



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB
ITEM #
7/26/07

MEMORANDUM



DATE: July 13, 2007

TO: Montgomery County Planning Board

VIA: Rose Krasnow, Chief *RK*
Development Review Division

Catherine Conlon, Supervisor *CC*
Development Review Division

FROM: Richard A. Weaver, Coordinator (301 495-4544) *RAW*
Development Review Division

REVIEW TYPE: Preliminary Plan of Subdivision

APPLYING FOR: Seventy-eight (78) lots for 66 one-family detached, and 12 one-family semi-detached (duplex) residential dwelling units, including 12 moderately priced dwelling units (MPDUs)

PROJECT NAME: Tapestry

CASE NO. 120050950

REVIEW BASIS: Pursuant to Chapter 50, the Subdivision Regulations and Chapter 59, the Zoning Ordinance

ZONE: R-200

LOCATION: In the northwest and southwest corner of the intersection of West Old Baltimore Road and Frederick Road (MD 355)

MASTER PLAN: Clarksburg

APPLICANT: Miller and Smith

ENGINEER: Loiederman Soltesz Associates, Inc.

ATTORNEY: Schulman Rogers

FILING DATE: May 4, 2005

HEARING DATE: July 26, 2007

Staff Recommendation: Approval, including approval of the preliminary water quality plan, subject to the following conditions:

- 1) Approval under this preliminary plan is limited to 78 lots for 66 one-family detached, and 12 one-family semi-detached residential dwelling units, including a minimum 15% moderately priced dwelling units (MPDUs).
- 2) Final approval of the number and location of dwelling units and MPDUs shall be determined at site plan.
- 3) Final approval of on-site parking, site circulation, sidewalks, bikepaths and recreational amenities shall be determined at site plan.
- 4) No clearing, grading or recording of plats prior to approval of the certified site plan.
- 5) The applicant must comply with all conditions of the preliminary forest conservation plan. All conditions must be satisfied prior to recording of plat(s) or Montgomery County Department of Permitting Services (MCDPS) issuance of sediment and erosion control permits, as applicable. Conditions include, but are not limited to:
 - a. A five-year maintenance and management period is required for all planted forests credited toward meeting the requirements of the forest conservation plan.
 - b. Applicant to construct a split rail fence, or other fencing acceptable to Environmental Planning staff, along all new and existing lots that back to, or side to, reforestation areas or retained forest stands.
 - c. Applicant shall develop and implement a non-native and invasive management plan for the newly planted areas.
 - d. Applicant to place a category I conservation easements on all retained and planted forested areas.
 - e. The offsite forest planting requirements must be met within the Clarksburg SPA or within the Little Seneca Creek watershed.
 - f. Applicant must show on the forest conservation plan the right-of-way and construction easements across the property for future WSSC sewer line placement, as required by WSSC in a March 10, 2006 letter to the applicant.
- 6) Prior to approval of the certified site plan, the applicant must revise the submitted noise analysis to explicitly identify the interior and exterior noise techniques to be used to achieve an interior noise level of 45 dBA Ldn or less, and an exterior noise level of 55 dBA Ldn or less in the rear yard spaces of the impacted residential units.
- 7) The applicant must illustrate the projected 55, 60, and 65 dBA Ldn noise contours on the certified site plan.
- 8) The applicant must show the details of the measures to be used to mitigate exterior noise levels on the certified site plan.
- 9) Prior to release of the first building permit for the subdivision, the following items must be met:
 - a. There shall be certification from an acoustical engineer that the building shells for residential dwelling units are designed to attenuate projected exterior noise levels to an interior level of no more than 45 dBA, Ldn. Any subsequent changes in building shell materials or coverage that may affect acoustical performance shall be approved by an acoustical engineer prior to implementation.
 - b. The builder shall, in writing, commit to construct the residential units in accordance with the acoustical specifications identified by the acoustical engineer.

- 10) No encroachments into forest save and/or park dedication areas for stormwater management facilities are allowed without permission of the Planning Board, except for necessary stormwater management outfalls.
- 11) The applicant must dedicate all road rights-of-way shown on the approved preliminary plan to the full width mandated by the Master Plan unless otherwise designated on the preliminary plan.
- 12) The applicant must construct all road improvements within the rights-of-way shown on the approved preliminary plan to the full width mandated by the master plan and to the design standards imposed by all applicable road codes. Only those roads (or portions thereof) expressly designated on the preliminary plan, "To Be Constructed By _____" are excluded from this condition.
- 13) The applicant must make the following transportation improvements:
 - a) Widen West Old Baltimore Road to a two-lane undivided arterial roadway with an 8-foot wide Class I, shared-use path on the south side, 4' bike lane on both sides, and 5' sidewalk on the north side, as shown on the preliminary plan. This improvement shall be open to traffic prior to issuance of the 40th building permit.
 - b) At the new intersection of West Old Baltimore and MD 355:
 - 1) On MD 355, construct an exclusive northbound left-turn lane and an exclusive southbound right-turn lane;
 - 2) On eastbound West Old Baltimore Road, construct two lanes (one left-turn and one right-turn lane); and,
 - 3) On westbound West Old Baltimore Road construct two lanes (one lane for left-turn to the site and one through lane).

These improvements must be open to traffic before the 60th building permit is issued.
 - c) Widen Frederick Road (MD 355) by providing an additional southbound lane from the existing Rosecraft Drive to the south along the site frontage to West Old Baltimore Road. This improvement shall be open to traffic before the 60th building permit is issued.
 - d) Construct an 8-foot wide Class I, shared-use path on the west side of MD 355 from Rosecraft Drive to Greenridge Drive as shown on the plan. This improvement must be completed prior to issuance of the 60th building permit.
 - e) Participate or contribute to the construction of A-305 from Frederick Road (MD 355) to Clarksburg Road. This improvement shall be complete and open to traffic before the 70th building permit is issued.
- 14) The applicant must comply with the conditions of the MCDPS stormwater management approval dated March 30, 2007.
- 15) The applicant must comply with conditions of the MCDPWT letters dated July 19, 2006 and May 25, 2007, unless otherwise amended.
- 16) Access and improvements as required by MDSHA prior to issuance of access permits.
- 17) Record plat to reflect a Category I conservation easement over all environmental buffers and forest conservation areas.
- 18) Applicant to provide minimum 10' wide Public Use Trail Easements from Street B and Street C to dedicated parkland. Easements to be adequately marked and signed to identify them as public access to parkland. Easement area to be natural surface only.

- 19) Applicant to dedicate to M-NCPPC the 5.57 acres identified as Parcel 'G' on the preliminary plan. Dedicated land must not include any stormwater management or sewage pumping station facilities. Land to be conveyed at time of record plat and be transferred free of any trash and unnatural debris. Boundaries to be adequately staked and signed to identify the parkland.
- 20) Record plat to reflect public use, common ingress/egress and utility easements over the proposed private streets and shared driveways.
- 21) Record plat to reference the Common Open Space Covenant recorded at Liber 28045 Folio 578 ("Covenant"). Applicant must provide verification to Commission staff prior to release of final building permit that Applicant's recorded HOA Documents incorporate by reference the Covenant.
- 22) Record Plat to reflect all areas under Homeowners Association ownership and specifically identify stormwater management parcels.
- 23) The Adequate Public Facility (APF) review for the preliminary plan will remain valid for sixty-one (61) months from the date of mailing of the Planning Board opinion.
- 24) Other necessary easements must be shown on the record plat.

I. SITE DESCRIPTION (Attachment A)

The property, "Subject Property" or "Property" consists of 35.28 acres of land, zoned R-200 and located at the intersection of Frederick Road (MD 355) and West Old Baltimore Road in Clarksburg. West Old Baltimore Road bisects the Property into northern and southern portions. The site is adjacent to the North Germantown Greenway Stream Valley Park immediately to the south of the property. To the west are the Beau Monde Estates (R-200), Musgrove's Addition to Neelsville (R-200) and Hurley Ridge (R-200 TDR-4) subdivisions. Frederick Road (MD 355) forms the eastern boundary of the Property with the Greenridge Baptist Church and single-family residences (R-200) confronting the Property on MD 355.

The property is an assemblage of three unplatted parcels (P090, P250, P430, Tax Map EV52) and three recorded lots (Lots 9 and 10, Musgrove's Addition to Neelsville and Lot 1 of Beau Monde Estates). The Property is in water and sewer categories W-3 and S-3, respectively.

The Property is within the Clarksburg Special Protection Area. The site includes streams, floodplains, wetlands, and environmental buffers. The subject site also includes 27 acres of existing forest. The forest is found on both portions of the property north and south of West Old Baltimore Road. There are approximately 5.4 acres of environmental buffers south of West Old Baltimore Road and none to the north.

II. PROJECT DESCRIPTION (Attachment B)

The subject preliminary plan consists of a 78-lot subdivision containing 66 one-family detached dwellings and 12 semi-detached units or duplexes. The plan shows access for all units from West Old Baltimore Road. Internal access is provided by a combination of public streets and private alleyways. Streets "A" and "D" serve the units north of West Old Baltimore Road. Streets "B" and "C" are the two public streets that serve the units on the south side of West Old Baltimore Road. All four streets are classified as tertiary, with 50-foot right-of-ways except for

Street "C" proposed as a reduced width tertiary street with a 28 foot right-of-way. Street "D" is a stub road that will eventually provide for the connection of Ruby Drive in the adjacent Musgrove's Addition to Neelsville.

Pursuant to Chapter 25 of the Montgomery County Code, the project must provide a minimum of 12.5% of the units as moderately priced dwelling units (MPDU's) since the proposal is for greater than 19 units. The requirement to use MPDU's allows the use of the MPDU optional method of development. This option allows lots as small as 5,000 square feet for single family detached and 3,500 square feet for semi-detached units, more commonly referred to as duplexes. The applicant proposes that the MPDU units will be accommodated in the duplex units. The applicant also seeks to take advantage of the MPDU density bonus afforded under Chapter 25 by providing 15% of the units as MPDU's. This allows a 22% density bonus over what could normally be achieved in the R-200 zone or 2.44 dwelling units per acre, ($32.89 \times 2.44 = 80.25$ units). This plan requests 78 units on 32.89 acres of net useable area; the density is 2.37 units per acre and is at the lower end of the 2-4 units per acre density range recommended in the master plan.

All units will have frontage on a public right-of-way. Many, however, will be served from the rear by private alleys. Fire and Rescue has approved the plan finding that emergency equipment can safely access all units with the planned street system.

Public sewer and water will be provided to the site. The applicant will be required to build a sewage pump station to serve the needs of this subdivision and upstream properties that can drain to it. The pump station will be transferred to the WSSC for long-term maintenance. Water lines will need to be installed by the applicant.

The Property abuts MNCPPC parkland along the southern boundary. Parcel "G" is at the southernmost portion of the Property and is partially within the stream valley buffer. It contains a tributary of Little Seneca Creek, a Use IV-P stream. As part of this approval, the applicant will be required to dedicate Parcel "G" to MNCPPC for park purposes. Access to the Park via two 10-foot wide access easements is provided by this plan. The eventual treatment of the pathway surface within these easements will be explored further at the time of site plan. No formal trail system for this section of Stream Valley Park exists or is contemplated at this time.

III. PREVIOUS PLANNING BOARD REVIEW

A pre-preliminary plan for the subject property was presented to the Planning Board for discussion on September 30, 2004. The plan that was brought before the Board consisted of 88 units including 14 MPDU's. The main issue discussed at that hearing was the proper application of the resubdivision criteria. Since the Property consists of platted and unplatted properties, the Planning Board queried staff and legal counsel on the possibility of applying the resubdivision criteria only to those lots that were to be located on the platted portions of the site. In general, four members of the Board agreed that this was an appropriate means to apply Section 50-29(b)(2), the fifth Board member was silent. The Board also suggested that the proposed lots should compare favorably with the smaller R-200/TDR-4 lots in Clarksburg Heights and the larger 2-3 acres lots in Beau Monde Estates, leaving staff to believe that this was a hybrid

resubdivision and that the proposed lots' dimensions should fall somewhere in between the smaller lots in the Clarksburg Heights Subdivision and the larger lots in the Beau Monde Subdivision.

The Board also discussed the relationship of the proposed lots that were contiguous to the homes on Ruby Drive. Again, the majority of Board members believed that the proposed lots adjacent to the Ruby Drive homes, while not being held to the resubdivision criteria, should be "roomier" and "larger", although one Board member believed that this was an issue to be dealt with at site plan. One Board member was also concerned about the cookie cutter nature of homes along MD 355.

IV. ANALYSIS AND FINDINGS ON THE PRELIMINARY PLAN

A. Conformance to the Clarksburg Master Plan (Attachment C)

The proposed Tapestry development is located in the Brink Road Transitional Area of the 1994 Clarksburg Master Plan. The Brink Road Transitional Area is located near three proposed major roadways: Midcounty Arterial, MD 27 (Ridge Road), and MD 355. It 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 subject 35.2-acre property is zoned R-200 and is the last major vacant property located along MD 355 in the Brink Road Transitional Area.

