

# Land Use Plan

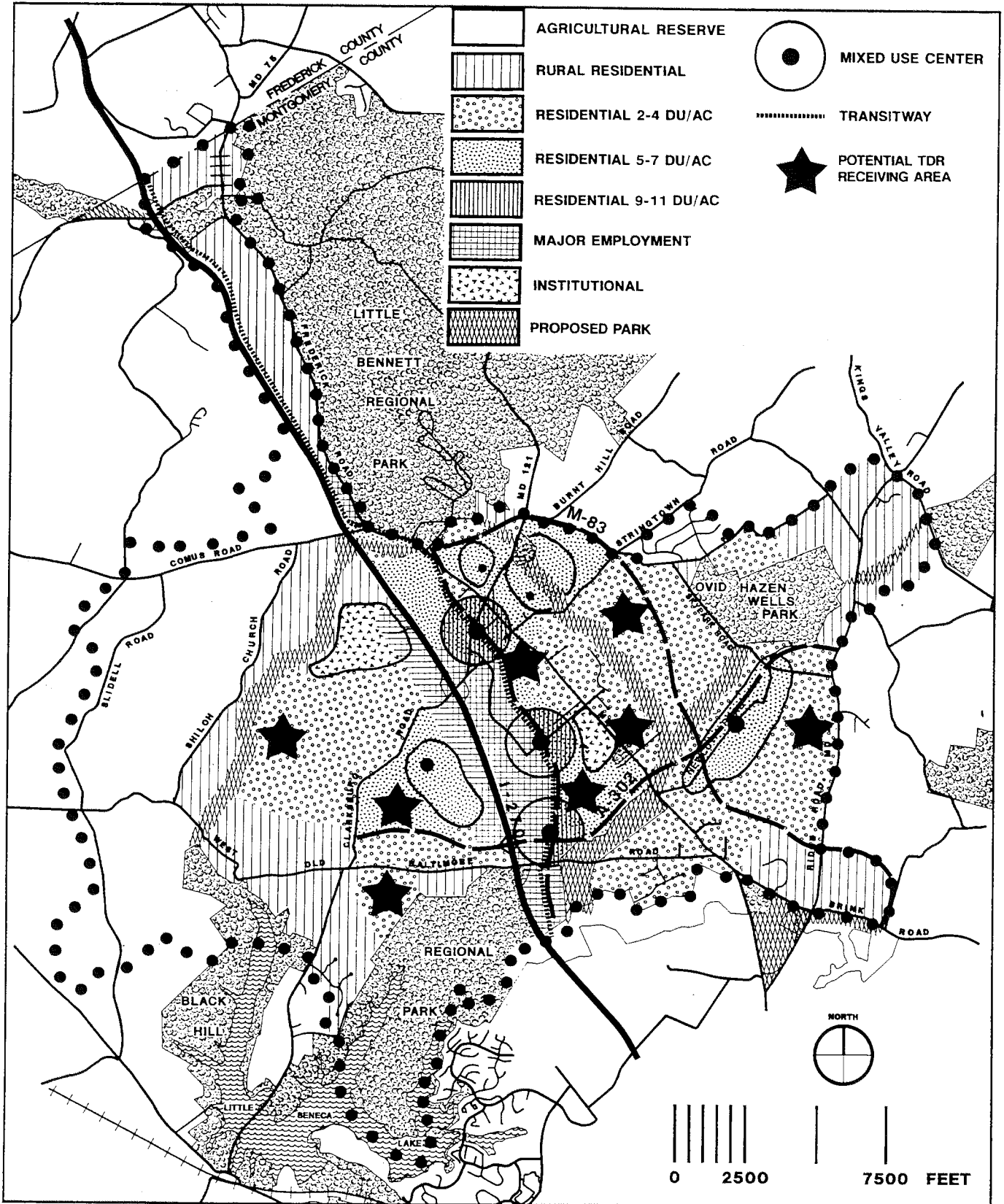
## *Overview*

The recommended land use for the Study Area is shown in Figure 17. In accord with the planning policies, development is channeled to the Town Center, designated transit stops, and two neighborhood centers. The area west of Ten Mile Creek is proposed for rural and agricultural uses. Land use proposals for the historic districts of Clarksburg, Hyattstown, and Cedar Grove are consistent with their current scale and character.

This chapter also includes urban design concepts for the Town Center, the historic districts of Clarksburg and Hyattstown, and two proposed neighborhood centers.

# Generalized Land Use Plan

Figure 17



## *Plan Terminology and Summary of End-State Development Potential*

For purposes of discussion, the Clarksburg Study Area has been divided into geographic areas. These areas are:

1. Town Center District
2. Transit Corridor District
3. Newcut Road Neighborhood
4. Cabin Branch Neighborhood
5. Ridge Road Transition Area
6. Brink Road Transition Area
7. Hyattstown Special Study Area
8. Ten Mile Creek Area

These areas are shown in Figure 18, Analysis Areas, and their assumed land use at full development is summarized in Table 2, page 40.

A key objective which has guided this planning process has been the need for Clarksburg to provide a variety of housing types. For this reason, the Plan recommends the following housing mix guidelines by geographic area:

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### Recommended Housing Mix by Geographic Area

*Table 1*

	Multi-Family	Attached	Detached
Town Center District	25-45%	30-50%	10-20%
Transit Corridor District			
Transitway Area	30-50%	40-60%	5-10%
MD 355 Area	5-10%	30-40%	50-60%
Newcut Road Neighborhood	10-20%	35-45%	45-55%
Cabin Branch Neighborhood	10-20%	35-45%*	45-55%
Ten Mile Creek East	0%	0-30%	70-100%
<b>Total Study Area</b>	<b>15-25%</b>	<b>30-40%</b>	<b>40-50%</b>

Note: \* Includes 5-10% Semi-Detached Units.

Tabular summaries relating to housing mix, housing types, jobs/housing mix and retail forecasts are included in the Technical Appendix.

Table 2

## Summary of Maximum End-State Development Potential by Geographic Area\*

Planning Subarea	Acres	Dwelling Units*	Employment and Retail (Square Feet)
Town Center District	635	2,600	770,000
Transit Corridor District	990	2,790	3,300,000 – 5,000,000**
Newcut Road Neighborhood	1,060	4,660	109,000
Cabin Branch Neighborhood	950	1,950	2,420,000
Ridge Road Transition Area	900	540	26,000
Brink Road Transition Area	860	1,000	871,000
Hyattstown Special Study Area	687	150	155,000
Ten Mile Creek Area	3,588	1,240	960,000
<b>Totals</b>	<b>9,670 ***</b>	<b>14,930 ***</b>	<b>8,611,000 – 10,311,000 ***</b>

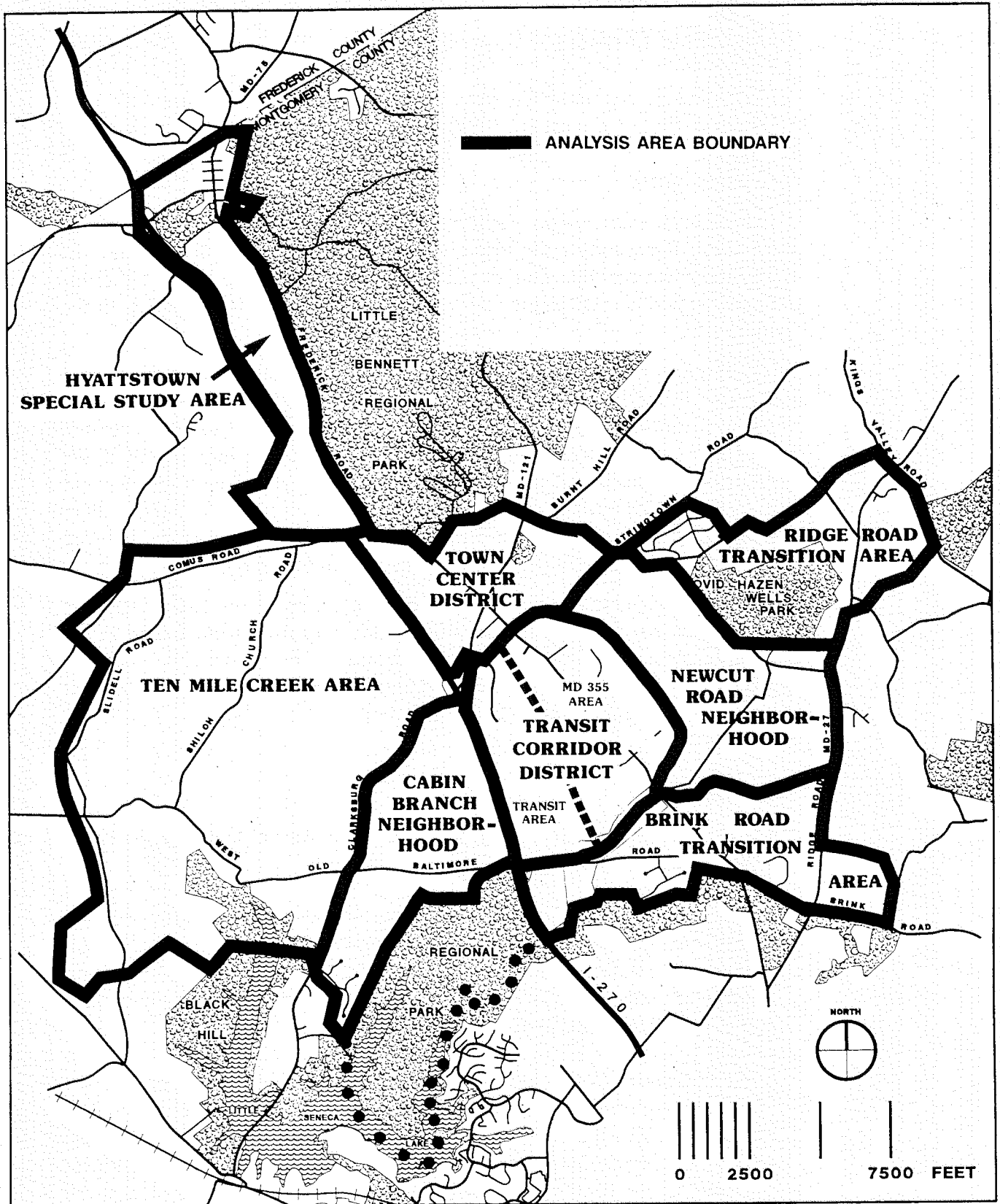
\* See the Technical Appendix for a description of the methodology used to calculate end-state development. End-state development is based on zoned holding capacity yields.

\*\* The maximum amount of development on the Comsat property could range from 2.3 million square feet to 4.0 million square feet depending on whether Master Plan criteria relating to transit-oriented development are met.

\*\*\* Rounded.

# Analysis Areas

Figure 18



## *Land Use Plan Recommendations by Geographic Area*

### Town Center District (635 acres)

The historic center of Clarksburg is located at MD 355 and MD 121. Buildings dating to the early 1800s still remain and newer uses, such as the Clarksburg Post Office and a bank, have continued the role of Clarksburg as a community center.

This Plan creates a Town Center, which includes the historic district as a focal point. Surrounding the historic district are mixed-use neighborhoods, office, and residential opportunities. A strong interrelationship between the historic district and new development is proposed to help blend the "old" with the "new."

As noted in the Environmental Plan chapter, portions of the Town Center are located in the headwaters of Ten Mile Creek. This environmental concern was considered during the Plan process and less constrained locations for the Town Center were evaluated. However, the advantages of locating the Town Center near the historic district in terms of fostering community identity and reinforcing the traditional center of Clarksburg are equally important Plan objectives. To help address environmental concerns, the Plan shows reduced densities for parcels closest to the headwaters of Ten Mile Creek.

An important feature of the Town Center is a transit stop located along a new proposed road west of the historic district. This stop is envisioned as the focal point of a small, medium density, mixed-use neighborhood. The Plan includes detailed guidelines regarding building heights near the historic district to help assure compatibility.

#### Plan Objectives:

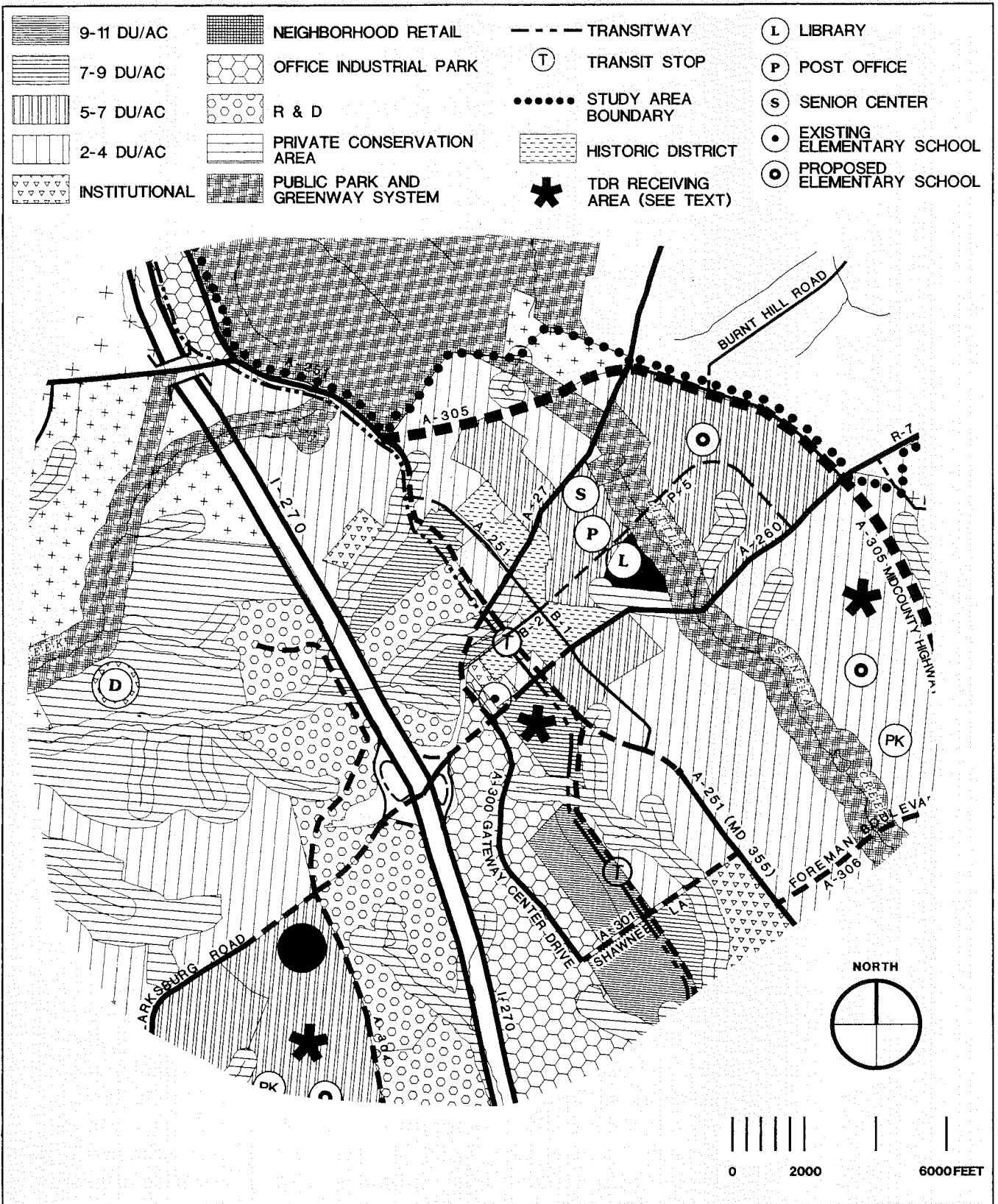
- Create a Town Center which will be a strong central focus for the entire Study Area.

The Land Use Plan for the Town Center is shown in Figure 19, page 43; the Town Center Concept Diagram is shown in Figure 12, page 27. This Plan proposes residential, retail, and office uses within the Town Center. Of equal importance is that the Plan recommends civic and public uses also be concentrated here.

An Illustrative Sketch has been prepared to provide one example of the pattern of development envisioned for the Town Center (see Figure 20, page 45). This Illustrative Plan is intended to provide only one example and not a prescription of future development. The important features shown in the Illustrative Plan include the patterns of small blocks, the use of an interconnected system of streets which avoids the use of dead-end streets and provides access to transit, the preservation and enhance-

# Town Center District Land Use Plan

Figure 19



ment through selective infill of the existing historic district, the street-orientation of buildings, and the provision of a variety of open spaces.

