



**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MCPB**  
**3/06/08**  
Item # 10

**MEMORANDUM – Development Plan Amendment**

**DATE:** February 22, 2008

**TO:** Montgomery County Planning Board

**VIA:** Rose Krasnow, Chief, Development Review Division *RK*  
Ralph Wilson, Zoning Supervisor *RW*

**FROM:** Carlton W. Gilbert, Planner Coordinator *CW Gilbert*  
(301) 495-4576

**SUBJECT:** **Development Plan Amendment No. DPA-05-1:** Skyway Investment, LLC, and Clarksburg Village Investments, Inc. applicant, - an amendment to the approved development plan associated with (G-735) to permit development of a 100 unit multi-family building (age-restricted), including 13 MPDU's; Planned Development (PD-4) Zone; located in Clarksburg bounded by Newcut Road, Skylark Road and Ridge Road

**MASTER PLAN:** Clarksburg Master Plan

**PUBLIC HEARING:** March 14, 2008

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**STAFF RECOMMENDATION:** **APPROVAL** of Development Plan Amendment 05-1, to allow development of a 100-unit multi-family building (age-restricted).

**SUMMARY OF REPORT**

**Site Size and Location:** The Greenway Village/Arora Hills property consists of approximately 374 acres. The area designated for the proposed senior housing and commercial center is approximately 17 acres. The subject property is bounded by Little Seneca Parkway, Aurora Hills Drive and Newcut Road.

**Current Zone and Use:** The 17-acre tract of land is zoned PD-4 and is currently undeveloped.

- Proposed Use:** The Development Plan Amendment proposes construction of an age-restricted residential building (100 units) on the northwest corner of the 17-acre tract that was previously approved for commercial uses.
- Density:** Maximum density allowed under the Master Plan is 7 units per acre maximum. Preliminary plans for Greenway Village / Aurora Hills have been approved for 1,330 units. The addition of 100 units will bring the total to 1,430. This represents approximately 4 dwelling units per acre for the for the entire 374 acre site. The proposal includes 13 MPDU's. The total number is within the density permitted under the Master Plan and the existing zoning.
- Parking Spaces:** 684 spaces are provided (138 residential spaces and 545 commercial spaces). One extra parking space is provided over those required.
- Master Plan Consistency:** The proposal is in substantial compliance with the mixture of uses and overall density and recommendations of the Clarksburg Master Plan.
- Transportation Issues:** The site is located in the Clarksburg Policy Area where there is no trip mitigation requirement in the New Growth Policy.
- Neighborhood Response:** The Clarksburg Civic Association (CCA) provided written comments regarding the proposed project (see attached letter).
- Further Action on Application:** The proposal will require approval by the Hearing Examiner and by the District Council. If the District Council approves the amended development plan, the proposal will need a preliminary plan amendment and site plan approval.

**BACKGROUND**

The Development Plan Amendment (DPA) 05-1 is a request to add age-restricted housing (55 years of age and up) to the proposed Clarksburg Village commercial center. The commercial center is governed by two separate development plans from two separate zoning cases, numbered G-735 (Greenway Village/Aurora Hills) and (G-

784) Clarksburg Village. In April 2001, the original Development Plan was approved as part of zoning application No. G-735 for Greenway Village/Arora Hills. The approved development plan permitted development of the Arora Hills property with 1,330 residential units and a commercial center containing a total of 89,000 square feet of commercial uses. At the same time, zoning application No. G-784 (Clarksburg Village) was approved to allow for an additional 20,000 square feet of office/retail uses, for a total of 109,000 square feet. Since the approval of the original development plans, substantial portions of Arora Hills and Clarksburg Village have been developed although the commercial center and areas near the commercial center remains undeveloped. The Planning Board has approved a preliminary plan for 1,330 units for Greenway Village/Arora Hills and 2,653 units for Clarksburg Village. Records show that the first sections of Greenway Village are completed. Phase 1 for Clarksburg Village is under construction. The Phase 2 Site Plan for Clarksburg Village is pending staff review and Planning Board approval. The Phase 3 Site Plan for the Clarksburg Village Commercial Center has not been submitted. According to the applicant, Clarksburg Village Investments, Inc. (owned by Elm Street Development) has purchased the land from Greenway Village. If the DPA is approved, it is anticipated that Clarksburg Village Investments will control the retail section of Phase 3 of Clarksburg Village including the proposed residential building.

This DPA request was originally filed in 2005 but processing was delayed pending resolution of various issues arising from development of the Clarksburg Town Center. The DPA was eventually withdrawn by the applicant to address issues named by staff in its report recommendation for denial. The Planning Director, at that time, believed that the proposal was not well integrated into the mixed-use neighborhood center as it was shown on the development plan. The matter did not proceed to the Planning Board for its review. Since then, the applicant has worked with staff to address the design of the proposed senior housing facility and issues related to parking, public use space, pedestrian access and vehicular circulation.

It is the purpose of this application is to add 100 additional multi-family dwelling units to Greenway Village/Arora Hills in order to develop a senior housing project on a portion of the area that was approved for commercial uses. Specifically, the area designated as the commercial center totals approximately 17 acres. The 17-acre tract had been approved by the Planning Board for approximately 210,000 square feet of commercial uses but the District Council limited commercial uses in that area to a total of 109,000 square feet, thus leaving an area of approximately 3 acres uncommitted.

### **Description of Property, Neighborhood Description Site Area**

Greenway Village/Arora Hills, bounded by Newcut Road, Skylark Road and Ridge Road, is approximately 374 acres in size. The subject property directly adjoins the property known as Clarksburg Village. The property is zoned PD-4 (approved in 2001), a zone that was approved based on the Clarksburg Master Plan recommendation for PD zoning at a density up to 7 units per acre. Clarksburg Village and Greenway Village are located in the Newcut Road Neighborhood District of the 1994 Clarksburg Master Plan Area containing two major roadways: A-305 (Snowden Farm Parkway)

and A-302 (Little Seneca Parkway). They are located south of Stringtown and Piedmont Roads, west of Ridge Road (MD 27), and east of MD 355. The Clarksburg Town Center is located to the north directly adjacent to the Clarksburg Historic District.

