

Clarksburg Road – Snowden Farm Parkway (CIP Project No. 508000-03), Mandatory Referral No. MR201818



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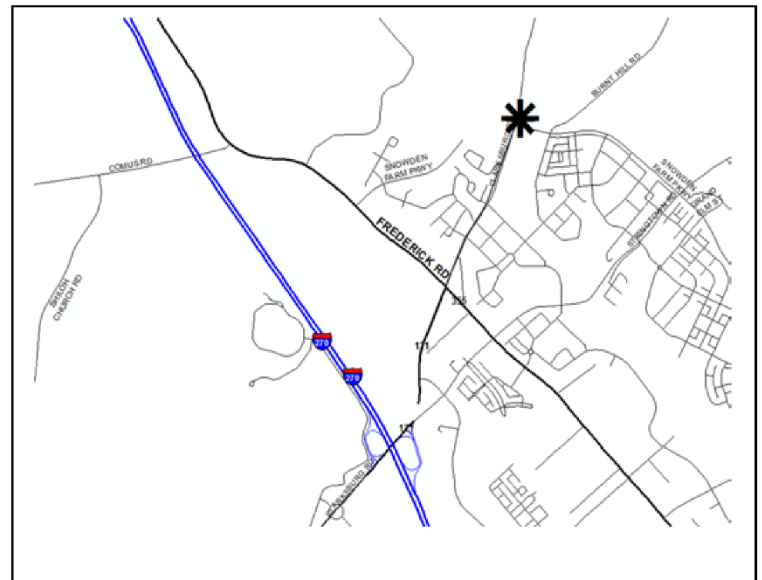
Description

Completed: 04/05/2018

Mandatory Referral MR2018018: Clarksburg Road – Snowden Farm Parkway

Construct improvements to a 2,575-foot-long section of Clarksburg Road and a 476-foot-long section of Snowden Farm Parkway in Clarksburg. Master Plan: 1994 Clarksburg

- Applicant: Montgomery County Department of Transportation
- Filing Date: February 16, 2018



Summary

- The review of this Mandatory Referral is in two parts:
Item 4A - Mandatory Referral MR2018018, and
Item 4B – Preliminary/Final Water Quality Plan MR2018018 discussed as a separate staff report.
- Staff recommends approval of the Mandatory Referral (Item 4A) with modifications shown on pages 4 and 5. This project is located within the Clarksburg Special Protection Area (SPA) and on publicly owned property. Approval of a water quality plan is required under Section 19-62 of the Montgomery County Code. The Planning Board must take separate action on the Preliminary/Final Water Quality Plan (Item B) prior to taking action on the Mandatory Referral. A separate memorandum reviews the Water Quality Plan.

The Montgomery County Department of Transportation proposes to construct improvements to a 2,575 foot-long section of Clarksburg Road and a 476 foot-long section of Snowden Farm Parkway in Clarksburg, Maryland. This project is located in the Clarksburg Special Protection Area. This project is CIP Project No. 0508000-03; county funds will be used for the project. The project limits are as follows:

- Clarksburg Road from Overlook Park Drive to 922 feet to the north of Snowden Farm Parkway, and
- Snowden Farm Parkway from Clarksburg Road to 476 feet to the east of Clarksburg Road.

The site vicinity and project location are displayed in Figures 1 and 2 on the following page. The project includes the following improvements:

- Widening of the existing 20-foot-wide roadway to 40 feet, and provision of two 10-foot-wide travel lanes (one per direction), a 10-foot wide center left-turn lane, and two 5-foot-wide bicycle lanes,
- Construction of a 5-foot wide sidewalk along the north side of Clarksburg Road between Catawba Manor Way and Snowden Farm Parkway,
- Construction of an eight-foot wide sidepath along the south side of Clarksburg Road between Overlook Park Drive and Snowden Farm Parkway, and
- Construction of an eight-foot wide sidepath along the west side of Snowden Farm Parkway.

Issues

- Submittal/Approval of Water Quality Plan (Item 4B, separate item and staff report)
- Submittal/Approval of Park Construction Permit (Attachment B to Item 4A – Parks Staff Report)
- Minimization of impacts to
 - Parkland
 - Parking lot for King’s Local Park
 - Environmental Resources
- Design/location of stormwater micro-biotention facilities
 - Sizing of proposed locations
 - Potential location on Park property at 23701 Clarksburg Road
- Provision of adequate buffers between sidepath and curb (23701 Clarksburg Road),
- Missing sidewalk connections on Windsong Lane to proposed sidewalk on Clarksburg Road,
- Provision of mid-block pedestrian crossings at Windsong Lane and Overlook Park Drive/Catawba Manor Way

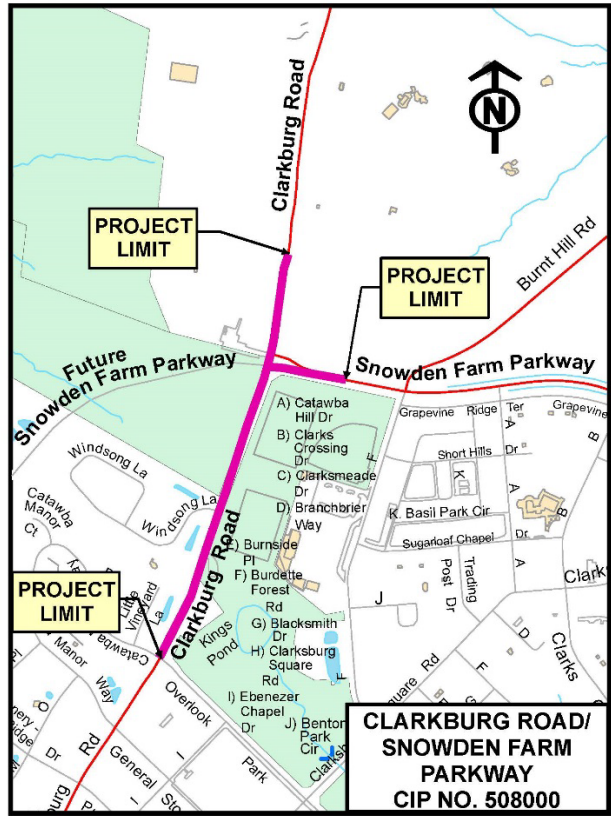


Figure 1: Project Limits and Site Vicinity



Figure 2. Project Location

Recommendations

We recommend that the Board approve this project with the following modifications transmitted to the Montgomery County Department of Transportation:

1. Submit final roadway construction plans to the M-NCPPC Department of Parks for review as part of the park permit process to ensure that all work is performed in accordance with M-NCPPC standard details, specifications, and policies.
2. Any parkland needed for the proposed road improvement should be valued by independent appraisal of the properties “highest and best use” in order to determine just compensation to M-NCPPC. Final ROW plats and compensation for the loss of parkland must be agreed to and finalized between MCDOT and M-NCPPC before the issuance of a Park Construction Permit. All fee simple disposition of real estate is subject to Planning Board approval.
3. Parking lot restoration for Kings Local Park will occur at a commiserate amount to the area that is disturbed by MCDOT construction and to the impact any construction will have on access to the Park. The parking lot will be replaced in a manner consistent with the planned Kings Local Park improvements.
4. MCDOT will conduct a study to evaluate the potential for stormwater management facilities located on the recently acquired Park Property at 23701 Clarksburg Road. If appropriate, MCDOT will design additional stormwater management along the roadway frontage of this property to capture untreated roadway stormwater prior to entering Kings Pond and reduce the need to construct a portion of the oversized stormwater management facilities on Park Property on the west side of Clarksburg Road. This work will be reviewed as part of the Park Construction Permit review.
5. MCDOT must work with M-NCPPC to minimize the footprint of the bioretention stormwater facilities located on the west side of Clarksburg Road between Windsong Lane and Snowden Farm Parkway through appropriate design strategies generated through the Park Construction Permit review process. MCDOT shall submit final stormwater management plans to the M-NCPPC Department of Parks for review as part of the park permit process to ensure that work limits impact to existing natural resources and maximizes water quality benefits of the facilities. Specifically, the impacts to the existing 40” catalpa and other significant trees must be minimized. M-NCPPC will coordinate with MCDOT and Montgomery County Department of Permitting Services (MCDPS) as necessary to achieve these goals.
6. Mitigation for impacts to Park trees (with a 6” DBH or greater) damaged or removed shall either be replacement on parkland at a rate of one inch to one inch or a per inch caliper basis at the rate of \$100/diameter inch, to be paid to Montgomery Parks prior to completion of construction. Tree impacts will be determined by an M-NCPPC forester prior to construction based on the Final Design. The Department of Parks will work with MCDOT to locate a suitable location for tree planting.

7. The eight-foot-wide sidepath proposed on the east side of Clarksburg Road between Overlook Park Drive and Station 22+15 (distance of approximately 415 feet) has no buffer between the path and the curb. This was limited due to the unavailability of right of way along this section of road. In 2017, this land at 23701 Clarksburg Road was purchased by the Parks Department. A consistent 5-foot-wide buffer should be maintained for the entire sidepath by shifting this sidepath to the east by 5 feet. If changes to the plan identified in point 5 above are adopted into the design including the purchase of needed right-of-way from Parks, the provision of this buffer should be obtained through this section by MCDOT to provide a consistent buffer between Overlook Park Drive and Snowden Farm Parkway.
8. Windsong Drive now has sidewalks on both sides of this street that terminate outside the existing or Master Planned right-of-way boundaries of Clarksburg Road. With the construction of a sidewalk along the north side of Clarksburg Road, there will be a 35 foot-long gap between the western sidewalk on Windsong Lane and the Clarksburg Road sidewalk and a 75 foot-long gap between the eastern sidewalk on Windsong Lane and the Clarksburg Road sidewalk. These sidewalk connections should be completed as part of this design project.
9. A crosswalk should be added to this project across Clarksburg Road on the north side of the Windsong Lane intersection. A pedestrian refuge island should be considered in the center turn lane.
10. A crosswalk should be added to this project across Clarksburg Road at the intersection of Overlook Park Drive/Catawba Manor Way.

Existing Conditions

Clarksburg Road is a two-lane, undivided roadway that travels in a north-south direction. Within the project limits, it is classified as Urban Arterial according to Montgomery County's Master Plan of Highways and Transitways. The travel lanes are 10 feet wide without paved shoulders, with a 300-foot long southbound right-turn lane into Catawba Manor Way at the project's south end. The posted speed limit is 35 MPH. The roadway is primarily an open-section design (no curbs) with no pedestrian facilities or bicycle accommodations, with the exception of approximately 300 feet of curb and sidewalk along the southbound right-turn lane.

Land uses along Clarksburg Road within the project limits include residential neighborhood, forest and Clarksburg Church of God on the west side, and King's Local Park and Little Bennett Elementary School on the east side. Figure 3 illustrates the surrounding land use. The areas in grey along the south side of Clarksburg Road include the Little Bennett Elementary School and King's Local Park.

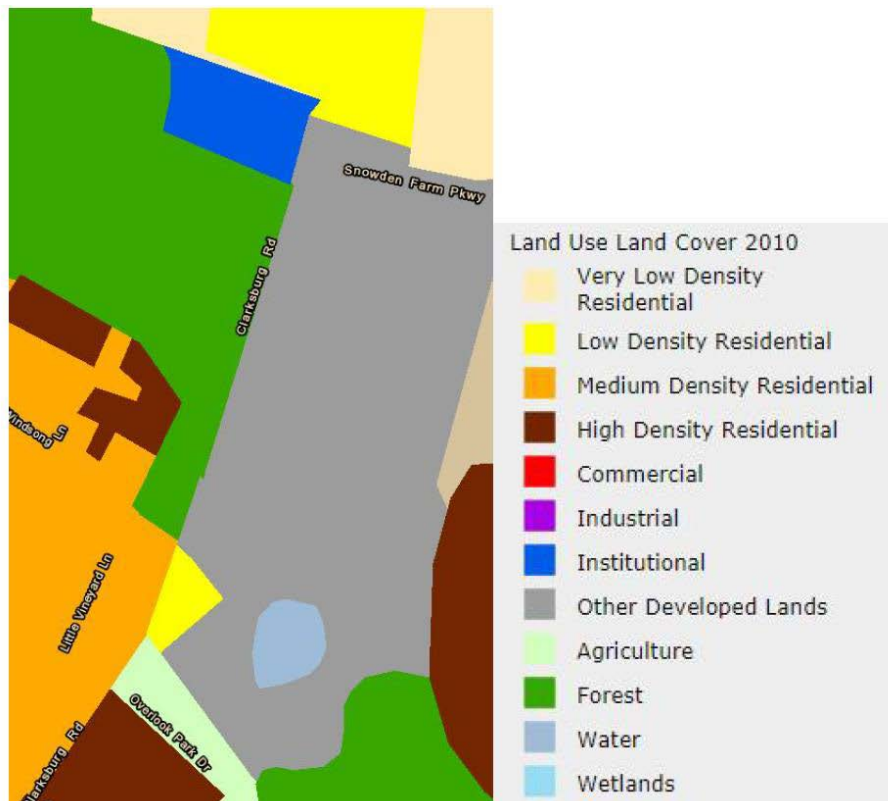


Figure 3. Generalized Land Use

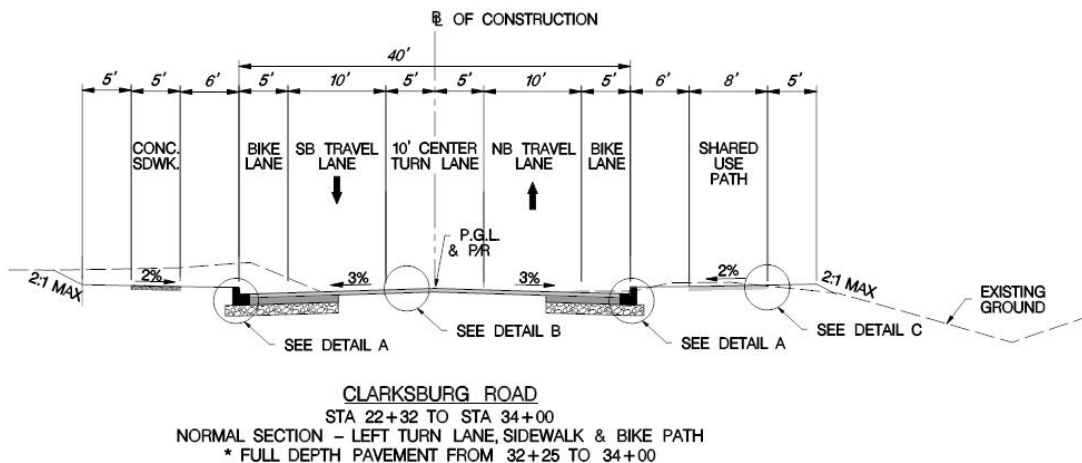
Proposed Improvements/Mandatory Referral Narrative

The proposed improvement includes widening Clarksburg Road from the existing two-lane roadway without shoulders (generally 20 feet wide) to a 40-foot wide closed section roadway to provide one lane in each direction, a dedicated two-way, center left-turn lane and outside bicycle lanes. The project also includes roadside improvements to provide a 5-foot wide sidewalk along the west side of the roadway and an 8-foot wide sidepath along the east side of the roadway which ties into the sidepath along SnowdenFarm Parkway.

