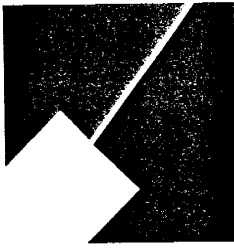


ATTACHMENTS II

- Referral Comments
- Community comments
- Applicant's Statement and letters

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760
301-495-4500, www.mncppc.org

February 28, 2006

MEMORANDUM

TO: Elsabett Tesfaye, Senior Planner
Development Review Division

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

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

Karen Kumm Morris, Urban Designer *KKM*
Community-Based Planning Division

SUBJECT: Zoning Map Amendment No. G-832 (Garnkirk Farms/Duffie Property);
Reclassification from R-200 Zone to PD-11 Zone; Located northeast of
Gateway Center Drive on the north side of Shawnee Lane in Clarksburg

INTRODUCTION

The subject 37.1-acre property is located northeast of Gateway Center Drive on the north side of Shawnee Lane. It is undeveloped and located adjacent to Gateway 270 Office Park. The LCOR (former COMSAT) property is located nearby. See Figure 1. Both Gateway 270 and LCOR properties are Clarksburg's two major employment areas. Also located in the neighborhood are the Montgomery County Public Schools Bus Depot, Moyer and Sons Moving Company, Clarksbrook Estates Subdivision, a church, and several scattered homes. In February 2005, a rezoning application (G-824) filed by Miller & Smith was granted for the PD-11 Zone by the County Council for the 23.8-acre property located on the south side of Shawnee Lane known as Eastside.

This application is a request by Ralph J. Duffie, Inc. (property owner) to reclassify the subject property from the existing R-200 Zone to the PD-11 Zone to allow the property to develop with a mix of 459 townhouse, apartment, and single-family attached units.

RELATIONSHIP TO CLARKSBURG MASTER PLAN

Land Use Plan

The subject property is located within the Transit Corridor District of the 1994 Clarksburg Master Plan Area. 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 in this District 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.

The Master Plan recommends a mixed-use neighborhood at the north most transit stop. It states that 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 is proposed at the transit stop itself.

The southern transit stop will be employment-oriented and serve the LCOR property, a major office park only partially developed. A mix of residential uses at this stop will occur if vacant land on the LCOR (COMSAT) property is developed for residential uses other than office or research. The Land Use Plan for the Transit Corridor is shown in Figure 3.

The Master Plan objectives listed on pages 54 to 58 of the Plan are as follows:

- Continue the present residential character along MD 355.
- Balance the need for increased carrying capacity along portions of MD 355 with the desire to retain a residential character along MD 355.
- Continue the present employment uses along I-270.
- Provide housing at designated areas along the transitway near significant employment uses.
- Allow small amounts of office and retail uses at transit stop areas as part of a mixed-use development pattern.
- Establish strong pedestrian and bicycle linkages to the greenway.
- Improve east-west roadway connections.
- Provide an open space system, which includes small civic spaces at the transit stops.

The Master Plan recommended housing mix for the Transitway Area of the Transit Corridor District be as follows:

| | | |
|---------------|---------------|--------------|
| Multi-Family | Attached | Detached |
| 30-50 percent | 40-60 percent | 5-10 percent |

MASTER PLAN LAND USE OBJECTIVES

The proposed project is consistent with the Clarksburg Master Plan as follows:

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

The proposed development provides a significant amount of housing into this employment area as recommended in the Master Plan with the PD-11 zoning recommendation. This level of residential density is appropriate given that it is within walking distance to a future transit station and to existing employment uses. Residential uses are the most appropriate uses for this site because of the location of the transit station.

The Master Plan designates land adjoining the transit stops as residential and will result in approximately 1,000 units in close proximity to employment. There are a number of different residential parcels that comprise the Transit District and will give the opportunity to achieve a wide range of unit types.

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

The Master 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 Master Plan objective to retain the road's present residential character.

The Master 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:

- MD 355 should be reclassified from a major thoroughfare to an arterial street.
- An alternative north-south thoroughfare (Observation Drive) is recommended to help accommodate anticipated traffic.

The Master Plan recommends the construction of Observation Drive Extended (A-19) as a four-lane divided arterial with a 150-foot right-of-way. As stated on page 122 of the Master Plan, "this roadway is an extremely important element of the Master Plan for several reasons:

- It will one day connect with Observation Drive in Germantown, thereby offering an alternative route to MD 355.
- It is proposed to be wide enough to accommodate a separate bus lane or light rail.
- It will help provide additional access to the Study Area's major employment areas.

