

Clarksburg Limited Master Plan
Public Hearing Draft
Planning Board Worksession #3
October 24, 2013

Schedule

- ✓ 7/22- Planning Board Tour
- ✓ 7/22 Community Meeting to review Staff Draft Recommendations
- ✓ 7/25 – Planning Board review of Staff Draft Plan
- ✓ 9/10 – Public Hearing
- ✓ 9/26 – Planning Board Worksession #1
- ✓ 10/10 – Planning Board Worksession #2
- ✓ 10/24 – Planning Board Worksession #3
- 10/25 – Transmit Planning Board draft to County Executive and County Council
- 12/3 – Council Public Hearing
- January-February – County Council Worksessions, Council approval
- February-April – Commission Adoption, Sectional Map amendment



Topics

- Recap of Worksession #2
- Review of Red-Line Public Hearing Draft
- Environmental Chapter
- Transportation Chapter
- Land Use and Zoning
 - TDR clarification
 - West of I-270
 - East of I-270
- Water and Sewer Service
- Parks Chapter
- Implementation Chapter



Recap of Worksession #2

- To provide protection, an imperviousness level of approximately 8% should be maintained for the watershed
- Alternative 2 was selected by the Board which allows greater density and imperviousness on the Pulte and King properties than was recommended in the PH Draft
- Use the Rural Neighborhood Cluster zone on the Pulte and King properties
- Discussed TDRs, but final resolution is needed
- **Review Redlined text of Introduction, Planning Context and Plan Concept**