The length of the proposed improvements on Clarksburg Road is approximately 2,575 feet and it intersects Snowden Farm Parkway where the proposed intersection improvement will address a geometric deficiency by lowering the roadway approximately two feet to improve sight distance. The other intersection improvements include elimination of the bifurcated section of Snowden Farm Parkway in the southeastern leg of the intersection (to better align with the future extension of Snowden Farm Parkway to the west), and the installation of new intersection signals. The signing and striping plan for the proposed project is included in this Staff Report as Attachment A. This project was designed using a design speed of 35 miles per hour, although the intention is to post Clarksburg Road at 25 miles per hour consistent with the Urban Road Code.

Typical Sections

The proposed typical section along Clarksburg Road is generally consistent with the typical section proposed for the MCDOT Clarksburg Road at MD 355 Intersection Improvement project (also CIP Project No. 508000-09), which is just south of the subject project. The proposed travel lane widths are 10-foot wide which is in accordance with the requirement for urban roads in the County Council's Expedited Bill 33-13 (Streets and Roads Urban Road Standards and Pedestrian Safety Improvements).



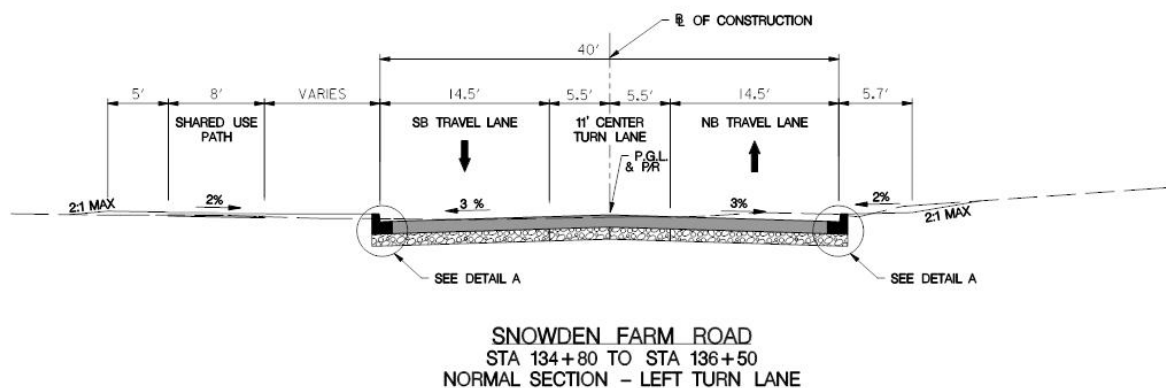
The proposed sidepath width is 8-foot wide, which is the minimum sidepath width in environmentally sensitive areas per the County Council's Expedited Bill 33-13. This use of minimum width ties into the existing and proposed 8-foot wide sidepath along eastbound Snowden Farm Parkway. The one

discrepancy between this project and the adjacent CIP project is that the project to the south proposes a 10-foot wide sidepath.

The proposed center two-way left-turn lane allows cars to turn left without disrupting the flow of traffic at Overlook Park Drive/Catawba Manor Way, and Windsong Lane. The center two-way left-turn lane will also transition into an exclusive left-turn lane at the Snowden Farm intersection, consistent with the recommended typical section in the 2014 Clarksburg Ten-Mile Creek Master Plan Limited Amendment.

While we initially were concerned about the need for a continuous center two-way left-turn lane along this road, this is a consistent cross section with the section of Clarksburg Road to the south (between Frederick Road and Overlook Park Drive). The turn lane will allow access to Overlook Park Drive, Windsong Lane, the King's Local Park parking lot and Snowden Farm Parkway. There is a case to be made for maintaining continuity when left-turn needs are closely spaced. With four left-turn opportunities over a distance of 1,600 feet, this equates to 400 feet per left-turn location.

The cross section on Snowden Farm Parkway will provide two 14.5-foot wide travel lanes, an 11-foot wide turn lane approaching the intersection with Clarksburg Road, and an eight-foot wide sidepath on the south side of Snowden Farm Parkway with a variable buffer (10 to 17 feet). The intersection radii have been designed at 25 feet, which is consistent with Expedited Bill 33-13.



Target Speed and Design Speed

According to the County Council's Expedited Bill No. 33-13, the maximum target speed for a road in an urban area is 25 mph, which will be the proposed posted speed limit after construction.

County Road Design Standards allow the design speed to be greater than the target speed in cases where roadway geometrics are unlikely to control operating speed. This exception applies to this project as the horizontal geometry for this roadway within the project limits is mostly a simple tangent section. The proposed design speed will be maintained at 35mph in order to correct the vertical curve at the Clarksburg Road/Snowden Farm Parkway intersection to achieve safer stopping sight distance.

There are however design treatments that could have been considered to achieve a lower target speed, including the use of roundabouts and traffic calming. The possible locations would be on Clarksburg Road at Overlook Park Drive/Catawba Manor Way (single-lane roundabout) and on Clarksburg Road at Snowden Farm Parkway (might require a two-lane roundabout). This was not proposed by the applicant, but would be more consistent with the Urban Road Code and the County's Vision Zero Action Plan. This is of special concern, as Little Bennett Elementary School and King's Local Park are located between these two intersections.

In addition, staff has concerns that the residential neighborhood off Windsong Lane has no direct pedestrian access to King's Park and the recreational fields adjacent to the Little Bennett Elementary School. We recommend the addition of a pedestrian crosswalk on Clarksburg Road on the north side of Windsong Lane to be added to this project. Construction of a refuge island in the center turn lane should be considered with appropriate signage and pavement markings. Connections between this project and these recreational facilities can be designed and constructed by Montgomery Parks at a later date.

Constraints and Impacts

Park Property

King's Local Park is located to the east of Clarksburg Road, south of the Little Bennett Elementary School. M-NCPPC also owns the two adjacent parcels to the south of King's Local Park (P612 and P667). MCDOT will continue to coordinate with MNCPPC to obtain the Park construction permit due to a portion of the work being proposed on the aforementioned Park properties.

SWM and Erosion and Sediment Control Design

The project limits span between two 8-digit Watersheds. The first watershed being the Seneca Creek Watershed and the second being the Lower Monocacy River, both part of the Tributary Strategy Basin of the Upper Potomac. The Watershed divide is located at a high point in the vicinity of the intersection of Clarksburg Road and Snowden Farm Parkway.

The southern portion of the project is located within the Clarksburg Special Protection Area (SPA). Special water quality protection measures have been designed for this project to reduce impact to natural resources and environmental features.

This project has received Concept Approval from the Montgomery County Department of Permitting Services (Attachment 07-SPA-MR2018018-000.pdf). MCDOT will finalize the design to obtain the SWM/E&S permit from DPS.