The 17-acre tract, in question, is bounded by Arora Hills Drive to the north, Newcut Road to the east, Snowden Farm Parkway to the south and Little Seneca Parkway to the west. The development plan shows access to the property via an entrance from Arora Hills Drive and three entrances from Newcut Road. The proposed multi-family building is proposed to be located in the northwest corner of the 17-acre tract of land.

### **Intended Use and Approval Procedures**

As previously noted, the Development Plan Amendment application seeks to incorporate a 100-unit multi-family building on area that was previously identified for commercial uses. The land area proposed for the residential building is approximately 3 acres. The proposed 4- 5 story residential building is shown on the development plan located at the corner of Arora Hills Drive and Little Seneca Parkway. The proposed building will include 13 Moderately Priced Dwelling Units (MPDUs). Current plans contemplate 50 one bedroom and 50 two bedroom units. The proposed amendment will increase the total number of residential units in Greenway Village from 1,330 units to 1,430 units.

A site plan consistent with an approved development plan must be submitted and approved in accordance with the provisions of Section 59-D-3. If the amendment is approved, key elements such as the final location of the building, building design, open space location, access points and parking will be determined during the Planning Board's site plan review process. The proposed building will also require an amendment to the underlying preliminary plan.

Additionally, this development plan amendment must be reviewed by the Hearing Examiner and by the District Council. If the District Council approves the amended development plan, the plan must be certified and filed as provided in section 59-D-1.64.

## **ANALYSIS**

### **A. Master Plan Recommendation**

Staff believes that this application is in substantial compliance with the mixture of uses and overall density indicated by the Clarksburg Master Plan. The Master Plan vision can be achieved more fully by integrating the proposed residential project in the retail center. Flexibility to integrate this senior housing project into the adjacent retail center should be provided at the time of site plan review.

The proposed DPA is consistent with the Master Plan land use and community facilities recommendations as follows:



- Provide a Range of Units

The Master Plan (page 39) emphasizes 45-55 percent one-family detached, 35-45 percent one-family attached, and 10-20 percent multi-family dwelling units to allow a diversity of housing types. The Master Plan also recommends a mix of unit types to avoid a large concentration of any single type of housing within each neighborhood.

The proposed DPA provides a 100-unit senior housing project in the commercial center. This would increase the total percentage of all multi-family units to 19.8 percent in the Newcut Road Neighborhood. This satisfies the Master Plan recommendation for the Newcut Road Neighborhood that no more than 20 percent of the units be multi-family as shown in the table below:

### Newcut Road Neighborhood Development

	<b>Total Units</b>	<b>Multi-Family Unit Type</b>	
Greenway Village	1,330	248	
Clarksburg Village	2,653	466	
Other Properties	100	0	
Proposed DPA	100	100	
<b>Total</b>	<b>4,103</b>	<b>814</b>	<b>19.8 percent</b>

- Provide Elderly Housing

The Master Plan recommends on page 167 general location guidelines for community facilities. The Master Plan recommends that elderly housing be located near transit, local bus routes, shopping, and public facilities. The Plan does not identify specific locations for senior housing, but it directs that elderly housing be dispersed throughout the Study Area with concentration near public facilities. In 2004, the Planning Board approved a Preliminary Plan, Phase I (1-02110A) for the

Cabin Branch development that includes 500 units of elderly housing. The Cabin Branch development is located west of I-270 and east of Clarksburg Road and north of West Old Baltimore Road. A site plan for senior housing on the Cabin Branch property has not been filed.

Staff finds that the proposed elderly housing is in compliance with the general guidelines since the project is located near the proposed Little Seneca Creek Greenway. The applicant has revised the DPA site plan to provide a usable community outdoor space in the form of an urban park for community gathering and social interaction, as recommended by staff. However, additional flexibility should be provided to better integrate the housing with the retail area.

At the time of site plan review, the following items should be addressed in order to achieve the vision of the Master Plan for Clarksburg on pages 28 and 29 as a transit-serviceable, traditional community:

- Provide landscaped woodland along the hillside for screening along Little Seneca Parkway.
- Create an architectural residential roofline character with varied façade.
- Provide adequate parking without requiring a parking waiver(s).
- Provide additional pathway connections along the street and not through the parking lots to improve pedestrian access, increase nature-oriented recreation, and encourage walking.
- Provide a landscape and lighting plan that achieves a high level of landscaping and amenity given the close proximity of units and the need to soften the view. Streetscape along Little Seneca Parkway will be required in accordance with the Clarksburg Streetscape Plan.
- Redesign the commercial area to be more “Main Street” in nature and not simply a series of freestanding individual pads with drive-through facilities. The Clarksburg Town Center Mixed-use Core area is a good model to emulate. The commercial center, also, needs to be developed with streets not just parking lot aisles as recommended in the Clarksburg Streetscape Plan.

### **Community Outreach**

The applicant met with the Clarksburg Civic Association and several homeowners associations on the revised DPA. At the February 18, 2008 Clarksburg Civic Association Planning Committee meeting, concerns were voiced regarding the amount of reserved parking for the elderly project, design/layout issues for the proposed adjacent grocery store, Master Plan mixture of uses and density for the Neighborhood, type of development (rental vs. condos), number of bedrooms, building height, and recreational amenities for the elderly. The Clarksburg Civic Association (CCA) Planning Committee did not take a position on the revised DPA. However, a letter was submitted to staff summarizing the concerns and issues that the CCA would like to enter into the

record for consideration now and at the time of preliminary plan and site plan review.  
(See attached Letter)

The proposed project is consistent with the overall number of housing units in the Newcut Road Neighborhood and with the distribution of unit types within the Neighborhood. Staff believes that the proposed senior housing conforms to the Master Plan recommendations by providing mixed uses and unit types with higher densities close to and within walking distance to the proposed commercial center of the Newcut Road Neighborhood. Because of the Master Plan staging element of the Clarksburg Town Center retail/commercial center, the senior housing may not be built before 2010.

## **B. Transportation**

The following is Transportation Planning staff's Adequate Public Facilities (APF) review of the development plan amendment application.

Transportation Planning staff recommends the following condition as part of the APF test for transportation requirements related to approval of this development plan amendment application.

1. Total development under this development plan amendment application is limited to 100-dwelling units of elderly housing shown on the revised development plan and analyzed in the traffic statement.