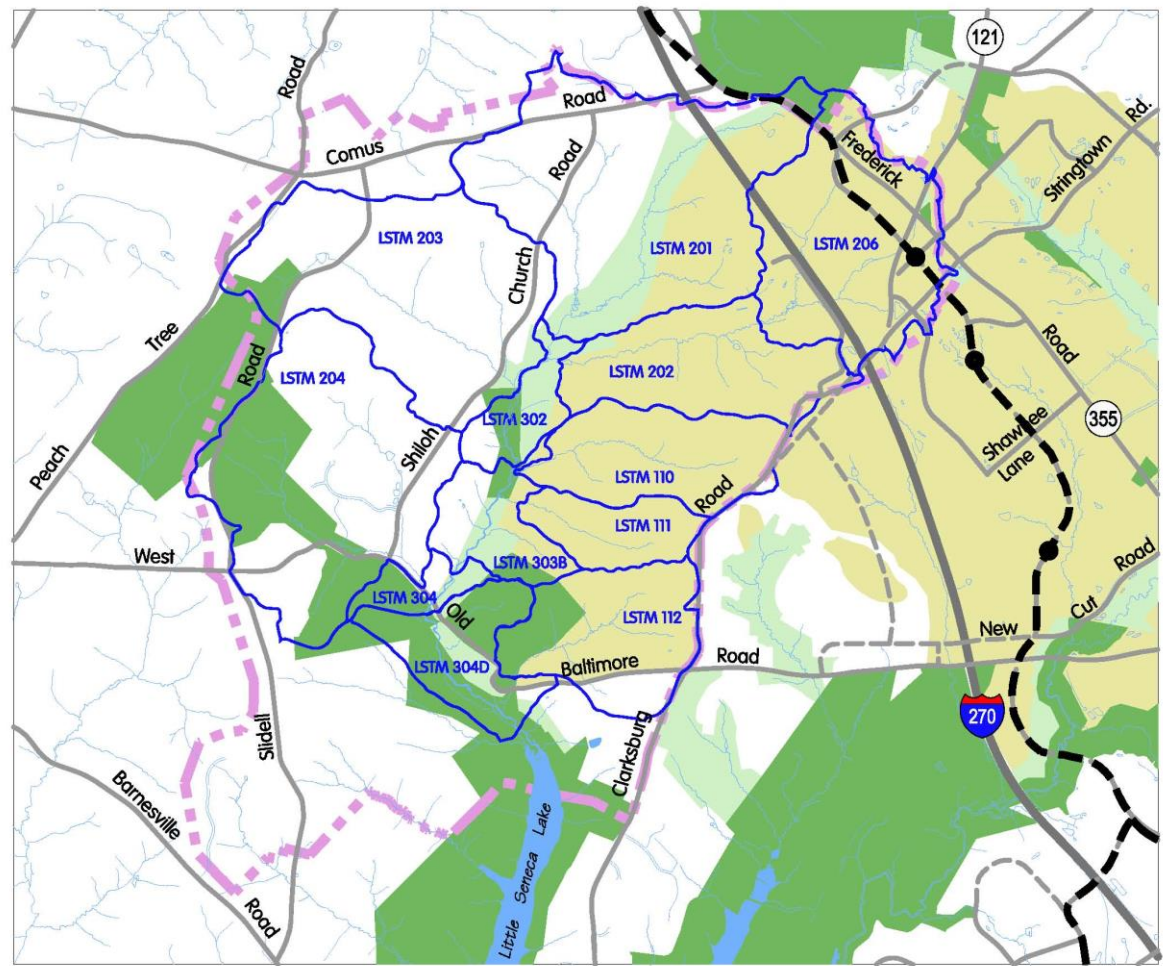


Options Summary

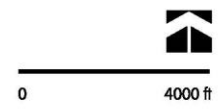
	No Build	PH Draft	Alternative 2	1994 Plan (as modeled)
Egan	Park (0%)	R200 (25%)	R200 (25%)	PD4 (28%)
Miles/Coppola	Park (0%)	CR (25%)	CR (25%)	MXPD (26%)
Fire Station	Build (37%)	Build (37%)	Build (37%)	Build (37%)
Historic Dist.	Build	Build	Build	Build
Bypass	No	Build	Build	Build
Clarkwood	No Dev	No Dev	No Dev	RE1/TDR (12.5%)
Public Sewer HD	County	Developer	Developer	Developer
County Depot	5%	8%	8%	RE1/TDR & I3 (15%)
County Detention	4.5%	4.5%	4.5%	15%
Pulte	RDT	RNC (8% cap)	RNC (10% cap)	RE1/TDR (12.5%)
Impervious in LSTM110, 111	1.6%, 1.2%	8.4%, 11.1%	10.1, 13.8%	13.5%, 15%
Overall Imp.	4+%	7.6%	8.0%	9.8%



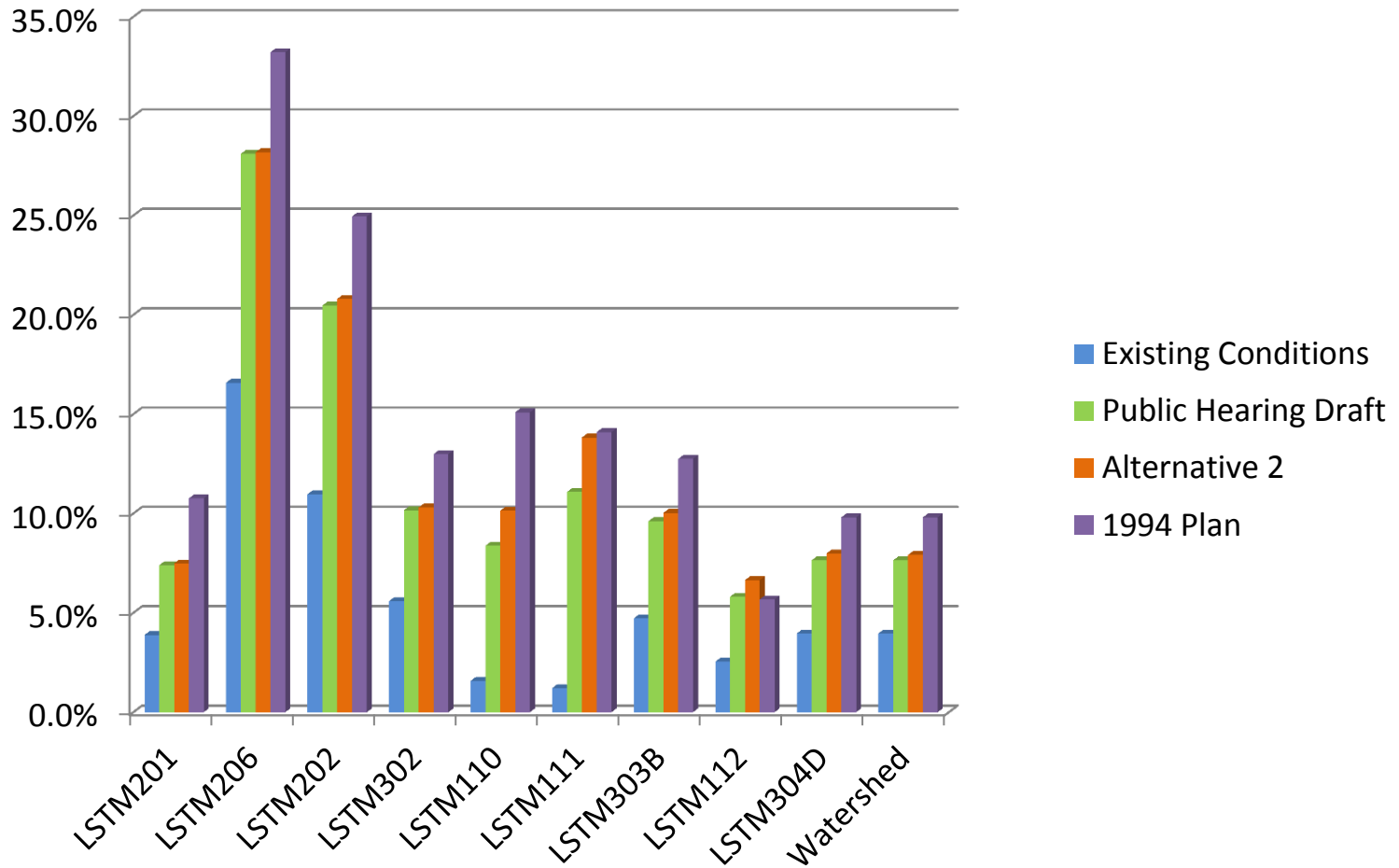
- Insert new map
- Revise text to reflect changes west of I270