NRI/FSD and FCP

It is noted that an NRI/FSD and FCP exemption have been approved in the preliminary design phase. However, due to recent geotechnical findings, the preliminary SWM/E&S designs have been modified which slightly increased the limit of disturbance (LOD) in some areas of the project. MCDOT has updated the NRI/FSD to address the increase in LOD and have resubmitted the NRI/FSD and expect to receive

another exemption. MCDOT will need to continue to coordinate with the forestry reviewer for approval and provide the required mitigation.

Wetlands/Waters of the U.S.

Based on a DNR/NWI wetland search and verified with a field inspection from MCDOT and their consultants, MCDOT confirmed that there are no designated FEMA 100-Year floodplains, Waters-of-the-US, or wetlands within the project limits.

Historical

The project site is located outside the Clarksburg Historical District. A Historic Area Work Permit from MHT is not required. According to Medusa, the Maryland Historical Trust's online database of architectural and archeological sites and standing structures, there is no historical properties located within the project limits.

Utilities

Within the project limits, there are overhead power lines along the west side of the road and an overhead communication line along the east side of the road. These overhead lines will be relocated by the pertinent utility owner.

According to WSSC as-built information, there are also under ground water and sanitary lines between Overlook Park Drive/Catawba Manor Way and Windsong Lane. Underground water lines are also located at the intersection of Clarksburg Road and Snowden Farm Parkway. None of these underground utilities are expected to be impacted. Subsurface utility designation will be conducted to officially determine the location of any and all utilities within the project limits. Test pits will also be performed as the design progresses to determine potential impacts.

Relationship to Other Capital Improvement Projects

There are several projects now under design in the Clarksburg Town Center area including:

- Subject project – Clarksburg Road at Snowden Farm Parkway (CIP Project No. 508000 – 03),
- Clarksburg Road at MD 355 (CIP Project No. 508000 – 09). Limits of this project include Clarksburg Road from 738 feet west of Frederick Road to Overlook Park Drive and MD 355 from Spire Street to 830 feet to the north of Clarksburg Road/MD 121A. This project and subject project are directly adjacent to each other.
- MD 355 Clarksburg Bike Path (CIP Project No. 501744) – Limits of this project include MD 355 from Stringtown Road to Spire Street and then from 830 feet north of Clarksburg Road/ MD 121A to the planned Snowden Farm Parkway. This project is discontinuous to connect to north and south ends of the previous CIP project.
- Snowden Farm Parkway between Clarksburg Road and MD 355 – This is a developer project (Woodcrest at Little Bennet - PP 122040190) to complete Snowden Farm Parkway between MD 355 and Clarksburg Road.

Master Plan Consistency

Transportation/Master Plan of Highways and Transitways

The 1994 Clarksburg Master Plan and Hyattstown Special Study Area is based on a policy framework that would manage Clarksburg's evolution from a rural crossroads to a corridor town. That policy framework included delineation of a hierarchy of roads and streets (Policy 5) designed to create a road network that would enable through traffic to avoid Clarksburg's Historic District. The network, according to the Plan, would "clearly differentiate between highways needed to accommodate regional through traffic and roads which provide subregional and local access." (p 24)

The street and highway plan for Clarksburg is based on the "rung and ladder" concept. Two parallel roads, MD 355 and Snowden Farm Parkway, would serve as the ladder, providing through access to the north and south. East-west roads, such as Stringtown Road, Little Seneca Parkway and Clarksburg Road, would provide rungs.

The proposed project will improve an important intersection in Clarksburg and can help facilitate the completion of the recommended rung and ladder roadway network and clear hierarchy of streets and roads envisioned by the 1994 Plan. The scope of the project is consistent with the objectives and recommendations of the Clarksburg Master Plan.

The 1994 Clarksburg Master Plan classified Clarksburg Road between MD 355 (Old Frederick Road) and east of Snowden Farm Parkway (Master Plan boundary) as a two-lane (existing and planned lanes) arterial with an 80-foot wide master planned right-of-way. The proposed design is consistent with this classification. The section between Overlook Parkway Drive/Catawba Manor Way and Snowden Farm Parkway is located in the Urban Road Code.

The 1994 Clarksburg Master Plan classified Snowden Farm Parkway between Stringtown Road and Clarksburg Road as a two-lane (existing and planned lanes) arterial with an 80-foot wide master planned right-of-way. The proposed design is consistent with this classification. Snowden Farm Parkway is the dividing line for the Clarksburg Urban Road Code, and therefore the Urban Road Code applies to this section of Snowden Farm Parkway.

Bicycle Master Plan

The Public Hearing draft of the Bicycle Master Plan recommends the following improvements:

- Clarksburg Road between Stringtown Road and Snowden Farm Parkway – separated bikeways and striped bikeways – sidepath on the east side and conventional bike lanes
- Snowden Farm Parkway between Stringtown Road and Clarksburg Road – separated bikeway – sidepath on south side

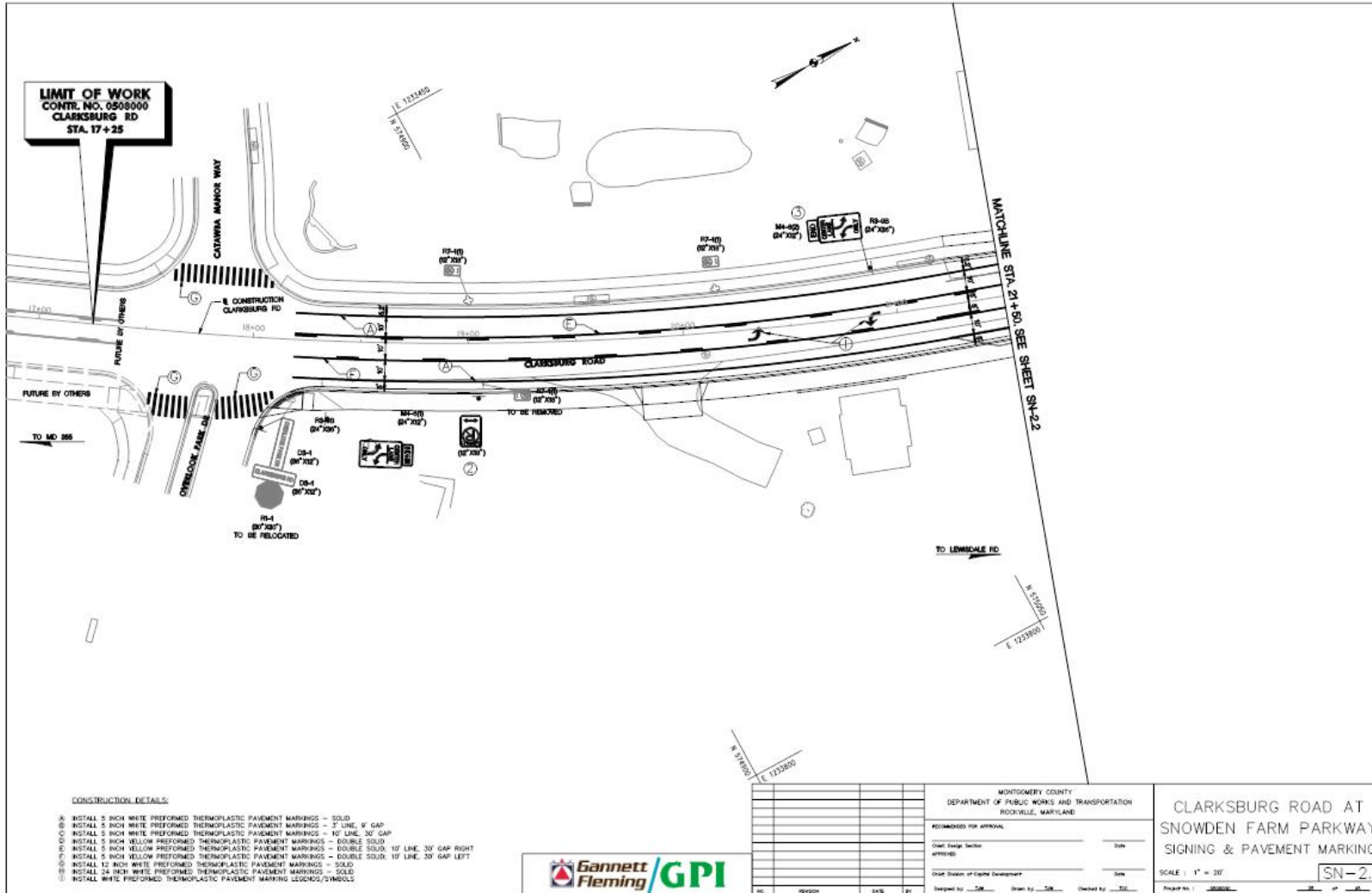
All bicycle-related improvements are consistent with the Public Hearing Draft of the Bicycle Master Plan.

