind or amend any approval actions taken, and to reevaluate the site for additional or amended Water Quality Plan requirements.

If you have any questions regarding these actions, please feel free to contact Leo Galanko at (240) 777-6242.

Sincerely,



Richard R. Brush, Manager  
Water Resources Section  
Division of Land Development Services

RRB:dpm:CN209636

cc: C. Conlon (MNCPPC-DR)  
M. Pfefferle (MNCPPC-ED)  
D. Marshall (MCDEP)  
L. Galanko  
SM File # 209636

Qn: on-site 47.0 ac  
Qt: on-site 47.0 ac.



**THE MARYLAND-NATIONAL CAPITAL PARK AND  
PLANNING COMMISSION**

**Department of Park & Planning, Montgomery County, Maryland**  
8787 Georgia Avenue, Silver Spring, Maryland 20910

**MEMORANDUM**

**TO:** Wynn Withans, Planning Coordinator, Development Review

**FROM:** Mark Pfefferle, Planning Coordinator, Environmental Planning *MP*

**DATE:** December 15, 2004

**SUBJECT:** Site Plan Number 8-05009, Woodcrest  
Final Water Quality Plan

---

**RECOMMENDATION**

Staff recommends approval of the final water quality plan subject to the following conditions:

1. Compliance with the conditions of the final forest conservation plan. The applicant must satisfy all conditions prior to recording of plat(s) or Montgomery County Department of Permitting Services (DPS) issuance of sediment and erosion control permits.
2. Conformance to the conditions as stated in the DPS letter approving the elements of the SPA water quality plan under its purview.

**DISCUSSION**

This memorandum contains Environmental Planning staff's review and recommendations on the final water quality plan for the Woodcrest site plan in Clarksburg. The sections below discuss existing conditions, forest conservation, compliance with environmental guidelines, imperviousness, and stormwater management.

**Background**

The 47-acre property is located east of MD 355 north of the Clarksburg historic district and south of the Little Bennett MNCPPC maintenance facility. Approximately 18 acres of the site is within the Clarksburg Special Protection Area (SPA). The remainder of the property is outside of the SPA and within the Little Bennett watershed, a Use III watershed. The current land uses include abandoned agricultural land, mature forest, and a landscape contracting operation. High voltage overhead electric lines bisect the property. The natural resources for the subject property is characterized in Natural Resources Inventory/Forest Stand Delineation (NRI/FSD) plan 4-03252. Staff approved the NRI/FSD in September 2003.

The subject site contains 16 acres of forest, 1.4 acres of wetlands, and 15 acres of environmental buffers. There are steep slopes (> 25%) on the property and highly erodible soils. The steep slopes and highly erodible slopes are hydraulically connected to Waters of the United States and are included in the environmental buffers.

Water quality plans are required as part of the Special Protection Area regulations. Under the SPA law, Montgomery County Department of Permitting Services (DPS) and the Planning Board have different responsibilities in the review of the water quality plan. DPS has reviewed and conditionally approved the elements of the final water quality plan under their purview. The Planning Board responsibility is to determine if the forest conservation requirements, environmental guidelines for special protection areas, and imperviousness requirements have been satisfied.

### **Forest Conservation**

The applicant has submitted a final forest conservation plan for staff review. The applicant is proposing to remove 5.1 acres of forest and retain the remaining forest. The property is proposed for development using an optional method of development. Section 22A-12(f) of the forest conservation law requires properties developed under an optional method of development to meet certain forest retention requirements on site. The forest conservation plan indicates that the applicant will meet the conservation threshold on onsite and meet all forest conservation requirements through the retention of existing forest and planting of new forest on site.

### **Environmental Guidelines**

The environmental guidelines for SPAs require examination of many tools to maximize achievement of site performance goals. For instance, the goal of protecting seeps, springs, and wetlands is better achieved with naturalized buffers surrounding these areas. The NRI/FSD prepared for the subject property identifies the environmental buffers. Environmental buffers include wetlands and wetland buffers, floodplains, and streams and stream buffers. As part of the *Environmental Guidelines*, the stream buffers within the SPA must be reforested. Where forest does not currently exist in the stream buffers, the applicant will plant new forests. The applicant is required to forest a small portion of unforested environmental buffer in the SPA, as part of the requirements of the Environmental Guidelines. The applicant will place forest conservation easements on the environmental buffers and all forest retention areas.