### Site Access and Vehicular/Pedestrian Circulation

Access points to the site are proposed from Aurora Drive, Newcut Road and Snowden Farm Parkway (A-305). The site is to be located in the mixed use center of Greenway Village in the vicinity of the Snowden Farm Parkway (A-305)/Little Seneca Parkway (A-302) intersection in Clarksburg Village. Staff finds that the access points and the vehicular circulation system shown on the revised development plan are adequate.

### Local Area Transportation Review

Based on information contained in the traffic statement submitted by the applicant, the site with 100 dwelling units of elderly housing would be expected to generate eight (8) and eleven (11) peak-hour trips during the weekday morning (6:30 a.m. to 9:30 a.m.) and evening (4:00 p.m. to 7:00 p.m.) peak periods, respectively. Since the site generates less than thirty (30) peak-hour trips, no traffic study is required to satisfy the Local Area Transportation Review (LATR) test.

## Policy Area Mobility Review

The site is located in the Clarksburg Policy Area where there is no trip mitigation requirement in the New Growth Policy.

Staff concludes that the proposed development plan amendment application for the 100 dwelling units of elderly housing development with the proposed access, internal circulation, and pedestrian facilities shown on the revised development plan will be adequate and approval of this application will not result in an adverse impact on the surrounding roadway network.

### **C. Environmental**

Countywide Environmental Planning staff recommends approval of this development plan amendment application. This area was approved for development under the Preliminary Forest Conservation Plans for Clarksburg Village (120010300) approved on July 26, 2001 and Greenway Village (120020330) approved on April 11, 2002.

#### Stormwater Management

An approved Stormwater Management Plan will be required prior to Site Plan approval.

### **D. Parking**

Pursuant to Section 59-E, the parking requirement for the multi-family residential building is 138 spaces. The parking requirement for the adjoining retail is 545 parking spaces. The development plan reflects a surface parking lot that serves both uses that consists of 684 parking spaces. The parking spaces meet the minimum requirements of the Zoning Ordinance. The applicant proposes to provide a reserved parking area for the use of residents of the new building along the east and south sides of the building. Staff believes that the project should include the full number of parking spaces required (138) for 100 dwelling units. The subject property provides sufficient area for such parking in addition to any parking required for the neighboring retail center. The illustrative plan reflects pedestrian connections with the surrounding community. As shown on the revised development plan, staff recommends that the parking configuration include a pedestrian connection with the adjoining retail area. The proposed residential housing is located in very close proximity to supporting retail services allowing residents to walk to the community retail. Staff finds that the proposed development plan amendment application for the 100 dwelling units of residential development with access, internal circulation, and pedestrian facilities as shown on the revised development plan will be safe and adequate. However, final design features of the reserved parking area for the residents as well as internal pedestrian connections will be determined at Site Plan.

**E. Landscape and Lighting** – No Landscape or Lighting Plan was submitted with this application. Both plans will be reviewed at the time of site plan review.

**F. 59-D-1.6 – Approval by District Council**

59-D-1.61 – Findings

Review and approval of a DPA is governed by Sections 59-D-1.61 and 59-D-1.7 of the Zoning Ordinance, which requires the District Council to make specific findings before approving an amendment to a previously approved development plan. In general, the District Council must find that the development plan fulfills the “purposes and requirements” of the PD zone as enumerated in Section 59-C-7.1. The required specific findings are intended to ensure that the overall purpose of the zone is served by approval of the development plan or any amendment thereof.

The five specific finding as set forth in Section 59-D-1.61 are:

(a) That the zone applied for is in substantial compliance with the use and density indicated by the master plan or sector plan, and that it does not conflict with the general plan, the county capital improvements program or other applicable county plans and policies.

*Staff finds that the amended development plan satisfies this standard. The Clarksburg Master Plan calls for the Arora Hills area to be developed at a density of up to 7 units per acre. This would allow slightly more than 2,600 units on the Arora Hills property. Subsequent to the Master Plan, the property was zoned PD-4 allowing a maximum of 4 units per acre, or approximately 1,500 total units. The plans for Arora Hills currently provide for 1,330 units. The addition of the 100 units of senior housing will bring the total to 1,430, a number well within the density permitted under the Master Plan and the current zoning. Additionally, various provisions in the Clarksburg Master Plan encourage a variety of housing types, a mix of uses and, in particular, the identification of opportunities for senior housing. According to the applicant, the proposal will require no new public infrastructure and will enable more complete use of the public and private infrastructure already built or planned. Additionally, it is consistent with overall County housing policies that encourage a wide variety of housing types to serve all age groups.*

(b) That the proposed development would comply with the purposes, standards, and regulations of the zone as set forth in article 59-C, would provide for the maximum safety, convenience, and amenity of the residents of the development and would be compatible with adjacent development.

*As previously discussed, staff finds that the incorporation of 100 units of senior housing into a much larger community will enhance the overall community. It will provide another housing type, not otherwise addressed in the immediate area. The proposal will use land efficiently for purposes of housing and it will serve as an excellent transition between the retail uses to the south and the residential uses to the north.*

*This amended development plan satisfies the purposes, standards, and regulations of the PD zone and provides for the safety and convenience of the residents of the development.*

(c) That the proposed internal vehicular and pedestrian circulation systems and points of external access are safe, adequate and efficient.

*The points of internal vehicular and pedestrian circulation systems for the commercial center are established already pursuant to the existing Development Plan. This development plan amendment will not change the approved Plan in this respect. Rather, it will incorporate a senior housing component into the northwest corner and will use the existing approved points of access. By adding another use along the access road coming from the north, the developer will be enhancing the pedestrian environment for those walking to or from the retail core. This will also provide a very direct relationship between the senior housing and the retail services that support it.*

(d) That by its design, by minimizing grading and by other means, the proposed development would tend to prevent erosion of the soil and to preserve natural vegetation and other natural features of the site. Any applicable requirements for forest conservation under Chapter 22A and for water resource protection under Chapter 19 also must be satisfied. The district council may require more detailed findings on these matters by the planning board at the time of site plan approval as provided in division 59-D-3.