The absence of sewer prior to the adoption of the Clarksburg Master Plan has resulted in several of the older subdivisions (Greenridge Acres and Beau Monde Estates) being built on well and septic, with average lot sizes that range from one to two acres to accommodate the septic reserve areas and wells. The newer subdivisions in the vicinity (Summerfield Crossing, Hurley Ridge, and the Glens at Hurley Ridge) have been built since the adoption of the Master Plan. The 130-unit Hurley Ridge subdivision is zoned R-200/TDR and located northwest of the intersection of West Old Baltimore Road and MD 355 directly adjacent to the subject property to the north. The 325-unit Glens of Hurley Ridge is an extension of the Toll Brothers, Inc. Hurley Ridge community. It also is zoned R-200/TDR and unlike Hurley Ridge, transferable development rights (TDR's) were used to increase density in the development of the project.

The 255-unit Summerfield Crossing community, located along West Old Baltimore Road (adjacent to Beau Monde Estates), is near completion. It is zoned R-200, includes a 9.3-acre future elementary school site, and adjoins Little Seneca Greenway. The western portion of Summerfield Crossing that is adjacent to I-270 and zoned I-4 (Low-Intensity, Light Industrial) has no development approval.

The key land use recommendations of the Master Plan for the Brink Road Transitional Area are summarized below:

1. Create a transition from Germantown to Clarksburg that helps reinforce each community's identity (page 75).

This area lies just north of the North Germantown Special Park, which forms a physical buffer between Germantown and Clarksburg. To further reinforce the transition from Germantown (a Corridor City) to Clarksburg (a Corridor Town), the Master Plan proposed 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.

The proposed plans for 66 single-family detached units and 12 semi-detached units (15 percent MPDUs bonus) generally achieve this objective. Staff was concerned with the original plan that included MPDU townhouse units along MD 355. Staff supports the current plan that shows semi-detached units along MD 355 located across from Greenridge Baptist Church. Staff believes the proposed site plan will implement the goals of the Master Plan by providing single-family units at a density of 2.44 units per acre.

2. Reinforce the North Germantown greenbelt concept (page 76).

Stream valley buffers and parks create the open space pattern in the Brink Road Transitional Area. The Master Plan encourages pedestrian connections to the Little Seneca Creek Greenway as development proceeds.

The applicant will dedicate the 5.67 acres forested open space area at the southeast end of the property to the M-NCPPC for protection of natural resources and additional access to adjacent parkland from MD 355. While the proposed plan does establish a pedestrian and bicycle linkage to the North Germantown Special Park so future residents of Clarksburg have easy access to outdoor experiences, there is a gap between the subject property and the northern edge of the Milestone property that precludes safe pedestrian access to Ridge Road Recreation Park and the Milestone Shopping Center. This area is located outside of the Clarksburg Master Plan area and in the Germantown Master Plan area. As part of this review, it was not deemed reasonable for this applicant to construct the length of off-site pathway across the stream valley to connect to the Milestone project. The pathway issue should be resolved when the bridge over the stream is widened from two lanes to four.

3. Continue the residential character of MD 355

The street pattern in the Brink Road Transitional 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 should be of a scale and character which supports the continuation of the traditional land use pattern in this area: residential uses fronting the road. The Master Plan

anticipates the widening of MD 355 in this area to four lanes but endorses a cross-section design that will allow historical land use patterns to continue.

The proposed plans generally achieve this objective by fronting proposed units along MD 355. There are now four (4) units that generally back to MD 355, at the northern edge of the property, adjacent to a Forest Conservation Area. The existing mature trees will block the view of the majority of the lots in this row, however, for the lot closest to MD 355, additional screening will be required at site plan to provide buffering and perhaps noise attenuation. Staff suggests the continuation of substantial planting and/or fencing to screen the views from MD 355.

With revisions at the time of site plan; the project will fully comply with the Master Plan objectives.

Relationship to the Clarksburg Streetscape Plan

The Streetscape Plan envisions that Clarksburg residents need safe, attractive and pedestrian-friendly streetscapes that contribute to the overall small town character envisioned by the Master Plan. The streetscape plan includes the proposed sidewalks/bikeways, street lighting, and street tree plans (such as, *Quercus rubrum* – Red Oak along MD 355) for the subject property. These guidelines should be incorporated in the site plan for the property.

B. Conformance to the Subdivision Regulations and Zoning Ordinance

This application has been reviewed for compliance with the Montgomery County Code, Chapter 50, the Subdivision Regulations, and Chapter 59, the Zoning Ordinance. As further discussed below, the application meets the applicable requirements. Access and public facilities will be adequate to support the proposed lots and uses. The public facilities for the development have been deemed adequate to serve the proposed units. Additionally, the proposed lot sizes, widths, shapes and orientations are appropriate for the location of the subdivision.

The lots were reviewed for compliance with the dimensional requirements specified in the Zoning Ordinance for the R-200 zone utilizing the MPDU option. The lots as proposed will meet all applicable dimensional requirements for area, frontage, width, and setbacks in that zone. A summary of this review is included in attached Table 1.

Conformance with Section 50-29(b)(2)

Statutory Review Criteria

The subject application includes previously recorded parts of lots and is; therefore, subject to resubdivision review. In order to approve an application for resubdivision, the Planning Board must find that each of the proposed lots complies with all seven of the resubdivision criteria, set forth in Section 50-29(b)(2) of the Subdivision Regulations, which states:

Resubdivision. Lots on a plat for the Resubdivision of any lot, tract or other parcel of land that is part of an existing subdivision previously recorded in a plat book shall be of the same character as to street frontage, alignment, size, shape, width, area and suitability for residential use as other lots within the existing block, neighborhood or subdivision.

Neighborhood Delineation

In administering Section 50-29(b)(2) of the Subdivision Regulations, the Planning Board must determine the appropriate "Neighborhood" for evaluating the application. In this instance, the Neighborhood consists of 18 lots (Attachment D). The lots included in the neighborhood are abutting the Subject Property in the Clarksburg Heights Subdivision, Musgrove's Addition to Clarksburg and the Beau Monde Estates Subdivision. While all properties within the defined Neighborhood are of the same R-200 zoning, none developed using the same development method as proposed by the Subject Property. Beau Monde Estates and Musgrove's Addition developed using the standard R-200 method of development, while Clarksburg Heights used the TDR optional method of development.

Staff and the Planning Board have historically resisted comparing proposed lots to lots developed under different development methods, however, for this application there would otherwise be no neighborhood on which to base a resubdivision comparison. As discussed at the pre-preliminary plan hearing, the Planning Board reviewed a neighborhood and it was accepted that lots of differing development standards could be analyzed for this application. In staff's opinion, the designated neighborhood provides an adequate sample of the lot and development patterns in the area. Two tabular summaries have been provided as Attachment E. One lists the lots in order of their lot numbering; the other list ranks the lots by size. The size-ranked list was done to provide the Planning Board with an easy way to compare lot sizes, which is typically one of the more significant resubdivision criteria that merits discussion.

The tabular summaries includes only 14 of the proposed 78 lots in the Tapestry Subdivision because these 14 lots are located on what are currently platted lots, and which are, therefore, subject to the resubdivision review. The remaining lots are on unplatted parcels and not subject to the resubdivision criteria. This method of review is also consistent with Planning Board direction at the pre-preliminary plan discussion.

C. Analysis .

Comparison of the Character of Proposed Lots to Existing

In performing the analysis, Staff applied the above-noted resubdivision criteria to the delineated neighborhood. Based on guidance at the pre-preliminary hearing, staff considered the variation of lots sizes, areas, widths and frontages in the defined neighborhood. Based on the analysis, staff concludes that the proposed lots are of the same character with respect to the resubdivision criteria as other lots within the defined neighborhood. Therefore, Staff concludes that the proposed resubdivision complies with the criteria of Section 50-29(b)(2). As set forth

below, the attached tabular summary (Attachment E) and graphical documentation support this conclusion:

Frontage: The proposed lots will be of the same character as existing lots in the neighborhood with respect to lot frontage.

The existing lots range in frontage from 25 feet to 250 feet. For the Tapestry project, the proposed lots range in frontage from 50 to 170 feet. The proposed lots are within the range of lots in the Neighborhood and are of the same character.

Width (at the building restriction line): The proposed lots will be in character with existing lots in the neighborhood with respect to width.

The existing lots range in width at the building restriction line from 25 feet to 250 feet. The proposed lots range in width from 63 feet to 170 feet. The proposed lots all fall within the range of widths in the Neighborhood. The lots are of the same character with respect to width.

Alignment: The proposed lots will be in character with the existing lots with respect to the alignment criterion.

The existing lots are either perpendicular, flag or radially aligned to the street. The proposed lots will be either perpendicular or radial to the street and of the same character.

Size: The proposed lots will be in character with existing lots in the designated neighborhood with respect to size.

The existing lots range in size from 8,086 square feet to 131,072 square feet. The proposed lots range in size from 8,191 to 21,919 square feet. While all of the proposed lots will be within the range of existing lots, staff does note that the proposed subdivision will create the second smallest lot within the overall neighborhood. The tabular summary show that there is a cluster of lots, both existing and proposed, that are within the 8,000 to 10,000 square foot range and represent the smallest lots within the overall neighborhood. Within this lot size range there are 6 existing lots and 9 proposed lots and their respective sizes are evenly distributed throughout this range. Staff is of the opinion that the difference in lots sizes, given the even distribution is not significant. Although this subdivision creates the second smallest lot in the overall neighborhood, it does not result in the lot or lots being out of character.

Staff also considered the relationship of the proposed lots to the large lots along West Old Baltimore Road and the one lot in Beau Monde Estates that abuts the Subject Property. This was also discussed at the pre-preliminary plan hearing. At that time, the Board recognized the need to create larger lots in this area of the plan. The proposal shows two new lots fronting on West Old Baltimore Road (immediately west of the Street "B" cul-de-sac) that are wider than typically provided by the plan. This was done to mimic the width of existing lots along West Old Baltimore Road. From the street, staff

is of the opinion that these two lots will be in character with the existing lots given the allowance for additional width. The large lot nature of Beau Monde Estates lots was also given consideration. This plan proposes only one lot adjacent to the large lot at the eastern terminus of Deoudes Road in Beau Monde Estates so that a one to one relationship is established. In staff's opinion, all of the proposed lots are of the same character with respect to size as the lost in the Neighborhood.

Area: Staff finds the proposed lots to be of the same character as other lots in the neighborhood with respect to buildable area.

The buildable areas of lots in the Neighborhood range from 2,550 square feet to 103,072 square feet. The proposed lots range in buildable area between 3,646 square feet and 15,519 square feet. The buildable areas of the proposed lots are well within the range of areas for the existing lots in the Neighborhood, and are, therefore, of the same character.

Shape: The shapes of the proposed lots are in character with shapes of the existing lots.

There is a fairly wide variation in lot shapes in the existing Neighborhood with rectangular and irregularly shaped lots. The proposed lots also are all either rectangular or irregular in shape and are of the same character.

Suitability for Residential Use: The existing and the proposed lots are zoned residential and the land is suitable for residential use.

D. Transportation

Site Access, Vehicular, and Pedestrian Circulation

The proposed Tapestry development will have three full access points from West Old Baltimore Road, one to the north side and two to the south side. Staff supports the Street "D" stub to provide for the future connection to Ruby Drive. This connection is not likely to occur until the intervening properties along Ruby Drive to the south are redeveloped. This connection will be a positive roadway connection that will eventually provide for an alternate route for the residents, services and emergency vehicles to access the site and result in a more even distribution of traffic in the area.

Local Area Transportation Review

Two 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 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 and calculated 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 355/W. Old Baltimore Road	1,217	1,106	1,492	1,148	1,558	1,178	1,159	928
MD 355/Brink Road	858	1,012	886	1,203	918	1,245	783	1,111

* Total development conditions without proposed roadway improvements

** Total development conditions with proposed roadway improvements

As shown in the above table, both intersections analyzed are currently operating within the acceptable 1,450 CLV level of congestion. Under the background development condition, the intersection of Frederick Road (MD 355) and West Old Baltimore Road exceeds the acceptable congestion standard of 1,450 CLV during the AM peak hour. Under the total development condition, the congestion at this intersection further deteriorates and must be improved. To provide the necessary improvement, the application includes construction of an additional exclusive northbound left-turn lane on MD 355, and two lanes on both eastbound (one left-turn and one right-turn lane) and westbound (one lane for left-turn to the site and one through lane) West Old Baltimore Road.

Staff also recommends construction of an exclusive southbound right-turn lane on MD 355 at West Old Baltimore Road. The applicant submitted a supplemental traffic analysis to the SHA to request removal of this improvement, indicating that the intersection would operate at an acceptable CLV standard without it. The State Highway Administration (SHA) acknowledges that the southbound MD 355 right-turn lane is not mandated by the M-NCPPC congestion standard for the Clarksburg Policy Area, but recommended that the M-NCPPC require the applicant to design and construct it for operational and safety reasons. Copies of SHA's letters dated July 10, 2006 and October 20, 2006 describing this requirement are attached to the Transportation Planning memorandum (Attachment *).