- Reinforce the concept of I-270 as a high tech employment corridor by designating a suitable site near I-270 for employment use.

The Land Use Plan recommends an employment site for up to 470,000 square feet in the Town Center District. The proposed site has the following characteristics:

- It is visible from I-270.
- It adjoins a future proposed transit stop.
- It has excellent access from the I-270/MD 121 interchange.

In accord with the Plan intent to foster a mix of uses and to promote an interrelated land use pattern, a zoning option which encourages the joint development of residential and employment uses is proposed. This approach is also intended to promote a more integrated overall Town Center concept and a better relationship between this property and portions of Town Center east of MD 355.

This zoning option (the MXPB Zone — see Zoning Plan chapter, page 95) would apply to all the acreage shown in Figure 38, page 97.

- 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:

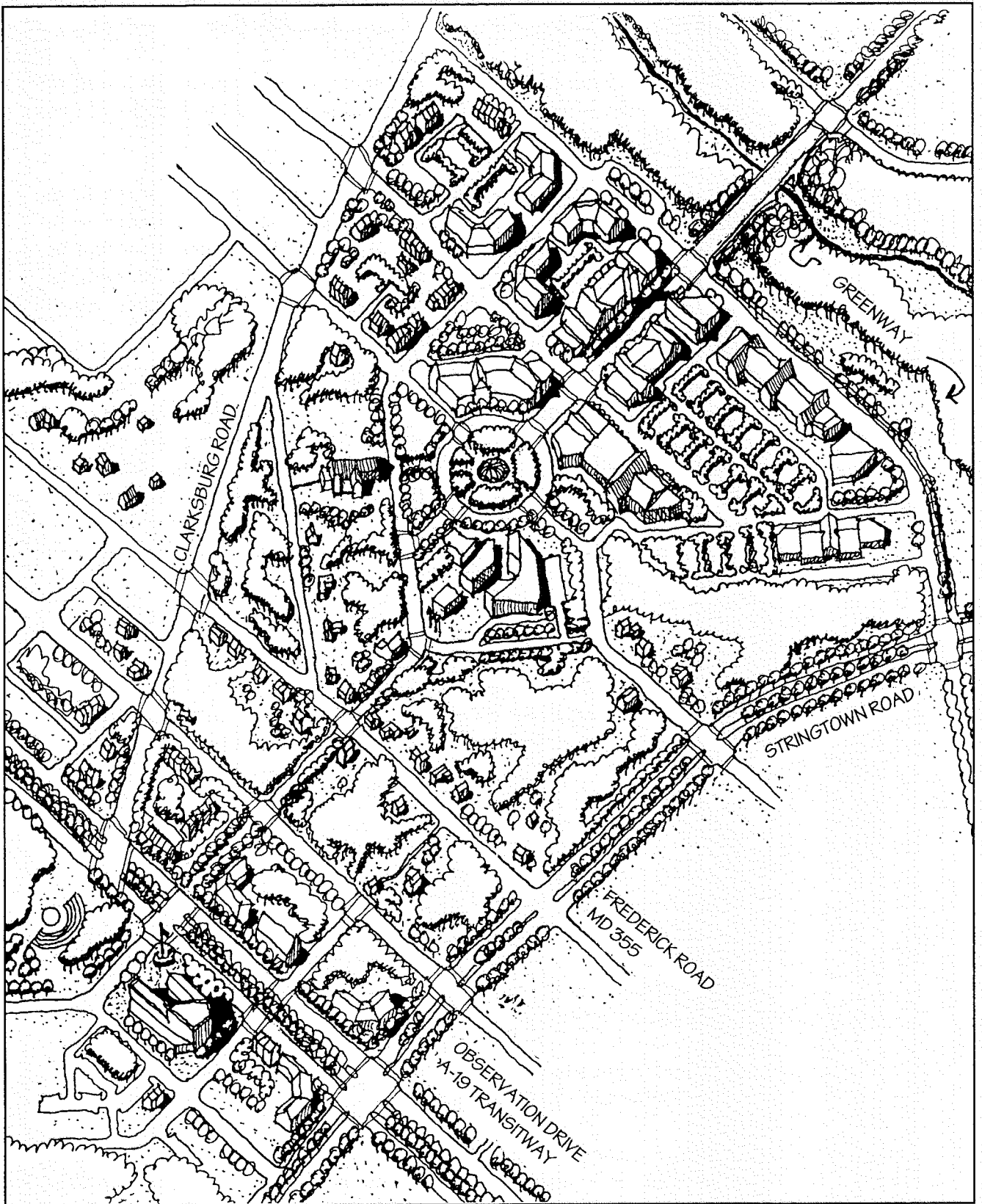
Multi-Family	–	25 to 45%
Attached	–	30 to 50%
Detached	–	10 to 20%

The total number of units in Town Center may be increased in the PD and RMX Zones up to 20 percent if carriage homes are accessory to a primary dwelling unit or they are a primary dwelling on a lot; however, the final determination regarding this increased number of units, their design, and placement (so as not to result in an adverse concentration and impact) will be made by the Planning Board at the time of Project Plan or Development Plan approval. These units will not count as Moderately-Priced Dwelling Units. The Planning Staff should continue to explore whether a text amendment allowing separate ownership of a carriage house or changes to the Montgomery County Code is necessary.



# Town Center Illustrative Sketch

Figure 20



All apartment buildings in the future Town Center will be four stories or less except within walking distance of the transit stop, where a building height of six to eight stories may be allowed if Master Plan recommendations concerning compatibility with the historic district can be achieved.

The Town Center District boundary bisects some properties; portions of the properties within Town Center are recommended for densities of two to four units per acre.

If density is clustered from the portions of the properties outside the Town Center, then a density of five to seven units per acre for the portions inside Town Center would be appropriate. Approval of this density would be dependent upon a proposed development achieving compatibility with the scale and intensity of neighboring uses and meeting Plan objectives regarding compatibility with the historic district.

In terms of **commercial uses**, up to 300,000 square feet are proposed. This recommendation exceeds the findings of the Planning Board retail studies (see Technical Appendix) that up to 153,000 square feet of neighborhood retail uses can be supported in the Town Center. Additional square footage would be desirable and would be consistent with the Plan if provided at a pedestrian scale and developed in accord with Plan policies regarding a mix of uses at the neighborhood level (see Policy 7: Transit- and Pedestrian-Oriented Neighborhoods).

This Plan recognizes that retail uses are critical to the vitality of the Town Center. A grocery store is particularly important since this type of use can serve as a magnet for other commercial operations (dry cleaners and banks, for example). One of the concerns about a retail center in the Town Center is how to integrate what has traditionally been an auto-oriented use in an area envisioned to be transit- and pedestrian-oriented.

This Plan addresses that concern as follows:

- A retail center designation is proposed east of the historic district as part of a large-scale mixed-use neighborhood (see Figure 19, page 43). By incorporating the retail center proposal into a larger planned development, there will be a greater opportunity to assure a strong integration of the retail center to adjoining residential and public uses and to assure a compatible relationship to the Clarksburg Historic District.
- A maximum square footage of the retail center is proposed (up to approximately 150,000 square feet).
- Design guidelines are included in this chapter to help assure that the location, size, and scale of the retail center are compatible with the Plan's vision for the Town Center.

The balance of proposed retail and office uses (70,000 to 105,000 square feet) is proposed to be located throughout the Town Center District and consists of infill retail within the historic district (in accord with historic preservation guidelines).

- **Encourage infill within the historic district in accord with the historic development patterns.**

The following design guidelines are recommended to help assure that infill development within the Clarksburg Historic District is supportive of historical development patterns.

- Orient buildings to the streets, with parking behind to assure consistency with the character of the historic district.
- Preserve and enhance the existing rural character of streets by retaining existing pavement widths, locating street trees close to the edge of pavement, and providing sidewalks, lighting, and signage that are of a rural village character.
- Assure that all road improvements, including both changes to existing roads and creation of new roads, are sensitive to the historic character of the Clarksburg Historic District.
- Reaffirm and strengthen current historic building patterns, e.g., the pattern of houses built close to the road with long backyards and expanses of green space behind them — in particular, retain the deep backyards of the structures on the west side of Frederick Road as part of a green buffer between the historic district and the transit stop area.
- Encourage the renovation of existing buildings in the Clarksburg Historic District for both residential and compatible light commercial uses; e.g., professional offices, antique stores, tea rooms, small restaurants, bed-and-breakfasts, and small grocery stores.
- Encourage a limited amount of new construction, as long as the new buildings are compatible with the historic ones in terms of size, scale, rhythm, percentage of lot coverage, relationship to the street, and relationship to open space.
- Moving of historic structures is a “last resort” decision; however, if the Clarksburg Elementary School must be relocated due to the construction at the transit stop, the building must be retained within the historic district and should be situated in an appropriate, prominent location. If any other structures in the historic district must be relocated due to road construction or other capital improvements, they must be retained within the district and should be situated in appropriate, prominent locations.

- Assure that particularly prominent resources in the historic district (e.g., Hammer Hill and the Clarksburg Methodist Episcopal Church) are highlighted as focal points.
  - Encourage the maintenance of existing trees and major landscaping features in the historic district, while also planting new street trees in an informal pattern (not rigidly spaced, leaving room for views of historically or architecturally significant houses, and maintaining the rural character of the town).
  - Encourage the installation of historically appropriate sidewalks along both sides of Frederick Road.
  - Encourage appropriate lighting and street furniture, which will enhance Clarksburg's village character.
  - Encourage the creation of gateways at both the north and south entrances to the Clarksburg Historic District which will enhance the identity of the community and will help to interpret Clarksburg's history.
  - Encourage the continuation of open space in front of the Clarksburg United Methodist Church.
- **Assure that future development around the Historic District complements the District's scale and character.**

The relationship between the Clarksburg Historic District and the new Town Center is a sensitive one. The historic district must retain its integrity and identity while still blending smoothly with the new neighborhoods which will be created.

The idea of isolating the historic district from the new Town Center is unrealistic and defeats the purpose of having "new" Clarksburg grow naturally out of "old" Clarksburg. It is equally important, however, that the historic district not be subsumed by the new Town Center and that the character and identity of the district be preserved, while allowing for appropriate growth and change.

Figure 21, page 50, graphically represents the following Plan guidelines which will help assure a sympathetic relationship between "old" and "new."

1. An area between existing MD 355 and Relocated MD 355 to the west (an area of approximately 550 feet) is identified as a buffer zone, appropriate only for single-family detached housing with a maximum height of two stories. The maximum density of development should be two units per acre.

2. The area between Relocated MD 355 and the transitway (an area of approximately 550 feet) is shown as appropriate for housing with a maximum height of three stories. All structures greater in height than three stories should be identified as being west of the transitway (over 1,100 feet from the center of the historic district).
  3. 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 no higher than two stories.
  4. New development immediately to the west of the district should be low-rise to provide compatibility. New development near the church on Spire Street should be smaller in scale and sufficiently set back from the church.
  5. Pedestrian and bicycle linkages to and through the district should be appropriate in scale and character. Redgrave Place should serve as a direct link between the transit stop and the greenway. Where it traverses the district it should have minimum pavement widths, appropriate street trees, street furniture, lighting, and signage.
- **Make the Town Center a focal point for community services (such as libraries and postal services) as well as informal community activities.**

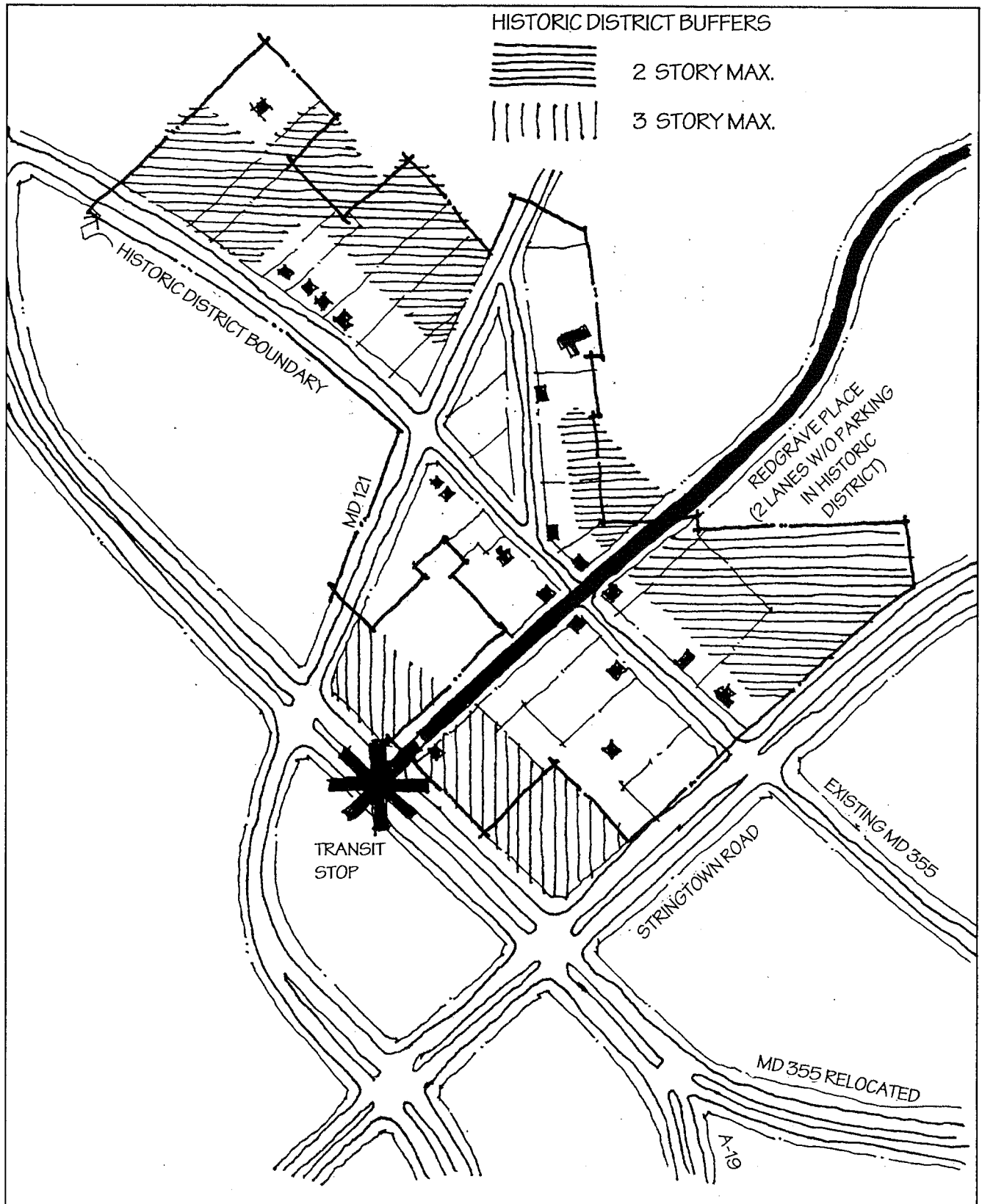
The Clarksburg Town Center should function as the “civic” center of the Study Area. To achieve this end, community and government related services should be located here. This Plan recommends that a high degree of public interaction be provided in the Town Center, in close proximity to the retail center, to encourage a post office, library, and community center. At the time of development, Planning Staff will identify the amenity required under the RMX Zone. A civic use may be an appropriate amenity for this area. Public functions that serve the community but which do not require day-to-day public access (such as fire stations and maintenance depots) should be located outside of the Town Center. Areas of the Town Center where civic and public spaces are encouraged include:

- The transit stop (a small civic space, approximately one-half acre in size is recommended).
- Redgrave Place.
- The open space element in the triangle formed by the intersection of Old Frederick Road, Clarksburg Road, and Spire Street.

The location, design, and size of community services and community facilities should reflect the more concentrated development pattern proposed for the Town Center. Facilities should be planned in this context and be

# Clarksburg Historic District Buffers

Figure 21



land intensive and pedestrian-oriented; the same Plan principles which guide private development should also guide public uses.

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

This Plan seeks to achieve a balance between transit-oriented densities and a town scale of development.