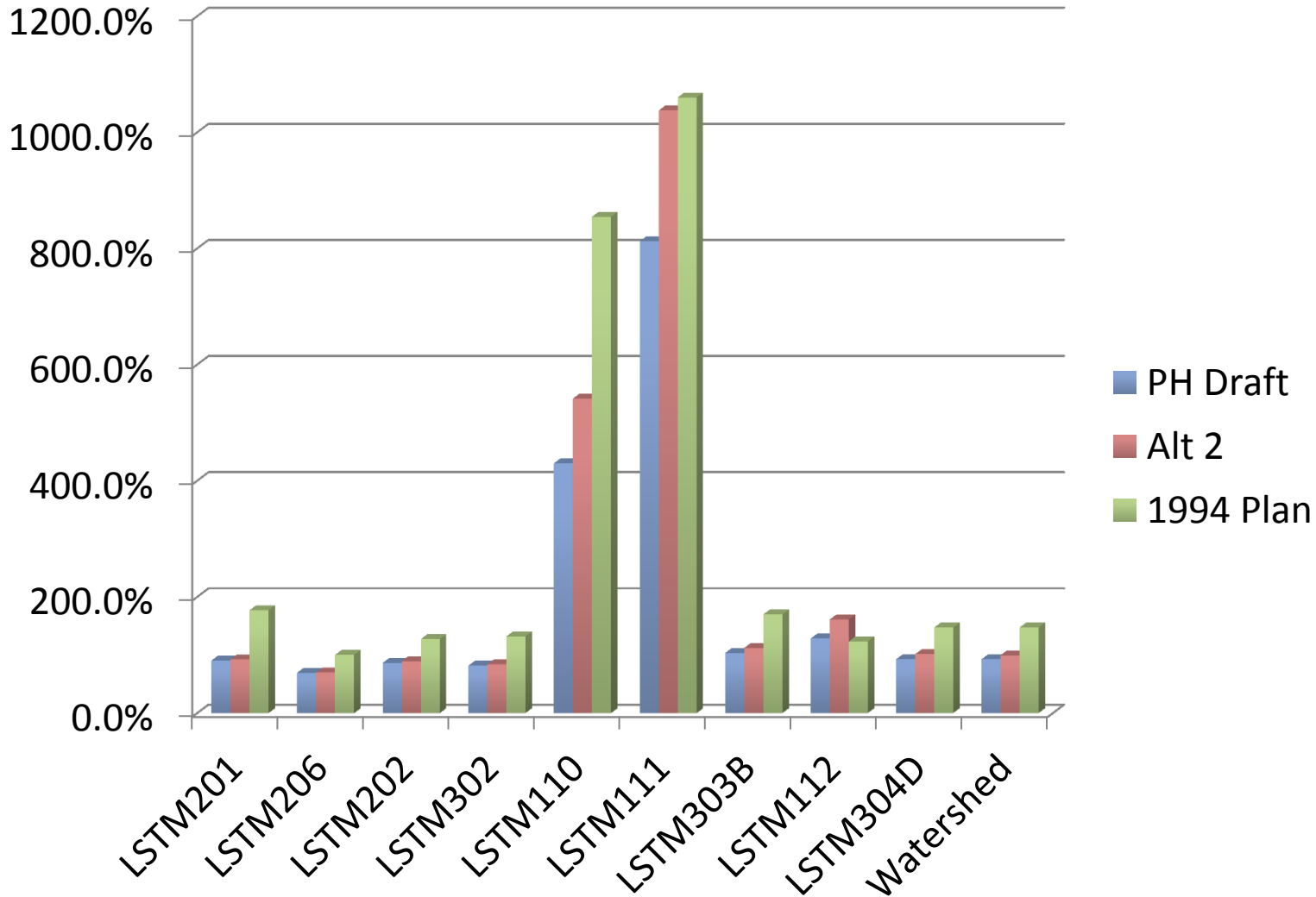
* This map shows the general alignment for the Corridor Cities Transitway. See Map 5 for alternative alignments and transit station locations.



Comparison of Imperviousness



Increase over Existing Imperviousness



- Review Redlined Text of Environment Chapter



Transportation

- Assure facility planning to address alternatives for bypass and transit station location
- Insert Roadway table
- Only change to 355