Impacts to Parkland/Park Construction Permit

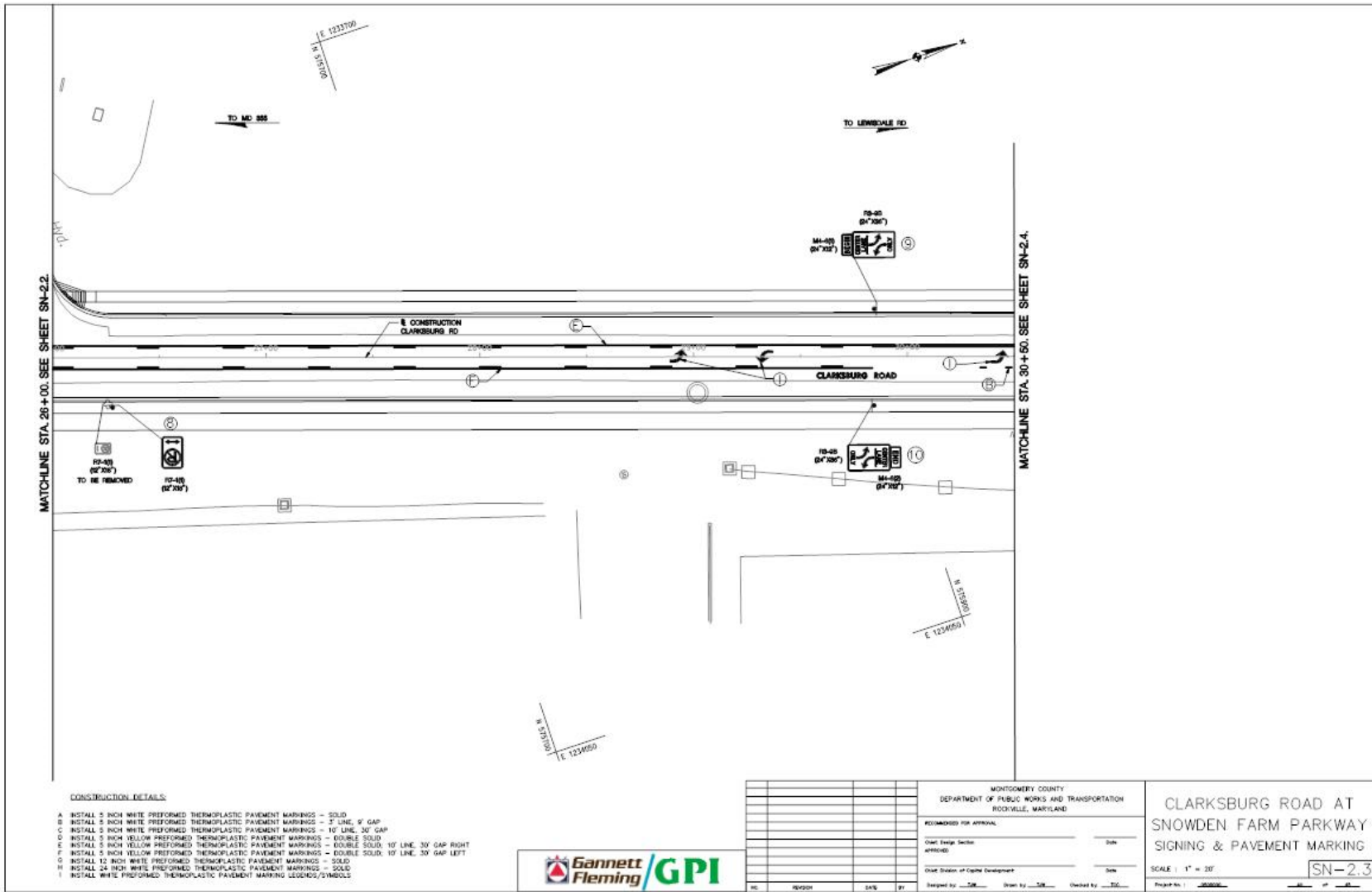
A total of approximately 2.3 acres of parkland would be impacted by the project as shown on the plans dated October 2015. MCDOT will be required to obtain a Park Construction Permit from Montgomery County Department of Parks prior to commencement of any construction activities on parkland. During Park Construction Permit Review Parks staff will work with MCDOT to minimize Park impacts to the greatest extent possible. Montgomery Parks staff have submitted a separate staff report evaluating the potential impacts to Parkland. This staff report is included as Attachment B.