Policy Area Transportation Review (PATR)

The pre-preliminary plan, 7-04062, application for this property was submitted and reviewed prior to changes in the Annual Growth Policy laws requiring the developments to satisfy staging ceiling capacity. Based on the FY 2004 Annual Growth Policy staging ceiling capacity, there was insufficient capacity available for the housing development (negative 6,628 housing units in the Clarksburg Policy Area) as of June 30, 2004, the last date the staging ceiling

numbers were published. The Planning Board reviewed the pre-preliminary plan for this application on September 30, 2004. The applicant made a commitment to participate in the construction of A-305 from MD 355 to Clarksburg Road at the time of Pre-Preliminary Plan review by the Planning Board. The construction of this section of A-305 was also the PATR condition for an approval of the Woodcrest subdivision (preliminary plan #1-04039). Staff finds that the proposed roadway improvements will provide sufficient staging ceiling capacity to accommodate the proposed development for both Woodcrest and Tapestry subdivisions.

Reduced Width Tertiary Street

This application proposes use of a reduced width tertiary street. Section 50-26(h)(2) of the Subdivision Regulations states:

“The standard right-of-way width of a tertiary street is fifty (50) feet. However, an applicant may voluntarily submit to site plan review and at that stage the Planning Board may approve a lesser width if it can be demonstrated that: (1) this lesser width is environmentally better, or (2) the limits on development at that site would not allow the applicant to achieve MPDU’s under Chapter 25A on-site, and this lesser width either (3) improves compatibility with adjoining properties, or (4) allows better uses of the parcel under subdivision. In no case shall the right-of-way be less than twenty-seven (27) feet four (4) inches for two-way traffic and twenty –one (21) feet for one way traffic.”

For this application, Street “C” is proposed as a reduced width tertiary street on the south side of West Old Baltimore Road. The right-of-way for this street is shown to be 29.4 feet in width with a 28 foot wide pavement cross section. The road is appropriate for this specific portion of the site because a full width right-of-way tertiary street, (50 ft) would push homes to the rear yard setbacks and limit the area available for stormwater management up against the stream valley buffer. With the reduced width tertiary street, homesites can be pulled in toward the street pavement in keeping with the neo-traditional theme of this development. Rear yards are afforded more space, as is the distance the homes can be placed from the subdivision boundary. The deeper back yards are more compatible with the established rear yards in the neighborhood. Staff is of the opinion that use of a reduced width tertiary street is justified for environmental and compatibility reasons.

The proposed vehicular and pedestrian access and circulation will be safe and adequate with the proposed roadway improvements, and the subdivision meets adequate public facilities requirements for roads.

E. Environment

Preliminary Water Quality Plan

Water quality plans are required as part of the Special Protection Area regulations. Under the SPA law, Montgomery County Department of Permitting Services (MCDPS) and the Planning Board have different responsibilities in the review of the water quality plan. MCDPS

has reviewed and conditionally approved the elements of the final water quality plan under their purview. As part of the final water quality plan, MCDPS established several site performance goals including:

1. Maintain the natural on-site stream channels.
2. Minimize storm flow run off increases.
3. Minimize increases to ambient water temperatures.
4. Protection of streams and aquatic life habitat.
5. Minimize sediment loading.
6. Maintain stream base flows.
7. Protect springs, seeps, and wetlands.
8. Minimize nutrient loading and control insecticides, pesticides and toxic substances.

To help meet the performance goals, the stormwater management plan requires that water quality and quantity control be provided through an extensive system of linked best management practices (BMPs). Channel protection measures for this site will be provided via extended detention dry ponds. These structures will provide channel protection volume for the one-year storm with a maximum detention time of 12 hours per state standards. Quality control will be provided via a combination of structural and non-structural measures that include dry wells, surface sand filters, bio-filters, dry swales, and grassed channels. Sediment control will be addressed through a combination of traps and basins, earth dikes, and super silt fencing. The storage volume in sediment control traps and basins will require a minimum of 125% of the normally required volume. Flocculants or other similar materials are required to increase the sediment removal efficiency in the basins and traps.

The Planning Board responsibility is to determine if the environmental guidelines for special protection areas, forest conservation requirements, and site imperviousness requirements are satisfied. This discussion follows.

Environmental Guidelines

The environmental guidelines for SPAs require examination of many tools to maximize achievement of site performance goals. For instance, the goal of protecting seeps, springs, and wetlands is better achieved with naturalized buffers surrounding these areas. The natural resource inventory for the Tapestry subdivision identified the environmental buffers. Environmental buffers include wetlands and wetland buffers, floodplains, and streams and stream valley buffers.

The only proposed permanent encroachment into the environmental buffer is for a WSSC pumping station and a paved access to the pumping station. The amount of encroachment into the buffers is minimized and the applicant's engineer indicates that the pumping station will be underground. The pump station is needed for sewer service to this development and to provide a future sewer connection to properties to the east of MD 355. In staff's opinion the buffer encroachment for the pump station is unavoidable given that the alternative gravity sewer line to serve this property would result in over 4,000 linear feet of disturbance in the North Germantown Stream Valley Park.

Some stormwater management outfalls must enter into the environmental buffers in order to provide safe conveyance of stormwater discharges at non-erosive velocities. In order to limit erosion from stormwater management facilities the outfall location must occur in a flat location. The proposed discharge locations are in non-forested environmental buffers that will eventually be forested as part of the special protection area requirements. Environmental Planning supports this encroachment and has supported similar encroachments from other plans.

Forest Conservation

A forest conservation plan was submitted with the preliminary plan of subdivision. The forest conservation plan indicates that the applicant will remove 20.01 acres of existing forest and retain 7.08 acres. This results in a forest planting requirement of 4.98 acres.

This application is utilizing an R200 MPDU optional method of development and therefore must comply with Section 22A-12(f) of the Montgomery County code. This section states:

“...any site developed under a cluster or other optional method of development in a one-family residential zone, and any waiver from a zoning requirement for environmental reasons, must include a minimum amount of forest on-site as part of meeting its total forest conservation requirement.”

The applicant will meet the requirements of Section 22A-12(f) by preserving 7.08 acres of forest on site, which is just over the required 20 percent of the net tract area.

Since many of the lots are small and the rear yard space is sometimes minimal, staff recommends construction of a fence (either split rail or other type acceptable to Environmental Planning) at the rear of all lots backing to planted and retained forests. This is to protect the forest plantings and forests from homeowner encroachment, but also to clearly delineate the Category I conservation easements and park dedication areas.

Consistent with other approved plans within the Clarksburg Special Protection Area, staff is also requiring the applicant to meet the off site forest planting requirements within the Clarksburg Special Protection Area, or within the Little Seneca Creek watershed.

Stormwater Management

The final design of the stormwater management facilities does not occur until preliminary and site plans, and often, record plats are approved and the applicant submits detailed grading/stormwater management plans to MCDPS for review and approval. If MCDPS requires more space for a stormwater management facility because it was incorrectly sized during the water quality/stormwater management stage, requests are made to allow encroachment into the buffers. Many times the encroachment can be avoided by reconfiguring the facility, but sometimes there is no alternative but to either allow encroachment or use areas outside of the

buffer for the facility. For this application, it is staff's opinion that no further encroachment into environmental buffers or proposed parkland should be permitted.

In particular for this plan, staff notes that the stormwater management facilities near the proposed WSSC pumping station are of concern. One facility is adjacent to the proposed park dedication area on one side, and a very steep embankment along an alley that serves the future residences on another. If the applicant has incorrectly sized this or other stormwater management facilities they must be redesigned within the developable area and not by encroachment into an area of environmental sensitivity that the community can enjoy.

Site Imperviousness

While there is no overlay zone that sets an impervious cap for developments in this Clarksburg Special Protection Area, staff does assess the development and looks at ways to reduce the amount of impervious surface in the subdivision. According to the preliminary and final water quality plan there are 9.18 acres of impervious surface for the 35.28-acre property. This equates to an impervious rate of 26 percent, which is consistent for similarly zoned developments in the County and cannot reasonably be further reduced.

Noise

The applicant submitted a noise study analyzing the impacts of existing and current traffic projections for Frederick Road (MD 355) and West Old Baltimore Road. This analysis indicates impacts to homes along MD 355 and West Old Baltimore Road particularly at the intersection of the two roads. The noise analysis recommends a noise screen in the following locations: 1) at the back of lots that face away from MD 355, 2) in front of houses fronting on MD 355 and, 3) between the units nearest to the intersection of MD 355 and West Old Baltimore. The noise analysis indicates the 60 and 65 dBA Ldn noise contours. The noise analysis does not indicate if the interior noise levels will meet the 45 dBA Ldn noise guideline, however, based on the location of the 65 dBA Ldn noise contour it should. Finally, the noise analysis recommends a 6 or 8-foot high noise fence, but does not provide details on the materials or how it will look.

Staff has conditioned the approval of this application on the requirement that the applicant revise the noise analysis to explicitly identify the interior and exterior noise techniques to be used to achieve an interior noise level of 45 dBA Ldn or less, and an exterior noise level of 55 dBA Ldn or less in the rear yard spaces of the impacted residential units. The site plan should be revised to illustrate the projected 55, 60 and 65 dBA Ldn noise contours and provide a detail of the noise screen to be used to mitigate exterior noise levels. All of these activities should occur prior to approval of the certified site plan.

Water and Sewer

Environmental Planning supports a WSSC pumping station within the environmental buffer. WSSC had initially requested a gravity sewer line through the North Germantown Greenway Stream Valley Park to serve the subdivision and adjacent lots. However, the proposed

sewer line was over 4,000 linear feet in length and would have impacted forests, wetlands and had numerous stream crossings. Staff negotiated with WSSC to seek a solution that would avoid encroachment into the existing Park and minimize impacts to land to be dedicated to the Parks Department as part of this subdivision. The pumping station needs to be sited at the lowest elevation so that it can provide future service for upstream properties. This particular pump station will be located, not at the lowest point on the property, but at the point that provides the desired service to the local area. Unfortunately; to be able to serve the properties across MD 355, the pumping station must be located within the environmental buffer. In staff's opinion, this is a good compromise to the gravity sewer alignment.

F. CITIZEN ISSUES AND CONCERNS

Community Concerns (Attachment G)

Numerous letters have been received regarding the proposed subdivision. Residents along Ruby Drive oppose the amount of development proposed on the property as they believe it will negatively impact their quality of life, privacy, and well water; and that the provision of a stub to one day extend Ruby Drive will add unacceptable levels of traffic on their road. The Clarksburg Civic Association (CCA) opposes the plan stating that it does not conform to the Clarksburg Master Plan. The CCA believes that the development is too intense for the site and results in far too much tree loss. The CCA also cites issues with the lack of a trail connection to the Milestone development south on MD 355, incompatibility of the proposed homes on MD 355 with the confronting single family homes, the placement of the MPDU's, the need for a traffic light at West Old Baltimore Road and MD 355 now rather than at a later date, lack of parking, and timing of the improvements to West Old Baltimore, specifically that they be done before any building permits are issued.

The applicant has held a number of community meetings with concerned citizens to discuss issues. The most recent was on June 27, 2007 with staff and representatives of the CCA in attendance. The CCA has also held forums with staff and the applicant attending as well. There have been many opportunities for public comment on the subject application.

Staff is of the opinion that the plan complies with the Clarksburg Master Plan; this report includes the Community Based Planning memo in its entirety. The impact to residents along Ruby Drive has been minimized by the placement of a 55 foot wide buffer strip between the existing and proposed units. The proposed lots that abut the Ruby Drive homes have been widened to coincide with the width of the existing lots. The potential for well water impacts is typically not evaluated for a development that will be served by public water and sewer, because impacts are not generally anticipated by the Montgomery County Department of Permitting Services for these types of development. Public water is local to all of the neighborhoods currently on wells, but it is not know when or how it will be extended.

The applicant has complied with the Local Area Transportation Review requirements and will make the necessary improvements to their frontage and participate in the construction of a portion of A-305 in Clarksburg. Sidewalks will also be provided along their frontage. As is typical for new development projects, these improvements are required prior to completion of the

development, but not before any units are constructed. In staff's opinion, it is not reasonable to require expenditure of funds for roads before any financial return from the development is achieved. The need for a traffic light will be analyzed by the SHA after construction of the project. The plan will be analyzed for adequate parking and compatibility at the time of site plan review. A forest conservation plan has been approved by staff and the plan complies with Chapter 22A, the forest conservation law. Since the Clarksburg Master Plan does not include any specific requirements for forest conservation exceeding the requirements of the law, staff finds the plan to be acceptable. Finally, the density of the project at 2.37 units per acre is at the lower end of the master plan recommendation for 2-4 units per area in the Brink Road Transition Area, and staff finds that it conforms to the recommendations of the Master Plan.

G. CONCLUSION

Staff's review of Preliminary Plan # 12005095, indicates that the plan complies with Chapters 50 and 59 of the Montgomery County Code. The plan conforms to the recommendations for residential development included in the Clarksburg Master Plan. Public facilities will be adequate to support and service the area of the proposed subdivision, and the size, width, shape, and orientation of the proposed lots are appropriate for the location of the subdivision. Portions of the site have been reviewed for compliance with the resubdivision criteria under Sec.50-29(b)(2) and those lots have been found to comply with section. The application has also been reviewed by other applicable county agencies, all of whom have recommended approval of the plan. Therefore, approval of the application is recommended with the conditions specified above.