*The subject use is consistent with the approved Natural Resource Inventory and Forest Stand Delineation for Arora Hills and will be consistent with the approved Forest Conservation Plan. Stormwater management will be provided pursuant to County regulations and no additional grading will be required other than that already contemplated for development of the commercial core. Water quality, along with a comprehensive stormwater management plan, will be reviewed at the time of site plan review.*

(e) That any documents showing the ownership and method of assuring perpetual maintenance of any areas intended to be used for recreational or other common or quasi-public purposes are adequate and sufficient.

*According to the applicant, both the Greenway Village and Clarksburg Village projects have large homeowners associations already established for the maintenance of common areas. Additionally, the senior housing being proposed as part of this Development Plan Amendment either will be established as a condominium regime, in which case that organization will maintain any of its common elements, or it will be a rental project in which case the building owner will handle the maintenance. Other public areas that accommodate the overall Arora Hills and Clarksburg Village communities will be maintained by the respective homeowners associations.*



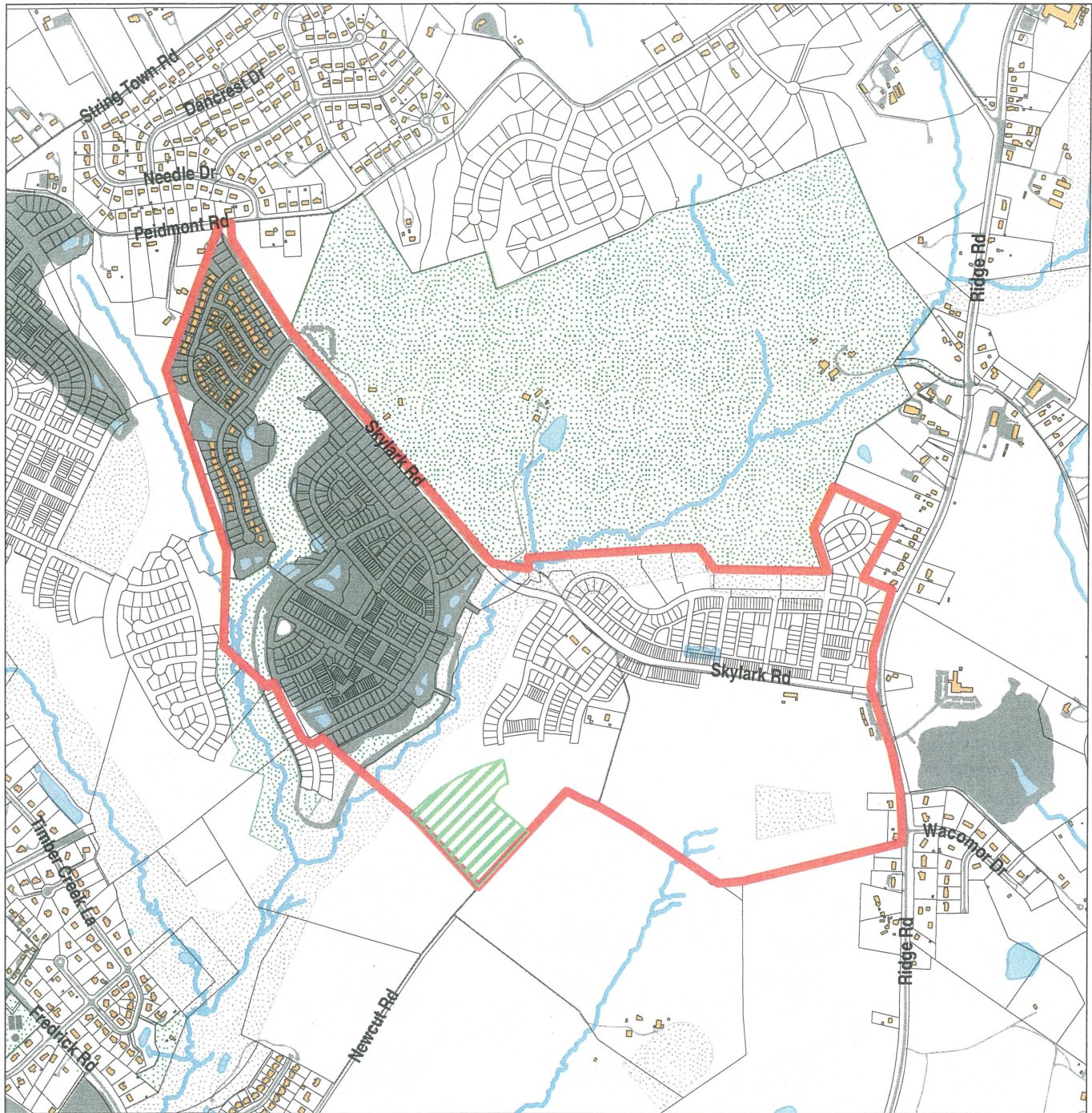
**G. Community Concerns** – As noted in the Community-Based Planning memorandum, the applicant has met with the Clarksburg Civic Association and several homeowners associations to discuss the development plan amendment. The Clarksburg Civic Association Planning Commission has not taken a position on the revised DPA. (See attached letter)

**H. Conclusion** - The proposed development is consistent with the Master Plan recommended overall number of housing units in the Newcut Road Neighborhood and with the distribution of unit types within the overall neighborhood. The application conforms with the Master Plan general land-use and zoning recommendations by providing mixed uses and unit types with higher densities close to and within walking distance to the proposed commercial center. For these reasons, staff recommends approval of DPA-05-1.

## LIST OF ATTACHMENTS

1. Location/Surrounding Area Map
2. Aerial Map
3. Development Plan
4. Detailed Parking Layout (Residential and Commercial)
5. Community-Based Planning Memo
6. Transportation Planning Memo
7. Environmental Planning Memo
8. Letter from the Clarksburg Civic Association

Surrounding Area



LEGEND

-  DPA-05-1
-  Surrounding Area
-  Building
-  Paved Area
-  Lake and Pond
-  Stream and River

1" = 1/4 mile  
Address: Newcut Rd & Ridge Rd, Clarksburg

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Key Map  
NTS







Aerial Photography



LEGEND

-  DPA-05-1
-  Surrounding Area

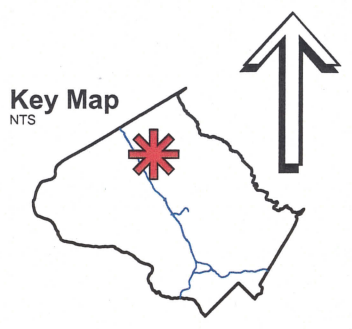
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1" = 1/4 mile  
Address: Newcut Rd & Ridge Rd, Clarksburg















**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

February 22, 2008

**MEMORANDUM**

**TO:** Carlton Gilbert, Zoning Analyst  
Development Review Division

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

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

**SUBJECT:** Development Plan Amendment 05-01 (Request to Develop 100 units of Age Restricted Housing in the Proposed Commercial Center of Clarksburg Village), Clarksburg Master Plan and Hyattstown Special Study Area.