ATTACHMENT A

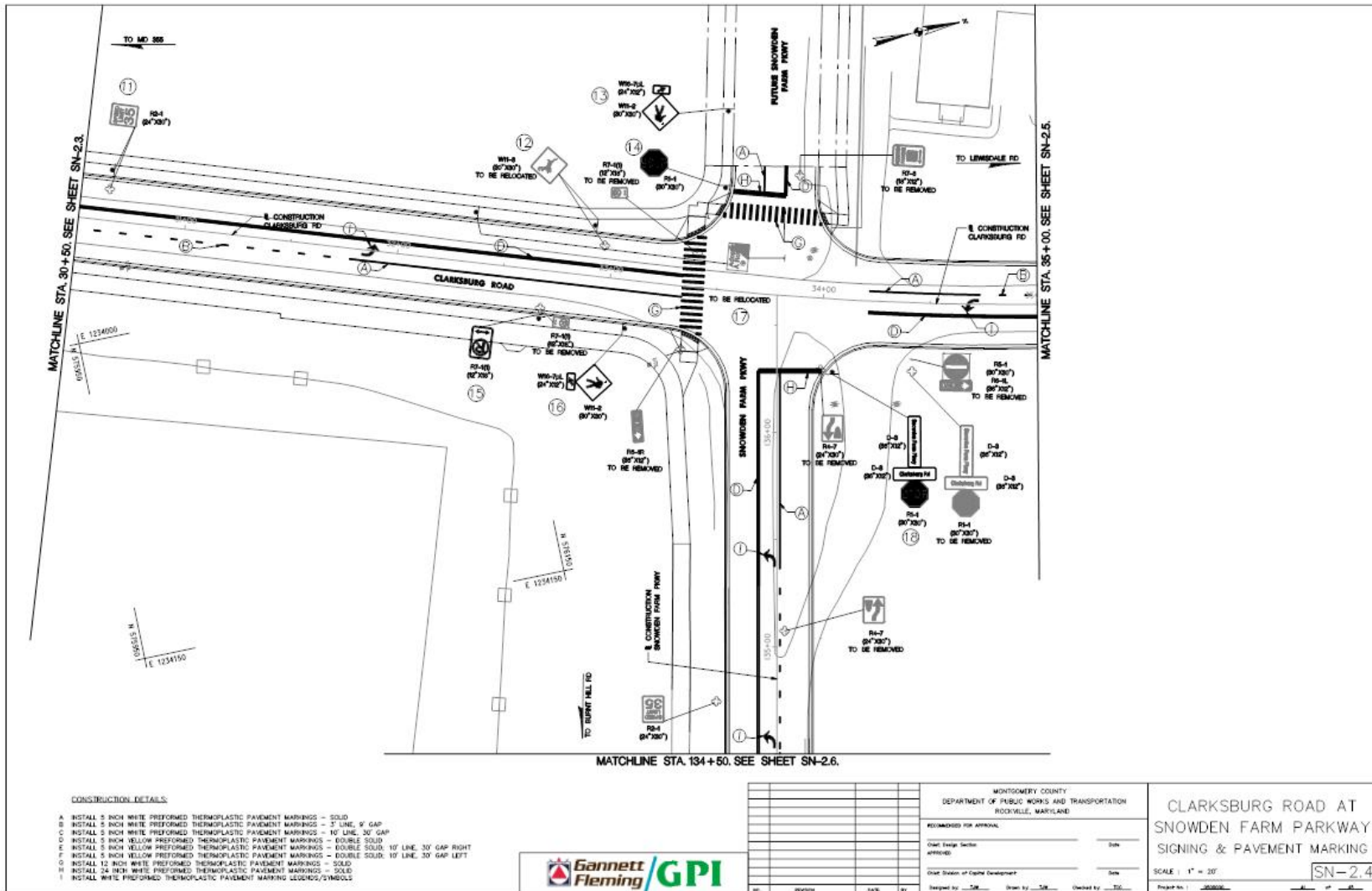
Signing and Marking Plans (Sheet SN-2.1)



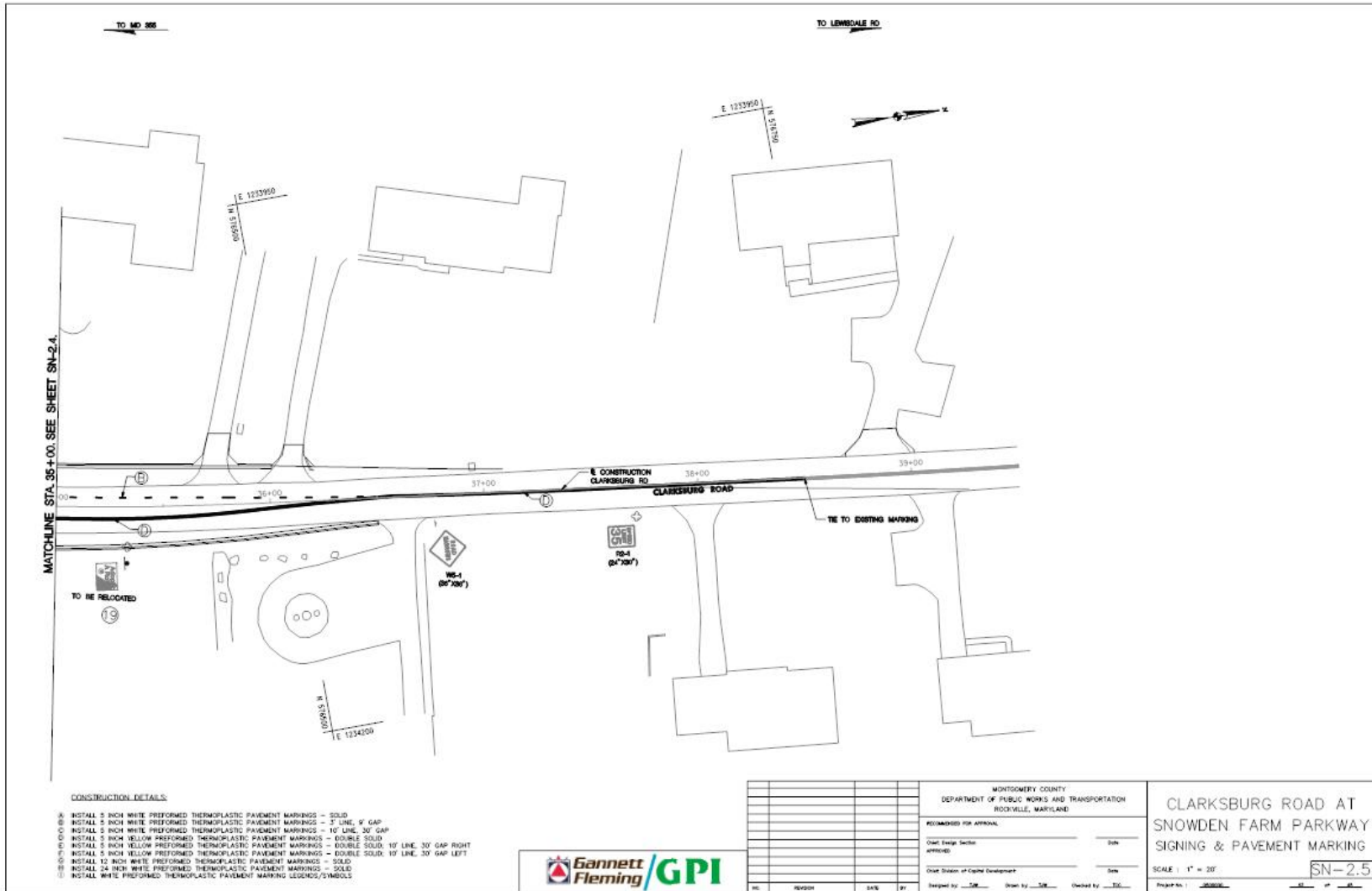
Signing and Marking Plans (Sheet SN-2.3)



Signing and Marking Plans (Sheet SN-2.4)



Signing and Marking Plans (Sheet SN-2.5)



ATTACHMENT B



MONTGOMERY COUNTY DEPARTMENT OF PARKS MARYLAND-NATIONAL CAPITAL PARK & PLANNING COMMISSION

MEMORANDUM

March 28, 2018

TO: Steve Aldrich, M-NCPPC Montgomery County Planning

VIA: Mitra Pedoeem, Deputy Director of Administration, M-NCPPC Montgomery Parks *(For Mitra Pedoeem)*
Jai Cole, Acting Chief Park Planning and Stewardship Division, M-NCPPC Montgomery Parks *Jai Cole*

FROM: Doug Stephens, Principal Natural Resource Specialist, Park Planning and Stewardship Division *Doug Stephens*

PROJECT: Clarksburg Road at Snowden Farm Parkway

REVIEW TYPE: Mandatory Referral No. MR2018018

APPLICANT: Montgomery County Department of Transportation

APPLYING FOR: Plan Approval

RECOMMENDATION: Approve parkland impacts associated with the widening of Clarksburg Road from Overlook Park Drive to Snowden Farm Parkway, the construction of the associated sidewalk and shared use path, and the necessary stormwater management facilities required to treat these improvements and the associated mitigation.