A **transit stop** is proposed in the Town Center west of the historic district on Redgrave Place and A-19. Clarksburg Elementary School is located here. Although this Plan endorses the long-term future replacement of this school at another location, the continued operation of the school is anticipated for many years to come (see Public Facilities chapter). Clustering residential uses close to the transit stop will allow residents to walk to transit. A portion of the historic district as well as the mixed-use neighborhood proposed east of the district will also be within walking distance.

In the balance of the Town Center, development will be oriented to streets which function as “neighborhood bus loops” so that residents in these areas will be within walking distance of bus stops. Buildings that allow access and frontage to be oriented to the street system should be provided.

Recreational bikeways should be provided along the Little Seneca Creek greenway. Additional bikeways should be provided along Stringtown Road, MD 121, and Observation Drive to provide access to the transit stop.

- **Create a land use pattern that is responsive to environmental concerns relating to traffic noise and protective of headwaters.**

The Land Use Plan for the Town Center balances community-building objectives with environmental concerns.

The key environmental constraints are located between MD 355 and I-270 and include noise affected areas along I-270 as well as the headwaters of the Ten Mile Creek (see Environmental Plan chapter). The land use and density pattern focuses development in a relatively small area around a proposed transit stop and proposes substantially reduced densities (2-4 units per acre) elsewhere in the headwaters area of Ten Mile Creek.

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

An important planning concern within the Town Center relates to the **roadway system**. The Town Center is a very large geographic area (about 635 acres; for purposes of comparison, the Germantown Town Center is about 350 acres). Roadways will be critical to the efficient movement of traffic through and within the Town Center. If too many of these roadways are

characterized by cross-sections which discourage pedestrian crossing, then the creation of a unified Town Center will be difficult. For this reason, the Land Use Plan Concept for the Town Center recommends a “high density” network of smaller roads. This strategy will foster an interconnected street system, so important to transit serviceability, and so essential to a “pedestrian-friendly” Town Center.

The Illustrative Sketch shows the pattern of small blocks and interconnected street systems that provide access for pedestrians, bicyclists, and vehicles to all areas of the Town Center including the transit facilities (see Figure 20, page 45).

Roadways designed to carry heavy volumes of traffic will still be needed and the Land Use Plan designates Observation Drive (A-19) and Midcounty Highway (A-305) to serve that function through the Town Center. I-270, which lies on the western edge, is envisioned as the major carrier of regional through traffic.

It is essential that the **character of the roadway network** is supportive of the Plan’s vision for the Town Center. The guidelines below will help assure that streets and highways are built in a manner that is compatible with land use and urban design objectives for the Town Center.

- **Arterials** — Because the arterials of Stringtown Road and Clarksburg Road serve as entrances to the Town Center, extensive landscaping, including medians, bikeways, and bus transit access facilities, must be provided. Setbacks from the Midcounty Highway (A-305) should be provided within the Town Center to establish a “parkway like” character.
- **Connecting Streets** — Observation Drive Extended and MD 355 serve as special streets in the Town Center. Figure 11 shows the character of Observation Drive. MD 355 should be located away from the existing historic resources to reduce the impact on the historic district. Revisions to the Road Code will be necessary to meet these guidelines.
- **Local Streets** — The local streets must provide a system of interconnected streets which allow on-street parking, close spacing of intersections, and enhancement of the areas outside the traffic lanes. Revisions to the Road Code will be necessary to meet this guideline. Two key local streets that require revisions to the Road Code include Old Frederick Road to maintain a narrow open section street appropriate in scale to the historic district, and the narrow Redgrave Place that provides access to the transit stop from the districts in the Town Center.
- **Create a special character for Redgrave Place as it traverses the Clarksburg Historic District.**

Redgrave Place will provide needed east-west movement through the historic district and help integrate the district into the larger Town Center.



However, it is essential that the scale, character, and location of this connection is developed appropriately.

The road should be a maximum of two lanes or 24 feet in width. It should have no parking lanes along the portions of the road which are in the historic district. The radius of the intersection corners should match the existing corners located on the west side of MD 355. Efforts should be made to design the road and the intersection as a low volume, local road which will not detract from the character of the historic district (see Figure 21, page 50).

Redgrave Place will provide access from a proposed mixed-use neighborhood east of the historic district to a future transit stop. This Plan supports this connection but emphasizes that auto access to the stop should be secondary to the Plan objective that Redgrave Place be a low-volume, local road. Redgrave Place should not provide through access beyond MD 355 to A-19.

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

The Town Center is traversed by a portion of the Little Seneca greenway. 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. Sidewalks and bikeways should be located outside the stream buffer along the greenway. A strong connection between the transit stop and the greenway is particularly critical to enhance pedestrian and bicycle access between the greenway and the transit stop. The width of the greenway should be the minimum width needed to provide a trail system, but should not be any wider than necessary in Town Center.

While the greenway is the dominant open space feature, other smaller open space areas are also proposed. These include:

- Forested conservation areas along streams.
- Green space within the historic district in front of the Clarksburg United Methodist Church, a highly visible entry point at the intersection of Clarksburg Road and MD 355.

A park is already located in the Town Center (Kings Pond Local Park) which will provide active recreation opportunities.

## Transit Corridor District (990 Acres)

The Transit Corridor District includes properties fronting MD 355 which have developed over many decades in accord with traditional patterns found elsewhere in the “Up-County”: single-family detached lots fronting the road. The most significant planning challenge here is to maintain and continue this residential character while addressing the need for increased traffic capacity along MD 355.

The Transit Corridor District also includes properties traversed by the proposed transitway. The planning challenge here is to introduce housing into a predominantly employment area. The scale and intensity of residential uses must be compatible with neighboring subdivisions along MD 355, yet densities must be high enough to be supportive of transit.

A mixed-use neighborhood is proposed at the northernmost transit stop (Shawnee Lane) where there is a 45-acre vacant site. Gateway 270, an office park approved for one million square feet, will be the major employment center. A mix of residential and local retail uses are proposed at the transit stop itself.

The southern transit stop will be employment-oriented and serve Comsat, a major office park only partially developed. A mix of residential uses at this stop will only occur if vacant land on the Comsat site is developed for residential uses other than office or research.

The Land Use Plan for the Transit Corridor is shown in Figure 22, page 55.

### Plan Objectives:

- **Continue the present residential character along MD 355.**

The predominant pattern of development along MD 355 in this district is residential, with a majority of the homes fronting MD 355. To help reinforce the existing residential character along MD 355, this Plan recommends densities ranging from two to four units per acre.

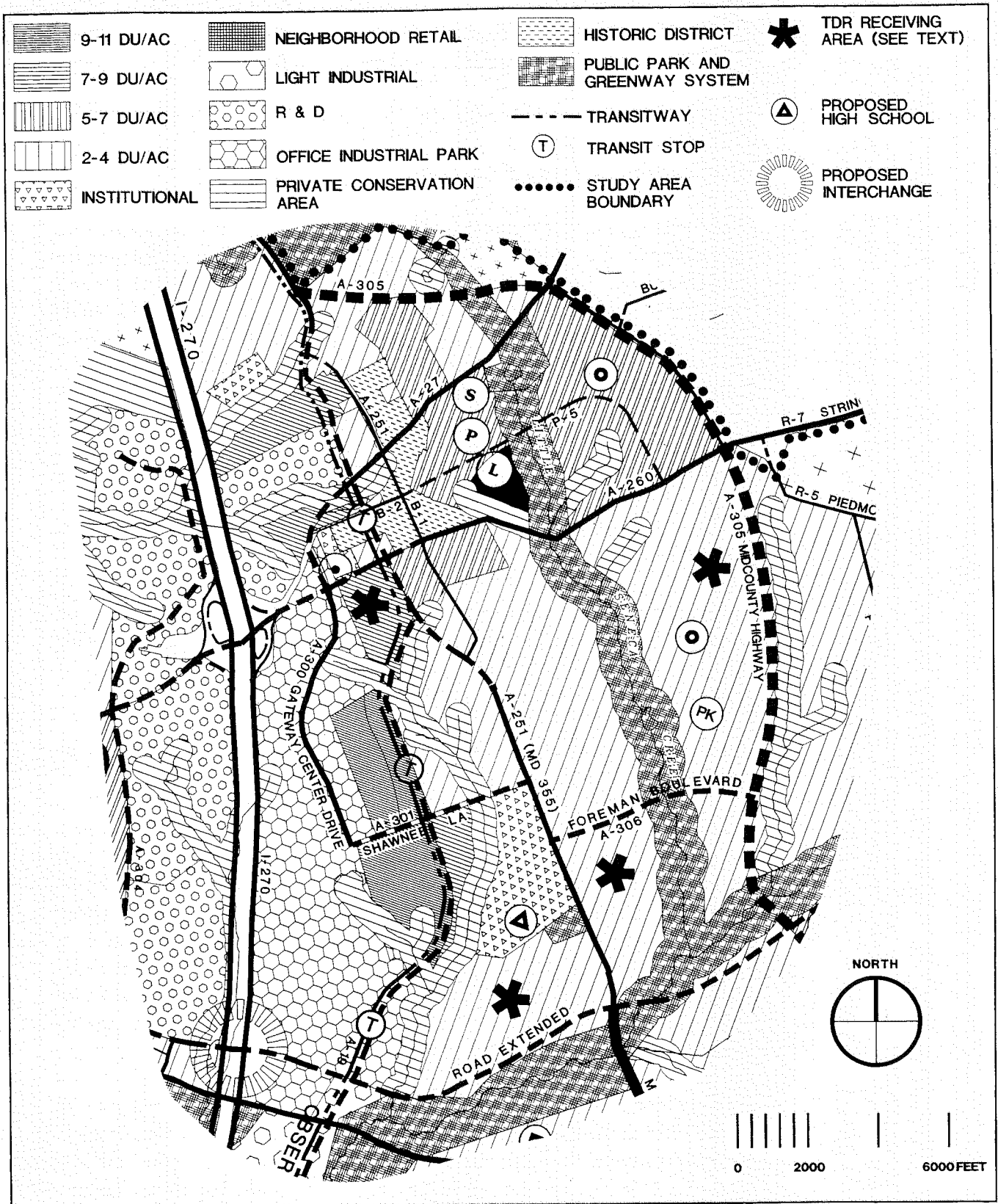
- **Balance the need for increased carrying capacity along portions of MD 355 with the desire to retain a residential character along MD 355.**

This Plan recognizes that MD 355 through this part of Clarksburg cannot remain a two-lane roadway in the long term given its regional significance in the northern part of the County. At the same time, widening of MD 355 to six lanes would be in direct conflict with the Plan objective to retain the road’s present residential character.

This Plan makes the following recommendations to achieve a balance between the need for increased carrying capacity and the desire to retain a pleasant residential character:

# Transit Corridor District Land Use Plan

Figure 22



1. MD 355 should be reclassified from a major thoroughfare to an arterial street (maximum four lanes with a planted median).
  2. An alternative north-south thoroughfare (Observation Drive) is recommended to help accommodate anticipated traffic.
  3. MD 355 (Frederick Road) should be renamed Old Frederick Road.
- **Continue the present employment uses along I-270.**

The Plan assumes a maximum build-out potential of 5 million square feet of **employment** in this district. The large amount of employment square footage reflects the buildout of two office parks already partially built and occupied: Gateway 270 and Comsat. This Plan assumes continued build-out of these properties as major employment centers. This Plan caps development on the Comsat site at 2.3 million square feet of employment with the option of increasing development to 4.0 million square feet if the development pattern is transit-oriented. The Plan does recommend a relatively small portion of the Comsat property be changed from employment to residential uses. This portion of the Comsat site is separated from the main campus by a stream valley. For this reason, the transitway is located as close as possible to these employment areas. This Plan designates a transit stop location on the Comsat property.

As discussed in the Transportation and Mobility chapter, a park-and-ride lot is a future possibility in the vicinity of the Comsat transit stop. This Plan recommends a park-and-ride lot on the Comsat property only if developed in cooperation with Comsat.

- **Provide housing at designated areas along the transitway near significant employment uses.**

To introduce **housing** into this significant employment area, the Plan designates land adjoining the transit stops as residential. This approach will result in approximately 1,000 dwelling units in close proximity to employment. Two areas along the proposed Observation Drive/transitway are designated as residential centers. The Shawnee Lane transit area includes several different parcels, including properties proposed for redevelopment. A density of 7-11 dwelling units per acre is proposed here and a Planned Development (PD) Zone is recommended to encourage assemblage and to promote a mix of uses near the transit stop itself.

Further north, a 41-acre parcel is recommended for residential uses at seven to nine dwelling units per acre. Although traversed by Observation Drive/transitway, this property is not proposed as a transit stop nor is a mix of residential and non-residential uses proposed. For these reasons, higher density residential uses are recommended to be achieved through the transfer of development rights to help implement County agricultural preservation policies.

To encourage even more dwelling units on the largely vacant Comsat property, this Plan recommends a zoning option for the site which would allow a mixed-use development pattern, including housing. (The existing I-3 zoning does not permit residential uses.) This Plan also endorses housing as a future element of the already subdivided and recorded Gateway 270 project just north of Comsat. The opportunity for housing should be provided in the event the Gateway 270 property, still largely undeveloped, is re-subdivided in the future.

- **Allow small amounts of office and retail uses at transit stop areas as part of a mixed-use development pattern.**

The Plan recommends as a guideline that up to 50,000 square feet of retail occur near transit stops. These uses should be dispersed and limited to the first floor of buildings to meet the incidental retail needs of employees and residents. A free-standing shopping center is not envisioned in this area.

- **Establish strong pedestrian and bicycle linkages to the greenway.**
- **Improve east-west roadway connections**

One of the transportation challenges in this area is how to improve east-west access. While MD 355, Observation Drive, and the Midcounty Highway (A-305) will facilitate north/south movement through the area, east/west access is more difficult to provide because of environmental constraints (tributaries of Little Seneca Creek in particular) and existing development patterns.

This Plan proposes the relocation and extension of two new east/west arterial roadways: Shawnee Lane (A-301) and Newcut Road Extended (A-302). These roads will improve access to the transit stops and I-270 from all areas east of I-270.

Since the extension of Shawnee Lane east of MD 355 will occur between two existing neighborhoods, this Plan proposes landscaping on either side of the road as a buffer.

- **Provide an open space system which includes small civic spaces at the transit stops.**

Two stream valleys, both of which are tributaries of Little Seneca Creek, form the basis of this district's **open space pattern**.

The proposed Little Seneca Creek greenway is located on one of the tributaries and is recommended as public parkland. A new local park is proposed along the greenway to meet active recreation needs.

The second key open space feature will remain in private ownership and will be created as development occurs in accord with stream buffer regulatory guidelines.

This Plan proposes that small, open spaces be provided very close to the transit stops to provide a setting for people to meet informally. The nature of these open spaces could range from a plaza to a vest pocket park.

The Montgomery County Board of Education owns a 62-acre site fronting MD 355. The location of a school complex here (see Public Facilities chapter) would help establish a strong community image along this portion of MD 355 and help mark the entry into Clarksburg.

### **Newcut Road Neighborhood (1,060 Acres)**

This neighborhood includes approximately 1,060 acres, most of which is vacant. It is separated from the Clarksburg Town Center and Transit Corridor Districts by Stringtown Road and the Little Seneca greenway and will be traversed by the proposed Midcounty Highway (A-305).

The land use recommendations (Figure 23, page 59) for the Newcut Road Neighborhood propose a mixed-use center on Newcut Road, approximately midway between A-305 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 Ovid Hazen Wells Park.

An illustrative sketch representing the type of neighborhood center encouraged by this Plan is shown in Figure 24, page 60.

A portion of the Newcut Road Neighborhood (375 acres) was approved for development in accord with the Planned Neighborhood Zone in 1970. The development plan approved by the County Council included 1,393 dwelling units, retail uses, a school, and parks. Although this Plan proposes changes to the mix and intensity of uses shown on the presently approved development plan, the concept of a mixed-use neighborhood is confirmed.