Attachments

- Attachment A – Site Vicinity Map
- Attachment B – Preliminary Plan
- Attachment C – Community Based Planning memo
- Attachment D - Neighborhood Delineation
- Attachment E – Tabular Summaries
- Attachment G – Citizen Correspondence

Table 1. Preliminary Plan Data and Checklist

Plan Name: Tapestry
 Plan Number: 120050950
 Zoning: R-200

of Lots: 78

of Outlots: 0

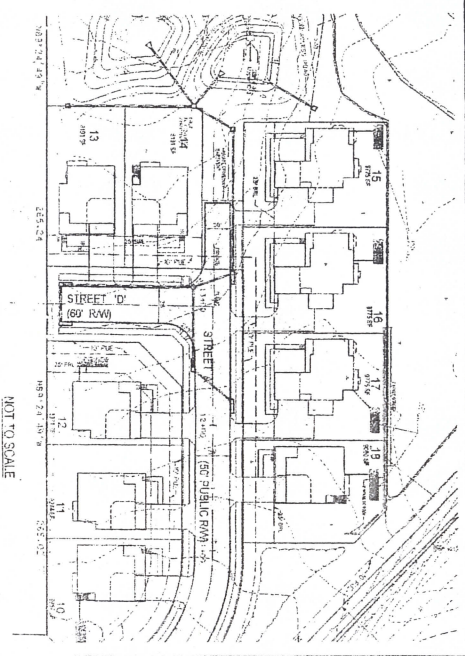
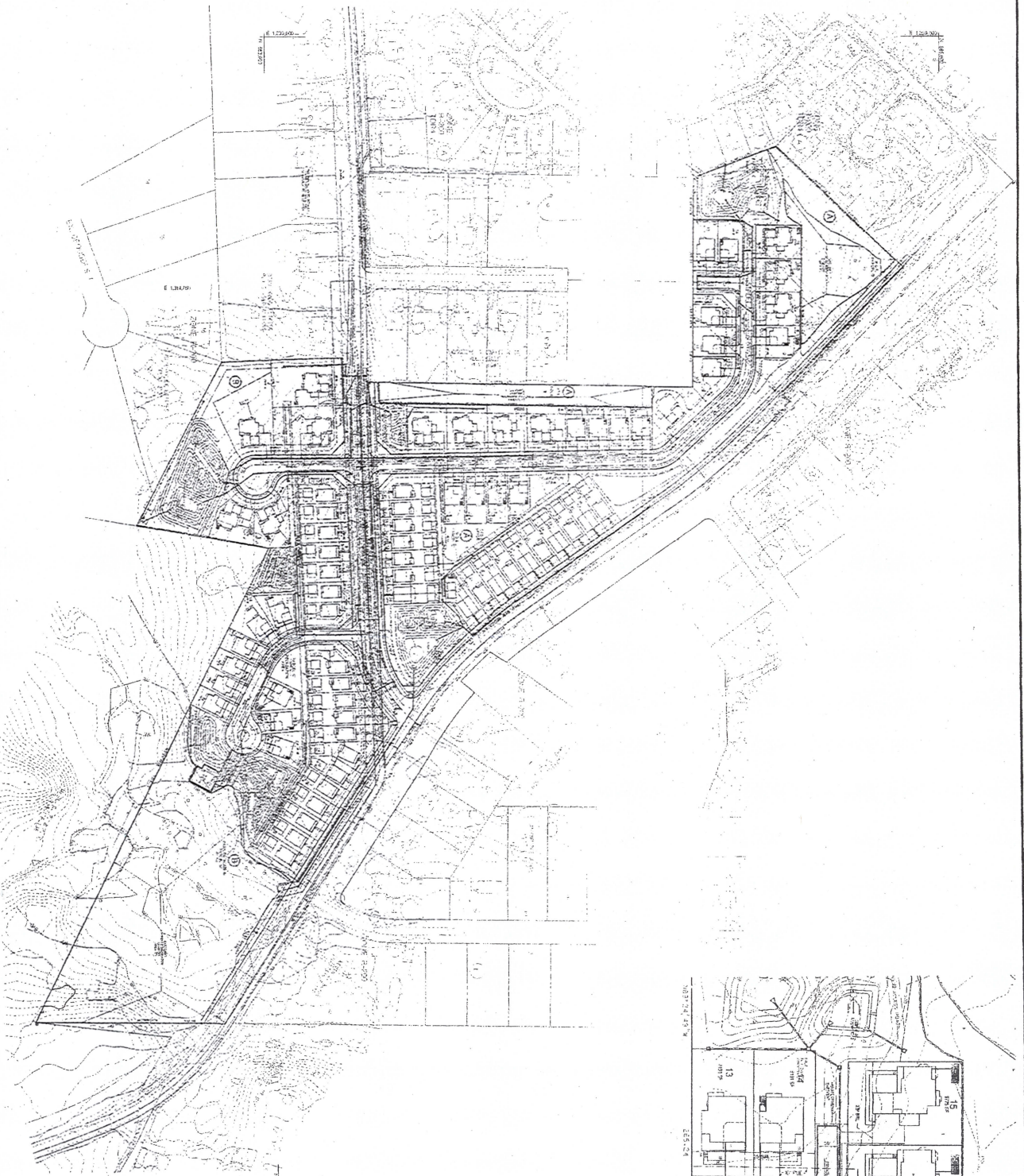
Dev. Type: Residential

PLAN DATA	Zoning Ordinance Development Standard	Proposed for Approval on the Preliminary Plan	Verified	Date
Lot Area	6,000 s.f. for sfd 3,500 s.f. for semi det.	6,007 s.f. and 3,500 s.f. minimum		7/13/07
Lot Width	Est. by site plan ¹ 25 ft. Min	25 ft. minimum		7/13/07
Lot Frontage				7/13/07
Setbacks				
Front	25. Min. from street	Must meet minimum		7/13/07
Side	Est. by site plan ¹	Must meet minimum		7/13/07
Rear	20 ft.	May not exceed maximum		7/13/07
Height	40 ft. Max. or as prescribed in ZO	2.37 du/ac or 78 dwelling units		7/13/07
Max Resid'l d.u. or Comm'l s.f. per Zoning	2.44 du/ac or 80 dwelling units	15%		7/13/07
MPDUs	12.5%			7/13/07
TDRs	N/A			
Site Plan Req'd?	Yes			7/13/07

FINDINGS

SUBDIVISION	Public and Private frontage	Agency letter	Date
Lot frontage on Public Street	Construction and dedication of internal public and private roads	Agency letter	5/25/07
Road dedication and frontage improvements	Yes	Staff memo	6/24/07
Environmental Guidelines	Yes	Staff memo	6/24/07
Forest Conservation	Yes	Staff memo	7/5/07
Master Plan Compliance		Agency letter	
ADEQUATE PUBLIC FACILITIES	Yes	Agency comment	3/10/06
Stormwater Management	Yes	Agency comment	7/5/05
Water and Sewer (WSSC)	Yes	Staff comment	7/10/07
10-yr Water and Sewer Plan Compliance	Yes	Agency memo	4/29/06
Local Area Traffic Review	Yes		
Fire and Rescue	N/A		
Historic Preservation			

¹ Requires approval of a 59-D-3 site plan approval.



NOT TO SCALE

PROFESSIONAL CERTIFICATE
I, the undersigned, being a duly licensed Professional Engineer in the State of Maryland, do hereby certify that the above is a true and correct copy of the original as submitted to me for my review and approval.

ENGINEER'S CERTIFICATE
I, the undersigned, being a duly licensed Professional Engineer in the State of Maryland, do hereby certify that the above is a true and correct copy of the original as submitted to me for my review and approval.

PRELIMINARY PLAN

LOT 8 & 9
TAPESTRY
MONTCOMERY COUNTY, MARYLAND

APPLICANT
MILLER & SMITH ATTAPESTRY LLC
8801 GREENSBORO DRIVE, SUITE 200
ATLANTA, GA 30328

NO.	DATE	DESCRIPTION	BY	CHKD.
1	10/15/13	PRELIMINARY PLAN	J. J. JONES	
2	10/15/13	REVISION	J. J. JONES	
3	10/15/13	REVISION	J. J. JONES	
4	10/15/13	REVISION	J. J. JONES	
5	10/15/13	REVISION	J. J. JONES	
6	10/15/13	REVISION	J. J. JONES	
7	10/15/13	REVISION	J. J. JONES	
8	10/15/13	REVISION	J. J. JONES	
9	10/15/13	REVISION	J. J. JONES	
10	10/15/13	REVISION	J. J. JONES	
11	10/15/13	REVISION	J. J. JONES	
12	10/15/13	REVISION	J. J. JONES	
13	10/15/13	REVISION	J. J. JONES	
14	10/15/13	REVISION	J. J. JONES	
15	10/15/13	REVISION	J. J. JONES	
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21	10/15/13	REVISION	J. J. JONES	
22	10/15/13	REVISION	J. J. JONES	
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26	10/15/13	REVISION	J. J. JONES	
27	10/15/13	REVISION	J. J. JONES	
28	10/15/13	REVISION	J. J. JONES	
29	10/15/13	REVISION	J. J. JONES	
30	10/15/13	REVISION	J. J. JONES	

ROCKVILLE OFFICE
1301 MAIN STREET, FLOOR 200
ROCKVILLE, MD 20850
TEL: 301.279.8400 FAX: 301.279.8401



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

July 2, 2007

MEMORANDUM

TO: Richard Weaver, Coordinator
Development Review Division

Robert Kronenberg, Acting Site Plan Supervisor
Development Review Division

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

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

SUBJECT: Tapestry (Preliminary Plan No.12005095 and Site Plan No. 820050370);
80 units; Clarksburg Master Plan

Relationship to the Clarksburg Master Plan

The proposed Tapestry development is located in the Brink Road Transitional Area of the 1994 Clarksburg Master Plan area. It is situated along MD 355 and West Old Baltimore Road between Brink Road and proposed Newcut Road Extended (Little Seneca Parkway) near Ruby Drive. The northern edge of the property is located across MD 355 from Greenridge Baptist Church. The 56-acre Ridge Road Recreation Park situated in the Germantown Planning Area is located nearby at the southeastern edge of the property directly across from the Milestone community. The southern edge of the property adjoins the North Germantown Special Park.

The Brink Road Transitional Area is located near three proposed major roadways: Midcounty Arterial, MD 27 (Ridge Road), and MD 355. It 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 as shown in Attachment 1- Residential Projects Map. The subject 35.2-acre property is zoned R-200 and is the last major vacant property located along MD 355 in the Brink Road Transitional Area.

Prior to the adoption of the Clarksburg Master Plan, the absence of sewer has resulted in several of the older subdivisions (Greenridge Acres and Beau Monde Estates) 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 1.

The newer subdivisions in the vicinity (Summerfield Crossing, Hurley Ridge, and the Glens at Hurley Ridge) have been built since the adoption of the Master Plan. The 130-unit Hurley Ridge subdivision is zoned R-200/TDR and located northwest of the intersection of West Old Baltimore Road and MD 355 directly adjacent to the subject property to the north. The 325-unit Glens of Hurley Ridge is an extension of Toll Brothers, Inc. Hurley Ridge community. It also is zoned R-200/TDR and unlike Hurley Ridge, the Transfer of Development Rights (TDR's) were used in the development of the project.

The 255-unit Summerfield Crossing community located along West Old Baltimore Road (adjacent to Beau Monde Estates) is near completion. It is zoned R-200, includes a 9.3-acre future elementary school site, and adjoins Little Seneca Greenway. The western portion of Summerfield Crossing that is adjacent to I-270 and zoned I-4 (Low-Intensity, Light Industrial) has no development approval.

The key land use recommendations of the Master Plan for the Brink Road Transitional Area are summarized below:

1. Create a transition from Germantown to Clarksburg that helps reinforce each community's identity (page 75).

This area lies just north of the North Germantown Special Park, which forms a physical buffer between Germantown and Clarksburg. To further reinforce the transition from Germantown (a Corridor City) to Clarksburg (a Corridor Town), the Master Plan proposed 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.

The proposed plans for 70 single-family detached units and 12 semi-detached units (15 percent MPDUs bonus) generally achieve this objective. Staff was concerned with the original plan that included MPDU townhouse units along MD 355. Staff supports the current plan that shows semi-detached units along MD 355 located along from Greenridge Baptist Church. Staff believes the proposed site plan will implement the goals of the Master Plan by providing single-family units at a density of 2.44 units per acre.

2. Reinforce the North Germantown greenbelt concept (page 76).

Stream valley buffers and parks create the open space pattern in the Brink Road Transitional Area. The Master Plan encourages pedestrian connections to the Little Seneca Creek Greenway as development proceeds.

The applicant will dedicate the 5.67-acre open space forested area at the southeast end of the property to the M-NCPPC for protection of natural resources and additional access to adjacent parkland from MD 355. While the proposed plan does establish a pedestrian and bicycle linkage to the North Germantown Special Park so that future residents of Clarksburg have easy access to outdoor experiences, there is a gap between the subject property and the northern edge of the Milestone property and precludes safe pedestrian access to Ridge Road Recreation Park and the Milestone Shopping Center. This area is located outside of the Clarksburg Master Plan area and in the Germantown Master Plan area.

3. Continue the residential character of MD 355

The street pattern in the Brink Road Transitional 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. The Master 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.