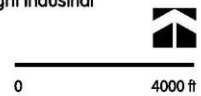
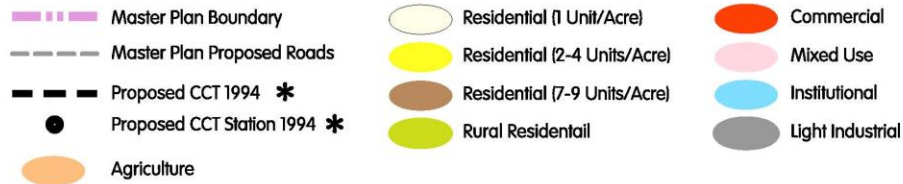
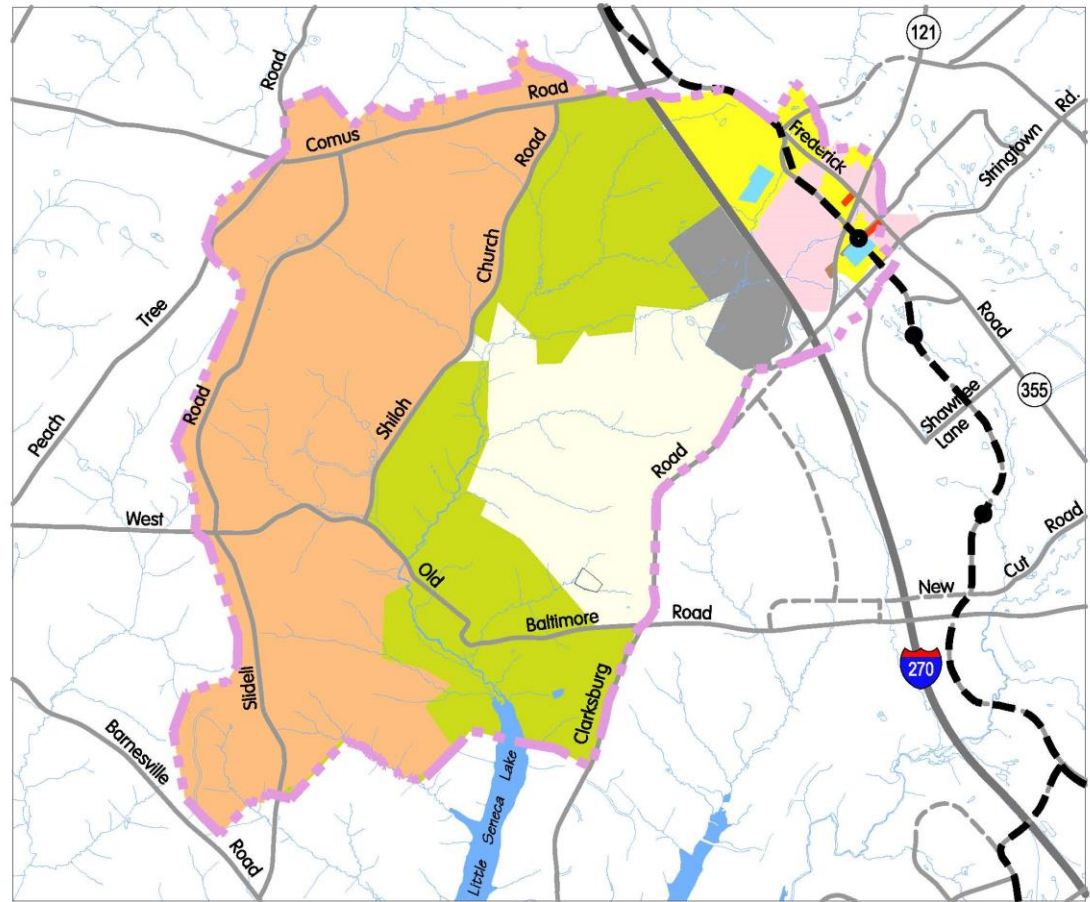
Master Plan Roadway Designation	Name	Limits	Number of Travel Lanes	
			Maximum Recommended	Minimum Right-of-way Width
Freeway				
F-1	Washington National Pike (I-270)	Southern Study Area Boundary to MD 121	8 lanes	350'
		MD 121 to Comus Road	6 lanes	250'
Arterial Highways				
A-7	West Old Baltimore Road	MD 355 to MD 121	2 lanes	80'
A-251	Frederick Road (MD 355)	A-19 to B-1 (MD 355 Bypass) B-1 to Comus Road	4 lanes Divided w/transitway 2 lanes w/transitway	150' 130'
A-258	Slidell Road	Northern to Southern Study Area Boundary	2 lanes	80'
A-259	Comus Road	MD 355 to Western Study Area Boundary	2 lanes	80'
Business Streets				
B-1	"Old Frederick" Road	Through Town Center Area	2 lanes	50'
B-2	Redgrave Place	Little Seneca Creek to A-260	2 lanes w/no parking inside historic district	70'
Primary Residential Streets				
P-3	Shiloh Church Road	West Old Baltimore Road to Comus Road	2 lanes	70'
P-5	Redgrave Place	Little Seneca Creek to A-260	2 lanes	70'
Rustic Roads				
E-1	West Old Baltimore Road	Clarksburg Road (MD 121) to Western Study Area Boundary	N/A	80'