**STAFF FINDINGS**

This application is in substantial compliance with the mixture of uses and overall density indicated by the Master Plan. The Master Plan vision can be achieved more fully by integrating the proposed residential projects in the retail center. Flexibility to integrate this elderly housing project into the adjacent retail center should be provided at the time of site plan review.

**BACKGROUND**

Development Plan Amendment (DPA) 05-01 is a request by Elm Street Development to add elderly housing (55 years of age and up) to the proposed Clarksburg Village Commercial Center. In April 2001, the original Development Plan was approved as part of Zoning Application No. G-735 for Greenway Village (Arora Hills). In December 2004, the Montgomery County District Council granted an amendment to the Development Plan (DPA-04-3) to change the location of the 2,000 square feet of indoor community space from the Clarksburg Village Commercial Center to the upper level of the Greenway Village clubhouse. The proposed DPA would add 100 additional multi-family dwelling units to Greenway Village in order to develop the elderly housing project.

Clarksburg Village and Greenway Village are located in the Newcut Road Neighborhood District of the 1994 Clarksburg Master Plan Area containing two major roadways: A-305 (Snowden Farm Parkway) and A-302 (Little Seneca Parkway). They are located south of Stringtown and Piedmont Roads, west of Ridge Road (MD 27), and east of MD 355. The Clarksburg Town Center is located to the north directly adjacent to the Clarksburg Historic District.

The Newcut Road Neighborhood District includes approximately 1,060 acres, most of which have been approved for development. Stringtown Road and Little Seneca Greenway separate it from the Clarksburg Town Center and Transit Corridor Districts, and it will be traversed by Snowden Farm Parkway (when the road is completed).

The Planning Board has approved preliminary plans for 1,330 units for Greenway Village and 2,653 units for Clarksburg Village. The first sections of Greenway Village are completed. The Phase 1 for Clarksburg Village is under construction. The Phase 2 Site Plan for Clarksburg Village is pending staff review and Planning Board approval. The Phase 3 Site Plan for the Clarksburg Village Commercial Center has not been submitted.

## **RELATIONSHIP TO THE CLARKSBURG MASTER PLAN**

One land use objective of the Clarksburg Master Plan for the Newcut Road Neighborhood is to create a mixed-use neighborhood with a transit-oriented land use pattern. The mix of uses proposed for this neighborhood as stated on page 62 of the Master Plan is as follows:

<i>Residential</i>	-	<i>4,660 dwelling units</i>
<i>Retail</i>	-	<i>109,000 square feet</i>
<i>Office</i>	-	<i>Some office uses are envisioned as part of the retail center development.</i>
<i>Civic/Public Uses</i>	-	<i>Local park, schools, greenway, places of worship, day care, community center</i>

*Higher density residential uses, retail services, offices, and civic uses are clustered in the neighborhood center. To promote visual identity for the center, a vertical mix of three- to four-story buildings would be appropriate.*

As shown in Figure 1, the land use recommendations for the Newcut Road Neighborhood proposes a mixed-use center on Newcut Road (Little Seneca Parkway), approximately midway between Snowden Farm Parkway and Skylark Road. This will provide a concentration of activity and density in the middle of the neighborhood while promoting lower densities at the edges. This concept also clusters development near the greenway system and enhances public access to the 290-acre Ovid Hazen Wells Recreational Park.

The Clarksburg Master Plan recommends a mixed-use neighborhood with transit oriented land use patterns for this District. Clarksburg Village and Greenway Village (the major two large projects in the neighborhood) will provide approximately 4,000 residential units and 109,000 square feet of commercial space.

The land use objectives of the Master Plan listed on pages 58 to 63 of the Plan are as follows:

- Create a mixed-use neighborhood with a transit-oriented land use pattern.
- Provide strong pedestrian and bicycle linkages to Ovid Hazen Wells Park and create a development pattern, which encourages access to the greenway network.
- Create an interconnected street pattern, which includes Newcut Road Extended (named Little Seneca Parkway) as “Main Street.”

The Master Plan recommends that the design of the neighborhood should implement the following transit supportive principles:

- Locate the core within one-quarter mile of as many residential units as possible (i.e., near the center of the higher density residential area).
- Provide an interconnected system of streets.
- Encourage street-oriented buildings throughout the neighborhood. Retail and office uses in the core should face streets with parking behind.
- Higher density residential uses, retail services, office, and civic uses are clustered in the neighborhood center. To promote visual identity for the center, a vertical mix of three- to four- story buildings would be appropriate.
- Higher density housing is oriented along Newcut Road as part of the mixed-use neighborhood center.

The Master Plan clusters development into a series of transit- and pedestrian-oriented neighborhoods. One of the major Master Plan challenges is how to channel and direct future development in a way that will allow residents to feel part of a larger community. The neighborhood is the basic building block in establishing that sense of community.

The Master Plan proposes (page 28) the following design guidelines for transit- and pedestrian-oriented neighborhoods:

- Mix of Uses: Provide a pattern of development that provides for retail uses, employment opportunities, open spaces, schools, and housing units
- Interconnected Streets: Provide more direct access for pedestrians, bicyclists, and vehicles to all areas of the neighborhood, including transit stations, retail stores, civic space, and residences.
- Diversity of Housing Types: Avoids large concentration of any single type of housing within each neighborhood.
- Street-Oriented Buildings: Fosters the creation of transit- and pedestrian-oriented neighborhoods by proposing the buildings be clustered along streets.