The Master Plan indicates that the alignment of Observation Drive in the vicinity of Shawnee Lane is along the eastern edge of the Duffie/Garnkirk Farm property as shown in Figure 1. This portion of Observation Drive also incorporates the Corridor Cities Transitway within a shared 150-foot wide right-of-way and a transit station at the Duffie property.

The Master Plan states that if the Maryland Department of Transportation or Montgomery County Department of Public Works and Transportation develops a revised alignment for the transitway or Observation Drive through Clarksburg, it recommends that the Planning Board and County Council consider such an alignment. It further states that any such revision which is approved by a vote of the County Council may proceed without the need for another Master Plan amendment, but only after the County Council and the Planning Board provide an opportunity for comprehensive public input including, but not limited to, a public hearing by the County Council.

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

An interconnected street system is essential in achieving a walkable and transit serviceable community. The Development Plan achieves this by proposing street connections to adjacent Eastside development along Shawnee Road. In addition to the vehicular connections, a pedestrian sidewalk network also provides connectivity and encourages transit ridership.

Diversity of Housing Types

The Master Plan endorses a mix of unit types at the neighborhood level. Throughout the Transit Corridor District a range of unit types must be achieved with 30-50 percent multi-family, 40-60 percent attached, and 5-10 percent single-family detached units. The proposed Development Plan achieves a wide range of unit types within this property. The proposed range of units is single-family detached, townhouses, multi-family, and 2 over 2 townhouses. It provides a range of units within the single-family attached category and multi-family units.

The Planning Board recommended during the review of the Eastside rezoning application that it would be important to ensure that adjacent properties within the Transit Corridor District achieve a more extensive range of unit types. For this reason, the proposed Development Plan includes at least five (5) percent or 22 single-family detached units as recommended in the Master Plan.

Neighborhood Recreation Areas and Civic Open Space

The Master Plan calls for recreation opportunities for residents within individual neighborhoods, in addition to County operated parks (see page 162 of the Master Plan). These areas are to accommodate private recreation needs for tot lots and picnic areas, and provide usable open areas for gathering and social interaction.

CONCERNS TO BE ADDRESSED AT THE TIME OF SITE PLAN

1. Unit Mix

The proposed unit mix compares to the Master Plan as follows:

| Unit Type | Master Plan | Proposed |
|------------------------|---------------|--|
| Single-Family Detached | 5- 10 percent | 4.8 percent |
| Single-Family Attached | 40-60 percent | 16.8 percent Townhouses 37.4 percent (2 over 2 units) |
| Multi-family | 30-50 percent | 41 percent |

The Clarksburg Master Plan calls for a mix of unit types to ensure diversity of units within the community. The 2 over 2 unit types need to provide adjacent outdoor space for each unit. The 2 over 2 units are stacked vertically achieving 4 stories with 65 feet in feet height. The front of the units are shown as landscaped foundation plantings and setback from sidewalks a minimum of 6 feet. Front entrances are indicated with a sidewalk and separate entrances should be provided. An outdoor area for the exclusive use of the occupants should be shown on the plans. Parking garages and driveway spaces are proposed in the rear adjacent to a residential alley.

The 2 over 2 units as contained in the site plan should meet the Zoning Ordinance definition of single-family attached.

The Master Plan mix of units can be achieved if the 2 over 2 units are developed as single-family attached units, to allow the development to achieve the maximum allowable 30 to 50 percent multi-family range. This can be achieved by providing front yard garden terraces in front of the units. The site plan must indicate that usable front yard garden terraces will be provided to ensure that the definition requirement of single-family units can be met.

2. Layout of units and transit serviceability - Front facing units need to line Street A and be shown at the time of site plan.

In addition, the multifamily units adjacent to the corner of Observation Drive and Shawnee Lane need to be developed with front entrances fronting the adjacent streets, especially given the proximity to the future transit station.

3. Circulation, Public Street Access and Parking

The required parking should be provided in the rear of units and within designated parking areas such as the garage internal to the multi-family units. Required parking should not be allowed along the streets due to the need to accommodate guest parking.

4. Open Space and Recreation

The plan needs to provide more open space developed with recreation near the multi-family units to achieve adequate recreation for the most intensely developed unit type.

5. Compatibility-Buildings exceeding 50 feet in height should be set back additional feet from the public right-of-way to ensure adequate landscaping and transition.

Internal compatibility of rear alleys and garages needs to be improved by the use of walls screening the alleys and planted with landscaping. This is especially important at the entrance streets to the community where rear garages and alleys are in view.

6. Stormwater Management Areas - Stormwater management areas are proposed as underground structures.

Given the intensity of the development, these areas must be useable for passive recreation and developed with amenities such as landscaping, walkways and seating. The stormwater management areas are highly visible and directly adjacent to units and major entrances to the community.