- Review Redlined Text of Transportation Chapter

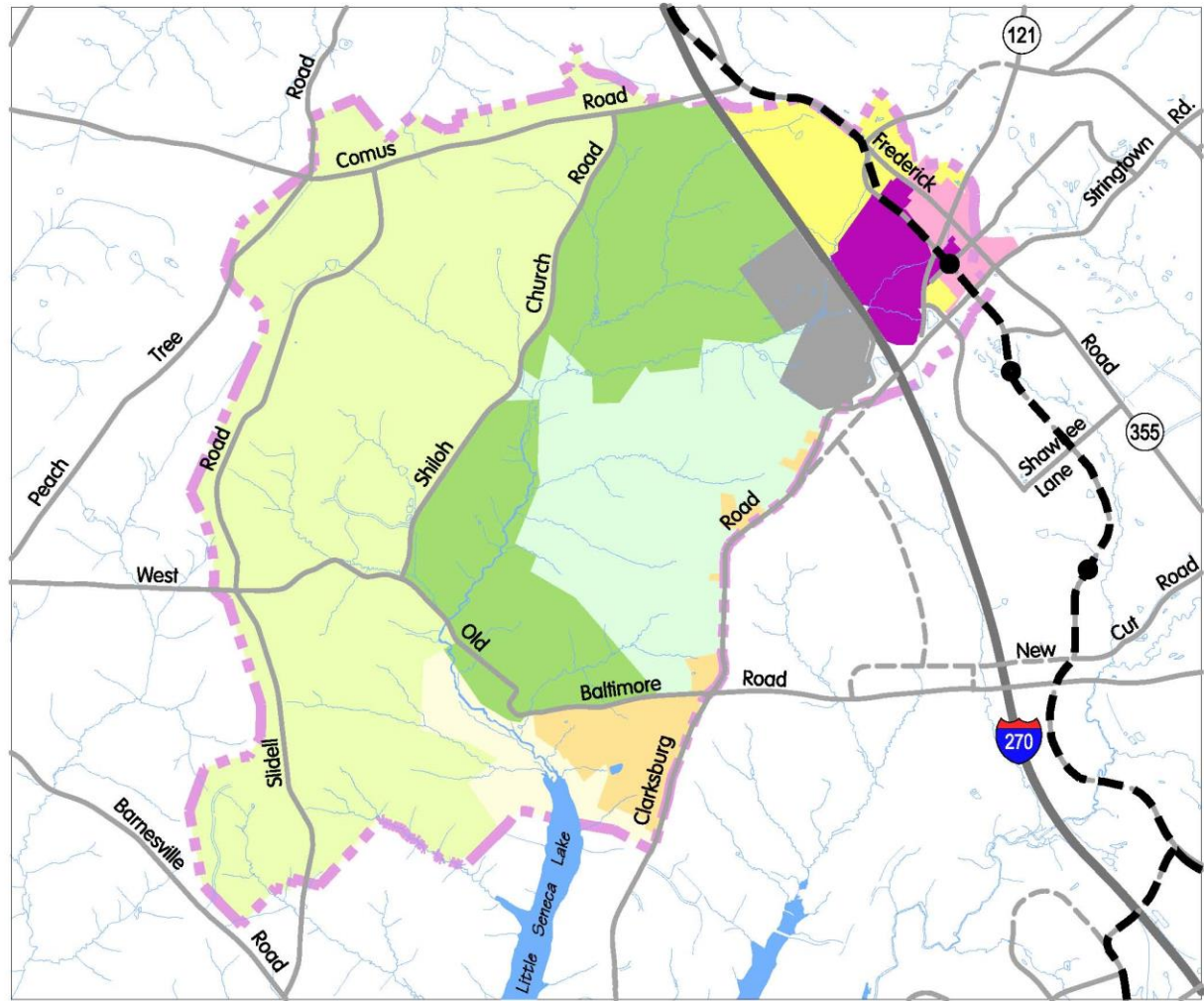


Introduction

- Insert new Map 7 and Map 8
- Insert language regarding expansion of I270 land uses

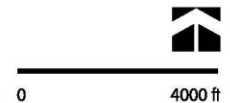


* This map shows the general alignment for the Corridor Cities Transitway. See Map 5 for alternative alignments and transit station locations.



- | | | | | | | | |
|--|-----------------------------|--|-------|--|-------|--|-----|
| | Master Plan Boundary | | RDT | | RE-1 | | I-3 |
| | Master Plan Proposed Roads | | RNC | | R-200 | | CR |
| | Proposed CCT 1994 * | | RE-2 | | C-2 | | CRN |
| | Proposed CCT Station 1994 * | | Rural | | | | |