The proposed DPA is consistent with the Master Plan land use and community facilities recommendations as follows:

- Provide a Range of Units

The Master Plan (page 39) emphasizes 45-55 percent one-family detached, 35-45 percent one-family attached, and 10-20 percent multi-family dwelling units to allow a ***diversity of housing types***. The Master Plan also recommends a mix of unit types to avoid a large concentration of any single type of housing within each neighborhood.

The proposed DPA provides a 100-unit elderly housing project in the commercial center. This would increase the total percentage of all multi-family units to 19.8 percent in the Newcut Road Neighborhood. This satisfies the Master Plan recommendation for the Newcut Road Neighborhood that no more than 20 percent of the units be multi-family as shown in the table below:

**Newcut Road Neighborhood Development**

	<b>Total Units</b>	<b>Multi-Family Unit Type</b>	
Greenway Village	1,330	248	
Clarksburg Village	2,653	466	
Other Properties	100	0	
Proposed DPA	100	100	
<b>Total</b>	<b>4,103</b>	<b>814</b>	<b>19.8 percent</b>

- Provide Elderly Housing

The Master Plan recommends on page 167 of the Plan general location guidelines for community facilities. The Master Plan recommends that elderly housing be located near transit, local bus routes, shopping, and public facilities. The Plan does not identify specific locations for elderly housing, but it directs that elderly housing be dispersed throughout the Study Area with concentration near public facilities. In 2004, the Planning Board approved a Preliminary Plan, Phase I (1-02110A) for the Cabin Branch development that includes 500 units of elderly housing. The Cabin Branch development is located west of I-270 and east of Clarksburg Road and north of West Old Baltimore Road. A site plan for elderly housing on the Cabin Branch property has not been filed.

Staff finds that the proposed elderly housing is in compliance with the general guidelines since the project is located near the proposed Little Seneca Creek Greenway. The applicant has revised the DPA site plan to provide a usable community outdoor space in the form of an urban park for community gathering and social interaction, as recommended by staff. However, additional flexibility should be provided to locate the housing within the retail area.

**ENSURING CONFORMANCE**

At the time of site plan review, the following items should be addressed in order to achieve the vision of the Master Plan for Clarksburg on pages 28 and 29 as a transit-serviceable, traditional community:

- Provide landscaped woodland along the hillside for screening along Little Seneca Parkway.
- Create an architectural residential roofline character with varied façade.
- Provide adequate parking without requiring a parking waiver.
- Provide additional pathway connections along the street and not through the parking lots to improve pedestrian access, increase nature-oriented recreation, and encourage walking.

- Provide landscape and lighting plan that achieves a high level of landscaping and amenity given the close proximity of units and the need to soften the view. Streetscape along Little Seneca Parkway will be required in accordance with the Clarksburg Streetscape Plan.
- Redesign the commercial area to be more “Main Street” in nature and not simply a series of freestanding individual pads with drive-through facilities. The Clarksburg Town Center Mixed-use Core area is a good model to emulate. The commercial center, also, needs to be developed with streets not just parking lot aisles as recommended in the Clarksburg Streetscape Plan.

## COMMUNITY OUTREACH

The applicant met with the Clarksburg Civic Association and several homeowners associations on the revised DPA. At the February 18, 2008 Clarksburg Civic Association Planning Committee meeting, concerns were voiced regarding the amount of reserved parking for the elderly housing project, design/layout issues for the proposed adjacent grocery store, Master Plan mixture of uses and density for the neighborhood, type of development (rental vs. condos), number of bedrooms, building height, and recreational amenities for the elderly. The Clarksburg Civic Association Planning Committee did not take a position on the revised DPA.

No written public comments were received at the time of the writing of this staff report.

## CONCLUSION

The proposed project is consistent with the overall number of housing units in the Newcut Road Neighborhood and with the distribution of unit types within the neighborhood. Staff believes that the proposed elderly housing conforms to the Master Plan recommendations by providing mixed uses and unit types with higher densities close to and within walking distance to the proposed commercial center of the Newcut Road Neighborhood. Because of the Master Plan staging element of the Clarksburg Town Center retail/commercial center, the elderly housing may not be built before 2010 (estimated).

As noted on page 196 of the Clarksburg Master Plan, the commercial center for the Newcut Road Neighborhood should be deferred until 90,000 square feet of retail uses have been established in the Clarksburg Town Center area. According to the developer of the Clarksburg Village Center, it will be approximately seven years before the retail center will be approved.

Staff recommends that flexibility be provided to integrate the elderly housing project into the adjacent retail center at the time of site plan review. It should be noted that the original Development Plan has the following note:

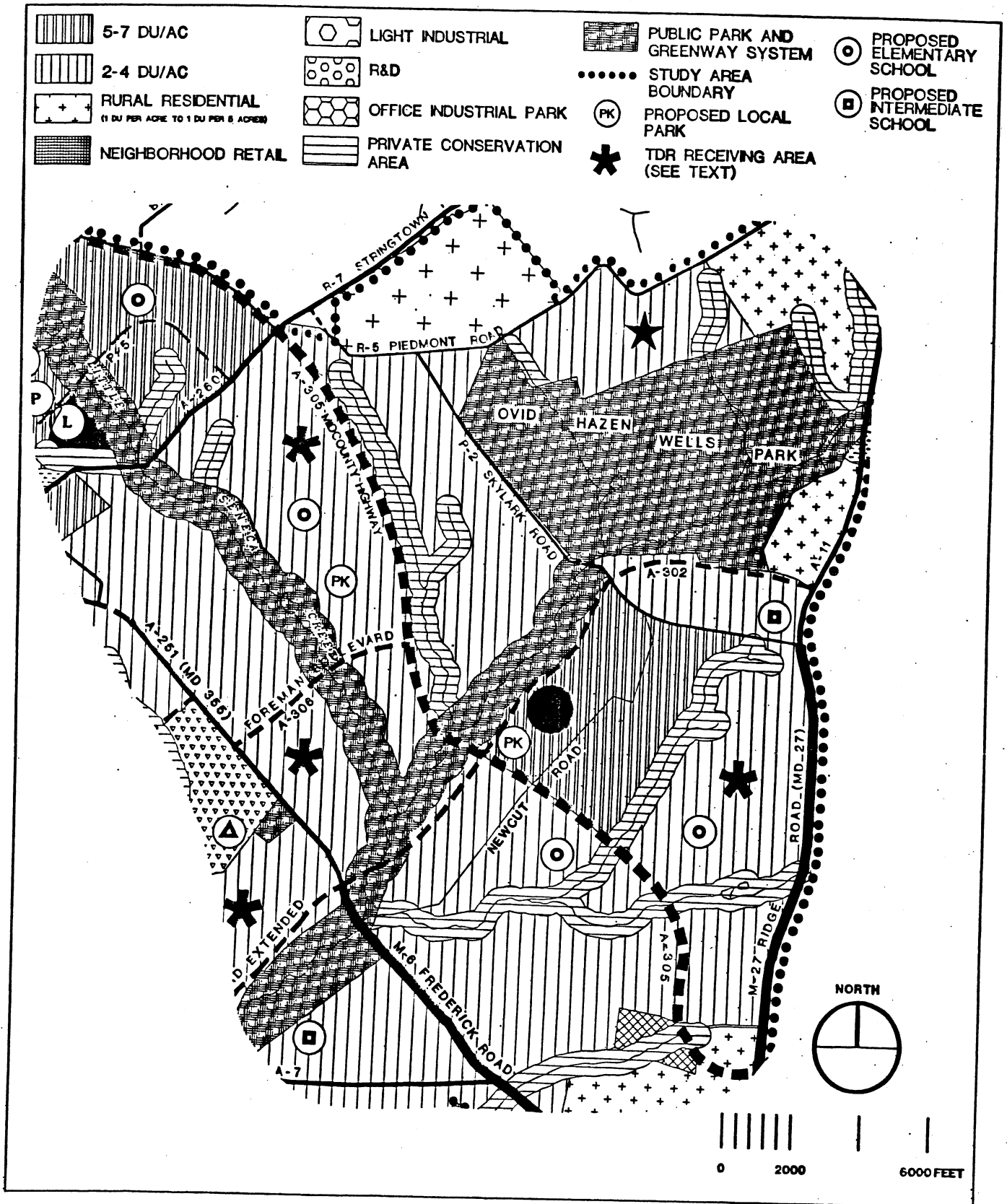
- “Subject to revision in order to create a framework of internal streets and achieve a street-oriented retail development”

The design guidelines provided by Community-Based Planning staff noted previously helps in achieving the vision of the Master Plan for Clarksburg as a transit-serviceable, traditional community.

Attachment

SSE: NSM:tv: G:/Maskal/DPA-04-3-.doc

# Newcut Road Neighborhood Land Use Plan







**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

February 20, 2008

**MEMORANDUM**

TO: Carlton Gilbert  
Development Review Division

VIA: Shahriar Etemadi, Supervisor  
Transportation Planning *[Signature]*

FROM: Ki H. Kim, Planner/Coordinator *[Signature]*  
Transportation Planning

SUBJECT: Development Plan Amendment No. DPA-05-01  
Clarksburg Village Senior Housing  
Clarksburg

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This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject development plan amendment application. The application includes 100 units of Senior Housing proposed for Clarksburg Village, located in the vicinity of Snowden Farm Parkway (A-305)/ Little Seneca Parkway (A-302) intersection in the Clarksburg Policy Area.

**RECOMMENDATION**

Based on our review of the submitted traffic statement and revised development plan, Transportation Planning staff recommends the following condition as part of the APF test for transportation requirements related to approval of this development plan amendment application.

1. Total development under this development plan amendment application is limited to a 100-dwelling unit elderly housing shown on the revised development plan and analyzed in the traffic statement.

**DISCUSSION**

**Site Access and Vehicular/Pedestrian Circulation**

Access points to the site are proposed from Aurora Drive, Newcut Road and Snowden Farm Parkway (A-305). The site is to be located in the mixed use center of Greenway Village in the vicinity of Snowden Farm Parkway (A-305)/Little Seneca Parkway (A-302) intersection in Clarksburg Village. Staff finds that the access points and the vehicular circulation system shown on the revised development plan are adequate.

### Local Area Transportation Review

Based on information contained in the traffic statement submitted by the applicant, the site with 100 dwelling units of elderly housing would be expected to generate eight (8) and eleven (11) peak-hour trips during the weekday morning (6:30 a.m. to 9:30 a.m.) and evening (4:00 p.m. to 7:00 p.m.) peak periods, respectively. Since the site generates less than thirty (30) peak-hour trips, no traffic study is required to satisfy the Local Area Transportation Review (LATR) test.

### Policy Area Mobility Review

The site is located in the Clarksburg Policy Area where there is no trip mitigation requirement in the New Growth Policy.

### **CONCLUSION**

Staff concludes that the proposed development plan amendment application for the 100 dwelling units of elderly housing development with proposed access, internal circulation, and pedestrian facilities shown on the revised development plan will be adequate and approval of this application will not result in an adverse impact on the surrounding roadway network.

KK:tc



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

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

**MEMORANDUM**

TO: Carlton Gilbert, Development Review

FROM: Doug Johnsen, RLA; Planner Coordinator, Environmental Planning Division

DATE: February 8, 2008

SUBJECT: Development Plan Amendment DPA-05-01

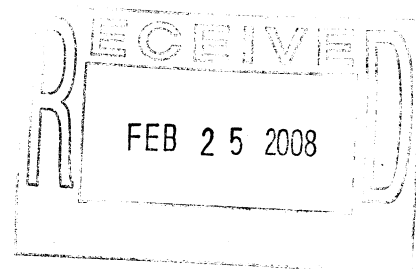
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The Environmental Planning staff has reviewed the development plan referenced above. Staff recommends approval of the development plan. This area was approved for development under Preliminary Forest Conservation Plans for Clarksburg Village (120010300) approved on July 26, 2001 and Greenway Village (120020330) approved on April 11, 2002.



Clarksburg Civic Association  
P.O. Box 325  
Clarksburg, Maryland 20871-0325

Ms. Nellie Maskal  
Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910



February 22, 2008

RE: Greenway/Clarksburg Village Retail and Senior Housing

Following are some comments and concerns from Elm Street Development's February 18, 2008 presentation to the CCA Planning Committee regarding the above referenced project.