7. Landscape and Lighting - The site plan must include a landscape and lighting plan that achieves a high level of amenity because of given the close proximity of units and the need to soften the view of so many units.

Front garden terraces of the single-family attached units should be landscaped and defined. Open spaces and stormwater management areas should be landscaped with shade trees defining areas and creating attractive seating areas for enjoyment. Units should be landscaped with foundation plantings including sidewalls and end units so that building walls are softened by landscaping. Residential alleys with parking areas should provide adequate space for shade trees to improve the visual character of these alleys.

Streetscape along all perimeter roadways will be required. Furnishing of the public rights-of-way will include seating, trash receptacles and street lighting. Internal streets should also receive street trees and pedestrian scaled lighting along both sides of the streets including private streets.

The proposed Development Plan achieves this type of open space by providing a significant, centrally located commons, which is sufficiently wide enough to accommodate recreation facilities, such as tot lots and picnic areas.

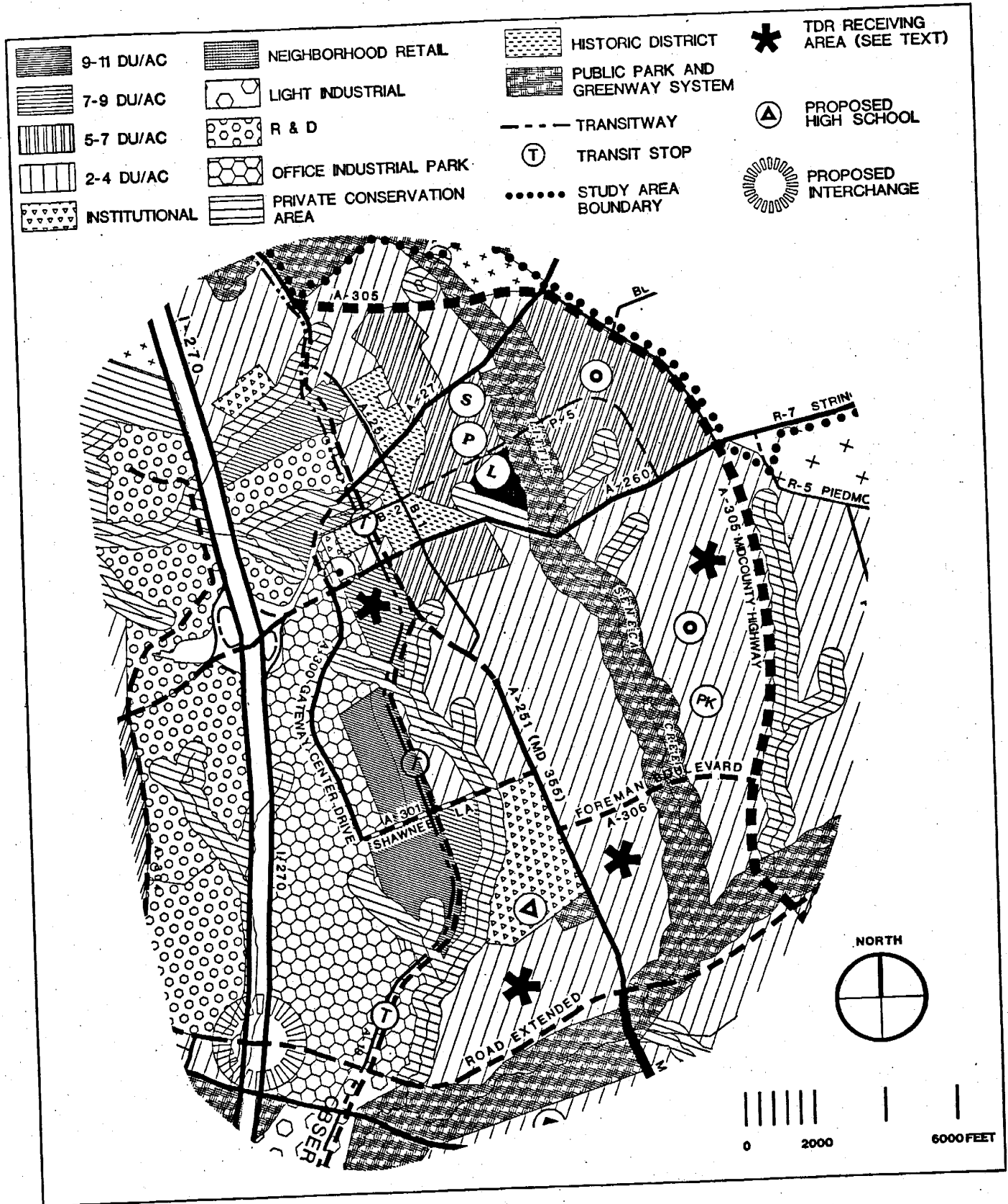
CONCLUSION

The proposed Development Plan conforms to the Master Plan recommendations by providing sufficient residential density adjacent to transit and employment areas. The 2 over 2 units need to provide an adjacent outdoor space for each unit to be defined as single-family attached units to meet the required mix of units recommended in the Master Plan. The arrangement of units, street system, and open spaces achieves the vision of the Master Plan in creating a transit-serviceable, traditional community.