### **Plan Objectives:**

- **Create a mixed-use neighborhood with a transit-oriented land use pattern.**

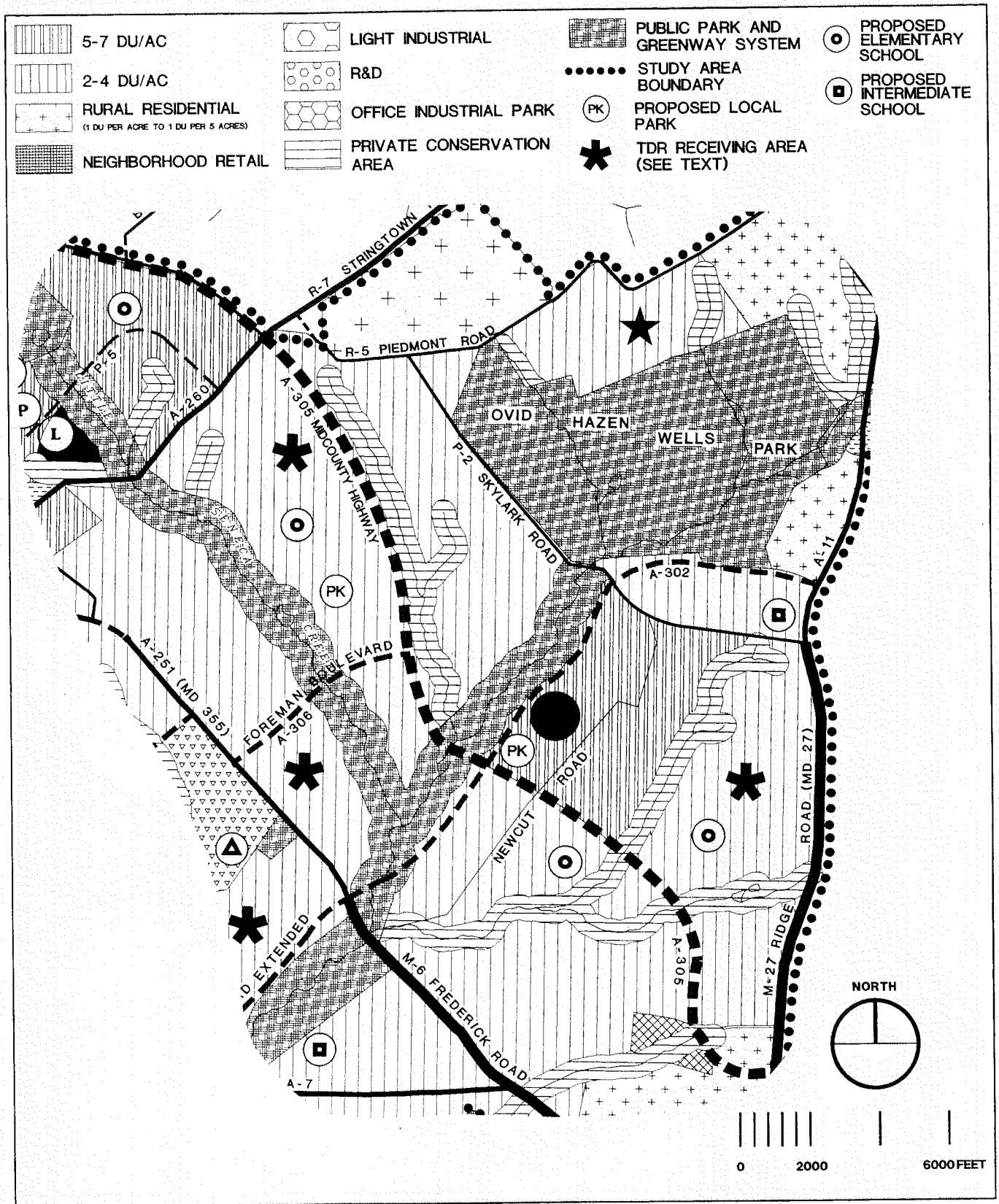
Since this neighborhood is not within walking distance of the transitway, bus access will be critical, with Newcut Road Extended being the most direct connection to the transitway. To help foster a transit-oriented development pattern, higher density residential uses and retail services are clustered along Newcut Road Extended. (See Figure 25, page 61.)

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.

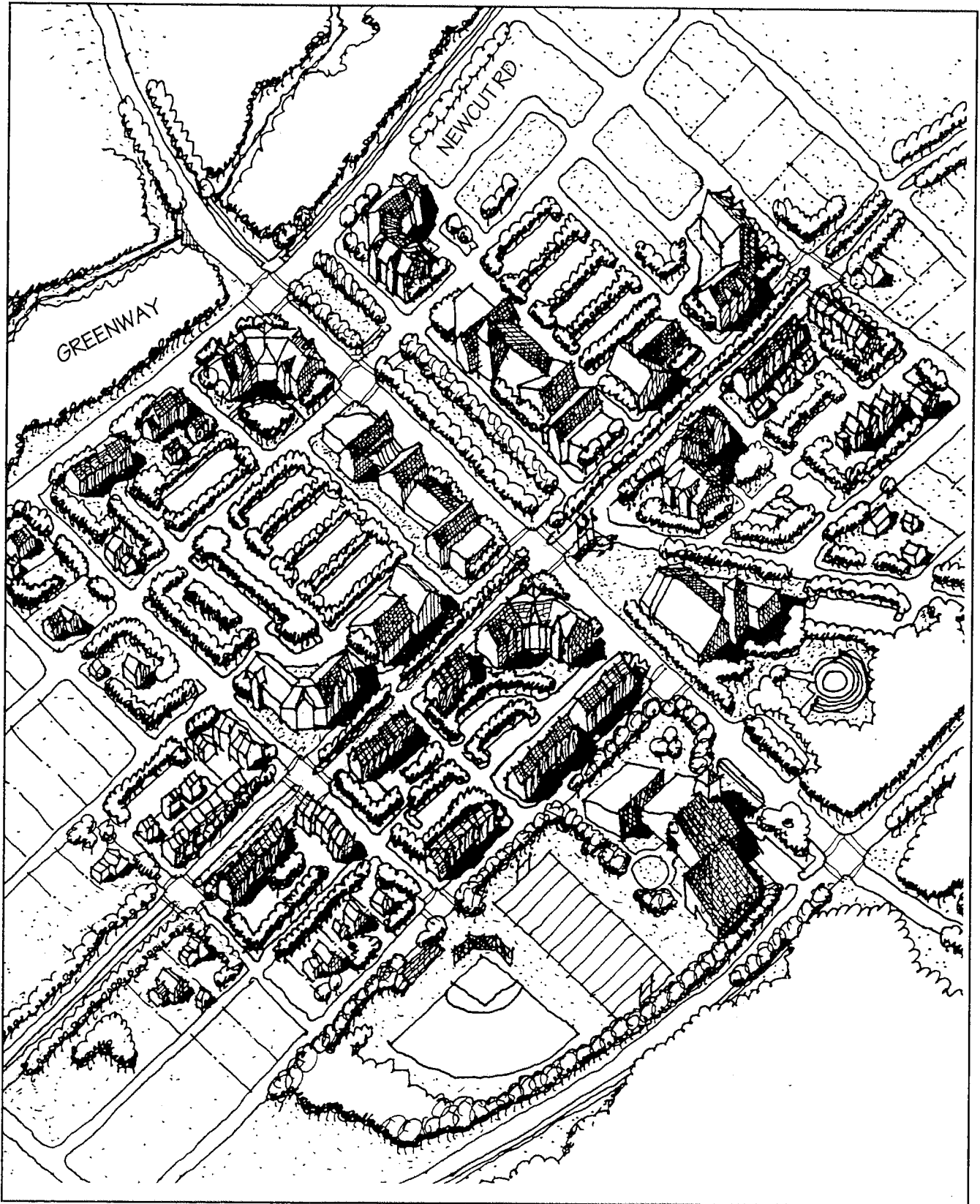
# Newcut Road Neighborhood Land Use Plan

Figure 23



# Newcut Road Neighborhood Illustrative Sketch

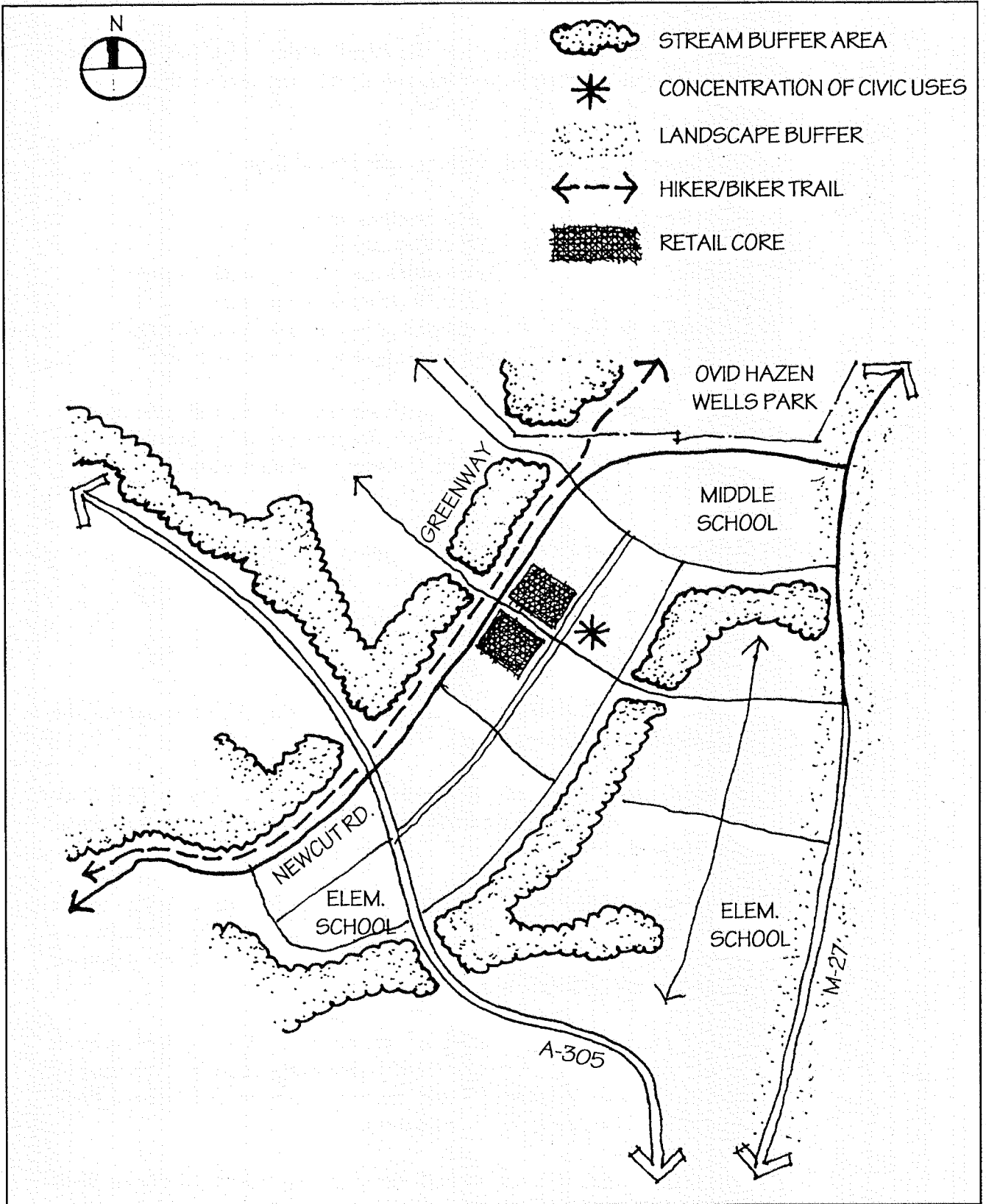
Figure 24





# Newcut Road Neighborhood Concept Diagram

Figure 25



- Encourage street-oriented buildings throughout the neighborhood. Retail and office uses in the core should face streets with parking behind.

Detached units are proposed at the edges of the neighborhood to help form a suitable transition to rural and agricultural uses to the north and east.

The mix of uses proposed for this neighborhood is as follows:

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

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.

The recommended guidelines for the mix of housing are as follow:

Detached	-	45-55%
Attached	-	35-45%
Multi-Family	-	10-20%

Higher density housing is oriented along Newcut Road as part of the mixed-use neighborhood center.

- **Provide strong pedestrian and bicycle linkages to Ovid Hazen Wells Park and create a development pattern which encourages access to the greenway network.**

Ovid Hazen Wells Recreational Park is located at the northern edge of this neighborhood. This park, still largely undeveloped, will be a tremendous asset to future residents. The park will be accessible from the proposed Little Seneca Creek greenway.

A local park will also be needed to serve residents. A generalized location of the park is shown just west of the greenway where the topography appears suitable for playing fields. Improvements to Ovid Hazen Wells Recreational Park could serve as a substitute.

To maximize public access to both the greenway and Ovid Hazen Wells Park, this Plan proposes the following:

- Locate public/civic uses adjacent to the greenway park.
- Locate residential streets adjacent to the greenway park, outside of the buffer area on at least one side.
- Front houses onto the greenway from across the residential roads.
- Connect the two central stream valleys with public open space.

A central town commons park, an elementary school, a middle school, and other civic spaces are all proposed to be located in close proximity to each other as well as to the greenway to provide a contiguous system of public open spaces.

This Plan also recommends that portions of this neighborhood area be designated a TDR Receiving Area (see Zoning Plan chapter, page 95) to further County objectives regarding agricultural preservation. The development pattern recommended in the Plan would be subject to the purchase of development rights.

- **Create an interconnected street pattern which includes Newcut Road Extended as “main street.”**

This neighborhood is bounded by two significant highways. To the east is Ridge Road, planned ultimately to be a four- to six-lane highway. The southwestern edge of the neighborhood is the Midcounty Highway (A-305). Because of their scale and character, both these roads serve as “edges” to the neighborhood and residential development is oriented away from them. Houses should be set back from these roadways to provide a parkway character along Midcounty Highway and to provide a suitable transition to the Agricultural Reserve east of Ridge Road.

Newcut Road Extended will function as an arterial road to connect to the Transit Corridor. Newcut Road is proposed as a two-lane arterial road. It should be designed to serve as a parkway along the adjacent stream buffer to minimize the impact on this neighborhood.

A series of primary and secondary streets is proposed to connect adjoining residential development to Newcut Road and the neighborhood center.

## Cabin Branch Neighborhood (950 Acres)

The Land Use Plan recommendations are shown in Figure 26. A concept diagram for the proposed neighborhood center is shown in Figure 27.