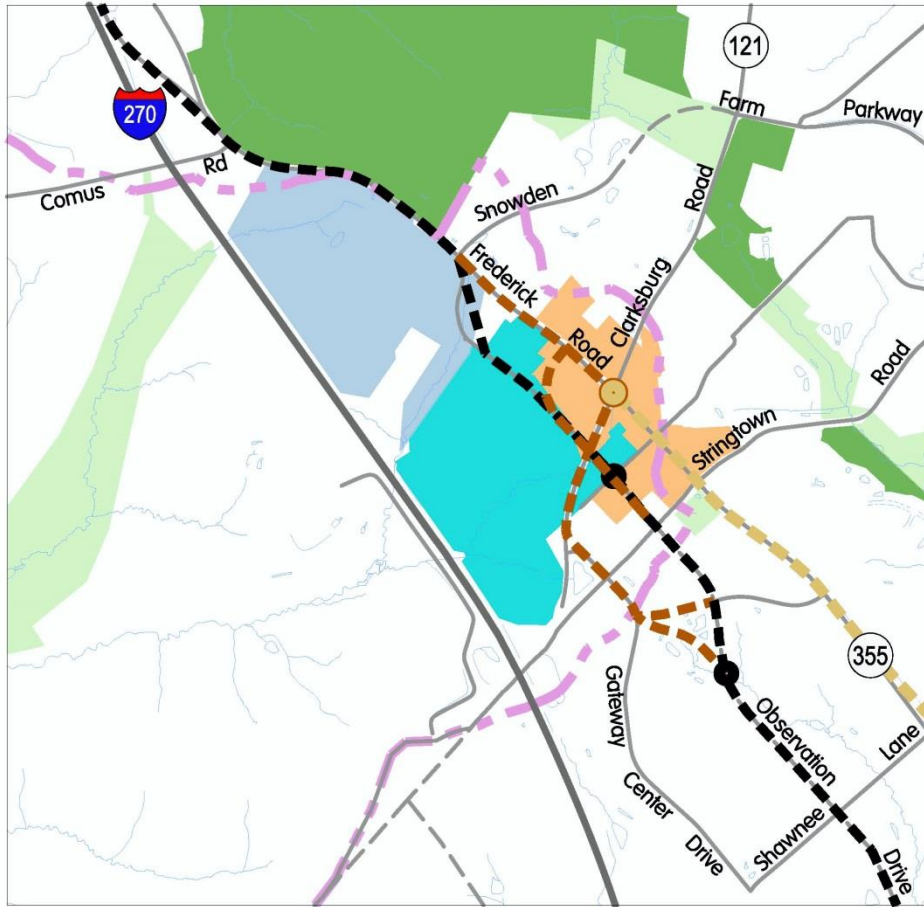
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- Review Redlined Text of Intro to Land Use and Zoning Chapter



East of I270 - Property Locations



- | | |
|---|--|
| <ul style="list-style-type: none"> --- Master Plan Boundary --- Master Plan Proposed Roads - - - Proposed CCT 1994 * ● Proposed CCT Station 1994 * ● Existing Parks ● Proposed Parks (1994 Master Plan) | <ul style="list-style-type: none"> - - - Proposed Alignment options for CCT & 355 Bypass - - - Proposed BRT Service ● Proposed BRT and CCT Station ● Myles-Coppola Properties ● Egan/Mattlyn Property ● Historic District and Vicinity |
|---|--|

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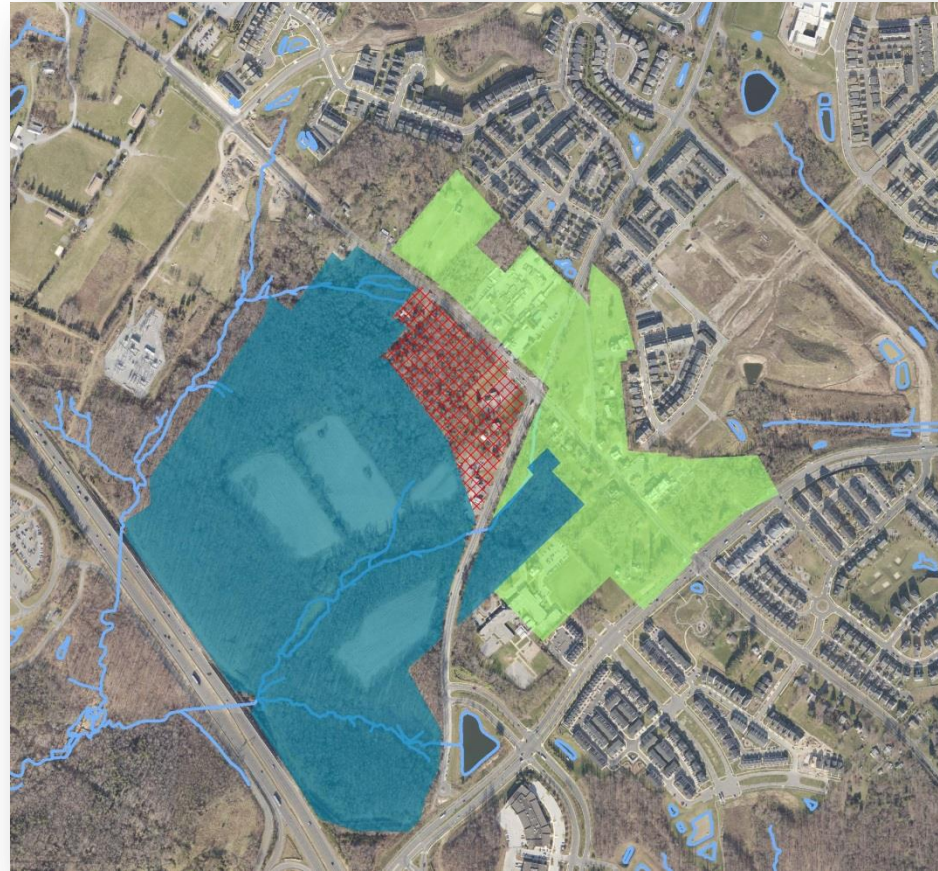
- Insert new Map 9 and enlargement of smaller properties
- Remove conservation plan recommendation from Egan
- Remove Option 2 from Myles/Coppola
- Revise text for smaller properties (see next slide)
- Discussion of maximum heights on Myles/Coppola