The construction of A-305 and the widening of MD 355 necessitate encroachments into the environmental buffers associated with this plan. The intersection of A-305 and MD 355 occurs in a wetland area. The applicant has considered the wetland function and size in order to minimize the encroachment. Based on roadway site distances and proximity to other intersections along MD 355 the encroachment into the wetland and wetland buffer is necessary and unavoidable. The wetland permitting agencies concur with the proposed location of the A-305 and MD 355 intersection.

### **Site Imperviousness**

There are no impervious limitations within the Clarksburg SPA; however, the Special Protection Area regulations allow M-NCPPC to review imperviousness and to work with the applicant to

reduce imperviousness. The impervious amount proposed for the 47-acre site is 19.5 percent for the entire development, which is in the acceptable range for similarly zoned properties in the County.

### **Stormwater Management**

As part of the final water quality plan, several site performance goals were established for the project. This include:

1. Protect the streams and aquatic habitat.
2. Maintain the nature of onsite stream channels.
3. Maintain stream base flows.
4. Identify and protect stream banks prone to erosion and slumping.
5. Minimize storm flow runoff increases.
6. Minimize increases in ambient water temperatures.
7. Protect springs, seeps, and wetlands.
8. Minimize sediment loading.
9. Minimize nutrient loadings.
10. Control insecticides, pesticides, and toxic substances.

To help meet the performance goals, DPS requires water quality control and quantity control to be provided through an extensive system of linked best management practices (BMPs). Stormwater quantity control will be provided by an extended detention dry pond and underground storage pipes. Stormwater quality control is provided via a treatment train consisting of recharge structures, surface sand filters, dry swales, structural water quality inlets and vegetated buffer filtering.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Office of the Chairman, Montgomery County Planning Board


**MEMORANDUM**

12/16/04

**TO:** Wynn Witthans, Site Plan Review, Development Review Division  
Michael Ma, Site Plan Supervisor, Development Review Division

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

**RE:** Woodcrest, Site Plan 8-05009



Park Planning and Resource Analysis staff has reviewed the above referenced plan and requests the following **CONDITIONS OF APPROVAL**:

- Dedication to M-NCPPC of the portion of open space Parcel E located north of the PEPCO Utility Easement and adjacent to Little Bennett Regional Park. Dedicated parkland to be transferred by time of record plat, free of trash and unnatural debris, and the boundaries and corners marked and identified to delineate between parkland and private property.
- Applicant to construct an 8' wide paved hiker/biker trail along the north side of Route 355 from Future A-305 to the Little Bennett Park maintenance facility entrance road located just north of the subject property for connection with the trail network within Little Bennett Regional Park. Trail to be constructed to park standards and specifications. Exact alignment and all engineering and grading plans for construction on parkland to be approved by M-NCPPC staff, and park permit to be procured by Applicant.
- Applicant to install a bicycle rack at the trailhead area located off the Little Bennett Park maintenance road entrance. Bicycle rack to be constructed to park standards and specifications and its location and style to be approved by M-NCPPC staff.



- Applicant to construct a stormwater management facility in the form of a landscaped bio-retention area, between the Little Bennett maintenance facility parking area and the trail to be constructed along Route 355. Bio-retention area to be engineered to adequately perform water quality control for employee parking lot areas that drain toward Route 355. All engineering and construction documents and plans related to the facility to be submitted to M-NCPPC staff for approval. Necessary permits and approvals (including park permit) to be procured by Applicant.
- Applicant to construct a sewer connection from the sewer system being constructed within the Applicant's development onto the park property of Little Bennett Maintenance Facility for connection to the maintenance yard system. Said sewer system to be engineered by Applicant to allow for the additional anticipated maintenance yard capacity and constructed as necessary to comply with any additional WSSC and other permitting issues related to the entire sewer system. Applicant's obligation to provide said sewer connection is contingent on WSSC approval of such connection.
- Applicant to use best efforts to fence, buffer or screen its lots from the noise and light associated with the existing Little Bennett Regional Park Maintenance Facility that is located adjacent to the northern boundary of this subdivision. Screening to include the following:
  1. A 6 foot high, pressure treated board on board fence on park property beginning at the southwest corner of the storage building located closest to Route 355 and adjacent to Applicant's property, and extending approximately 100 feet southwest toward Route 355.
  2. A 2 rail, split rail fence extending along the entire border of Applicant's property that is adjacent to Little Bennett Regional Park.
  3. Vinyl slats weaved into the existing maintenance yard fence beginning at the northeast corner of the storage buildings and extending to the northeast corner of the existing fence.
  4. Sufficient landscaping and tree planting along the property line and on adjacent park property along development's border as agreed between Applicant and M-NCPPC staff to provide adequate screening from development.
- Applicant to notify potential homebuyers of the existence of the maintenance facility prior to purchase of each lot in the development by homeowners.
- All fencing and other screening to be approved by M-NCPPC staff and screening on parkland to be constructed to park standards and