This area lies to the west of I-270 and is the only portion of the western side which is proposed for significant residential development. The following characteristics of the site have led to its designation as a mixed-use neighborhood center:

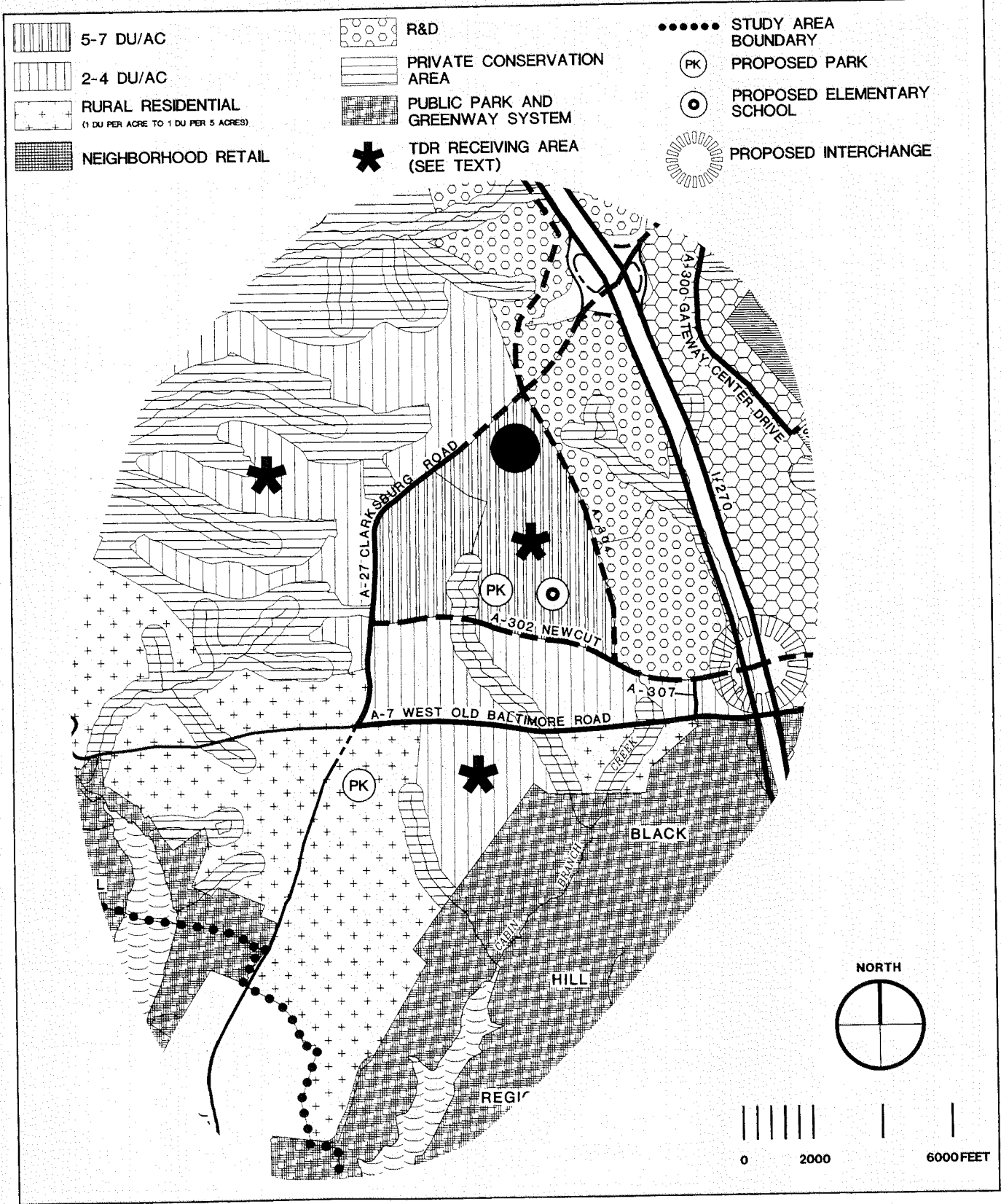
- The area is less than a 10-minute drive from the Boyds commuter rail station and will be easily accessible to a future transit stop proposed east of I-270.
- The area is directly served by MD 121, which presently offers access to I-270 and the Clarksburg Town Center, and will be served by a second I-270 interchange at Newcut Road Extended in the future.
- The pattern of land ownership (several large parcels comprise the majority of this neighborhood) offers the opportunity for an overall planned development concept.
- The close proximity to Black Hill Regional Park offers an opportunity to establish a strong neighborhood-park relationship.
- The property has extensive frontage along I-270, opposite Comsat and Gateway 270, making it an important part of the I-270, high-technology corridor.

The designation of this area for development has taken into account environmental concerns, including the fact that the area lies in the headwaters of the Cabin Branch tributary of Little Seneca Creek.

This Plan concludes that the opportunity to provide a transit-oriented residential neighborhood and to reinforce the I-270 high-technology corridor concept are the most important public policy objectives. This Plan proposes that the environmental concerns be addressed by mitigation strategies, discussed in the Environmental Plan chapter, at time of development. This Plan also proposes buffers along the streams.

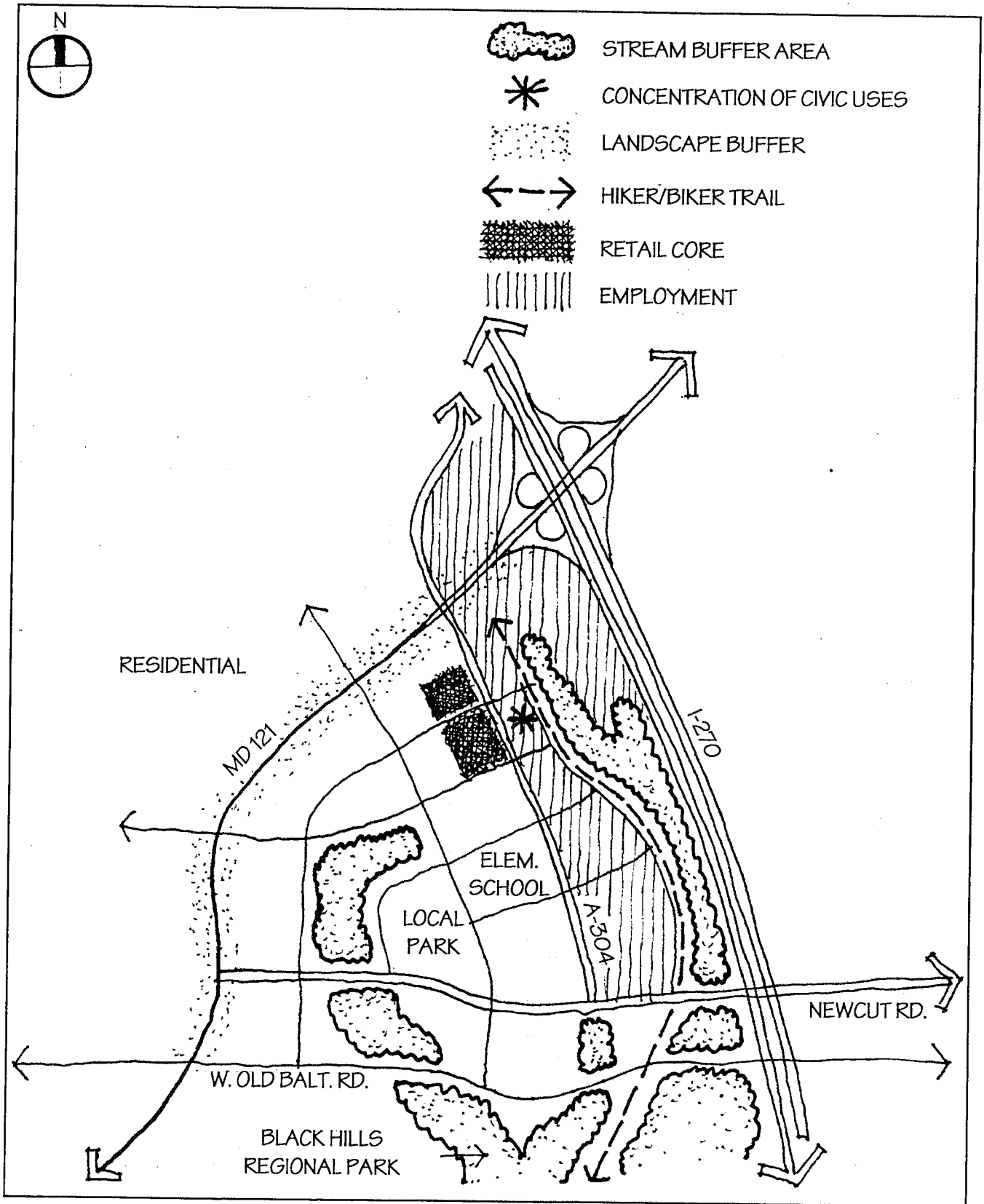
# Cabin Branch Neighborhood Land Use Plan

Figure 26



# Cabin Branch Neighborhood Concept Diagram

Figure 27



**Plan Objectives:**

- **Provide a mix of uses including employment.**

The following uses are proposed in this neighborhood:

Residential	-	1,950 dwelling units
Employment	-	2,000,000-2,300,000 square feet
Retail	-	120,000 square feet
Public Uses	-	Places of worship, child care, community building, park, and elementary school.

This neighborhood is envisioned to have a large number of single-family detached homes. Attached and multi-family units are also proposed to help provide a variety of housing choices for people of different lifestyles and incomes. The recommended housing type guidelines are as follows:

Detached	-	45-55%
Attached	-	35-45% (Includes 5-10% semi-detached)
Multi-Family	-	10-20%

- **Encourage an employment pattern which is supportive of I-270 as a high-technology corridor.**

Approximately 175 acres of this neighborhood fronts I-270. This acreage offers an opportunity for a large, comprehensively planned employment center in close proximity to a residential neighborhood and associated retail and support services. This Plan recommends a mixed-use planned development zoning strategy (MXPDP Zone — see Zoning Plan chapter, page 95) for the employment frontage to foster an integrated plan which could include residential units.

The MXPDP Zone would allow more intensive office uses on the northern portion of this site than would be allowed under the RMX base zone. Although the southern portion of the area fronting I-270 is recommended for I-3 zoning, this area would also be appropriate for MXPDP to allow the entire 175 acres to be planned and designed in a comprehensive fashion.

A major Plan concern is that the employment uses become an integral part of the overall Cabin Branch Neighborhood and that strong interrelationships be established among residential, employment, retail, and public facility uses. To encourage this, proposals for development should include a discussion of how individual plans will relate to the Master Plan's overall vision for the Cabin Branch Neighborhood.

- **Create a transit-oriented land use pattern.**

This neighborhood area is located between two transit lines: the MARC

commuter rail line, which provides service to Union Station in Washington, D.C. and the Master Plan proposed transitway which will provide access to Germantown, Gaithersburg, and Shady Grove.

This Plan endorses a **transit-oriented development pattern** which will facilitate bus access and circulation within the neighborhood and which will place all residents within convenient walking distance (one-quarter mile) of a bus stop.

The design concept proposes a neighborhood core to be located so that bus service will link the area to the transitway to the east, and the MARC station to the southwest. The core should consist of a cluster of higher density residential uses, retail services, office uses, and civic uses. The design of the neighborhood should adhere to the following guidelines for transit and pedestrian serviceability:

- 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.
- In the core, locate a vertical mix of uses in three- to four-story buildings facing a town square or commons.
- Locate a grocery store within the core.
- Provide an interconnected system of streets.
- A mix of housing types is encouraged within each block. A hierarchy of density is proposed such that the highest densities should be located closest to the core and lowest densities along stream valleys, MD 121, and West Old Baltimore Road.
- Street-oriented buildings are encouraged throughout the neighborhood. Retail and office uses in the core should face streets with parking behind.
- **Maximize access to the proposed open space system.**

The neighborhood is divided into three areas by stream valleys of the Cabin Branch and a tributary of Little Seneca Creek. The largest stream valley in the neighborhood extends southward into Black Hill Regional Park, providing an opportunity for public open space linkages to the park as well as to the proposed hiker-biker trail along Newcut Road, which in turn connects to the greenway system on the east side of I-270. To maximize public access to the stream valleys, to the regional park, and to the greenway, this Plan proposes the following:

- Locate public/civic uses and passive open spaces adjacent to the major stream valley in the neighborhood.



- Locate residential streets adjacent to the stream valleys on at least one side, outside the buffer area.
- Front houses onto the greenway from across the residential roads.
- Connect the two central stream valleys with public open space.

A local park, an elementary school, and other civic spaces are all proposed to be located in close proximity to each other as well as to the stream valley to provide a contiguous system of public open spaces.

- **Provide a suitable transition to the rural/open space character south of West Old Baltimore Road toward Boyds.**

South of West Old Baltimore Road, the key planning objective along MD 121 is to maintain the present rural character so a strong transition is provided between the Cabin Branch and Ten Mile Creek East Neighborhoods and the rural community of Boyds. For this reason, a low density residential land use pattern (one dwelling unit per one acre) is recommended.

Just south of West Old Baltimore Road lies a 165-acre farm (the Reid Farm). To further the Plan objectives regarding open space preservation along MD 121, this Plan recommends density be clustered away from MD 121. As with the Cabin Branch Neighborhood north of West Old Baltimore Road, the use of TDR's is recommended to achieve higher density. The following Master Plan guidelines will be reviewed at time of subdivision:

- The number of dwelling units should not exceed 225.
  - The mix of housing types should include a minimum of 85 percent detached.
  - The view from MD 121 should remain open and unobstructed. Housing should be clustered away from MD 121 and located in the area shown on the Land Use Plan so that it does not obstruct the vista from MD 121.
  - The open space pattern surrounding the residential cluster should be contiguous and not subdivided into residential lots. This would not preclude use as a farm and related farming activities.
  - A portion of the open space should be dedicated as a special park once both subdivision has occurred and farming operations have ceased on the open space.
- **Provide an interconnected roadway system.**

Two roadways will provide access to this neighborhood from I-270: MD

121 and Newcut Road Extended. These two roads form the boundaries of the area proposed for mixed-use development. Additional roads will be needed as connections between these two key roadways, but it is the intent of the Plan that roads within the neighborhood be of a scale and character supportive of pedestrian movement and transit service.

West Old Baltimore Road, an attractive rural road which provides access to Black Hill Regional Park, is designated as an arterial by this Plan. This road will continue to provide an important link between the east and west sides of I-270, but this Plan does not support widening the road. Instead, the Plan proposes the extension of Newcut Road across I-270 north of West Old Baltimore Road.

- **Create a strong neighborhood focal point by concentrating public and retail uses in the same general area.**

This area should have a strong neighborhood orientation. The scale of development is large enough to support a variety of non-residential uses so important to creating a sense of place. These uses should include not only retail but civic and public places as well. This Plan supports the concentration of these uses in one central area to strengthen the neighborhood center concept.

- **Place special emphasis on protection of the west fork of Cabin Branch because of its high water quality and tree cover.**

## Ridge Road Transition Area (900 Acres)

This area includes about 900 acres and is located along Ridge Road adjoining the Damascus Planning Area. An important feature of the area is the 294-acre Ovid Hazen Wells Park. The park provides a logical “edge” to more dense development to the south in the Newcut Road Neighborhood of Clarksburg and marks the beginning of the transition into Damascus.

The Cedar Grove Historic District is located along Ridge Road. Its future character will be affected by any widening to Ridge Road (now planned to be a four-lane facility). This Plan proposes low density, residential development for the area surrounding Cedar Grove, which will help to assure its rural setting.

### Plan Objectives:

- **Designate a land use pattern which helps differentiate the more developed portions of Damascus from Clarksburg, thereby fostering a greater sense of community identity for each.**

This area is designated for low density residential development in accord with its location at the edge of the Study Area and its proximity to the Agricultural Reserve (see Figure 28, page 72). A low density pattern will also help to create an attractive setting for the Cedar Grove Historic District.

- **Recommend a cluster form of residential development north of Ovid Hazen Wells Park.**

This Plan identifies Ovid Hazen Wells Park as the “edge” of the more developed portions of Clarksburg. However, the opportunity exists to create a neighborhood just north of the park similar in scale to traditional rural settlements: a cluster of homes surrounded by open space.

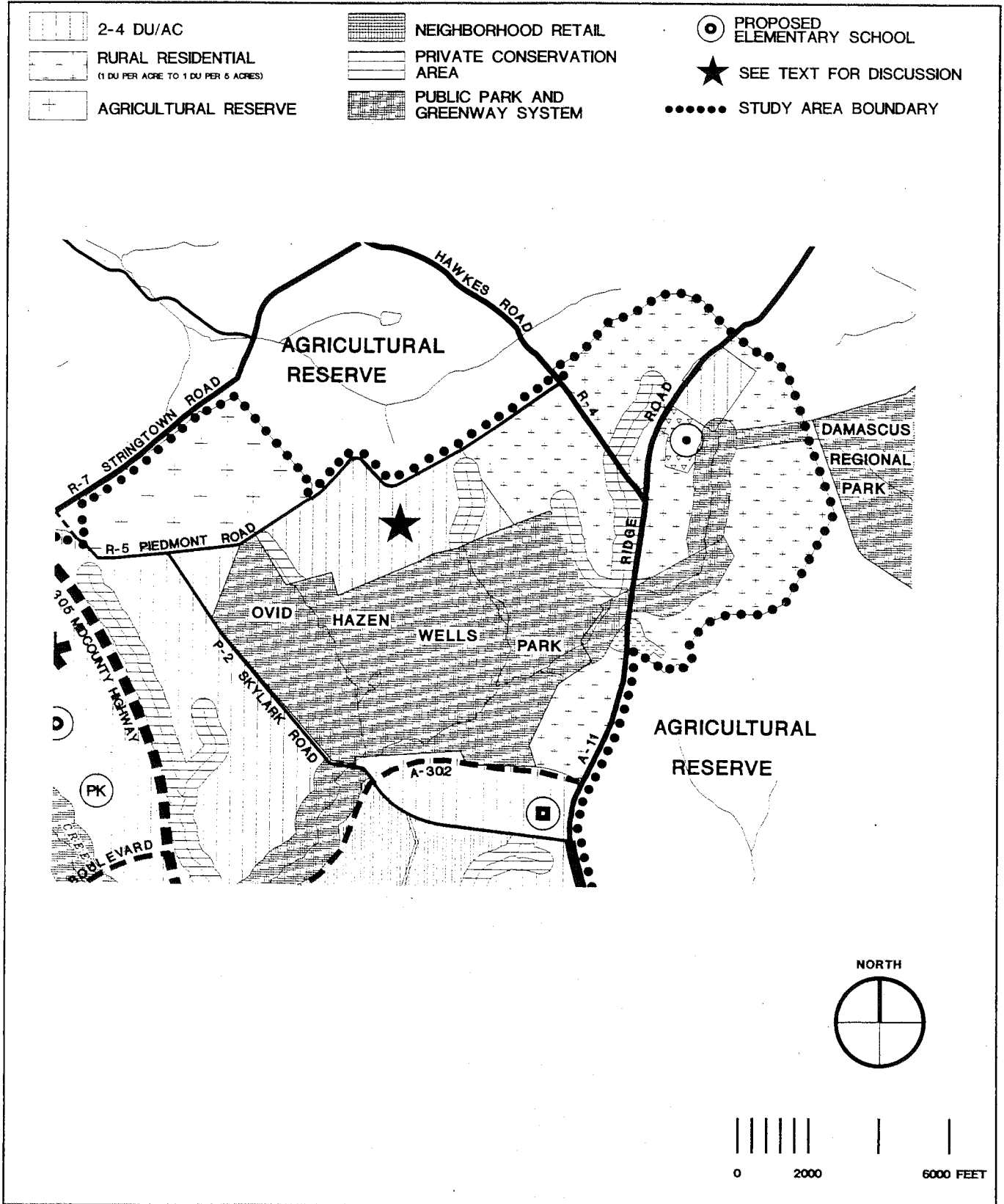
This type of development pattern requires community water and sewer service to allow homes to be built in relatively close proximity to each other, thereby preserving a substantial amount of open space. Sewer facilities are needed to implement this concept.