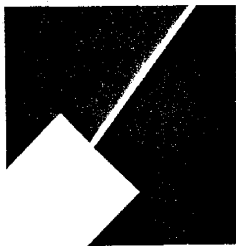
NSM:tv: G:/Maskal/G-832.doc
Attachment

Figure 1

Transit Corridor District Land Use Plan



M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

February 15, 2006

Revised: February 22, 2006

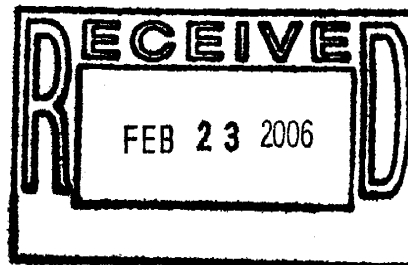
MEMORANDUM

TO: Elsabett Tesfaye
Community-Based Planning Division

VIA: Shahriar Etemadi
Transportation Planning

FROM: Ki H. Kim
Transportation Planning

SUBJECT: Zoning Application No. G-832
Garnkirk Farms
Clarksburg



This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject zoning application. The application includes 37.176 acres of land, the Garnkirk Farms, located west of Frederick Road (MD 355) north of Shawnee Lane in the Clarksburg Policy Area. The subject site is currently zoned R-200 and proposed to be developed for 459 residential dwelling units under the PD-11 zone.

RECOMMENDATIONS

Based on our review of the submitted traffic analysis, Transportation Planning staff recommends the following conditions as part of the APF test for transportation requirements related to approval of this zoning application.

1. Total development under the proposed zoning application is limited to 459 dwelling units.
2. The applicant shall construct Observation Drive (A-19) from Shawnee Lane to the northernmost point of access as a two-lane arterial roadway including a five-foot sidewalk within the

- frontage of the Property. The phasing plan for Observation Drive construction pertaining to the number of building permits shall be determined as a part of preliminary plan review.
3. The applicant shall participate in constructing two exclusive left-turn lanes from northbound Gateway Center Drive to Westbound Stringtown Road Extended at the intersection of Gateway Center Drive and Stringtown Road Extended. The applicant shall coordinate with the Montgomery County Department of Public Works & Transportation to incorporate these improvements with the Capital Improvements Program (CIP) project for Stringtown Road.
 4. The applicant shall participate in constructing exclusive right-turn lanes from southbound MD 355 to westbound Shawnee Lane and from eastbound Shawnee Lane to southbound MD 355 at the intersection of MD 355 and Shawnee Lane. The applicant shall coordinate with the Eastside developer in providing these intersection improvements. Applicant shall be required to participate in implementation of a different intersection improvement if a new traffic count at the time of preliminary plan determines the need for a change in improvements, provided that the staff approves the method of traffic counts at this location.
 5. The applicant shall place the Cawood Property in reservation for ten years for future acquisition by the governmental authority should it be required for transit related parking. The Cawood Property is located in the northeast quadrant of the Observation Drive/Shawnee Lane intersection. The applicant acquired this property and showed conceptually in the Development Plan how that parcel can accommodate the parking that may be in the future required for the transit station.
 6. The applicant shall dedicate the master planned right-of-way for Observation Drive (A-19) and Shawnee Lane (A-301) inside the property.

DISCUSSION

Site Access and Vehicular/Pedestrian Circulation

The proposed Garnkirk Farms development will have two access points from Observation Drive and one access point from Shawnee Lane that will be aligned with the access point to the Eastside development.

Staff finds the proposed access to the site, as shown on the development plan, to be safe and adequate. Staff also finds that the internal pedestrian circulation and walkways as shown on the Development Plan provide for a safe and adequate movement of pedestrian traffic.

Local Area Transportation Review

A traffic study was submitted to determine the impact of the proposed development on area transportation system. Four local intersections were identified as critical intersections for analysis to determine whether they meet the applicable congestion standard of 1,450 Critical Lane Volume (CLV) for the Clarksburg Policy Area. The proposed development's trips were added to the existing and the background traffic (trips generated from approved but unbuilt developments) to determine the total future traffic. The total future traffic was assigned to the critical intersections to determine the total future CLVs. The result of CLV calculation is shown in the following table.