Description

Mandatory Referral approval is requested of the Montgomery County Department of Transportation's (MCDOT's) project to widen and make improvements to Clarksburg Road between Overlook Park Drive and Snowden Farm Parkway. The project includes installation of a traffic signal at the Snowden Farm Parkway intersection. The Clarksburg Road typical section consists of one through lane in each direction, auxiliary left turn lanes, on-road bike lanes, a shared-use path along the southern side, and a sidewalk on the northern side.

Conditions

We recommend that the Board approve this project with the following conditions to MCDOT:

1. Submit final roadway construction plans to the M-NCPPC Department of Parks for review as part of the Park Construction Permit process to ensure that all work is performed in accordance with M-NCPPC standard details, specifications, and policies.
2. Any parkland needed for the proposed road improvement should be valued by independent appraisal of the properties "highest and best use" in order to determine just compensation to M-NCPPC. Final ROW plats and compensation for the loss of parkland must be agreed to and finalized between MCDOT and M-NCPPC before the issuance of a Park Construction Permit. All fee simple disposition of real estate is subject to Planning Board approval.
3. Parking lot restoration for Kings Local Park will occur at a commiserate amount to the area that is disturbed by MCDOT construction and to the impact any construction will have on access to the Park. The parking lot will be replaced in a manner consistent with the planned Kings Local Park improvements.

4. MCDOT will conduct a study to evaluate the potential for stormwater management facilities located on the recently acquired Park Property at 23701 Clarksburg Road. If appropriate, MCDOT will design additional stormwater management along the roadway frontage of this property to capture untreated roadway stormwater prior to entering Kings Pond and reduce the need to construct a portion of the oversized stormwater management facilities on Park Property on the west side of Clarksburg Road. This work will be reviewed as part of the Park Construction Permit review
5. MCDOT must work with M-NCPPC to minimize the footprint of the bioretention stormwater facilities located on the west side of Clarksburg Road between Windsong Lane and Snowden Farm Parkway through appropriate design strategies generated through the Park Construction Permit review process. MCDOT shall submit final stormwater management plans to the M-NCPPC Department of Parks for review as part of the park permit process to ensure that work limits impact to existing natural resources and maximizes water quality benefits of the facilities. Specifically, the impacts to the existing 40" catalpa and other significant trees must be minimized. M-NCPPC will coordinate with MCDOT and Montgomery County Department of Permitting Services (MCDPS) as necessary to achieve these goals.
6. Mitigation for impacts to Park trees (with a 6" DBH or greater) damaged or removed shall either be replacement on parkland at a rate of one inch to one inch or a per inch caliper basis at the rate of \$100/diameter inch, to be paid to Montgomery Parks prior to completion of construction. Tree impacts will be determined by an M-NCPPC forester prior to construction based on the Final Design. The Department of Parks will work with MCDOT to locate a suitable location for tree planting.

Site Context

The project is located in Clarksburg, MD (Figure 1). The project limits span between the Seneca Creek Watershed (8-digit HUC: 02-07-00-08) and the Lower Monocacy River Watershed (8-digit 02-14-03-02). The watershed divide is located at a high point near the intersection of Clarksburg Road and Snowden Farm Parkway.

The southern portion of the project is located within the Clarksburg Special Protection Area (SPA). Special water quality protection measures are required to be implemented on this project to minimize water-related impacts to surrounding natural resources and environmental features. This includes minimizing construction of impervious surfaces, installing temporary sediment and erosion control measures, protecting and enhancing existing natural area buffers to streams, and protecting environmental forest buffers. In addition, a portion of the stormwater from the project drains into the Kings Local Park pond. There are no FEMA 100 year flood plains, waters-of-the-US, or wetlands within the project limits.

The roadway improvement project extends beyond the intersections at Overlook Park Drive and Snowden Farm Parkway, however this memo focuses on the portion of the project on or directly adjacent to parkland. The Department of Parks owns the majority of the parcels directly adjacent to the road on the east side; these include two soccer fields at Little Bennett Elementary, Kings Local Park with Kings Pond and associated hard-surface trail, and a newly acquired parcel at 23701 Clarksburg Road. In addition, the Department of Parks owns the parcel on the west side of Clarksburg Road between Snowden Farm Parkway and Windsong Lane, which forms a part of Little Bennett Regional Park.

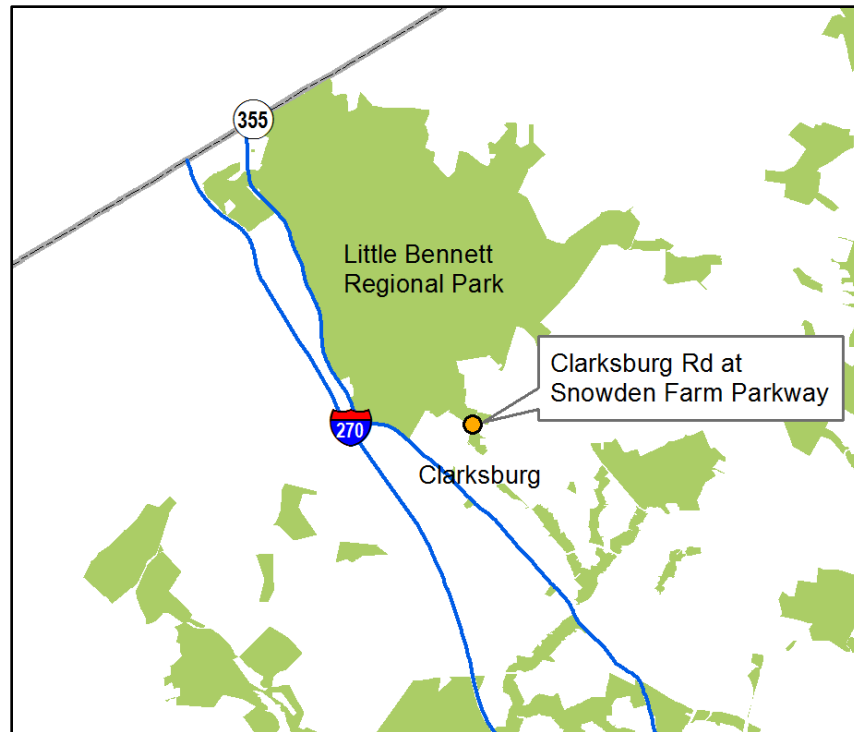


Figure 1. Clarksburg Road at Snowden Farm Parkway Project Location Map

Park Impacts

MCDOT improvements to Clarksburg Road impacts parkland on the west side of Clarksburg Road at Little Bennett Regional Park between Snowden Farm Parkway and Windsong Lane and all the parcels directly adjacent to the road on the east side; these include two soccer fields at Little Bennett Elementary, Kings Local Park, and a newly acquired parcel at 23701 Clarksburg Road (Figure 2). While a portion of the roadway expansion is within existing public right of way (ROW), work to construct the shared use trail, treat stormwater, and create stable grading results in impacts to parkland. A total of approximately 2.3 acres of parkland would be impacted by the project as shown on the plans dated October 2015. MCDOT will be required to obtain a Park Construction Permit from Montgomery County Department of Parks prior to commencement of any construction activities on parkland. During Park Construction Permit Review Park staff will work with MCDOT to minimize Park impacts to the greatest extent possible.