- **Propose a land use pattern east of Ridge Road which is compatible with Agricultural Reserve areas in the Goshen/Woodfield Planning Area.**

East of Ridge Road, two properties totalling about 150 acres are now being farmed. They form a transition between half-acre, suburban residential development to the north in Damascus and highly productive farmland to the south in the Goshen-Woodfield area. Although the properties are part of the Clarksburg Master Plan, the *Damascus Master Plan* includes the recommendation that this area be re-examined in relation to agricultural preservation goals as part of the Clarksburg Master Plan

# Ridge Road Transition Area

Figure 28



process. *The Functional Master Plan for the Preservation of Agriculture and Rural Open Space in Montgomery County* also ensured this area would be reconsidered in terms of its potential for agricultural preservation.

This Plan recommends a rural land use pattern to reinforce the agricultural character envisioned for the Goshen/Woodfield Area. The Rural Cluster Zone encourages farming but also allows some residential development at one dwelling unit per five acres. The portion of the farm fronting Ridge Road is recommended for one unit per acre to allow the type of development pattern already present in the area — single-family detached homes oriented to Ridge Road.

- **Propose a land use pattern which provides a suitable setting for the Cedar Grove Historic District.**

This Plan recognizes and encourages the preservation of Cedar Grove's collection of historic buildings and its rural setting. The Plan:

- Designates the area around the district as low density to encourage an attractive rural setting.
- Recommends linkages between the district and Ovid Hazen Wells Park where the historic Oliver Watkins House is located.

In addition, this Plan proposes the following design guidelines to help assure that future development activity is supportive of the Plan's vision for Cedar Grove:

- Assure that all road improvements, including both changes to existing roads and creation of new roads, are sensitive to the historic and architectural character of the Cedar Grove Historic District.
- Relocate historic structures as a "last resort" decision; however, if any other structures in the historic district must be relocated due to road construction or other capital improvements, they must be retained within the district and should be situated in appropriate, prominent locations.
- Reaffirm and strengthen current historic building patterns, e.g., the pattern of houses built close to the road with long backyards and expanses of green space behind them.
- Encourage the maintenance of existing trees and major landscaping features in the historic district, while also planting new street trees in an informal pattern (not rigidly spaced, leaving room for views of historically or architecturally significant houses, and maintaining the rural character of the town).

- Encourage the creation of gateways at both the north and south entrances to the Cedar Grove Historic District which will enhance the identity of the community and will help to interpret Clarksburg's history.
- **Extend the greenway system into Damascus via Ovid Hazen Wells Park, Damascus Recreational Park, and Magruder Branch Stream Valley Park.**

The linkage is important but problematic in that Ridge Road must be crossed. This issue needs further study to assure that a safe connection is provided.

## Brink Road Transition Area (860 Acres)

This area is located near three proposed major roadways: Midcounty Highway, MD 27 (Ridge Road), and MD 355.

The area forms an important transition from Germantown to Clarksburg. Although there are 860 acres in the geographic area, most of the land has been developed or is committed to development. The absence of sewer has resulted in most of the existing subdivisions being built on well and septic, so average lot sizes range from one to two acres. The Land Use Plan for this area is shown in Figure 29, page 77.

### Plan Objectives

- **Create a transition from Germantown to Clarksburg that helps reinforce each community's identity.**

This area lies just north of the Germantown greenbelt, which forms a visual buffer between Germantown and Clarksburg. To further reinforce the transition from Germantown (a Corridor City) to Clarksburg (a Corridor Town), this Plan proposes the entry to Clarksburg be characterized by low density residential development (two to four units per acre). This density will allow single-family units and be supportive of the existing residential land use pattern along MD 355.

- **Recommend low intensity, light industrial employment uses near I-270.**

This Plan recommends low-intensity, industrial employment uses on approximately 65 acres adjoining I-270, just south of West Old Baltimore Road. This type of use will help provide non-office employment needs (such as warehousing, automobile repair and service, wholesale trades, etc).

This property also adjoins future parkland and the proposed greenway. Development of this property should be sensitive to the park and provide a suitable buffer area at the park's edge.

- **Continue the residential character of MD 355.**

The street pattern in this area includes a number of major roadways, including Midcounty Highway and MD 27, both of which are planned as four- to six-lane facilities.

MD 355 is also a major highway and will be six lanes in Germantown. A key land use concern is that MD 355 as it traverses this portion of Clarksburg be of a scale and character which supports the continuation of the traditional land use pattern in this area: residential uses fronting the road. This Plan anticipates the widening of MD 355 in this area to four lanes but endorses a cross-section design which will allow historical land use patterns to continue.

- Reinforce the North Germantown greenbelt concept.

The open space pattern in this area is created by stream valley buffers and parks. Pedestrian connections to the Little Seneca Creek greenway will be encouraged as development proceeds.

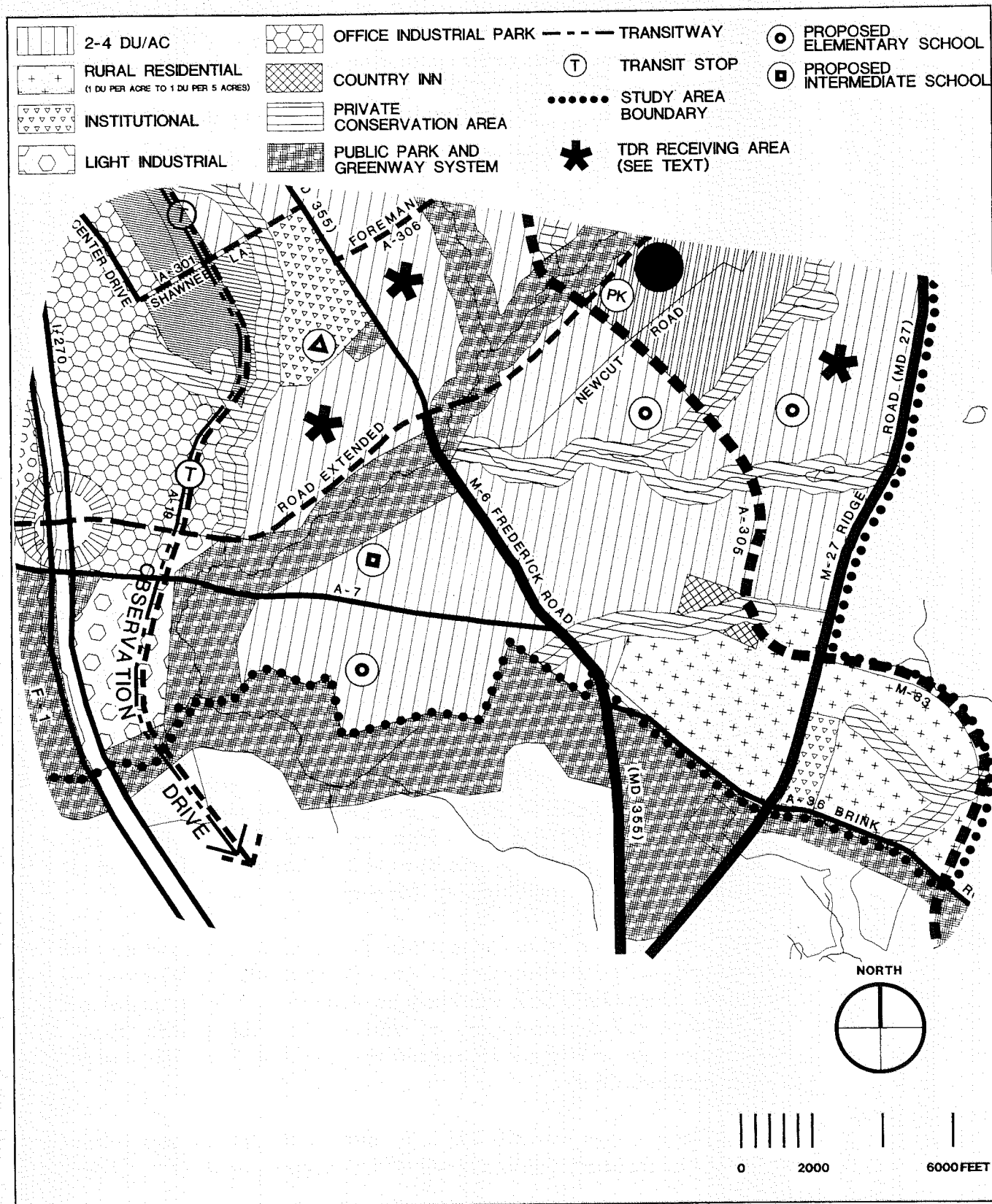
- Designate Midcounty Highway as an appropriate edge to the Agricultural Reserve area east of Ridge Road.

East of Ridge Road, the proposed Midcounty Highway alignment forms the edge of a 130-acre area presently zoned for agriculture. This Plan recommends a change in land use for that parcel because Midcounty Highway, once built, will separate the acreage from the larger Agricultural Reserve area. The Plan proposes a change to rural land use that allows low-density residential uses as well as farming. However, as noted in the Implementation Strategies chapter, rezoning from the present agricultural zone to the Rural Zone should not occur until the location and design of Midcounty Highway is under way.



# Brink Road Transition Area Land Use Plan

Figure 29



## Hyattstown Special Study Area (687 Acres)

This area includes approximately 687 acres. How to preserve the historic district of Hyattstown as a viable community is a major planning concern. Another planning issue relates to the appropriate land use for the area south of Hyattstown, which is bounded by I-270 to the west and MD 355 to the east. The future character of MD 355 is critical to the land use pattern in this area.

The Land Use Plan concept for the Special Study Area is shown in Figure 30, page 80.

### Plan Objectives:

- **Recognize and encourage the preservation of Hyattstown's significant collection of historic buildings and its intact rural village ambiance.**

The intent of the Plan for Hyattstown is to preserve the integrity of existing residential uses while allowing some non-residential uses (including commercial) to meet the needs of residents and to help attract visitors to this exceptional historic resource.

The following elements of the Land Use Plan help achieve this vision and are illustrated in Figure 31, page 81:

- *Designation of MD 355 in Hyattstown as a local rather than a regional thoroughfare.*

This Plan opposes the widening of MD 355 through Hyattstown because it would destroy the town. At the same time, it is clear that traffic volumes in this part of the County will increase as development occurs in Frederick County to the north. The major planning issue is how to divert regional through traffic from MD 355, the main street of Hyattstown. The strategy endorsed by this Plan is to encourage traffic from Frederick County to access I-270 north of Hyattstown, thereby reducing through trips on MD 355 through Hyattstown to I-270. This proposal is discussed in the Transportation and Mobility Plan chapter.

Implementation of this concept may make it possible to close the Hyattstown/MD 109 interchange. This interchange has severe environmental constraints which will likely preclude its ever being upgraded. Environmental concerns, coupled with the Plan objective to reduce through traffic in Hyattstown, support the relocation of the interchange into Frederick County.

This Plan proposes that MD 355 in Hyattstown be classified as a "rustic road" (see Transportation and Mobility Plan chapter, page 107).

- *Designation of green buffers to the east and west of Hyattstown.* Little Bennett Regional Park will continue the town's open space setting

to the east. To the west, a low density, rural land use pattern is proposed to help provide a green buffer.

- *Creation of a hierarchy of commercial uses in the town.*

This Plan proposes two types of commercial uses in the historic district. Presently, commercial uses are clustered at the southern portion of the district. This Plan recommends this area for convenience retail. Further north, in the predominantly residential portion of Hyattstown, this Plan supports special exception uses such as professional offices, antique stores, and bed-and-breakfast lodgings.

The issue of how best to implement a mixed-use recommendation in a historic town like Hyattstown is addressed in the Implementation Strategies chapter.

Two properties in this area are partially zoned for commercial use. One of these properties is a cemetery and the adjacent property to the north is undeveloped. This Plan recommends removal of commercial designation for the cemetery property. The Plan recommends the commercial designation for the entire 1.7-acre adjacent property located at the Frederick County line. This property is located in the Hyattstown Historic District and future development will be reviewed by the Historic Preservation Commission under the provisions of the County's Preservation Ordinance. Any new commercial development on this property must be of a character, size, and scale that is consistent with the historic area in Montgomery County.

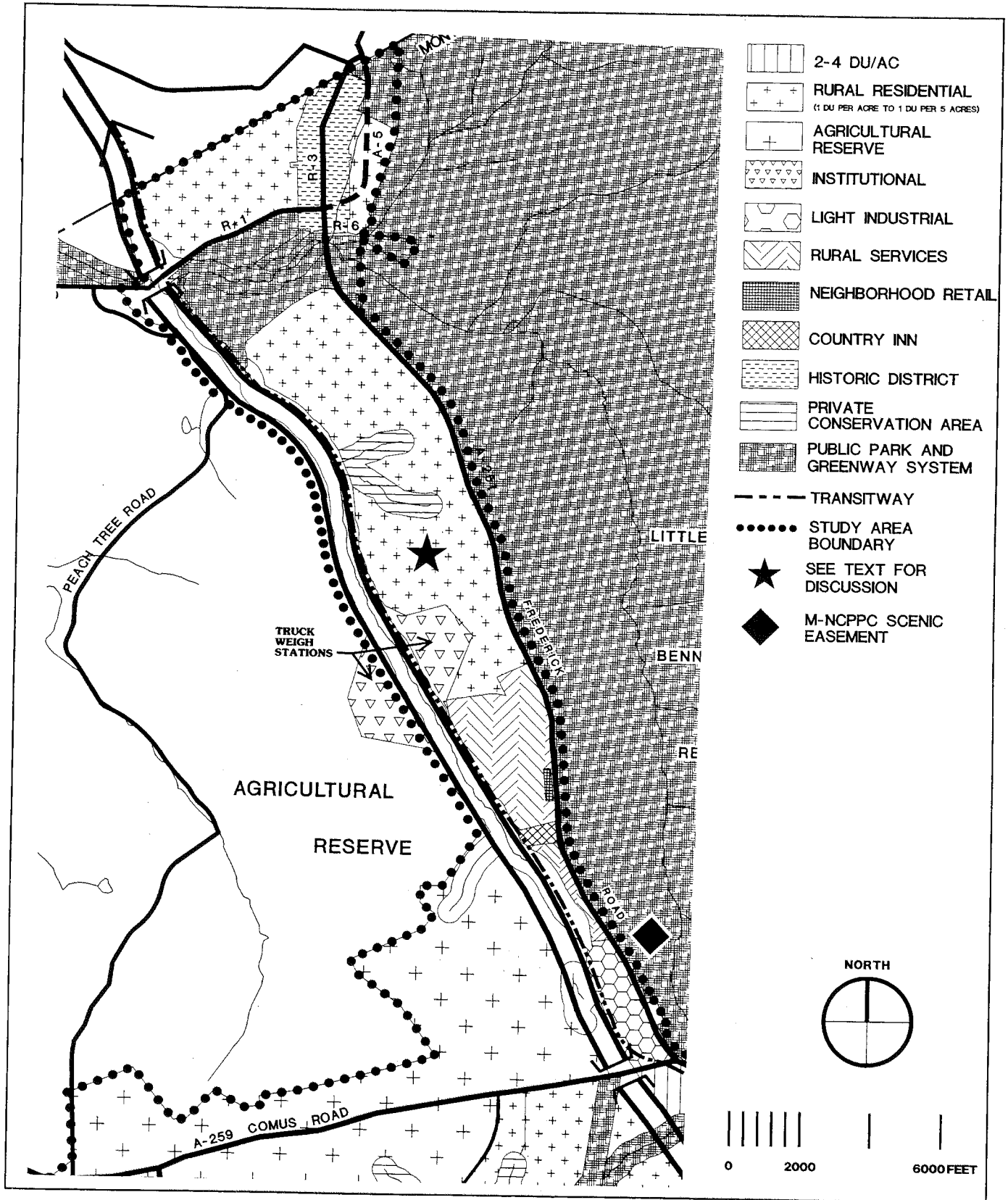
- *Support for the provision of community sewer and water service in the Hyattstown Historic District.*

The provision of community sewer service to Hyattstown is essential if the town is to survive. This Plan strongly endorses the provision of service in a timely manner.