Table I

| Intersection Capacity Analysis with CLV Under Various Development Schemes During the Peak Hour | | | | | | | | |
|--|----------|-------|------------|-------|--------|-------|---------|-------|
| | Existing | | Background | | Total* | | Total** | |
| | AM | PM | AM | PM | AM | PM | AM | PM |
| MD 121/Gateway Center Drive | 840 | 848 | 1,270 | 1,549 | 1,406 | 1,610 | 1,227 | 1,296 |
| MD 355/Stringtown Road | 1,438 | 1,309 | 1,350 | 1,317 | 1,350 | 1,317 | 1,350 | 1,317 |
| MD 355/Shawnee Lane | 1,401 | 1,223 | 1,616 | 1,396 | 1,689 | 1,482 | 1,442 | 1,232 |
| Gateway Center Drive/Shawnee Lane | 117 | 228 | 240 | 389 | 365 | 510 | 365 | 510 |

* Total development conditions without proposed roadway improvements

** Total development conditions with proposed roadway improvements

As shown in the above table, all existing intersections analyzed are currently operating at acceptable 1,450 CLVs. Under the background development condition, two intersections, Clarksburg Road (MD 121) and Gateway Center Drive (becomes Gateway Center Drive/Stringtown Road Extended under the background and total development conditions) and MD 355 and Shawnee Lane, exceed the acceptable congestion standard of 1,450 CLV during the PM and AM peak hours, respectively. Under the total development condition, the congestion at these intersections further deteriorated and must be improved. The applicant proposed to participate in cost sharing for the intersection improvements at those two intersections to mitigate the site-generated trips and reduce the CLV to within the congestion standard of 1,450. Upon implementation of the roadway improvements conditioned in this memorandum, the Gateway Center Drive/Stringtown Road Extended (MD 121) and MD 355/Shawnee Lane intersections will operate within an acceptable level of congestion that is 1,450 CLV.

Master Plan Transit Requirements Review

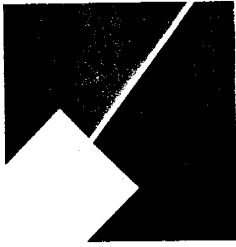
The 1994 Clarksburg Master Plan recommends a complete transit system as a part of Transportation and Mobility Plan to support future development with emphasis on transit in accordance with Plan objectives for a transit-oriented community in Clarksburg. The Master Plan recommends the location of the transitway within the entire length of the A-19 (Observation Drive) right-of-way from Germantown to MD 355 and identifies the Garnkirk Farms site as one of the Transit Stop. The Development Plan shows the right-of-way of Observation Drive (A-19) to include transitway. The Park-and-Ride lot at the Cawood Property that was acquired by the applicant to satisfy the master planned transit stop requirement will be placed in reservation for ten years. Staff supports the applicant's proposal to place the Cawood Property in reservation for future acquisition by the governmental authority should it be required for transit related parking.

CONCLUSION

Staff concludes that the 459-dwelling unit residential development of the Garnkirk proposed under PD-11 with roadway improvements that are conditioned in this memorandum will not have an adverse impact on the surrounding roadway network.

KHK:gw

mno to tesfaye re G-832 Garnkirk Farms

**MEMORANDUM**

TO: Elsabett Tesfaye, Development Review Planning

VIA: Mary Dolan, Environmental Planning *MD*

FROM: Michael Zamore, Environmental Planning

DATE: February 14, 2006

SUBJECT: 1. Preliminary Water Quality Plan for Garnkirk Farms Subdivision
2. Zoning Application No. G-832: Garnkirk Farms Subdivision

1. Preliminary Water Quality Plan Recommendation

Environmental Planning staff recommends **approval** of this application.

2. Zoning Application Recommendation

Environmental Planning staff recommends **approval** of this application.

Discussion

Environmental Planning Staff has reviewed the rezoning request and believes that the plan generally meets the environmental requirements of the PD zone. However, Staff believes that the following issues stemming from our review of the Development Plan should be addressed in subsequent reviews:

1. The forest being retained is L-shaped and varies in width from approximately 275 feet at its widest point (along the northwestern boundary), to 100 feet at the narrowest point (along the southwestern boundary). While these dimensions fully meet the legal definition of 'forest' the configuration potentially limits the long-term survival of the forest to be retained, and its ability to fully provide some of the functions of a forest. The applicant should take steps to reconfigure the proposed forest conservation easement into a more compact block of contiguous forest, during subsequent stages of the review process.
2. The applicant should be encouraged to improve the quality of the retained forest by enrichment planting with suitable hardwood species, absent the change recommended above.
3. The applicant must submit a Final Forest Conservation Plan (FCP) by time of site plan submission. This plan must demonstrate full compliance with the requirements of Forest Conservation Law, Section 22A. Additionally, forest conservation and common area access

easements will also be required, and should be provided during the course of site plan review and recordation of property.