East of I-270—Historic District and Vicinity

Nine parcels—10.5 acres—in C-2 and R-200 zones

- Already approved fire station to be located in this area
- Remaining properties developed with small businesses or residences
- CRN Zone would allow redevelopment to complement Historic District

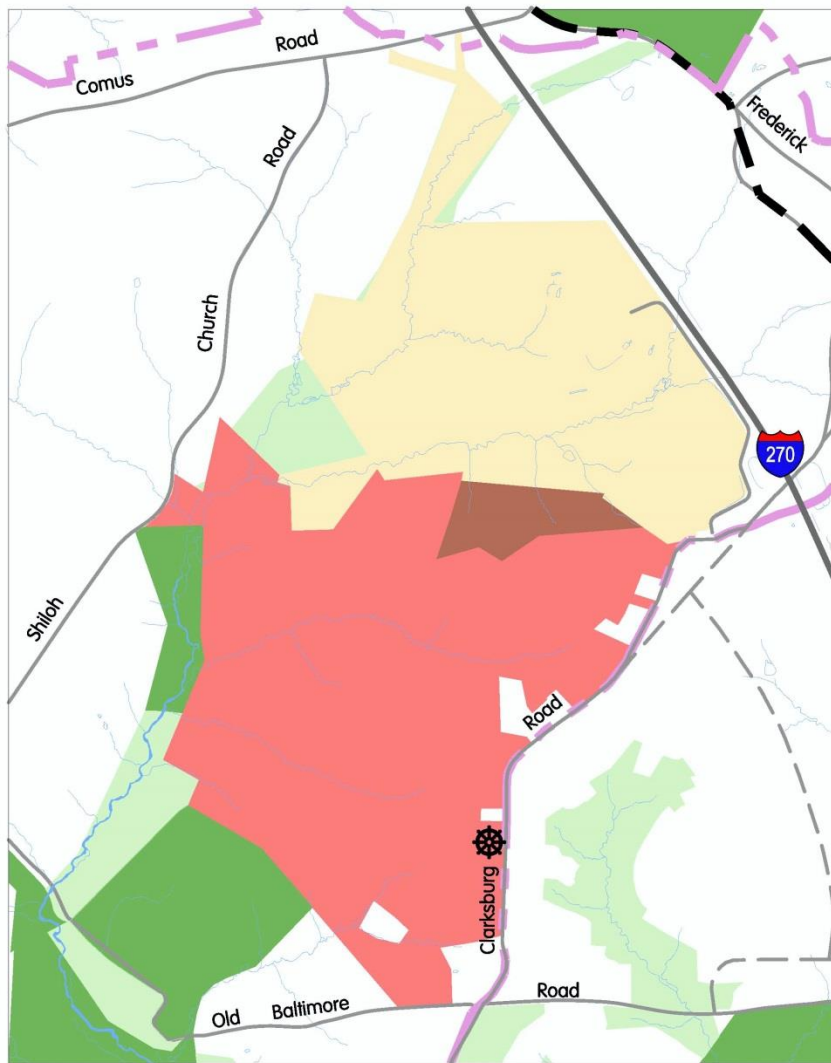


Staff recommendation: CRN 0.25, C 0.25, R 0.25 H 35

- Review Redlined Text of East of I270



West of I270 - Property Locations



- Master Plan Boundary
- Master Plan Proposed Roads
- Proposed CCT 1994
- Cephas-Summers House
- Existing Parks
- Proposed Parks
- Pulte and King Properties
- Montgomery County Properties
- Clarkwood Property

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- Insert new Map 10
- Add new guidance for Pulte/King properties
- TDR Clarification

- Review Redlined Text of West of I270



Water and Sewer

- Replace Text and adjust heading style to refer to entire planning area
- Add language to reinforce the importance of service to the Historic District
- Affordable connections rely on gravity service via the Miles/Coppola property
- Comprehensive facility planning is needed for a solution that meets the needs of all the properties east of I-270 and the County properties
- Sewer for Pulte and King properties can be pursued separately.