The proposed plans generally achieve this objective. As shown on the proposed site plan, there are six (6) units backing onto MD 355, at the northern edge of the property, adjacent to the Forest Conservation Area. The existing mature trees will block the view of lots 15 through 19 from MD 355. Since lot 20 will be visual from MD 355 (its rear and side), staff suggests its deletion or the continuation of substantial planting, such as, 8-foot high evergreens, to screen its view from MD 355.

With the proposed revisions, the site plan would achieve the Master Plan objective.

Relationship to the Clarksburg Streetscape Plan

Clarksburg residents need safe, attractive and pedestrian-friendly streetscapes that contribute to the overall small town character envisioned by the Master Plan. See Attachment 2 that includes the proposed sidewalks/bikeways, street lighting, and street tree plans (such as, *Quercus rubrum* – Red Oak along MD 355) for the subject property.

These guidelines should be incorporated in the site plan for the property.

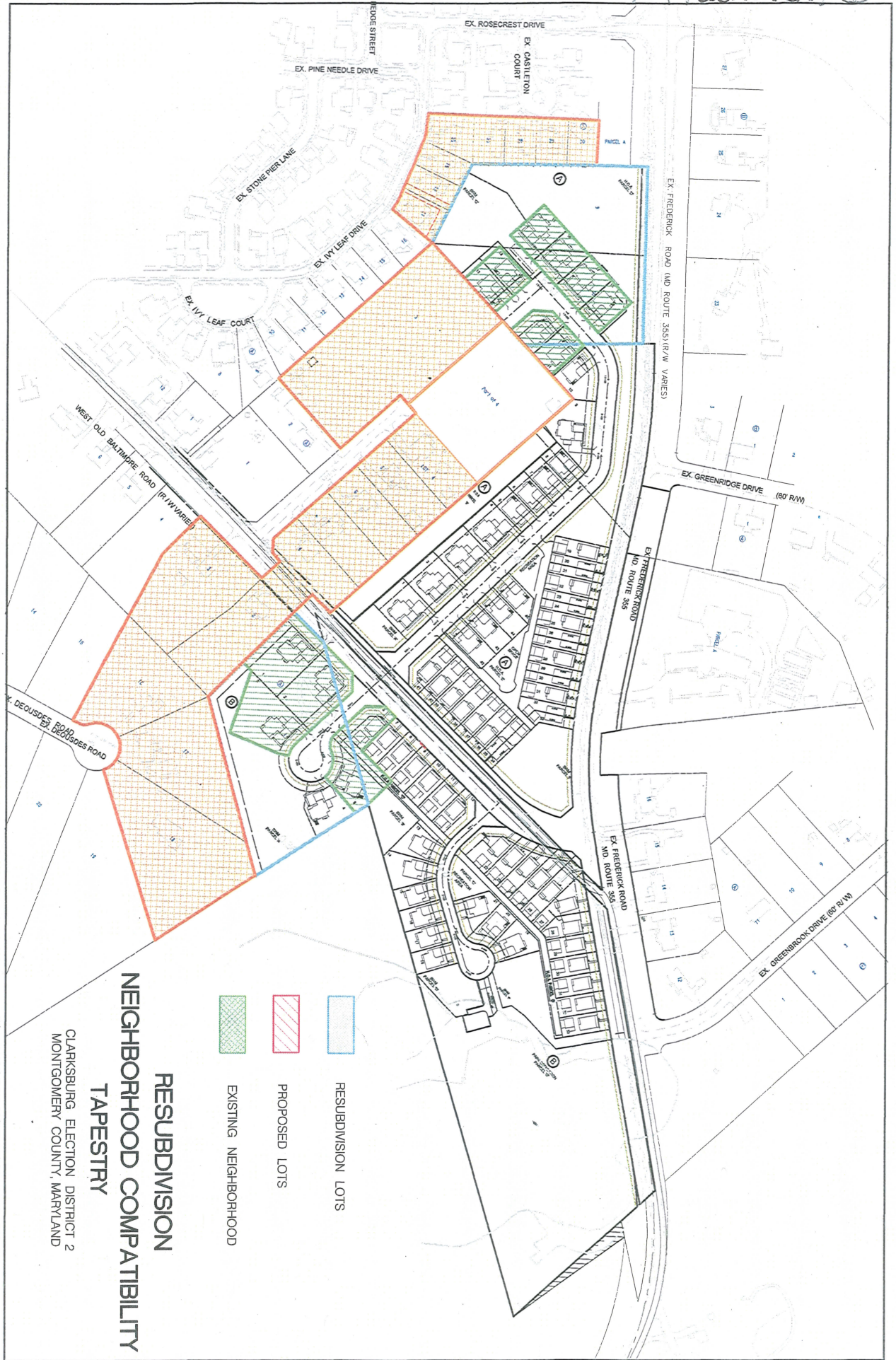
Community Concerns

The Clarksburg Civic Association and several residents who live in the Ruby Drive and Greenridge Acres community have concerns that the lot sizes are not compatible with the surrounding community. On June 27, 2007, the applicant sponsored a community meeting to present and discuss the latest plan revisions. The compatible transition to the surrounding community is still a community concern, however.

Staff recommends approval of the proposed plans subject to the conditions suggested above.

Attachments

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**RESUBDIVISION
NEIGHBORHOOD COMPATIBILITY
TAPESTRY**

CLARKSBURG ELECTION DISTRICT 2
MONTGOMERY COUNTY, MARYLAND

-  RESUBDIVISION LOTS
-  PROPOSED LOTS
-  EXISTING NEIGHBORHOOD

TAPESTRY - Neighborhood Comparable Lot Data Table
(Listed by Subdivision, Lot and Block)

Subdivision	Lot	Block	Frontage	Alignment	Size (s.f.)	Shape	Width @ BRL	Lot Area (s.f.)
Existing								
C'burg Hgts.	17	A	64'	perpendicular	9,827	irregular	68'	4,055
	18	A	66'	perpendicular	8,250	rectangular	66'	3,570
	19	A	61'	perpendicular	8,086	rectangular	61'	2,680
	20	A	63'	perpendicular	9,503	irregular	76'	2,895
	27	A	25'	flag	10,247	irregular	25'	3,590
	28	A	35'	perpendicular	8,630	rectangular	57'	2,550
	29	A	54'	perpendicular	9,452	rectangular	80'	3,315
	30	A	32'	flag	13,031	rectangular	50'	5,785
Beau Monde	2	A	120'	perpendicular	39,600	irregular	120'	18,645
	16	A	140'	radial	51,057	irregular	145'	29,358
	17	A	59'	radial	56,483	irregular	100'	32,450
	18	A	42'	radial	86,510	irregular	68'	49,745
Musgrove's	3	A	250'	perpendicular	131,072	rectangular	250'	103,072
	4	A	100'	perpendicular	23,500	rectangular	100'	12,160
	5	A	100'	perpendicular	23,500	rectangular	100'	12,160
	6	A	100'	perpendicular	23,500	rectangular	100'	12,160
	7	A	100'	perpendicular	23,500	rectangular	100'	12,160
	8	A	230'	perpendicular	23,642	rectangular	230'	12,567
Range/Avg.	N/A	N/A	25'-250'	72% perp. 17% radial 11% flag	8,086 - 131,072	39% irreg. 61% rectang.	25' - 250'	2,550 - 103,072
Proposed								
Tapestry	11	A	75'	perpendicular	8,274	rectangular	75'	4,509
	12	A	170'	perpendicular	8,371	irregular (corner)	170'	3,646
	13	A	63'	perpendicular	8,191	rectangular	63'	4,321
	14	A	63'	perpendicular	8,191	rectangular	63'	4,651
	15	A	85'	perpendicular	9,775	rectangular	85'	4,245
	16	A	85'	perpendicular	9,775	rectangular	85'	4,245
	17	A	85'	perpendicular	9,775	rectangular	85'	4,245
	18	A	82'	perpendicular	9,080	irregular	82'	4,984
	1	B	120'	perpendicular	21,480	rectangular	120'	15,080
	2	B	120'	perpendicular	21,272	irregular (corner)	120'	13,072
	3	B	80'	radial	21,919	irregular	100'	15,510
	4	B	50'	radial	11,217	irregular	75'	6,370
	5	B	105'	perpendicular	13,067	irregular	98'	7,930
	6	B	88'	perpendicular	8,263	irregular (corner)	72'	4,640
Range/Avg.	N/A	N/A	63' - 170'	86% perp. 14% radial	8,191 - 21,480	50% irreg. 50% rectang.	63' - 170'	3,646 - 15,510

**TAPESTRY - Neighborhood Comparable Lot Data Table
(Ranked by Lot Size)**

Subdivision	Lot	Block	Frontage	Alignment	Size (s.f.)	Shape	Width @ BRL	Lot Area (s.f.)
Existing								
C'burg Hgts.	19	A	61'	perpendicular	8,086	rectangular	61'	2,680
	18	A	66'	perpendicular	8,250	rectangular	66'	3,570
	28	A	35'	perpendicular	8,630	rectangular	57'	2,550
	29	A	54'	perpendicular	9,452	rectangular	80'	3,315
	20	A	63'	perpendicular	9,503	irregular	76'	2,895
	17	A	64'	perpendicular	9,827	irregular	68'	4,055
	27	A	25'	flag	10,247	irregular	25'	3,590
	30	A	32'	flag	13,031	rectangular	50'	5,785
Musgrove's	4	A	100'	perpendicular	23,500	rectangular	100'	12,160
	5	A	100'	perpendicular	23,500	rectangular	100'	12,160
	6	A	100'	perpendicular	23,500	rectangular	100'	12,160
	7	A	100'	perpendicular	23,500	rectangular	100'	12,160
	8	A	230'	perpendicular	23,642	rectangular	230'	12,567
Beau Monde	2	A	120'	perpendicular	39,600	irregular	120'	18,645
	16	A	140'	radial	51,057	irregular	145'	29,358
	17	A	59'	radial	56,483	irregular	100'	32,450
	18	A	42'	radial	86,510	irregular	68'	49,745
Musgrove's	3	A	250'	perpendicular	131,072	rectangular	250'	103,072
Range/Avg.	N/A	N/A	25'-250'	72% perp. 17% radial 11% flag	8,086 - 131,072	39% irreg. 61% rectang.	25' - 250'	2,550 - 103,072
Proposed								
Tapestry	13	A	63'	perpendicular	8,191	rectangular	63'	4,321
	14	A	63'	perpendicular	8,191	rectangular	63'	4,651
	6	B	88'	perpendicular	8,263	irregular (corner)	72'	4,640
	11	A	75'	perpendicular	8,274	rectangular	75'	4,509
	12	A	170'	perpendicular	8,371	irregular (corner)	170'	3,646
	18	A	82'	perpendicular	9,080	irregular	82'	4,984
	15	A	85'	perpendicular	9,775	rectangular	85'	4,245
	16	A	85'	perpendicular	9,775	rectangular	85'	4,245
	17	A	85'	perpendicular	9,775	rectangular	85'	4,245
	4	B	50'	radial	11,217	irregular	75'	6,370
	5	B	105'	perpendicular	13,067	irregular	98'	7,930
	2	B	120'	perpendicular	21,272	irregular (corner)	120'	13,072
	1	B	120'	perpendicular	21,480	rectangular	120'	15,080
	3	B	80'	radial	21,919	irregular	100'	15,510
Range/Avg.	N/A	N/A	63' - 170'	86% perp. 14% radial	8,191 - 21,480	50% irreg. 50% rectang.	63' - 170'	3,646 - 15,510



July 10, 2007

MEMORANDUM

TO: Cathy Conlon
Robert Kronenberg
Development Review Division

VIA: Shahriar Etemadi, Supervisor
Transportation Planning

FROM: Ki H. Kim, Planner/Coordinator
Transportation Planning

KHK

SUBJECT: Tapestry
Preliminary Plan # 1-20050950
Site Plan # 8-20050370

This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject Preliminary and Site Plan applications. The application includes 35.28 acres of land located on the west side of Frederick Road (MD 355) and on the north and south sides of West Old Baltimore Road in the Clarksburg Policy Area. The subject site will consist of 80 residential dwelling units called Tapestry.

RECOMMENDATIONS

Based on our review of the submitted traffic analysis, we recommend the following conditions as part of the APF test for the transportation requirements related to approval of the preliminary plan and site plan applications.

1. Total development under the preliminary plan and site plan applications is limited to 80 dwelling units [68 single-family and 12 semi-detached (duplex) dwelling units].
2. The applicant must abandon a portion of West Old Baltimore Road in the southwest quadrant of the intersection of Frederick Road (MD 355) and West Old Baltimore Road.
3. The applicant must improve West Old Baltimore Road along the property frontage to arterial roadway standards. The improvements shall include widening of West Old Baltimore Road

to a two-lane undivided arterial roadway with an 8-foot wide Class I, shared-use path on the south side and 5-foot sidewalk on the north side. These improvements are shown on the preliminary plan and site plan. Construction of West Old Baltimore Road shall be complete and open to traffic prior to issuance of the 40th building permit.

4. The applicant must provide the following improvements at the new intersection of West Old Baltimore Road and MD 355:
 - a. An exclusive northbound left-turn lane and an exclusive southbound right-turn lane on MD 355,
 - b. Two lanes on eastbound West Old Baltimore Road (one left-turn and one right-turn lane) and,
 - c. Two lanes on westbound West Old Baltimore Road (one lane for left-turn to the site and one through lane).