4. The Department of Permitting Services (DPS) has expressed concern about the location of some stormwater quality structures that are between/near houses and road access. DPS listed structures 13, 19, 25, 27 and 28 as being particularly hard to access or are shown under a pool area. DPS has also urged that the appropriate authority must approve the storm drain systems in public rights-of-way. If, at later stages of stormwater management review and design process, DPS determines that a stormwater management facility or sediment control facility is not properly located or sized and it must be enlarged to accommodate the proposed drainage areas, the applicant will have to find additional space outside of the forest conservation area. This may mean the reconfiguration of site layout, and loss of developable area.

Forest Conservation

This site has an approved Natural Resource Inventory/Forest Stand Delineation (NRI/FSD) (#4-03176 issued September 10, 2003 and recertified in November 2005). The applicant has submitted a concept forest conservation plan for review with this rezoning request. Environmental Planning staff has reviewed the plan and finds that it meets the basic parameters of forest conservation law. The site contains 33.43 acres of forest. The conservation threshold is 6.69 acres and the afforestation threshold is 5.01 acres. The plan shows that 6.69 acres of forest will be retained onsite and a further 5.34 acres planted offsite. This indicates that the conservation threshold (i.e. the minimum retention threshold) will be met onsite as required, and the project will technically meet the requirements of Forest Conservation Law. Staff has conceptually approved the plan. The Planning Board is not required to take action on the forest conservation plan at this (rezoning) stage of the review process. The Planning Board will take action on the forest conservation plan with the preliminary plan of subdivision. A Category I Forest Conservation Easement will be required for any forest that is credited for forest save. All areas proposed for afforestation must meet the requirements of Section 108.E. of the Forest Conservation Regulation.

Environmental Guidelines

This development complies with the Environmental Guidelines (*Guidelines for Environmental Management of Development in Montgomery County, January 2000*). There is no encroachment into wetlands or stream buffers.

Compliance with SPA Regulations

The site is entirely within the Clarksburg Special Protection Area (SPA). Under the SPA law (Section 8 of the Water Quality Inventory of Montgomery County Executive Regulation 29-95 – *Water Quality Review for Development in Designated Special Protection Areas*), development projects within an SPA are subject to approval of a water quality plan. Under the SPA law, Montgomery County Department of Permitting Services (DPS) and the Planning Board have different responsibilities in the review of the water quality plan. DPS reviews and conditionally approves the elements of the final water quality plan under its purview (e.g. stormwater management, sediment and erosion control, etc.), while the Planning Board determines whether the site imperviousness, environmental guidelines for special protection areas, and forest conservation requirements, have been satisfied.

DPS conceptually approved the portion of the applicant's Preliminary Water Quality Plan under its purview on February 2, 2006. The DPS conceptual approval included steps for monitoring in accordance with BMP monitoring protocols, and conditions that the applicant needed to address in the submission of the Final Water Quality Plan. In particular the applicant was to:

- Provide clear access to all stormwater management structures from a public right-of-way. Additionally, the structures that are between/near houses and buildings must provide sufficient clearance (in all directions) to provide maintenance. In that regard proposed structures 13, 19, 25, 27 and 28 appeared particularly hard to access or were shown under the pool area. Rearrangement could affect lot yield.
- The storm drain systems in public rights-of-way must be approved by the appropriate agency.

Although there are no imperviousness limitations within the Clarksburg SPA east of Interstate 270, the SPA law requires that all opportunities to reduce impervious surfaces be evaluated. In that regard staff has advised the applicant to consider every opportunity, including stacking housing units, to increase green space and reduce impervious surfaces. Staff recommends that the Planning Board approve the Preliminary Water Quality Plan. The Final Water Quality Plan must be submitted for review prior to submission of the Site Plan.

Watershed Protection/Water Quality

The property is located in the Upper Little Seneca South subwatershed of the Little Seneca Creek watershed. That section of Little Seneca Creek is designated as a Use IV-P waterway indicating its suitability for an adult trout "put-and-take" population. The *Countywide Stream Protection Strategy* (CSPS, 1998) rates subwatershed stream and habitat conditions, as ranging from 'good' to 'excellent'.

