**Vision of Clarksburg**

This Plan establishes the long-range vision of Clarksburg as a town (rather than a city) along the I-270 Corridor. Implementation of this vision will take many years and will require substantial financial commitments by both the public and private sector. Although this Plan addresses the issue of staging development over time, the most critical function of this Plan is to establish a strong public commitment to the vision of Clarksburg as a transit- and pedestrian-oriented community surrounded by open space.

**Key Policies of the Clarksburg Master Plan & Hyattstown Special Study Area**

Ten key policies have guided the preparation of the Clarksburg Master Plan. All the land use, zoning, urban design, and transportation recommendations reflect these policies. These policies will carefully guide the growth of Clarksburg from a rural settlement into a transit- and pedestrian-oriented town surrounded by open space.

1. **Town Scale of Development**
   - This Plan envisions Clarksburg as a town, or a larger scale plan designed to the 1984 Clarksburg Master Plan has neither a town or city such as Coveredtown.

2. **Natural Environment**
   - The Clarksburg natural features, particularly major valleys, be preserved and maintained. The Ridge Creek and Waples Mill Creek to afford special protection in development processes.

3. **Greenway Network**
   - This Plan recommends a multi-purpose greenway system along major valleys.

4. **Transit-Oriented Neighborhoods**
   - The Plan emphasizes the importance of transit-oriented neighborhoods.

5. **Hierarchy of Roads and Streets**
   - This Plan emphasizes the importance of streets and roads which provide additional and new access.

6. **Consistency**
   - This Plan emphasizes the importance of streets and roads which provide additional and new access.

7. **Transit-Oriented Neighborhoods**
   - The Plan emphasizes the importance of transit-oriented neighborhoods.

8. **Employment**
   - The Plan emphasizes the importance of transit-oriented neighborhoods.

9. **Farmland Preservation**
   - This Plan supports and establishes County policies which seek to preserve a critical mass of farmland.

10. **Staging**
    - This Plan recommends that development be staged to address fiscal concerns and to be responsive to community building and environmental generation objectives.

**Summary of Zoning Classifications**

<table>
<thead>
<tr>
<th>Zone</th>
<th>Description</th>
<th>Maximum Density (Units per Acre)</th>
<th>Building Height</th>
</tr>
</thead>
<tbody>
<tr>
<td>Agricultural</td>
<td>ROF: Rural Residential</td>
<td>1 Unit/Acre</td>
<td>80 feet</td>
</tr>
<tr>
<td></td>
<td>RO: Rural Commercial</td>
<td>1 Unit/Acre</td>
<td>60 feet</td>
</tr>
<tr>
<td>Residential</td>
<td>RE 1: Single Family Detached</td>
<td>2.4 Units/Acre</td>
<td>80 feet</td>
</tr>
<tr>
<td></td>
<td>RE 2: Single Family Detached</td>
<td>2.4 Units/Acre</td>
<td>80 feet</td>
</tr>
<tr>
<td></td>
<td>RE 3: Single Family Detached</td>
<td>2.4 Units/Acre</td>
<td>80 feet</td>
</tr>
<tr>
<td></td>
<td>RE 4: Multi Family Detached</td>
<td>2.4 Units/Acre</td>
<td>80 feet</td>
</tr>
<tr>
<td>Zoning District Rights (TID)</td>
<td>Zoning District Rights (TID)</td>
<td>The TID should be assigned through the process of development rights from the Agricultural Districts.</td>
<td></td>
</tr>
<tr>
<td>Commercial</td>
<td>C 1: General Commercial Retail</td>
<td>30 feet</td>
<td>80 feet</td>
</tr>
<tr>
<td></td>
<td>C 2: General Commercial Office</td>
<td>3 feet</td>
<td>80 feet</td>
</tr>
</tbody>
</table>

Note: The PUD process requires the establishment of the PUD proceeding through the public hearing process. The PUD process requires the approval of the PUD Review Board. The PUD process requires the approval of the Planning Commission. The PUD process requires the approval of the County Planning Commission. The PUD process requires the approval of the Planning Commission.