These improvements must be complete and open to traffic before the 60th building permit is issued. The developers for Linthicum West subdivision (preliminary plan #I-05003) and Cabin Branch (preliminary plan #1-03110) were required to participate on a pro-rata cost sharing of these improvements as part of their subdivision approvals.

5. The applicant must widen Frederick Road (MD 355) by providing an additional southbound lane from the existing Rosecrest Drive to the south along the site frontage to Greenbrook Drive. These improvements shall be complete and open to traffic before the 60th building permit is issued.

The applicants for Cabin Branch (preliminary plan #1-03110) were required to participate on a pro-rata share in widening of MD 355 from West Old Baltimore Road to Brink Road as part of their subdivision approval.

6. The applicant will construct an 8-foot wide Class I, shared-use path on the west side of MD 355 from Rosecrest Drive to Greenbrook Drive as shown on the plan. This improvement shall be complete and open for use prior to issuance of the 60th building permit.
7. The applicant must participate in the construction of A-305 from Frederick Road (MD 355) to Clarksburg Road. This improvement shall be complete and open to traffic before the 70th building permit is issued.
8. The applicant must satisfy all requirements by Maryland State Highway Administration required in their letters dated July 10, 2006 and October 20, 2006 and Montgomery County Department of Public Works and Transportation stated in their letters dated July 19, 2006 and may 25, 2007.

DISCUSSION

Site Access, Vehicular, and Pedestrian Circulation

The proposed Tapestry development will have three full access points from West Old Baltimore Road, one to the north side and two to the south side. Staff supports the Street “D” stub to provide for the future connection to Ruby Drive. This connection is not likely to occur until the intervening properties along Ruby Drive to the south are redeveloped. This connection will be an advantageous link that will eventually provide for an alternate route for the residents of this subdivision to enter and exit the site and as a result will provide for a more evenly distribution of traffic in the area.

We find that the proposed access to the site and the internal pedestrian circulation and walkways, as shown on the plan and upon implementation of recommended conditions, will provide for a safe and adequate movement of pedestrian/bicycle traffic.

Local Area Transportation Review

Two 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 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 and calculated 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 355/W. Old Baltimore Road	1,217	1,106	1,492	1,148	1,558	1,178	1,159	928
MD 355/Brink Road	858	1,012	886	1,203	918	1,245	783	1,111

* Total development conditions without proposed roadway improvements

** Total development conditions with proposed roadway improvements

As shown in the above table, both intersections analyzed are currently operating within the acceptable 1,450 CLV level of congestion. Under the background development condition, the

intersection of Frederick Road (MD 355) and West Old Baltimore Road exceeds the acceptable congestion standard of 1,450 CLV during the AM peak hour. Under the total development condition, the congestion at this intersection further deteriorates and must be improved. The applicant has proposed to construct an additional exclusive northbound left-turn lane on MD 355, two lanes on the eastbound (one left-turn and one right-turn lane) and two lanes on the westbound (one lane for left-turn to the site and one through lane) on West Old Baltimore Road.

It is noted that the applicant submitted a supplemental traffic analysis to the SHA to request removal of an exclusive southbound right-turn lane on MD 355 from the initial proposal, indicating that the intersection would operate at an acceptable CLV standard without constructing an exclusive southbound right turn lane on MD 355. The State Highway Administration (SHA) acknowledges that the southbound MD 355 right-turn lane is not mandated by the M-NCPPC congestion standard for the Clarksburg Policy Area but recommended that the M-NCPPC require the applicant to design and construct a southbound MD 355 right-turn lane at its intersection with West Old Baltimore Road for operational and safety reasons. Copies of SHA's letters dated July 10, 2006 and October 20, 2006 describing this requirement are attached. We agree with the SHA's requirements and recommend that the applicant construct an exclusive southbound MD 355 right-turn lane.

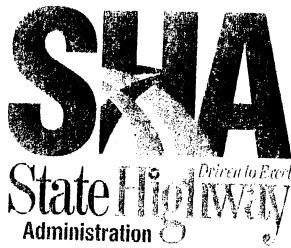
We find that the Tapestry subdivision application satisfies LATR congestion standard of 1,450 CLV with the above-referenced improvements at the identified locations.

Policy Area Transportation Review (PATR)

The pre-preliminary plan, 7-04062, application for this property was submitted and reviewed prior to changes in the Annual Growth Policy laws requiring the developments to satisfy staging ceiling capacity. Based on the FY 2004 Annual Growth Policy staging ceiling capacity, there was insufficient capacity available for the housing development (negative 6,628 housing units in the Clarksburg Policy Area) as of June 30, 2004, the last date the staging ceiling numbers was published. The Planning Board reviewed the pre-preliminary plan for this application on September 30, 2004. The applicant had made a commitment to participate in the construction of A-305 from MD 355 to Clarksburg Road at the time of Pre-Preliminary Plan review by the Planning Board. The construction of this section of A-305 was also the PATR condition for an approval of the Woodcrest subdivision (preliminary plan #1-04039). We found that the proposed roadway improvements would provide sufficient staging ceiling capacity to accommodate the proposed development for both Woodcrest and Tapestry subdivisions.

KHK:tc
Attachments

Robert L. Ehrlich, Jr. *Governor*
Michael S. Steele, *Lt. Governor*

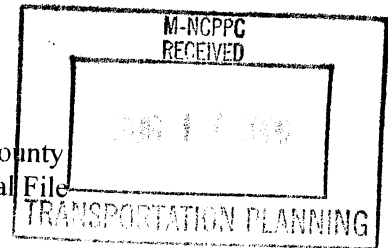


Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

July 10, 2006

Re: Montgomery County
MD 355 General File
Tapestry



Mr. Shahriar Etemadi
Transportation Coordinator
M-NCPPC
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Etemadi:

Thank you for the opportunity to review the Traffic Impact Study Report by Integrated Transportation Solutions (ITS), Inc. dated June 2006 (received by the EAPD on June 7, 2006) that was prepared for the proposed Tapestry residential development in Montgomery County. Maryland State Highway Administration (SHA) comments and conclusions are as follows:

- Access to the 67 Single Family Detached Dwelling Units and 10 Townhouse Units is proposed from two (2) full movement access driveways on West Old Baltimore Road (a County roadway).
- In order to mitigate the site traffic impact at the MD 355 at West Old Baltimore Road, the traffic consultant proposed to: 1) Widen eastbound West Old Baltimore Road to provide separate left and right turn lanes, 2) Widen northbound MD 355 to provide bypass lane, and 3) Widen southbound MD 355 to provide right turn lane.
- The traffic consultant recommended the construction by the applicant of County Master Planned A-305 roadway from MD 355 to Clarksburg Road.

In conclusion, SHA concurs with the report findings. Therefore, SHA recommends that the M-NCPPC condition the applicant to design and construct the intersection improvements at the MD 355/West Old Baltimore Road intersection. Roadway improvement plans should be submitted to SHA for our review and comment. Also, SHA concurs with the continued efforts of the M-NCPPC to construct County Master Planned A-305 that will reduce the traffic demand along MD 355.

SHA received one set of revised site plans from Loiederman Soltesz Associates on May 26, 2006 and we offer the following comments:

- The site plans show proposed baseline widening of MD 355 and the required 8' wide hiker/biker path. The proposed limits of the acceleration, deceleration and left-turn lanes are undefined.

My telephone number/toll-free number is _____

Maryland Relay Service for Impaired Hearing or Speech: 1.800.735.2258 Statewide Toll Free

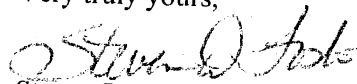
Street Address: 767 North Calvert Street - Baltimore, Maryland 21202 - Phone: 410.545.0300 - www.marylandroads.com

- The applicant must submit separate MD 355 improvement plans. These should include, but not necessarily limited to the following: 1) existing topography, 2) existing and proposed contours, 3) existing and proposed pavement edges, 4) existing and proposed right-of-way boundaries, 5) existing and proposed drainage structures and 6) typical sections that represent the MD 355 pavement widening, curb & gutter, supporting slopes and proposed hiker/biker path. Please include the existing and proposed pavement markings on a separate signing & striping plan sheet. The length and width of the required acceleration, deceleration and left-turn lanes should be dimensioned.
- Storm drain computations along with supporting drainage area maps and hydrologic data must be submitted to this office for review and comment by our hydraulic reviewer. The applicant should continue to coordinate with the Greenridge Baptist Church developer on the opposite side of MD 355.
- The term "denied access" must be placed on the final record plat along the property that abuts MD 355, except at West Old Baltimore Road connection with MD 355.
- Truncation and right-of-way dedications need to be in accordance with the Master Plan of Highways. SHA will require that right-of-way dedications be platted using SHA standards. These plats must be submitted in hard copy format for review and final issuance. Please contact Mr. Daniel Andrews of the Plats and Surveys Division at 410-545-8937 or dandrews@sha.state.md.us for additional information.

Unless specifically indicated in SHA's response on this report, the comments contained herewith do not supersede previous comments made on this development application. If there are any questions on any issue requiring a permit from SHA on this application, please contact Raymond Burns at (410) 545-5592 or rburns1@sha.state.md.us.

If you have any questions or comments regarding the enclosed traffic report comments, please contact Larry Green at (410) 995-0090 x20.

Very truly yours,



Steven D. Foster, Chief
Engineering Access Permits Division

cc: Mr. Ed Axler – M-NCPPC Montgomery County
Mr. James Belcher – LSA, Inc., 1390 Piccard Drive, Rockville, Maryland 20850
Mr. Raymond Burns – SHA EAPD
Mr. Joseph Finkle – SHA Travel Forecasting Section
Mr. Robert French – SHA Office of Traffic & Safety
Mr. Larry Green – Daniel Consultants, Inc.
Mr. Craig Hedberg, ITS, Inc.
Mr. Gregory Leck – DPWT Montgomery County
Mr. Eric Tabacek, SHA Traffic Development & Support Division
Mr. Jeff Wentz, SHA District 3 Office



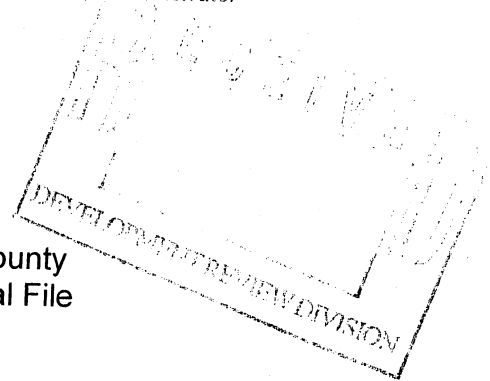
Robert L. Ehrlich, Jr., *Governor*
Michael S. Steele, *Lt. Governor*

Robert L. Flanagan, *Secretary*
Neil J. Pedersen, *Administrator*

MARYLAND DEPARTMENT OF TRANSPORTATION

October 20, 2006

Re: Montgomery County
MD 355 General File
Tapestry



Mr. Shahriar Etemadi
Transportation Coordinator
M-NCPPC
8787 Georgia Avenue
Silver Spring, Maryland 20910

Dear Mr. Etemadi:

Thank you for the opportunity to review the Revised Traffic Impact Study Report by Integrated Transportation Solutions (ITS), Inc. dated September 15, 2006 (received by the EAPD on September 18, 2006) that was prepared for the proposed Tapestry residential development in Montgomery County, Maryland. Maryland State Highway Administration (SHA) comments and conclusions are as follows:

- Access to the 67 Single Family Detached Dwelling Units and 10 Townhouse Units is proposed from two (2) full movement access driveways on West Old Baltimore Road (a County roadway).
- The traffic consultant determined that the proposed development would negatively impact the MD 355 at West Old Baltimore Road intersection. Therefore, the following intersection improvements were proposed: 1) Widen eastbound West Old Baltimore Road to provide separate left and right turn lanes, and 2) Widen northbound MD 355 to provide bypass lane.
- The traffic consultant recommended the construction by the applicant of County Master Planned A-305 roadway from MD 355 to Clarksburg Road.

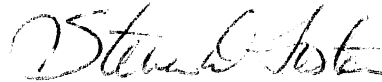
The previous traffic impact study report recommended the construction of an exclusive southbound MD 355 right turn lane at the MD 355/West Old Baltimore Road intersection (in addition to the two other improvements indicated above). However, the developer's traffic consultant no longer recommended the southbound MD 355 right turn lane.

Mr. Shahriar Etemadi
Page 2 of 2

Although the southbound MD 355 right turn lane is not mandated by the M-NCPPC congestion standard for the Clarksburg Policy Area, SHA recommends that the M-NCPPC condition the applicant to also design and construct a southbound MD 355 right turn lane for operational and safety reasons at the MD 355/Old West Baltimore Road intersection (in addition to the other two improvements at the intersection). Roadway improvement plans should be submitted to SHA for our review and comment. **Please refer to the last five (5) comments in our July 10, 2006 letter for more detailed instruction regarding the required MD 355 roadway improvement plans. These comments are still valid.** Also, SHA concurs with the continued efforts of the M-NCPPC to construct County Master Planned A-305 that will reduce the traffic demand along MD 355.