- **Help assure that future development activity is supportive of the Plan's vision for Hyattstown.**
  - Reaffirm and strengthen current historic building patterns, e.g., the pattern of houses built close to the road with long backyards and expanses of green space behind them.
  - Provide linkages between the town and Little Bennett Regional Park, particularly accentuating the historic Hyattstown Mill and Miller's House, located in the park.
  - Encourage a limited amount of new construction, as long as the new buildings are compatible with the historic ones in terms of size, scale,

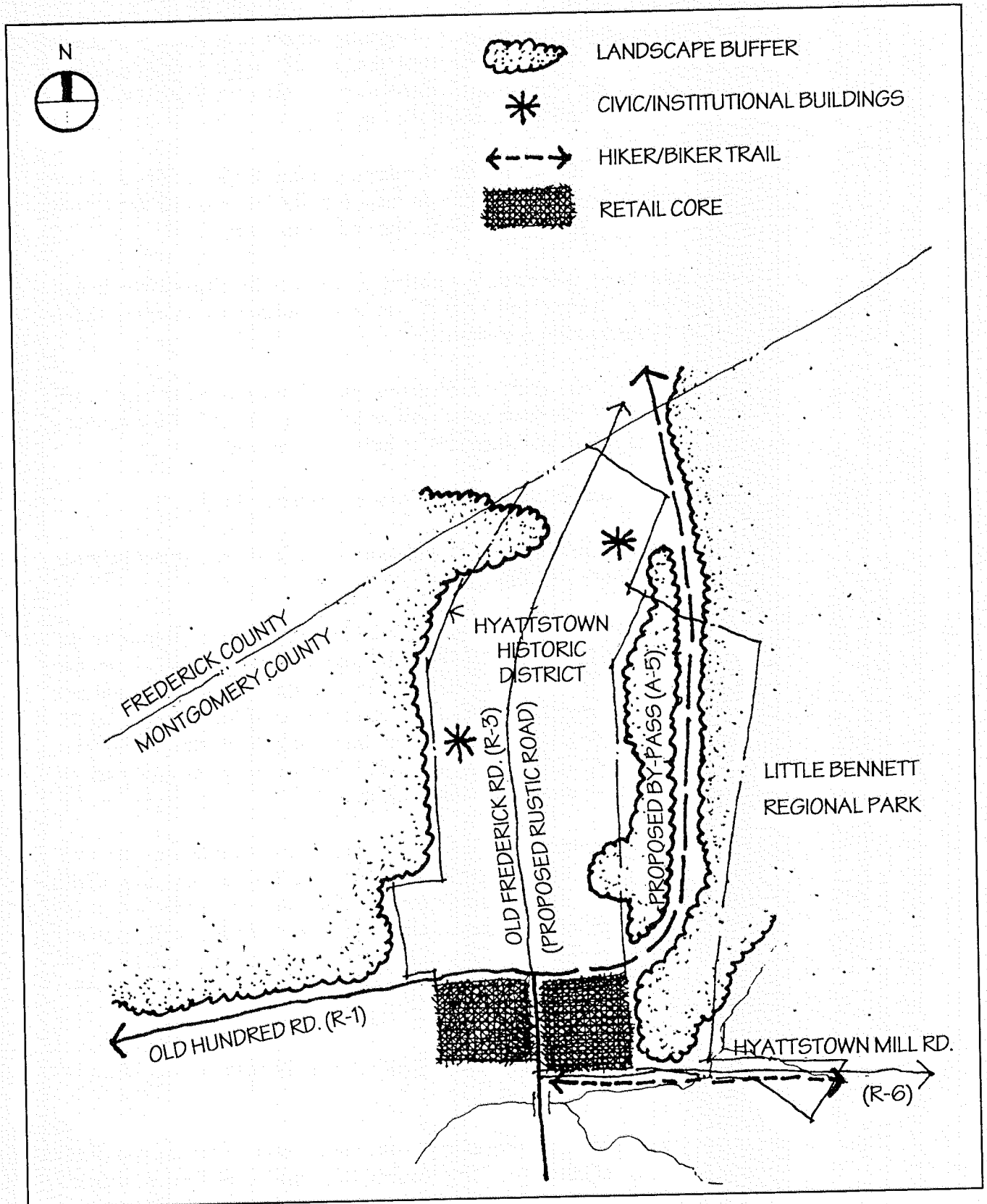
# Hyattstown Special Study Area Land Use Plan

Figure 30



# Hyattstown Concept Diagram

Figure 31



rhythm, percentage of lot coverage, relationship to the street, and relationship to open space.

- Encourage the maintenance of existing street trees and the planting of new trees in an informal pattern (not rigidly spaced, leaving room for views of historically or architecturally significant houses, and maintaining the rural character of the town).
- Encourage the installation of sidewalks along Frederick Road, where topography allows, as long as the sidewalks are informal and meandering to relate to the built and natural environment.
- Encourage appropriate lighting and street furniture, which will enhance Hyattstown's rural character and not present an overly urban or "Georgetown" appearance.
- Encourage the creation of gateways at both the north and south entrances to the town which will enhance the identity of the community and will help to interpret Hyattstown's history.

Figure 32 represents recommendations for Frederick Road.

- **Recommend a rural residential and open space land use pattern between Hyattstown and Clarksburg.**

The area between Hyattstown and Clarksburg is recommended to retain its rural character. The presence of Little Bennett Regional Park will assure that open space will predominate east of MD 355. Recommending a land use pattern which provides a significant amount of open space west of MD 355 will assure a strong rural transition from Clarksburg to Hyattstown. To reinforce this concept, MD 355 in this area is recommended as a primary or arterial roadway rather than a major highway.

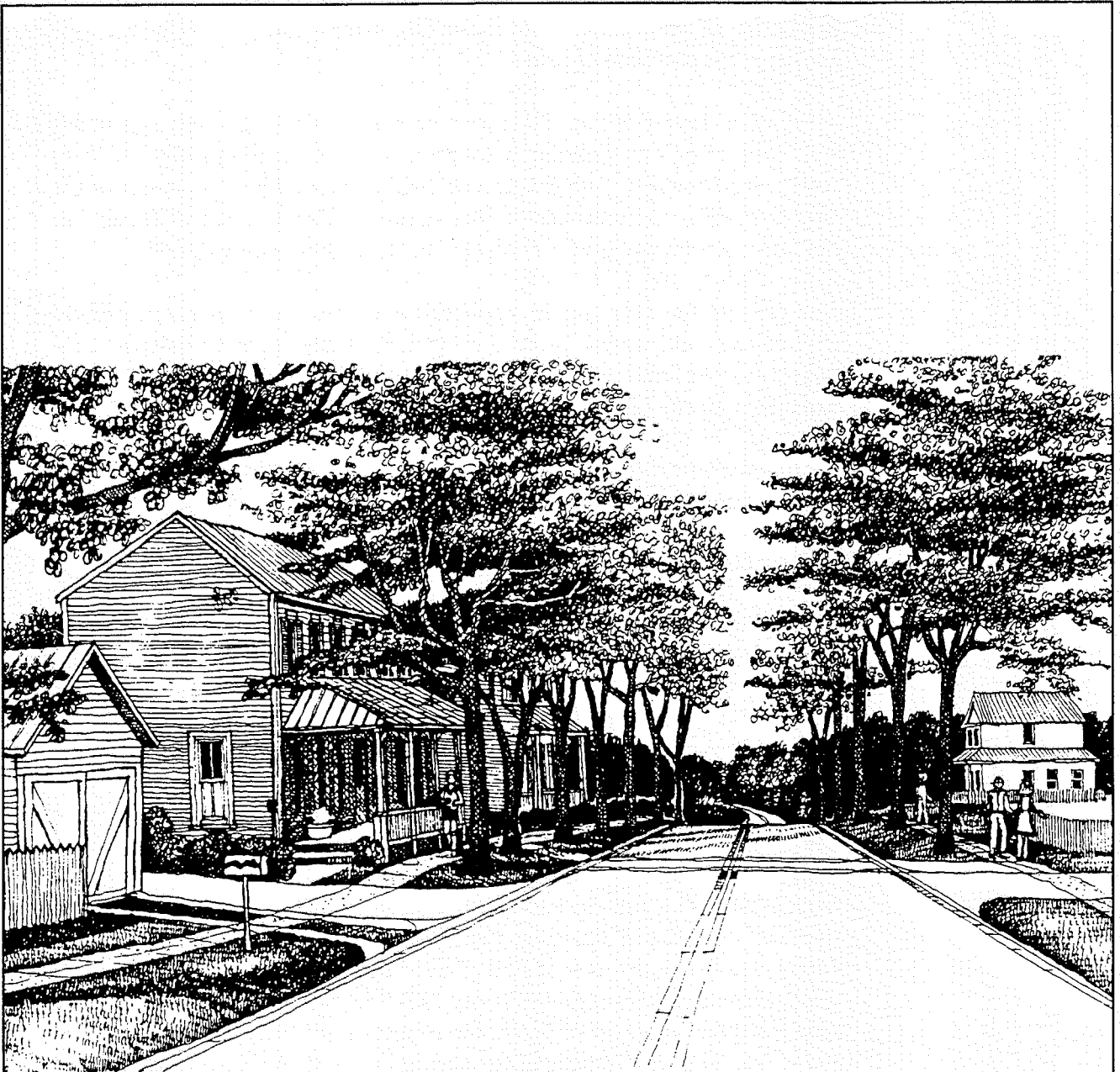
The density recommended for the transition area is one unit per two acres. The intent of this density is to maintain a rural character while allowing property owners some flexibility in locating smaller lots (two acres) on better soils. It is anticipated that poor soils for septic systems will preclude an overall density of one dwelling unit per two acres. This Plan does not support extension of community water and sewer unless the County fails to sewer Hyattstown.

- **Provide land use options supportive of solving Hyattstown's sewer problems.**

As previously noted, the provision of community sewer service is essential to the future of Hyattstown. The County Department of Environmental Protection has conducted a study to determine how to provide this service. Serving Hyattstown alone is dependent on cooperation between WSSC and the County. The FY 1995-2000 Capital Improvement Program (CIP) has

## Hyattstown Sketch

Figure 32



### Frederick Road Within the Hyattstown Historic District —

The sketch shows retention of the two-lane, open-section road through Hyattstown for local access. Limited infill of buildings between the existing structures, sidewalks, and street trees are also shown. Through traffic would be directed to the future bypass outside the Historic District.

identified a project to resolve the Hyattstown sewerage needs. Should this project not be implemented due to fiscal or institutional constraints, this Plan includes a higher density option for the transition area to help provide a greater service area, thereby offering an incentive for greater developer participation in the provision of sewer.

This higher density option (PD-2, two units per acre) would only be suitable if County efforts to program a solution in the County's adopted CIP to sewer Hyattstown in a timely manner (within two years of adoption of the Master Plan) prove unsuccessful and it can be shown that it is feasible to develop the sewerage system necessary for the higher density option.

The criteria for granting an application for two units per acre should include the continuation of a traditional rural development pattern (clusters of homes amid an agricultural countryside) which duplicates and is supportive of the Hyattstown Historic District.

- **Recommend non-residential land uses in areas projected to experience severe noise impacts.**

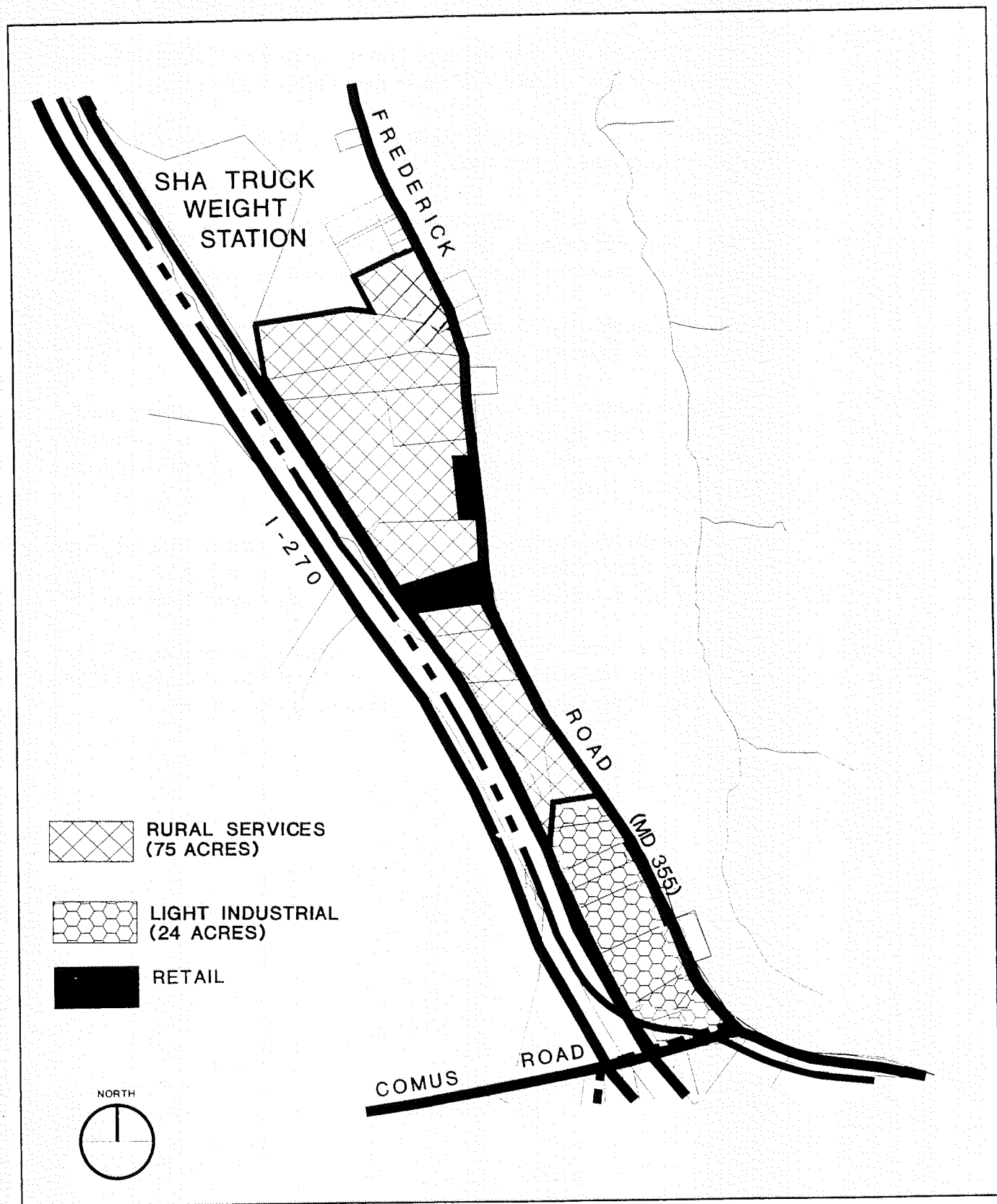
Non-residential uses in the Special Study Area are concentrated along MD 355 just north of Comus Road. The existing zoning (I-1) permits industrial uses; the sale and rental of equipment is the predominant land use. This Plan recommends continuation of the I-1 Zone and encourages landscaping along MD 355 to enhance the character of existing industrial uses.