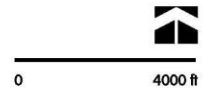
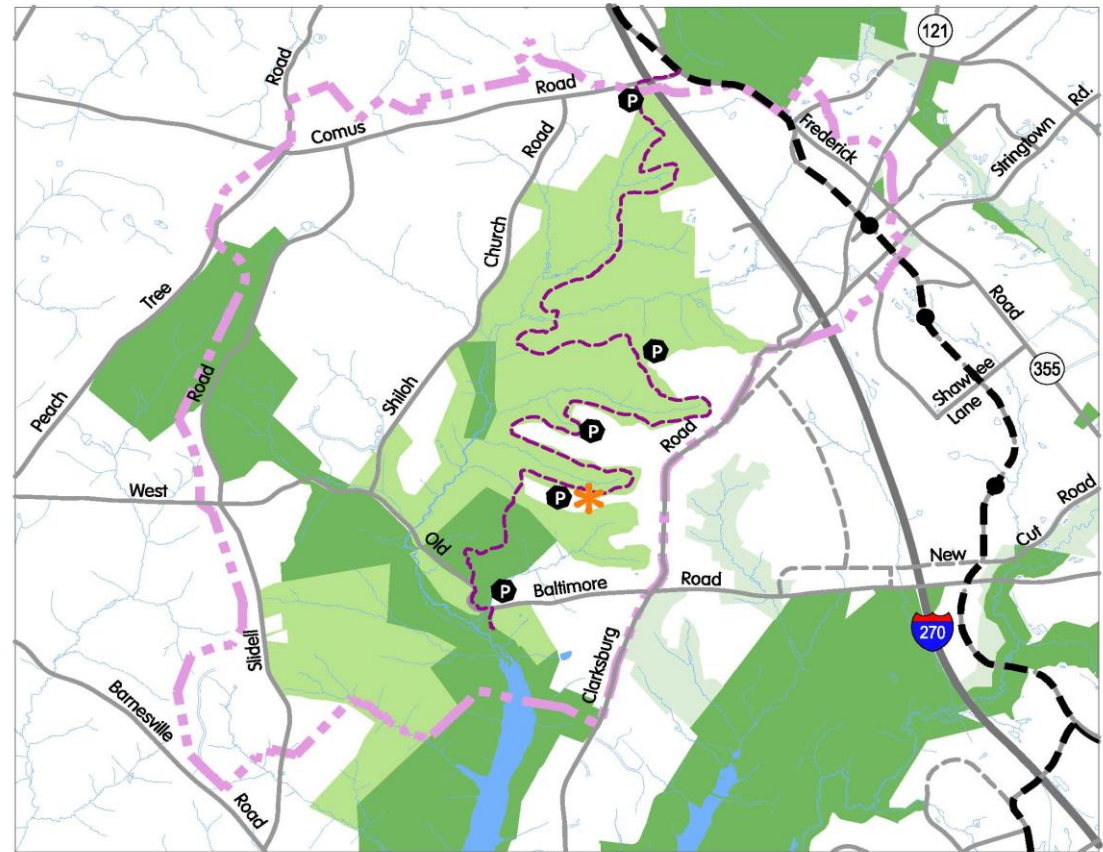


- Review Redlined Text of Water and Sewer



West of I-270— Parks and Trails

- Revised recommendations for Pulte/King properties will affect the ability to provide neighborhood park through dedication
- Provide additional language to describe park needs (see redlined text)



- Review Redlined Text of Parks



Implementation

Plan recommends imperviousness caps—10 percent on Pulte-King properties; 8 and 4.5 percent on county-owned properties; 25 percent east of I-270

- Staff recommends overlay zones similar to those used in Upper Paint Branch and Upper Rock Creek

The purpose of these zones is to preserve and protect sensitive natural resources in the watershed by reducing the amount of land disturbed for development. Limiting impervious surfaces enables natural filtering of water runoff, and creates undeveloped open space that can be forested, which can help support cooler water temperatures and a diverse population of insects and invertebrates within streams.

- Special provisions for small properties in overlay zone and for county properties
- Will need to draft overlay zone prior to PHED Committee



Implementation

East of I-270

Staff recommends

- Facility plan to solve permanently sewer service issues for Historic District
 - Planning should encourage private participation should Miles-Coppola properties develop early
- Facility plan for MD 355 Bypass to
 - evaluate transit station location
 - Evaluate impacts on historic Clarksburg School and existing elementary school
 - appropriate rights-of-way for Observation Drive (A-19)



Planning for the Bypass

- Serious issues remain about the location of the 355 Bypass
- 1994 Plan route:
 - Is more direct and functions better as a bypass for 355
 - Involves significant impact to the elementary and the historic school
 - Has significant topographic challenges
- The alternative route
 - Takes advantage of existing roadways
 - Avoids most school impacts
 - Is more circuitous as a bypass
- The interaction between the CCT and the BRT is unknown at this time
- The location of the transit station depends on the route of the bypass



Parameters for a 355 Bypass facility plan

- Clearly define Bypass function – balance regional demands with local impacts
- Bypass cannot be a barrier to the rest of the Clarksburg Town Center – must also advance community building goals
- Both the Bypass and MD 355 through the Clarksburg historic district must be designed as great streets
- Define ROW widths and designs that are responsive to multi-modal functions while minimizing environmental impacts
- Employ a complete streets approach with a focus on traffic calming



Fire Station

Given changes in land use assumptions in support of community building goals:

- Suggest a fresh look at the currently approved fire station plan
- Consider an approach that better integrates the station and its design into the context of future development
- Consider including other co-located public uses and functions



Implementation

West of I-270

Staff recommends

- Working with the property owners to identify a natural resource-based Neighborhood Park during regulatory review of new development
- Creation of forest banking program that would offer credit to landowners in Rural Zone and Ag Reserve for planting unforested buffer areas



- Review Redlined Text of Implementation



Appendix Changes

- Add new scenarios to Scenario Assumptions
- Revise Imperviousness analysis to incorporate new watersheds
- Add HCM analysis to Transportation Appendix
- Add Carbon footprint analysis