Water and Sewer

The property is located in Water Service Category W-1 and Sewer Service Category S-3. Public water and sewer must be extended to serve the property. The Clarksburg Master Plan recommends that both public water and sewer should be extended to serve the property.

Tesfaye, Elsabet

From: shileykim@aol.com
Sent: Wednesday, March 01, 2006 2:02 PM
To: Shileykim@aol.com; pmajewski@att.net; Tesfaye, Elsabet
Cc: timdearros@comcast.net; Maskal, Nellie; Carey, Nellie; baines2005@verizon.net; krisnachuck@comcast.net
Subject: Re: G-832, Garnkirk Farms, CCA comments/concerns at this time

correction: SFD should read SFA in 2nd bullet.....thanks!

-----Original Message-----

From: Shileykim
To: pmajewski@att.net; elsabet.tesfaye@mncppc-mc.org
Cc: timdearros@comcast.net; Nellie.Maskal@mncppc-mc.org; nellie.carey@mncppc-mc.org; baines2005@verizon.net; krisnachuck@comcast.net
Sent: Wed, 01 Mar 2006 13:58:18 -0500
Subject: Re: G-832, Garnkirk Farms, CCA comments/concerns at this time

Greetings All,

As a member of the CCA, citizen of Clarksburg Town Center and V.P. of CTCAC, Inc., I would like to echo the outlined concerns and add the following:

- the classification of "2 over 2" condominium units as single family attached is unacceptable. These structures are multifamily units.
- the recommended housing mix per the Master Plan, Page 39, reads that no more than 30-50% of dwelling units in the Transitway Area will be Multi-Family. By masquerading the 2/2 as SFD, the Garnkirk property is attempting to fall under the radar of this Master Plan objective.
- calculations of the already identified multi-family units (188) and the "2 over 2" condominiums (172) would net 360 multi-family dwelling units or a whopping 78% of the total 459 d/u. This exceeds the Master Plan recommendation and is, again, unacceptable.

Please make this information a part of your Staff report.

Thank you

Kim Shiley

-----Original Message-----

From: Paul (and/or Mary) Majewski <pmajewski@att.net>
To: elsabet.tesfaye@mncppc-mc.org
Cc: Tim DeArros <timdearros@comcast.net>; shileykim@aol.com; Maskal, Nellie <Nellie.Maskal@mncppc-mc.org>; Nellie Carey <nellie.carey@mncppc-mc.org>; Kathie Hulley <baines2005@verizon.net>; Krisna Becker <krisnachuck@comcast.net>
Sent: Wed, 1 Mar 2006 09:53:10 -0500
Subject: G-832, Garnkirk Farms, CCA comments/concerns at this time

Dear Ms Tesfaye,

Please share with the planning board the following, as time dictates, unless you are very shortly sent an email from me that could possibly expand on this one.

3/10/2006

The team representing the developers of the Garnkirk Farms property (G-832) presented their development plan to our Clarksburg Civic Association (CCA), 7:30pm Monday, February 27, 2006, at our "rec center" in the Clarksburg Local Park. Dufour & Orens had been mailed a copy of that plan, February 8, but, not realizing the immediacy of the hearing and our response, and having other plans to look at, I have not shared that plan drawing with the rest of our planning committee. I believe that over this weekend, our planning committee chair, Kathie Hulley, was given a larger copy of the plans, which she and a couple others have perused.

Knowing that you need some comments from the community at this time, after discussing with two other Executive Committee members, and being aware of community response at that meeting, I list below concerns and interests that I am aware of at the moment. (They appear in no particular order.)

- buildout timetable with relation to transitway and roadways availability
- terminus transit location considerations
- supporting roads
- the street layout & relationship of buildings to streets
- school capacities
- storm water management and monitoring
- sediment control
- reforestation
- vehicular circulation
- heights of buildings and how they will be measured
- building to the maximum of zoning permitted
- location of multifamily units

To expand on " buildout timetable with relation to transitway and roadways availability" -

Clearly Observation Rd to Stringtown will have to be built before residents can move in. Should there be a condition that Observation Drive through to Germantown be built? Without it can I-270 and MD-355 and other roads be able to handle the extra traffic from these residents? When are road closures scheduled for? From experience, now is the time to plan for roads that must be closed in the future for their scheduled improvements. Are un-scheduled repairs taken into account? That is, are there alternate pathways always available?

To expand on " terminus transit location considerations" -

The Clarksburg Mast Plan expects the transitway to continue through Clarksburg, not have an interim terminus there. Any terminus at any phase of transitway construction will have much more traffic driving to it and parking attempted near it, than would a transit-stop that is not a terminus. Will this plan need to handle an interim terminus? That is will the Shawnee / Observation intersection ever be the final stop? If so can this plan handle that? Will the feeding roads be sufficient?