specifications. Applicant to provide an aesthetically pleasing and level grade transition between development and parkland where possible.

- Applicant to provide a natural surface trail access from the development to adjacent parkland. Trail access to include adequate signage and a Public Use Trail Easement to facilitate public access to the park trails. Exact location of easement and trail, and type and location of signage to be acceptable to M-NCPPC staff.




October 4, 2004

MEMORANDUM

TO: Wynn Witthans, Site Plan Reviewer  
Development Review Division

VIA: Sue Edwards, I-270 Corridor Team Leader  
Community-Based Planning Division

FROM: Nellie Shields Maskal, Community Planner  
Community-Based Planning Division 

SUBJECT: Woodcrest (Site Plan #8-05009), Clarksburg Master Plan Area

---

**Relationship to the Clarksburg Master Plan**

The proposed 47-acre Woodcrest development is located along MD 355 in the northern edge of the Town Center District of the 1994 Clarksburg Master Plan Area (see Figure 1). It is zoned R-200 and RDT and is adjacent to the Little Bennett Regional Park, one of the County's largest regional parks (see Figure 2). Little Bennett Regional Park includes approximately 90 campsites, hiking trails, a golf course, and an amphitheater. The proposed Midcounty Arterial (A-305) also traverses the subject property.

The historic center of Clarksburg is located south of the subject property near MD 121 and Stringtown Road. The Clarksburg Master Plan recommends a transit-oriented land use pattern within the Town Center that links all portions of the Town Center with transitways, bus loops, bikeways, and pedestrian-oriented streets. A portion of the Little Seneca Greenway is located in the Town Center. This greenway will be a major open space feature in the Town Center, making it important that the greenway be visible and accessible to the public as shown in Figure 3.

The proposed site plan complies with the Master Plan land use objectives as follows:

1. Encourage a mixed-use development pattern in the Town Center to help create a lively and diverse place.

In terms of residential uses, the Plan assumes an ultimate build out of approximately 2,600 units in the Town Center. The recommended guidelines in terms of mix of units are as follows:

Multi-Family	-	25 to 45 percent
Attached	-	30 to 50 percent
Detached	-	10 to 20 percent

The proposed site plan conforms to the recommended mix of units.

## 2. Provide a variety of open space

A portion of the Little Seneca Greenway traverses the Town Center. This greenway will be a major open space feature in the Town Center, making it important that the greenway be visible and accessible to the public.

While the greenway is the dominant open space feature, other smaller open space areas such as, forested conservation areas along streams, are also proposed.

The proposed site plan achieves this Master Plan objective by providing a variety of open space features that connect to Little Bennett Regional Park. Easy access to Little Bennett Regional Park's outdoor experiences by future residents of Clarksburg is a key goal of the Master Plan.

The proposed site plan includes a pavilion with sitting areas. Staff recommends that a sidewalk is needed along the outside area of the pavilion to get more people to the open space feature.

### **Relationship to Little Bennett Regional Park**

The 3,600-acre Little Bennett Regional Park forms the north edge of the proposed Woodcrest development. The M-NCPPC's Park Maintenance Facility adjoins this portion of the proposed development. Staff, therefore, recommends that the applicant explore the feasibility of providing landscaping on the park side of the property in order to provide compatibility with the proposed development.

In addition, the Clarksburg Civic Association, Planning Committee (CCA-PC) recommends that extreme measures be taken to ensure that the development's lighting does not ruin the fleeting experience enjoyed by campers and day users of the park. The CCA-PA insists that lighting should be full cut off, to prevent lighting the dark skies. See Attachments 1 and 2.