Unless specifically indicated in SHA's response on this report, the comments contained herewith do not supersede previous comments made on this development application. If there are any questions on any issue requiring a permit from SHA on this application, please contact Raymond Burns at (410) 545-5592 or rburns1@sha.state.md.us. If you have any questions or comments regarding the enclosed traffic report comments, please contact Larry Green at (410) 995-0090 x20.

Very truly yours,



Steven D. Foster, Chief
Engineering Access Permits Division

cc: Mr. Ed Axler, M-NCPPC Montgomery County
Mr. Raymond Burns, SHA EAPD
Mr. Robert French, SHA Office of Traffic & Safety
Mr. Larry Green, Daniel Consultants, Inc.
Mr. Craig Hedberg, ITS, Inc.
Mr. Eric Tabacek, SHA Traffic Development & Support Division
Mr. Morteza Tadayon, SHA Travel Forecasting Section
Mr. Jeff Wentz, SHA District 3 Office



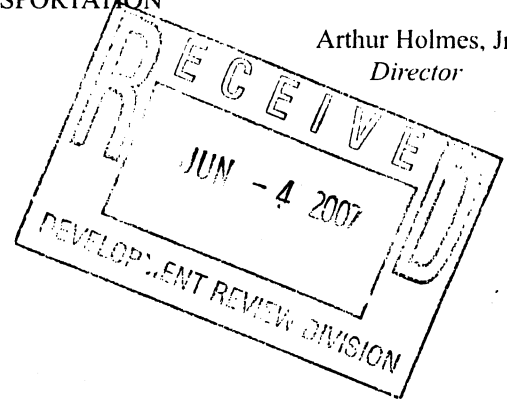
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION

Isiah Leggett
County Executive

Arthur Holmes, Jr.
Director

May 25, 2007

Ms. Catherine Conlon, Subdivision Supervisor
Mr. Robert Kronenberg, Site Plan Supervisor
Development Review Division
The Maryland-National Capital
Park and Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760



RE: Preliminary Plan No. 1-20050950
Site Plan No. 8-20050370
Tapestry

Dear Ms. Conlon:

This letter is to confirm that the Department of Public Works and Transportation conditionally recommends approval of for the modified concept for the terminus for Street "A" (on the west side of its intersection with Street "D") as shown on the amended preliminary plan dated May 21, 2007. The comments in our July 19, 2006 letter remain applicable unless specifically modified below.

We recommend the following minor adjustments to the amended concept plan:

- construct curb and gutter around the northwest radius of the pavement transition from Street "A" to the private common driveway
- provide add a handicap ramp and sidewalk extension in front of proposed Lots 17 and 18, to align approximately opposite the ramp proposed on the southeastern corner of the intersection
- provide sufficient southwestern curb return radius and driveway pavement width to accommodate the back-up turning movements of fire apparatus
- provide a public access easement over the private common driveway for maintenance vehicle access to the adjacent stormwater management facility
- applicant to post "No Outlet" sign on the northwest corner of the intersection of Street "A" and the private common driveway.

Division of Operations

Ms. Catherine Conlon & Mr. Robert Kronenberg
Preliminary Plan No. 1-20050950
Site Plan No. 8-20050370
May 25, 2007
Page 2

Thank you for the opportunity to review the revised plan. If you have any questions regarding this letter, please e-mail me at greg.leck@montgomerycountymd.gov or call me at 240-777-2197.

Sincerely,



Gregory M. Leck, Manager
Development Review Group
Traffic Engineering and Operations Section

M:/sub/gml/docs/pp/1-20050950, Tapestry, amended PP for revised st terminus

cc: Bill Roberts; Miller & Smith at Tapestry, LLC
Ed Wallington; Loiederman Soltesz Associates, Inc.
Jim Belcher; Loiederman Soltesz Associates, Inc.
Larry Gordon; Shulman, Rogers, Gandal, Pordy & Ecker
Richard Weaver; M-NCPPC Development Review
Shahriar Etemadi; M-NCPPC Transportation Planning
Leo Galanko; DPS Stormwater Management
Joseph Cheung; DPS Right-of-Way Permitting & Plan Review
Sarah Navid; DPS Right-of-Way Permitting & Plan Review
Marcy Katzman; DPWT TEOS
Sam Farhadi; DPWT TEOS



DEPARTMENT OF PUBLIC WORKS
AND TRANSPORTATION

Douglas M. Duncan
County Executive

Arthur Holmes, Jr.
Director

July 19, 2006

Ms. Catherine Conlon, Subdivision Supervisor
Development Review Division
The Maryland-National Capital
Park & Planning Commission
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

RE: Preliminary Plan #1-20050950
Tapestry

Dear Ms. Conlon:

We have completed our review of the preliminary plan dated "April 2004" which we received on 07/06/06. This plan was reviewed by the Development Review Committee at its meeting on 07/17/06. We recommend approval of the plan subject to the following comments:

All Planning Board Opinions relating to this plan or any subsequent revision, project plans or site plans should be submitted to DPS in the package for record plats, storm drain, grading or paving plans, or application for access permit. Include this letter and all other correspondence from this department.

1. Show/label all existing planimetric and topographic details specifically paving, storm drainage as well as existing rights of way on both sides and easements on the preliminary plan.
2. Necessary dedication for Frederick Road in accordance with the Master Plan.
3. Full width dedication in accordance with the Master Plan and improvement of West Old Baltimore Road to arterial roadway standards.
Also abandon the excess right of way for the old alignment of West Old Baltimore Road.
4. Full width dedication and construction of all interior public streets as closed section tertiary residential streets terminating in cul-de-sacs.
5. Grant necessary slope and drainage easements. Slope easements are to be determined by study or set at the building restriction line.
6. Prior to approval of the record plat by the Department of Permitting Services (DPS), the applicant's consultant will need to obtain the approval of grade establishments for new public streets from DPS.



Division of Operations

101 Orchard Ridge Drive, 2nd Floor • Gaithersburg, Maryland 20878
240/777-6000, TTY 240/777-6013, FAX 240/777-6030

Ms. Catherine Conlon
Preliminary Plan No. 1-20050950
Date July 19, 2006
Page 2

7. A Public Improvements Easement may be necessary along West Old Baltimore Road, in order to accommodate the required sidewalk construction. Prior to submission of the record plat, the applicant's consultant will need to determine if there is sufficient right of way to permit this sidewalk construction. If not, the applicant will need to either dedicate additional right of way or execute a Declaration of Public Improvements Easement document. That document is to be recorded in the Land Records of Montgomery County, with the liber and folio referenced on the record plat. Unless otherwise noted, the Public Improvements Easement is to be a minimum width of ten (10) feet with the overlapping Public Utilities Easement being no less than twenty (20) feet wide.
8. Public Improvements Easements will be required along all Modified Tertiary classification roadways. The Declaration of Public Improvements Easement document is to be recorded in the Land Records of Montgomery County. The deed reference is to be provided on the record plat. Unless otherwise noted, the Public Improvements Easement is to be a minimum width of ten (10) feet with the overlapping Public Utilities Easement being no less than twenty (20) feet wide.
9. Size storm drain easement(s) prior to record plat. No fences will be allowed within the storm drain easement(s) without a revocable permit from the Department of Permitting Services and a recorded Maintenance and Liability Agreement.
10. Perform the necessary adjustments so driveway aprons do not cross the property lines.
11. The sight distances study has been accepted. A copy of the accepted Sight Distances Evaluation certification form is enclosed for your information and reference.
12. Waiver from the Montgomery County Planning Board for a reduction in the minimum intersection spacing along an arterial (or major) classification roadway.
13. Waiver from the Montgomery County Planning Board for overlenght cul-de-sac(s).
14. Private streets/alleys shall be determined through the subdivision process as part of the Planning Board's approval of a preliminary plan. The composition, typical section, horizontal alignment, profile, and drainage characteristics of private common driveways and private streets, beyond the public right-of-way, shall be approved by the Planning Board during their review of the preliminary plan.
15. In accordance with Section 49-35(e) of the Montgomery County Code, sidewalks are required to serve the proposed subdivision. Sidewalks are to be provided on both sides of the proposed public streets and site frontage unless the applicant is able to obtain a waiver from the appropriate government agency.
16. The proposed private streets must be sufficiently wide to accommodate two-way vehicular traffic. Private streets are to be designed to allow an SU-30 truck to circulate without crossing the centerline nor the curblin.
17. The owner will be required to submit a recorded covenant for the operation and maintenance of private streets, storm drain systems, and/or open space areas prior to MCDPS approval of the record plat. The deed reference for this document is to be provided on the record plat.

Ms. Catherine Conlon
Preliminary Plan No. 1-20050950
Date July 19, 2006
Page 3

18. Access and improvements along Frederick Road (MD 355) as required by the Maryland State Highway Administration.
19. Geometrics for the intersection of interior public streets and West Old Baltimore Road will be reviewed by the Department of Permitting Services as part of their review of the building permit application. Included in that review will be the design of any necessary left turn storage lanes and/or acceleration/deceleration lanes. We advise the applicant to submit their traffic volume data to the DPS Right-of-Way Permitting and Plan Review Section (in advance of their building permit applications) to verify their intersection improvement requirements and the acceptability of their design.
20. Relocation of utilities along existing roads to accommodate the required roadway improvements shall be the responsibility of the applicant.
21. If the proposed development will alter any existing street lights, signing, and/or pavement markings, please contact Mr. Fred Lees of our Traffic Control and Lighting Engineering Team at (240) 777-6000 for proper executing procedures. All costs associated with such relocations shall be the responsibility of the applicant.
22. Trees in the County rights of way - species and spacing to be in accordance with the applicable DPWT standards. A tree planting permit is required from the Maryland Department of Natural Resources, State Forester's Office [(301) 854-6060], to plant trees within the public right of way.
23. Please coordinate with Department of Fire and Rescue about their requirements for emergency vehicle access.
24. Provide driveway access for the stormwater management facilities per associated DPS guidelines.
25. Public Improvements Agreement (PIA) will be an acceptable method of ensuring construction of the required public improvements within the County right of way. The PIA details will be determined at the record plat stage. The PIA will include, but not necessarily be limited to, the following improvements:
 - A. Street grading, paving, curbs and gutters, sidewalks and handicap ramps, storm drainage and appurtenances, and street trees along interior public streets and closed section segment of West Old Baltimore Road.
 - B. Street grading, paving, shoulders, sidewalks and handicap ramps, side drainage ditches and appurtenances, and street trees along open section segment of West Old Baltimore Road.
 - C. Permanent monuments and property line markers, as required by Section 50-24(e) of the Subdivision Regulations.
 - D. Erosion and sediment control measures as required by Section 50-35(j) and on-site stormwater management where applicable shall be provided by the Developer (at no cost to the County) at such locations deemed necessary by the Department of Permitting Services (DPS) and will comply with their specifications. Erosion and sediment control measures are to be built prior to construction of streets, houses and/or site grading and are to remain in operation (including

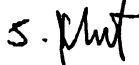
Ms. Catherine Conlon
Preliminary Plan No. 1-20050950
Date July 19, 2006
Page 4

maintenance) as long as deemed necessary by the DPS.

- E. Developer shall ensure final and proper completion and installation of all utility lines underground, for all new road construction.
- F. Developer shall provide street lights in accordance with the specifications, requirements, and standards prescribed by the Traffic Engineering and Operations Section.

Thank you for the opportunity to review this preliminary plan. If you have any questions or comments regarding this letter, please contact me at sam.farhadi@montgomerycountymd.gov or (240) 777-6000.

Sincerely,



Sam Farhadi, P.E., Senior Planning Specialist
Development Review Group
Traffic Engineering and Operations Section
Division of Operations

m:/subdivision/farhas01/preliminary plans/ 1-20050950, Tapcstry.doc

Enclosures (2)

cc: Bill Roberts, Miller & Smith
Jim Belcher, Loiederman Soltesz Associates
Larry Gordon, SRGP&E
Joseph Y. Cheung; DPS RWPPR
Christina Contreras; DPS RWPPR
Sarah Navid; DPS RWPPR
Shahriar Etemadi; M-NCPPC TP
Gregory Leck, DPWT TEOS
Raymond Burns, MSHA
Preliminary Plan Folder
Preliminary Plans Note Book



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: TAPESTRY Preliminary Plan Number: 1-

Street Name: OLD BALTIMORE ROAD Master Plan Road Classification: ARTERIAL

Posted Speed Limit: 35 mph

Street/Driveway #1 (STREET A)

Street/Driveway #2 (_____)

Sight Distance (feet) OK?
Right 700 ✓
Left 450 ✓

Sight Distance (feet) OK?
Right _____
Left _____

Comments: Site distance similar to Street B, after clearing & grading for Old Baltimore Road improvements.