To expand on the issues of "stormwater management and sediment control" -

The report that can be found through URL

<http://www.montgomerycountymd.gov/deptmpl.asp?url=/content/dep/SPA/home.asp> indicates there have definitely been some problems with the water quality, especially during construction.

For G-832 (and all plans being approved) rules regarding stormwater management and sediment control should be even more stringent than they are - the aquatic life that is dying off doesn't care that the developers have "followed the rules". The rules simply aren't good enough, if stream water and groundwater quality is in jeopardy. Many of us depend on good water quality for our drinking water. The report also mentions that they are overusing curb and gutters, which cause a rush of higher temperature water into the streams after a rain (bad). We second the report's recommendation that DEP, DPS, and Park and Planning work more closely together to minimize environmental damage in the Clarksburg SPA. We ask that the Planning Board build extra stringent rules into the plan, knowing that the current regulations as being implemented, are not going far enough.

Sincerely,

Paul E. Majewski, President, Clarksburg Civic Association, PO BOX 325, Clarksburg MD 20871-0325
H: 301-972-6031

Tesfaye, Elsabet

From: Paul (and/or Mary) Majewski [pmajewski@att.net]
Sent: Wednesday, March 01, 2006 9:53 AM
To: Tesfaye, Elsabet
Cc: Tim DeArros; shileykim@aol.com; Maskal, Nellie; Carey, Nellie; Kathie Hulley; Krisna Becker
Subject: G-832, Garnkirk Farms, CCA comments/concerns at this time

Dear Ms Tesfaye,

Please share with the planning board the following, as time dictates, unless you are very shortly sent an email from me that could possibly expand on this one.

The team representing the developers of the Garnkirk Farms property (G-832) presented their development plan to our Clarksburg Civic Association (CCA), 7:30pm Monday, February 27, 2006, at our "rec center" in the Clarksburg Local Park. Dufour & Orens had been mailed a copy of that plan, February 8, but, not realizing the immediacy of the hearing and our response, and having other plans to look at, I have not shared that plan drawing with the rest of our planning committee. I believe that over this weekend, our planning committee chair, Kathie Hulley, was given a larger copy of the plans, which she and a couple others have perused.

Knowing that you need some comments from the community at this time, after discussing with two other Executive Committee members, and being aware of community response at that meeting, I list below concerns and interests that I am aware of at the moment. (They appear in no particular order.)

- buildout timetable with relation to transitway and roadways availability
- terminus transit location considerations
- supporting roads
- the street layout & relationship of buildings to streets
- school capacities
- storm water management and monitoring
- sediment control
- reforestation
- vehicular circulation
- heights of buildings and how they will be measured
- building to the maximum of zoning permitted
- location of multifamily units

To expand on " buildout timetable with relation to transitway and roadways availability" -

Clearly Observation Rd to Stringtown will have to be built before residents can move in. Should there be a condition that Observation Drive through to Germantown be built? Without it can I-270 and MD-355 and other roads be able to handle the extra traffic from these residents? When are road closures scheduled for? From experience, now is the time to plan for roads that must be closed in the future for their scheduled improvements. Are un-scheduled repairs taken into account? That is, are there alternate pathways always available?

To expand on " terminus transit location considerations" -

The Clarksburg Mast Plan expects the transitway to continue through Clarksburg, not have an interim terminus there. Any terminus at any phase of transitway construction will have much more traffic driving to it and parking attempted near it, than would a transit-stop that is not a terminus. Will this plan need to handle an interim terminus? That is will the Shawnee / Observation intersection ever be the final stop? If so can this plan handle that? Will the feeding roads be sufficient?

To expand on the issues of "stormwater management and sediment control" -

The report that can be found through URL <http://www.montgomerycountymd.gov/deptmpl.asp?url=/content/dep/SPA/home.asp> indicates there have definitely been some problems with the water quality, especially during construction.

For G-832 (and all plans being approved) rules regarding stormwater management and sediment control should be even more stringent than they are - the aquatic life that is dying off doesn't care that the developers have "followed the rules". The rules simply aren't good enough, if stream water and groundwater quality is in jeopardy. Many of us depend on good water quality for our drinking water. The report also mentions that they are overusing curb and gutters, which cause a rush of higher temperature water into the streams after a rain (bad). We second the report's recommendation that DEP, DPS, and Park and Planning work more closely together to minimize environmental damage in the Clarksburg SPA. We ask that the Planning Board build extra stringent rules into the plan, knowing that the current regulations as being implemented, are not going far enough.

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