## **Relationship to Clarksburg Streetscape Plan**

The Clarksburg Streetscape Plan states that Clarksburg residents need safe, attractive and pedestrian friendly streetscapes that contribute to the overall small town character envisioned by the Master Plan. Walking, bicycling and driving along Clarksburg's roadway should be an enjoyable experience. The Streetscape Plan focuses upon the Master Plan roadways (i.e., A-305) and identifies streetscape character for these roadways. It also recommends streetscape elements that achieve the desired character as shown in Attachment 3.

## **Conclusion**

Staff recommends approval of the proposed site plan subject to the conditions mentioned above.

SE/NSM

g:/maskal.8-0509-Woodcrest.doc

Attachments

Figure 1

# Analysis Areas

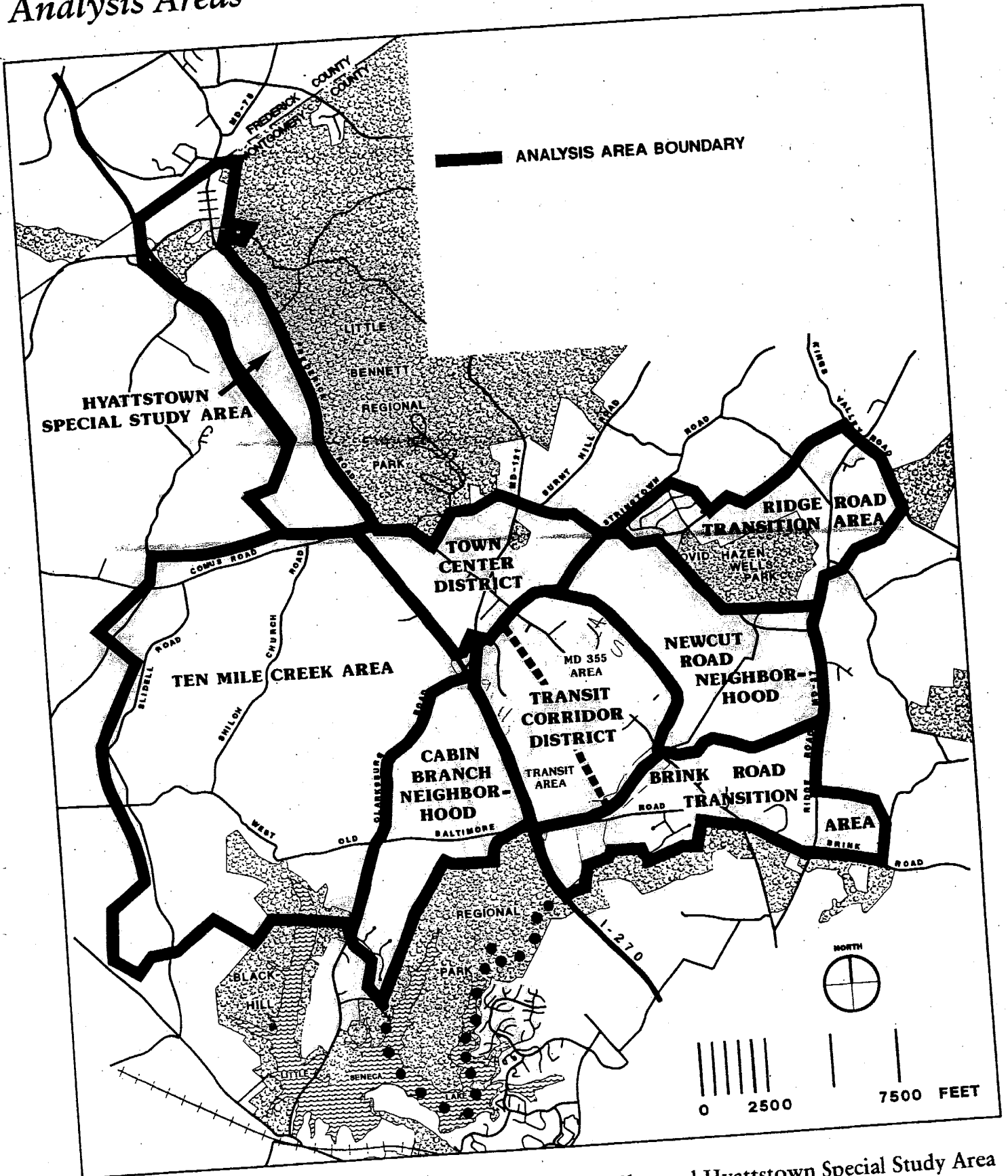


Figure 2

# Town Center District Land Use Plan

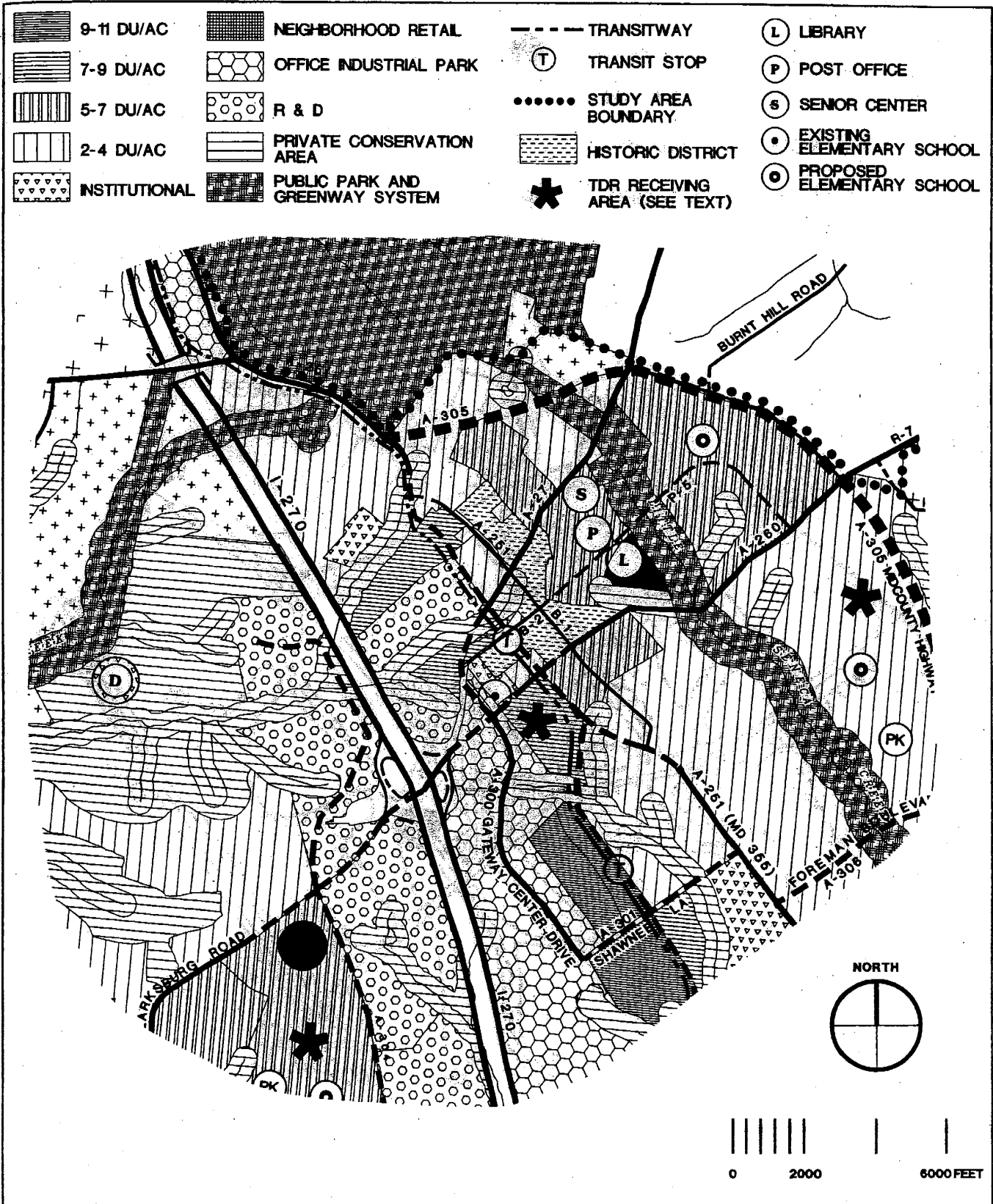
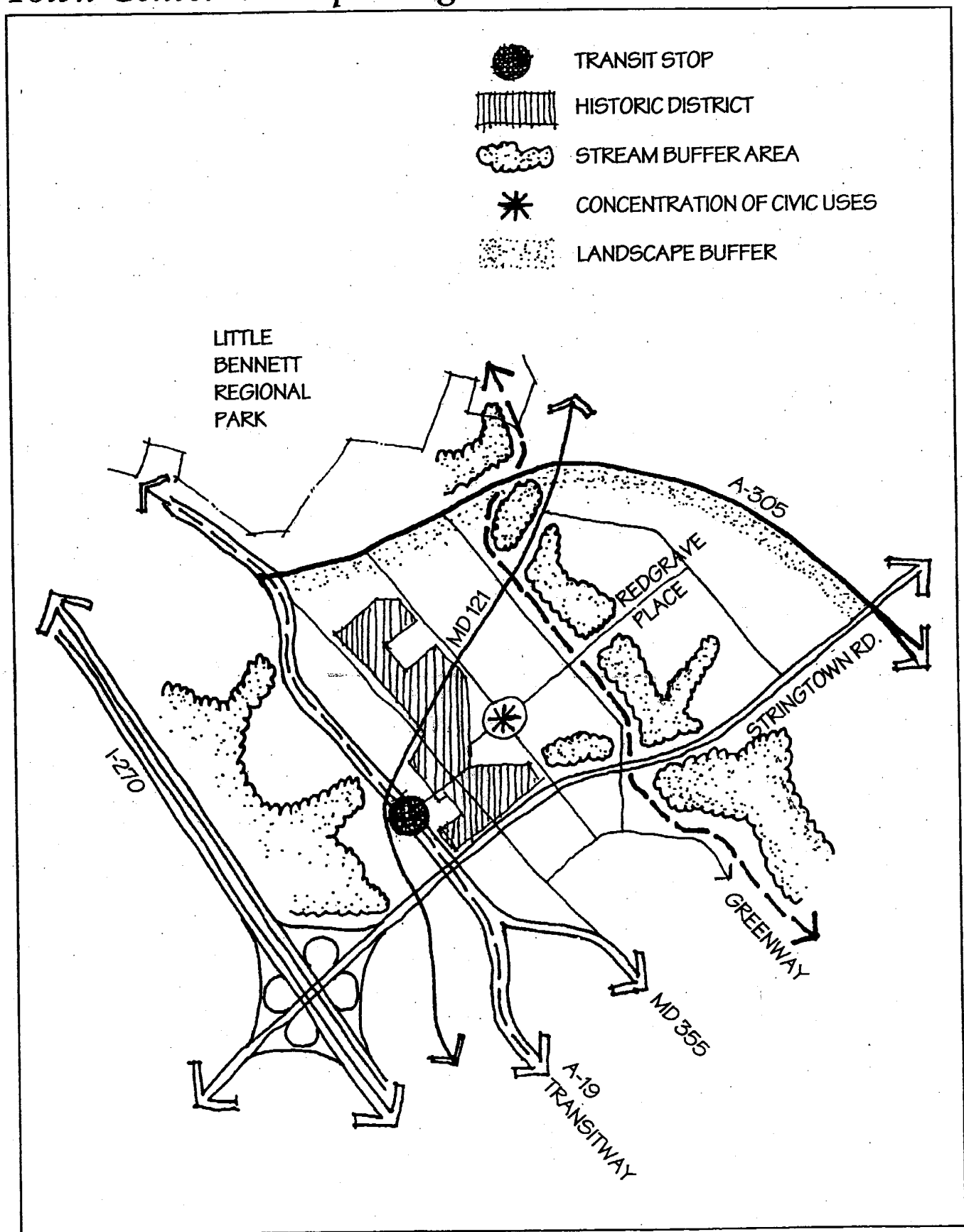


Figure 3

# Town Center Concept Diagram





Attachment 1

**Maskal, Nellie**

---

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

cCa  
Clarksburg Civic Association  
Clarkburg, Maryland 20871-0325

September 8, 2004

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

Chairman Berlage:

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

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

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

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

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

On January 27, 2003, the CCA passed:

"The CCA encourages the consideration of use of sustainable development practices as a part of overall development plans."

On April 24, 2004:

...The Clarksburg Civic Association supports increasing development impact taxes on new development,

9/8/2004

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

Sincerely yours,

Paul E. Majewski  
President  
Clarksburg Civic Association

## CCA Development Guidelines

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

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

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

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

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