Just north of the area zoned I-1, the Plan supports the existing mix of rural scale services and residences. The businesses located here are non-conforming uses and have been for many years. Rezoning this area to industrial or commercial would change the character from rural residential to strip commercial and industrial. At the same time, properties are affected by noise from I-270 — a situation which will worsen as traffic volumes along I-270 increase. Landscaped screening would improve the vistas of those entering Montgomery County along I-270. The configuration of properties (parcels are “sandwiched” between I-270 and MD 355) will make it impossible for residential development to be clustered outside projected severe noise contours. The area recommended for this policy is shown in Figure 33. This Plan recommends creation of a new zone to permit services of a scale and character which would be compatible in rural settings and would encourage appropriate landscaping and access. Such a zone would be appropriate in this portion of the Plan. If the new zone for this area is not approved, this Plan recommends that this area be zoned Rural with special exceptions used to maintain as many of the currently existing uses as possible.



# Land Use Recommendations for Southern Portion of Hyattstown Transition Area

Figure 33



- **Extend the greenway system to the Frederick County line to maximize the potential for a regional greenway network.**

This extension has been endorsed by the Frederick County Planning Commission and has been included in their Master Plan for Urbana.

- **Recommend property west of I-270 and north of Comus Road be added to the Agriculture Reserve area.**

This area includes 161 acres which were zoned light industrial (I-3) in 1964. This Plan examined the option of continuing an industrial use designation on this site in light of the following site characteristics:

- *Lack of access to I-270.* Although this parcel is highly visible from I-270, there is no direct access to I-270.
- *Lack of planned sewer and water service.* This Plan is recommending rural and agricultural uses in the vicinity of this parcel; no community sewer or water service is envisioned given the planned low density character of the area.
- *Lack of planned road and bridge improvements in the area.* This property is located on Comus Road, a planned two-lane road, and traffic from the site would cross I-270 on a bridge which has limited carrying capacity.

All of these factors make this property unsuitable for the type of high-technology office employment envisioned along the I-270 Corridor. The site better relates to the agricultural areas to the north and west.

## Ten Mile Creek Area (3,590 Acres)

As noted in the Environmental Plan chapter, the 3,590-acre Ten Mile Creek Area has characteristics which make it environmentally sensitive, including extensive woodlands, fragile stream banks, and steep slopes.

The Land Use Plan proposed for this area is shown in Figure 34, page 88.

### Plan Objectives:

- Recommend a land use pattern west of Ten Mile Creek which is supportive of the larger Agricultural Reserve.

The Ten Mile Creek Area adjoins a portion of the County-wide Agricultural Reserve described in the *Functional Master Plan for the Preservation of Agriculture and Rural Open Space in Montgomery County* as the "Central Sector." The central sector is described in the *Functional Master Plan for Agriculture and Open Space* as follows:

This 36,000-acre sector is the pivotal point in Montgomery County's agricultural and rural open space preservation program . . . Pressure to develop this area is expected to increase because of its natural beauty and as employment opportunities move northward along the I-270 corridor. An aggressive preservation program should be focused on this area.

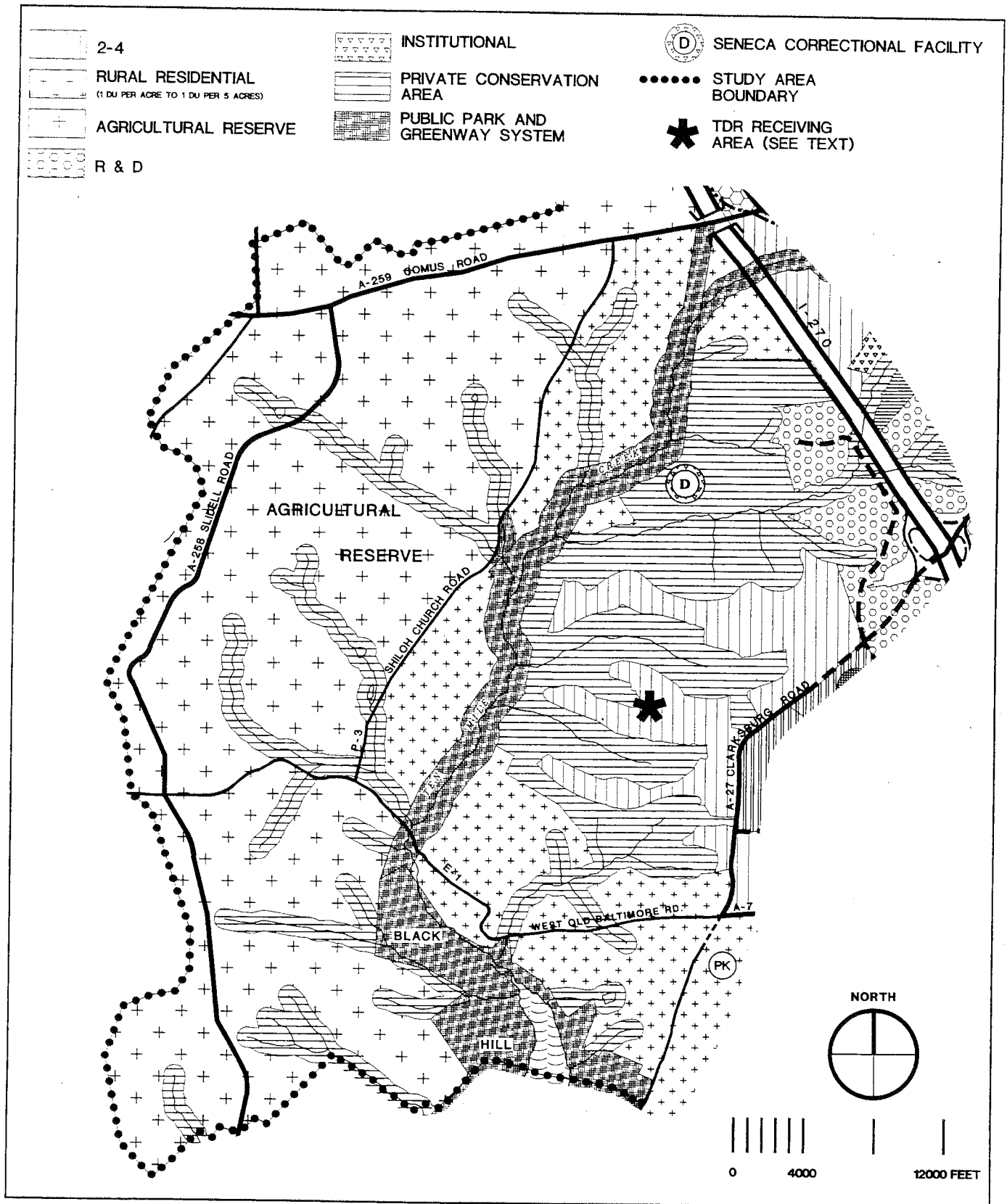
*The Functional Master Plan for Agriculture and Open Space* concludes that a new Master Plan for the Clarksburg Study Area should be prepared that "examines Clarksburg's potential for agricultural preservation."

This Plan focuses on the area west of Ten Mile Creek as the most critical in terms of helping to preserve the larger Agricultural Reserve. The existing land use pattern is dominated by very large parcels and has traditionally been a farming community. Although the suitability of soils for farming varies from poor to good (see Figure 35, page 90), the importance of this area to County-wide agricultural preservation is significant because it forms a critical transition from the I-270 Corridor to the very productive farmland of western Montgomery County. For this reason, this Plan recommends approximately 1,800 acres west of Ten Mile Creek be added to the County's Agricultural Reserve area.

Alternative rural land use patterns were considered in this area but rejected as being inconsistent with farmland preservation objectives.

# Ten Mile Creek Area Land Use Plan

Figure 34



- **Recommend a land use pattern east of Ten Mile Creek which balances environmental concerns, County housing needs, and the importance of I-270 as a high-technology employment corridor.**

Because this area is separated from the larger Agricultural Reserve by Ten Mile Creek, agricultural preservation is not the primary objective. The key land use objective in this area is to provide housing and job opportunities while mitigating water quality impacts in Ten Mile Creek. An open space pattern extensive enough to help protect the many natural attributes of the larger watershed is recommended by this Plan.

A more detailed discussion of the environmental characteristics and concerns in this area is included in the Environmental Plan chapter. During the Master Plan process, the importance of protecting these environmental resources was weighed against competing County needs, in particular, the long term County-wide need for additional areas for single-family detached housing and the future of I-270 as a significant employment corridor.

This Plan recommends an extensive level of environmental mitigation because all of the environmental studies done as part of this Master Plan process have identified Ten Mile Creek as a fragile stream due to its delicate ecosystem, low base flow, and highly erodible stream banks. In this respect, Ten Mile Creek differs from other streams in the Study Area and merits special consideration.

- **Recommend employment sites along I-270 and include development criteria to help address environmental concerns.**

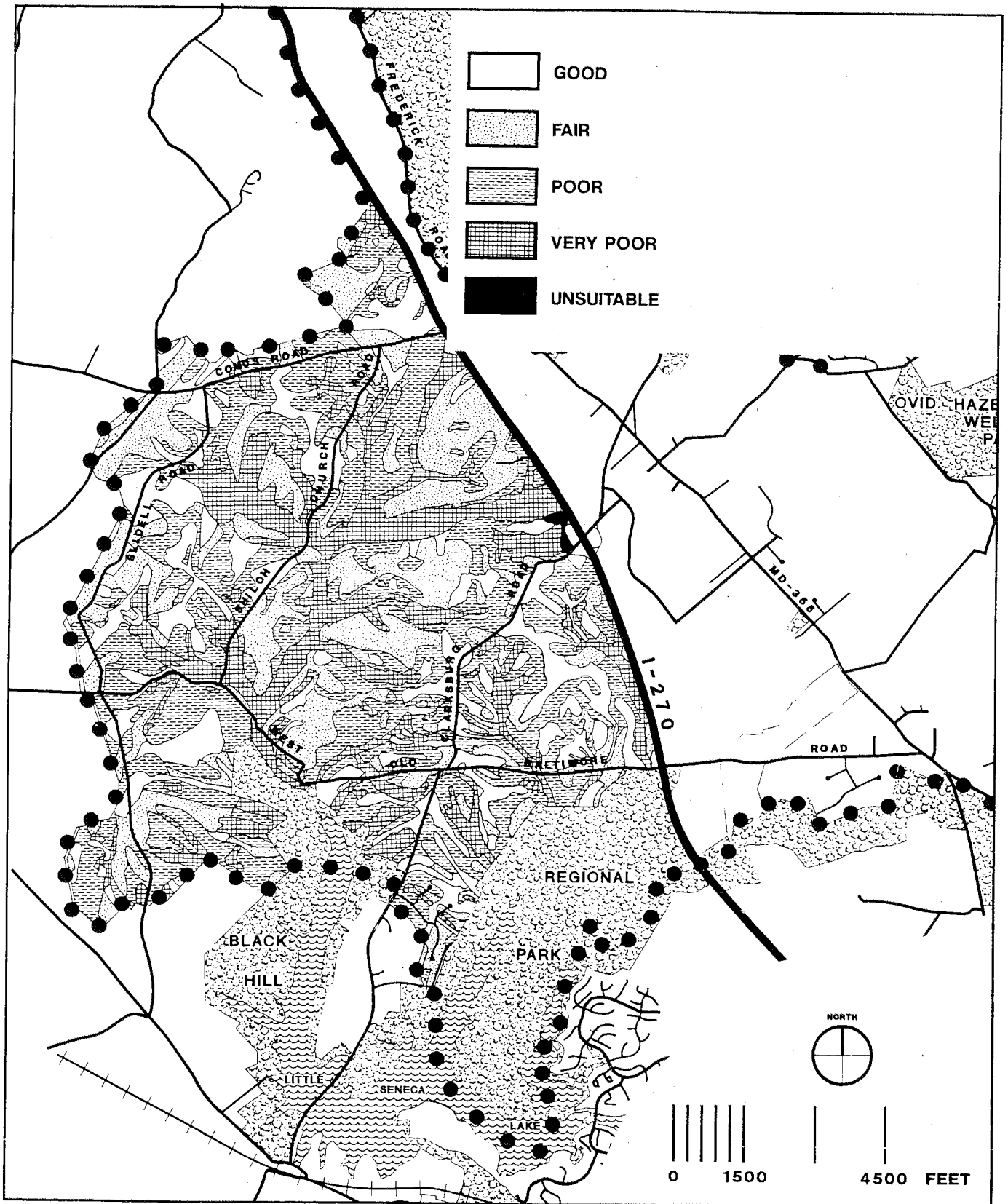
Two employment sites are recommended in this area; both front I-270 and are in close proximity and have good access to the I-270/MD 121 interchange.

The character of development at these sites is very important given their location in the Ten Mile Creek Sub-basin. (See Environmental Plan chapter, page 137.) The following guidelines are intended to foster environmentally sensitive site plans when these sites develop:

- Each site shall have no more than 400,000 square feet of floor area.
- An imperviousness limit of 15 percent shall apply to the entirety of each site (this coverage shall be calculated over the entire property — not just the portion which is zoned for industrial, see Figure 36, page 93).
- Development plans should include tightly clustered buildings close to I-270 to promote transit serviceability.

# Soil Suitabilities for Agriculture West of I-270

Figure 35



- Both sites will require improved access from MD 121 once development occurs and I-270 improvements require relocation of Whelan Lane (the current access). The Master Plan recommends relocated Whelan Lane to be kept as close to the existing alignment as possible to minimize new stream crossings.
- **Recommend residential land uses west of MD 121 and include development guidelines to help address environmental concerns and to assure a predominance of single-family detached units.**

This Plan recommends that approximately 600 acres be designated RE-1/TDR with a base density of one unit per acre — the density recommended by the 1968 Clarksburg Master Plan but never implemented.

Up to 900 dwelling units would be appropriate through the purchase of TDR's if the following environmental and housing mix guidelines can be achieved.

- Development should achieve a minimum of 70 percent single-family detached units. The Montgomery County Office of Planning Implementation has documented the need for single-family detached lots to meet projected future market demand. Master Plan guidelines will help assure this type of development occurs in this area.
- The open space and conservation areas along Ten Mile Creek's mainstem and tributaries shown on the Master Plan should remain undeveloped and should be afforested.
- Dedication to M-NCPPC will be required for the open space and conservation areas along Ten Mile Creek's mainstem. At the time of subdivision, M-NCPPC will decide whether the open space along the tributaries will also be required for dedication to parkland or will become homeowners associations' common land.
- There may be a need for future study of possible water reservoir sites and Ten Mile Creek is identified as a potential study site. Therefore, this development should be able to accommodate a possible future reservoir within the open space shown on the Master Plan.
- **Provide general guidance in terms of future potential uses of County-owned land (Site 30).**

Montgomery County owns a 300-acre site known as Site 30.

This Plan recommends the following land use pattern for this site:

- The portion of the property fronting I-270 is recommended for office or R&D uses, not to exceed 400,000 square feet of floor area.

- A publicly owned facility could be accommodated elsewhere on the property. A detention center for minimum to medium security inmates (the Seneca Correctional Facility) is presently planned for Site 30. If the detention center is located elsewhere, then an alternative public use of similar scale and intensity may be appropriate.

This Plan recommends that the ultimate development of Site 30 include the following elements:

- The greenway proposed along Ten Mile Creek.
- Preservation of the Moneysworth Farm historic site on the property (adaptive re-use of the building is encouraged).
- A compatible transition to surrounding rural and open space uses.
- No access to Shiloh Church because a significant stream crossing would be required.
- Designation of a significant portion of Site 30 as open space.
- Impervious surfaces shall not exceed 15 percent for the entirety of Site 30 (including public and private uses).

Because of the many environmental constraints on Site 30, its location in a sensitive watershed, and the rural/agricultural character of surrounding land uses, evaluating whether a particular public facility is suitable at Site 30 must occur as part of a well defined planning process. Such a process should include citizen participation and involve other governmental review agencies as early in the process as possible.



# Areas Affected by Master Plan Recommended 15% Impervious Limits

Figure 36