There is a small ROW expansion proposed on the east side of the road adjacent to the athletic fields towards an existing mowed grass swale. The current plan proposes to create a 2:1 slope (occasionally steeper) for the swale in this area. The Department of Parks requires 3:1 maximum slopes so that the swale area can be safely mowed. The contours shown on the plan need to be extended towards the athletic field area for park maintenance and operations to continue.

The most significant expansion of ROW onto parkland has been proposed on the west side of Clarksburg Road. An area of approximately 50,000 square feet has been proposed to be used for four bioretention stormwater management facilities. This area is primarily early successional habitat composed of cedars, red maple, ash, locust, cherry and walnut trees. The most significant tree is a 40" DBH catalpa that is proposed to be removed for the proposed stormwater management facilities. MCDOT wants to consolidate the stormwater management to one location by oversizing the facilities. Coupled with the existing steep slopes in this area, the bioretention facilities have a very large footprint that measures 80 feet wide. For reference, the MCDOT proposed road

section is only 40 feet wide. The Department of Parks recently acquired the property at 23701 Clarksburg Road and there is now potential to provide treatment for this previously bypassed impervious area. MCDOT must evaluate the potential to locate stormwater management facilities on this newly acquired property to confirm the suitability for Environmental Site Design (ESD) strategies. If feasible, this additional stormwater management will alleviate a portion of the impacts the facilities pose in Little Bennett Regional Park. Regardless of these findings, a requirement of the Park Construction Permit will be for MCDOT to work with the Department of Parks to minimize the number and footprint of the bioretention facilities between Windsong Lane and Snowden Farm Parkway to provide adequate treatment of runoff while not unduly impacting existing natural resources. MCDOT will be responsible for all maintenance and operation of the proposed stormwater facilities.

The existing entrance to Kings Local Park is affected by the proposed addition of the shared-use trail and associated grading. Excavation for a stormwater pipe is also proposed in the vicinity of the park entrance. MCDOT will be required rebuild the existing parking lot to at least the original capacity with design assistance from the Department of Parks to ensure that any changes made are consistent with planned Kings Local Park improvements. The parking lot must comply with Americans with Disabilities Act (ADA) guidelines to the maximum extent practical. The parking lot may not be closed to the public during construction unless otherwise negotiated with the Department of Parks prior to construction. Access for Department of Parks' maintenance vehicles will need to be maintained throughout the construction phase.

The acquisition of the property at 23701 Clarksburg Road allows MCDOT to continue the standard roadway and trail section to the intersection at Overlook Park Drive. The current plans show the roadway and trail without adequate buffer and the installation of a retaining wall. The Department of Parks supports the Planning Department's recommendation to provide a minimum six-foot-wide tree buffer between the back of curb and the shared-use path and agrees to provide MCDOT the necessary ROW to continue the typical section through this property.

Plans submitted for Park Construction Permit review must include existing topography, utilities and identify and locate all trees (with size and species) larger than 6" DBH and greater within 100 feet of the proposed Limit of Disturbance on park property. In addition, cross sections every 25 feet along the park frontage will be required. With this additional information, the Department of Parks will provide comments through the Park Permit process to ensure that the project minimizes impacts to park elements and users and minimizes any additional maintenance burden.

All pervious paving surfaces utilized should have minimal maintenance requirements; The Department of Parks will review the specifications of the pervious pavement during technical review.

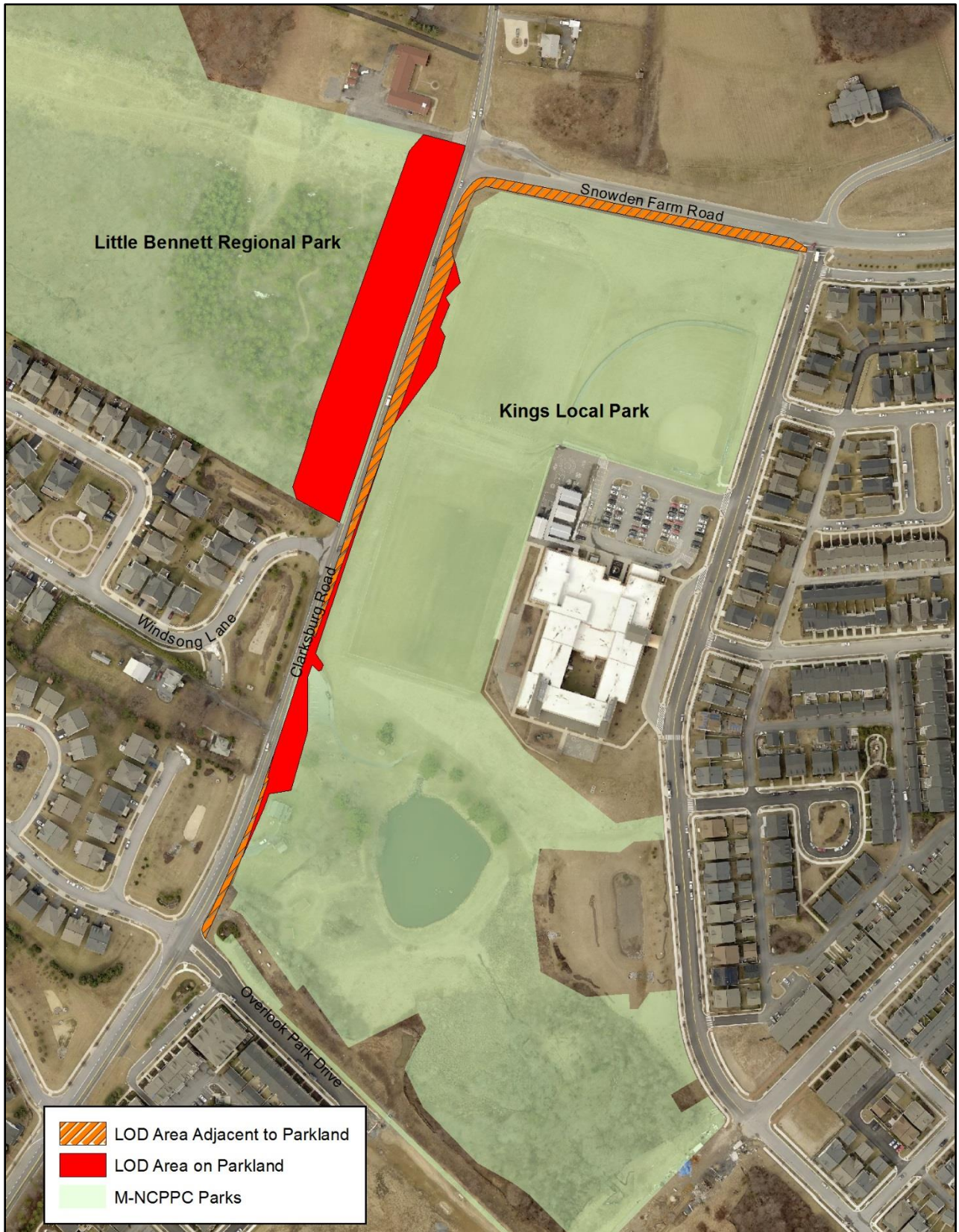


Figure 2. Clarksburg Road at Snowden Farm Parkway Project Vicinity Map

cc:

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