The Civic Association would encourage affordable senior rental housing within the existing plans and approvals for Greenway Village, where the proposed housing would be located, provided it does not deviate from prior conditions of approval and does not compromise the design or function of other future components.. Although it is directly adjacent to the Clarksburg Village parcel, CCA believes any development in this area should follow the guidelines for each individual project, in this case for Greenway Village which it is part of; the two projects are not completely interchangeable.

The site on which Elm Street proposes senior rental housing has multiple constraints which are problematic for the large number of units proposed. It is therefore important that this portion of the combined project be planned, reviewed, and approved within its context, in conjunction with the adjacent uses, most particularly the Clarksburg Village retail "core." Any configuration of senior housing must not jeopardize the development of the best possible retail area to serve these two projects. It seemed fairly clear from the plan that was presented that the parcel was not physically large enough to properly site the combined yield of retail and housing that is now being proposed. Although our concerns about the retail area might typically be addressed at preliminary plan and site plan, CCA would like to enter our concerns into the record for consideration now as well as when the plans are reviewed in the future. If the additional senior housing is approved it will create numerous planning issues and conflicts that would not exist if it is not approved.

1. The full number of residential units approved for this project (Greenway Village) have already been realized. More units should not be allowed just because the area is now labeled by the applicant as something different (Clarksburg Village, which is adjacent). This area was not originally part of the Clarksburg Village

property or plan and it is not acceptable to CCA to “annex” it out of one plan into another without formal amendment to the Preliminary and Development Plans for both properties as well as recalculation of the basic requirements such as the SWM plan, Infrastructure Plan, traffic impact analyses, etc. for the combined new (Greenway Village/Clarksburg Village) project.

2. The proposed 100 unit building in a split 4/5 story configuration will tower over the road, the other housing units, and especially the retail center. A building of 2 to 3 stories (under 40 feet) is much more in keeping with the area. We are particularly concerned due to the proximity of this parcel and building to a stream valley, which means the building as planned will be over 70 feet above the adjacent land and roadway behind the proposed development. CCA understands that there are adjacent residences which are equal to four stories in planned height, however these residences sit on a plateau along the front of the proposed building. From the rear street side, the building will be quite tall and incongruous. A height limit (in feet), preferably no more than 40 feet, must be part of any approval.
3. The proposed building, if approved, would occupy a very prominent position within the community and must have special architectural consideration and detailing.
4. There must be NO parking waivers granted. Parking in this area will clearly be at a premium; there is no likely scenario wherein the County-required number of parking spaces will be sufficient or overgenerous, particularly when the lack of public transit is considered. Additionally, the plan presented did not provide the required 138 spaces in an independent contiguous area, as everyone seemed to agree would be required. There is great difficulty envisioning how the parking could be arranged to accommodate the required 138 spaces and allow for any guest parking; guests and visitors will likely be utilizing the parking required and allocated for the retail uses or along the street. The limited parking along the street in front of the building should not be allocated to the senior housing; it will be necessary for adjacent residences and is the least safe option for elderly pedestrian access. Parking along the street must be carefully examined to determine if it would be appropriate based on safety, accessibility, pavement width, and sightlines.
5. The walking paths in the retail area are not pedestrian-friendly. It might be convenient for people to walk from the proposed rental housing to the grocery store or to the drug store, but further navigation of the traffic aisles or to the rest of the center is very problematic. The overall character of the retail center as proposed is not pedestrian-friendly, nor is it “new urban,” as was intended in this area. It is not entirely clear whether forcing senior housing into the plan resulted in such an unfriendly design, but there would be a lot more flexibility to produce a better design if this additional use wasn’t constricting the rest of the site.

6. The retail area of the neighborhood is supposed to be pedestrian-friendly and function as a new urban retail core. The plan showed the same tired old strip center found throughout the country, and in fact is nearly identical to what has been proposed for the retail center in Cabin Branch, elsewhere in Clarksburg, which we've also objected to the design of.
7. Stores should be street-fronting and street-facing. The shops in this center are largely oriented toward the center parking field. Community concerns have also been expressed about the public "feature" at the corner of the retail area near Sugarloaf Chapel Drive. This tiny plaza will not be in the least bit conducive for people to gather at and functions mainly as a street decoration. The adjacent stores will likely have no entry on the road side, no parking along the busy roadway, and therefore with a typical-width sidewalk, nothing of a public nature (such as a bake sale, as suggested last evening) would be likely to draw many people. If the shops are left in this configuration, CCA asks that the doors on the street frontage be open (unlocked and accessible to all pedestrians) during business hours.
8. We are curious as to why the senior housing has now been proposed as if an afterthought. If the senior housing was an important part of the community, it seems it would have been fully integrated into the initial planning of the project with the units accounted for in the total number actually approved for the project. The current proposal seems like no more than an effort to squeeze more units into a plan already at its maximum in order to capitalize on the additional yield.
9. It's not clear what impact the additional units might have on traffic function and other development constraints.
10. The "pocket park" in front of the proposed senior housing building is not very practical or useful. There is a definite lack of functional outdoor recreation space available to the residents of the proposed building. The roadway and steep grades off the back of the building would not be a recreational amenity for senior citizens (or anyone else).
11. The back of the supermarket will always be visible in the proposed siting (which again may be a result of reworking the parcel to accommodate more yield than allowed). Due to the grade it is very unlikely that the trees that are proposed to be planted will ever be high enough to provide a pleasing screen at the elevation of this parcel relative to the adjacent road and stream valley. All buildings in this retail center should be considered "four-sided" and treated accordingly with proper fit, finish, and detail, and designed and sited to provide maximum accessibility for pedestrian-friendly circulation.
12. The layout of the retail center and its integration with adjacent residences, including any potential senior apartment community, needs to be examined. The current configuration is too suburban and automobile-oriented to meet the stated



goals of this retail area; specifically that it be a pedestrian-friendly, New Urbanist-style center. Several of the shops shown currently are drive-through and all are located on the perimeter of the center, away from a logical pedestrian circulation.

It is vital that the various uses be integrated and reviewed as a comprehensive whole in order to meet the community planning goals for this section of Clarksburg.

Sincerely,

John Cook  
Chair, CCA Planning Committee