Comments: _____

GUIDELINES

Classification or Posted Speed (use higher value)	Required Sight Distance in Each Direction*
Tertiary - 25 mph	150'
Secondary - 30	200'
Business - 30	200'
Primary - 35	250'
Arterial - 40	325'
	400'
Major - 50	475'
	550'
(55)	

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

*Source: AASHTO

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Jandrew
Signature

4/21/5
Date

16895
PLS/P.E. MD Reg. No.

Montgomery County Review:

Approved

Disapproved:

By: SF

Date: 7/19/06



MONTGOMERY COUNTY, MARYLAND
DEPARTMENT OF PUBLIC WORKS AND TRANSPORTATION
DEPARTMENT OF PERMITTING SERVICES

SIGHT DISTANCE EVALUATION

Facility/Subdivision Name: TAPESTRY Preliminary Plan Number: 1-

Street Name: OLD BALTIMORE ROAD Master Plan Road Classification: ARTERIAL

Posted Speed Limit: 35 mph

Street/Driveway #1 (STREET B) Street/Driveway #2 (STREET C)

Sight Distance (feet) OK?
Right 450 ✓
Left 700 ✓

Sight Distance (feet) OK?
Right 150 *
Left 400 ✓

Comments:

Comments: * Site distance to proposed intersection of relocated Old Baltimore Rd. at Rt. 355.

GUIDELINES

Table with 2 columns: Classification or Posted Speed (use higher value) and Required Sight Distance in Each Direction*. Rows include Tertiary (25 mph), Secondary (30), Business (30), Primary (35), Arterial (40, 45), Major (50, 55).

*Source: AASHTO

Sight distance is measured from an eye height of 3.5' at a point on the centerline of the driveway (or side street) 6' back from the face of curb or edge of traveled way of the intersecting roadway where a point 2.75' above the road surface is visible. (See attached drawing)

ENGINEER/ SURVEYOR CERTIFICATE

I hereby certify that this information is accurate and was collected in accordance with these guidelines.

Signature: [Handwritten Signature] Date: 4/21/15
16895
PLS/P.E. MD Reg. No.

Montgomery County Review:
[Checked] Approved
[] Disapproved:
By: SF
Date: 7/19/06

cCa

Attachment "G"

Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

An old town with new ideas

July 5, 2007

Royce Hanson, Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

Tapestry
Preliminary Plan 120050960
Site Plan 820050370

The Clarksburg Civic Association continues to oppose the proposed plans for Tapestry. CCA originally opposed the cluster option of development for Tapestry as being inappropriate due to the nature and amount of developable land on the site and its location on the edge of the planning area, abutting an already busy intersection. CCA continues to object to the number of units proposed for the site. The Clarksburg Master Plan calls for development to be compatible with the surrounding area and that density should be reduced as one gets further from proposed transit. Eighty houses are far too many for this small parcel, which is irregular in shape, bisected by an arterial roadway, heavily forested with specimen trees, and in an area which is at the very edge of the planning area, at the gateway to Clarksburg. The existing houses on the other side of Route 355 are single story and widely spaced, which is not the case with the proposed houses facing 355. We still believe that the cluster option is not suitable for this portion of the planning area and that the maximum reasonable number of units for this parcel is around 40.

The proposed number of houses will result in too much impervious surface, impacting the wells of neighboring Beau Monde Estates. These wells are already exhibiting the effect of recent development in Hurley Ridge and Summerfield Crossing.

We request that the MPDU units be scattered more throughout the site. We do not think they should be placed entirely along 355 where they will be isolated from the rest of the development and add additional units to an already problematic area of the proposed development. Single Family Detached MPDUs are encouraged and should be considered instead of duplexes. MPDU's near the edge of the planning area in Milestone and Seneca Crossing (Germantown Planning Area, bordering Route 355) and in Hurley Ridge are all Single Family Detached.



Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

June 22, 2007

Royce Hanson, Chairman
Montgomery County Planning Board
8787 Georgia Avenue
Silver Spring, MD 20910

RE: Preliminary and Site Plan for Tapestry:
Preliminary Plan No. 120050950 and Site Plan No. 820050370

Dear Mr. Hanson:

We respectfully request that the Preliminary and Final Site Plan for Tapestry not be considered by the Planning Board on the same date.

The Clarksburg community has serious concerns about the character and the nature of the proposed plans for this project and need an opportunity **between** Preliminary Plan and Site Plan hearings for discussion and input between and among the community, planning staff, and the developer to resolve those concerns.

It might be appropriate for the Planning Board to hear both Preliminary and final Site Plan on the same date for projects where there are no disagreements or objections with the community or adjoining residents. However, this is not the case with Tapestry, where the vision of the Clarksburg Master Plan is being severely compromised, adjoining and abutting property owners have serious questions and concerns regarding the impact of development on well and septic systems, community questions remain regarding road locations, traffic safety and impacts, and the development is incompatible with existing neighborhoods. Please allow the community an adequate opportunity to have its concerns addressed and discussed before a revised Site Plan is considered for approval.

Sincerely

Kathie Hulley
President

Residents have requested that the sidewalk along West Old Baltimore Road be continued to meet that in front of Hurley Ridge, so that it will be continuous from Route 355. We also have mentioned continuing the sidewalk on Route 355 from the edge of the Miller and Smith property to the southern end of Milestone to provide sorely needed safe pedestrian access to the Ridge Road Park and the Milestone shopping center. The current plan does not even extend sidewalk along Route 355 to the edge of the property.

Residents have requested that a traffic light at the junction of West Old Baltimore Road and Route 355 be installed concurrent with this development. We realize this is would be a State project, but this indicates the level of anxiety which travelers on 355 and West Old Baltimore Road feel about their safety in this area. Although the realignment of West Old Baltimore Road will improve the safety of that intersection, we consider a light to be a very important safety feature in view of the totality of development taking place all along that road.

We ask that a condition of approval be inserted for the realignment of West Old Baltimore Road to be completed at the commencement of the project, before tree removal (except that which is necessary for the re-alignment) or grading is started. The present configuration of the road is very dangerous for turning traffic to and from Route 355 and will become considerably more dangerous with the addition of heavy trucks and construction traffic. The developer is proposing to start at the 40th building permit, by which time most of the work necessitating large vehicles entering the site will already have been done. The only access to the site is from West Old Baltimore Road at MD 355.

There was only one DRC meeting, nearly two years ago (in 2005). The site has been reduced in size since then and there are now different and additional concerns about the area where the lot size has decreased. These substantially changed plans were not discussed with CCA or the adjoining residents before submission to the Planning Staff.

There is serious concern regarding the adequacy and location of available parking spaces, which will impact not only this neighborhood, but also the surrounding community and any drivers attempting to travel through, around, or into this neighborhood.

Approximately half of the homes will have no guest parking available at any time in front of or contiguous with the front of the house. These homes front on MD 355 or on West Old Baltimore Road with no service road available for the routing of routine services such as FedEx, UPS, movers, furniture and appliance deliveries, or home maintenance services which normally remain for several hours at a time, such as heating/air conditioning contractors, plumbers, and similar services. This means that such service providers will likely stop in the right-most lanes of MD 355 and/or West Old Baltimore Road, regardless of No Parking signs. This already occurs further north on 355 at Clarksburg Highlands where a similar configuration has occurred, and routinely blocks traffic when it does. Service providers such as FedEx, UPS, DHL, etc. do not routinely use alleys to reach the homes located on these roads; they will stop in the travel lanes of the major arterials. Home contractors might reasonably be expected to use alleys to service these homes. However, the alleys are expected to be 16 feet wide, which means

that the alley will be blocked to through traffic when these contractors do so. It is not merely a matter of through lane width, there must also be adequate width for vehicles exiting garages to turn, cars exiting parking spaces in the alley to move beyond the parked vehicle, and also for through traffic to move around it. There is simply not adequate provision in place for such occurrences or for parking on the proposed plans.

The residents of Ruby Drive should in no way (now or in the future) be impacted by this development. The road shown as a cutoff at the Miller & Smith side of lots 3 and 4 should be a cul-de-sac, as on previous plans. If the reason this was changed is that cul-de-sacs are inappropriate, then why are there two still proposed on this plan on the south side of West Old Baltimore Road?

CCA requests a greater setback for homes along Route 355 and West Old Baltimore Roads.

Tree preservation on the interior of the site should be encouraged. There are many mature trees and many specimen trees proposed to be destroyed that should be preserved. Doing so will result in a more enjoyable and higher-value neighborhood, one which will blend more seamlessly with neighboring properties.

Building heights have not yet been determined, although the same units exist elsewhere in Clarksburg. CCA requests a maximum of 40 feet. Many of the neighboring homes are single-story, and houses above 40 feet in height would be inconsistent and incompatible with those homes.

The Civic Association believes that the plans in their present form will not be a good addition to Clarksburg and hope that these comments will be fully considered as a valuable contribution to the planning process for our community.

Sincerely

Kathie Hulley
President

cc: Robert Kronenberg
Nellie Maskal



Clarksburg Civic Association
P.O. Box 325
Clarksburg, Maryland 20871-0325

TAPESTRY PRELIMINARY PLAN

JUNE 28, 2005

The Clarksburg Civic Association still has many concerns about the revised plan for the proposed Tapestry subdivision

Although the number of houses has been reduced to 82, this is still too many for the area which is at the very edge of the planning area, at the gateway to Clarksburg. The existing houses on the other side of Route 355 are single story and well spaced, which is not the case with the proposed houses facing 355. We think that the cluster option is not suitable for this portion of the planning area.

The proposed number of houses will result in too much impervious surface which will impact the wells of Beau Monde Estates, which are already feeling the effect of development in Hurley Ridge and Summerfield Crossing.

We request that the MPDU units be scattered more throughout the site. The present proposal puts 12 in among just 25. We also do not think they should be along 355 where they will be isolated from the rest of the development.

There is a maximum height proposed on this plan of 50 feet. We consider this to be too high and ask that a more height more compatible with existing dwellings be specified.

Residents have requested that the sidewalk along West Old Baltimore Road be continued to meet that in front of Hurley Ridge, so that it will be continuous from Route 355. We also have mentioned in the past, the possibility of continuing the sidewalk on 355 from the edge of the Miller and Smith property to the southern end of Milestone

Mr. and Mrs. Duffin wish to have the area on their property "potential future dedication" be removed from this plan. Their family has lived on Ruby Drive for many years and they have no intention of ever selling any of it. If Ruby Drive will be a through street land should be taken from the other side of the lot line.

We request that a traffic light at the junction of West Old Baltimore Road and Route 355 be installed with this development. Although the realignment of West Old Baltimore Road will improve the safety of that junction, we consider a light to be very important in view of the development which is taking place all along that road.

We request that the realignment of West Old Baltimore Road be done at the commencement of the project. The present configuration of the road is very dangerous for turning traffic t and from Route 355.

Kathie Hulley, Clarksburg Civic Association Chair

REF: Tapestry
Lot 4

1-05095

5-10-05

Site Plan

8-05037

Dear Park and Planning

I'm writing again to you begging you to consider residents whom lived in there homes some for forty plus years. Putting tapestry in is just pushing already homes to the side (Ruby Drive) myself "Lot 4" is really going to feel it. I have spoke with the builders and am feeling rather being played with (meaning I'm being told miss truths) ex. They told me they would never make Ruby Drive a thru street and this last plan shows it could be, along with some of our property how can that be?

I am 38 years old and grew up on Ruby Dr on the same property I'm trying so hard to keep for my family. my father worked hard to give me a good home as a child and unfortunately he is now longer with us but I'm try to instill in my children ~~has~~ he did in me, "good country living" with a little room to run and play and to grow up happy and healthy, even if it is only a few acres, its ours I know I can not stop progress I'm just hoping I can make someone stop and think about the little houses on Ruby Drive and how this all is going to effect us and our every day life.

21917 Ruby Dr
Boulds, Md 20241

Thank you for taking
the time to read my the
Duffin

Dear. Balceby

My name is Alexis Duffin I am 7.

I live in the middle Dr. //

things are going to be changed
I don't understand? why?

I like living in the county

My mom says she has been here
over 40 years and that I can do
the same. If you put the house
up it will take all our water from us

I like playing outside in my garden,
my mom says if all those houses
are going to be closed us she
will not let us play a lone any
more out side. Can you give us some
room around where we live so we
can still be happy.

By.

~~Alexis Duffin~~

Please write me back

Dear Builders

My name is Breanna Duff
I am 7 years old I live with my
twin sister, mom, dad, grand. We live on Rwy D.
my mom grew up here, now that my
pop went to heaven he came back with
us too. My mom says people are
going to put houses all around us.
I don't like that because we like
to see trees not houses when we
play in our pool and swings.
We are in 4H and we have animals
alot of people and noise they don't
like. I like living here where my mom
did as a kid, I don't want to have to
get rid of our animals cows rabbits
or any things. Can you please help us
to stay the same?

Thank You

Breanna E. Duff

To whom:

6-cc-

My Name is Debra Duffin I live on Ruby

I grew up here and now raising 7yr old twin girls with my husband and mother after losing my father five years ago. We are right in the middle of the "Tapestry" mess. I moved my family to Ruby after my dad died we turned our three-bedroom rancher into a four-bedroom colonial. We are on about 4 acrs. ~~4000~~ we enjoy animals, this Spring the girls bottle fed two calves every day for three months, we plan to continue raising animals if able. We have a inground pool and playset in the back yard the girls live out there all summer. Its nice to know your kids are okay playing in the back yard, I'm trying to prepare myself for the change to come. Four out of the six neighbors have been here since I was my girls age, its a nice comfort for me knowing there are so many memories of my child-hood here.

The way Miller & Smith have the "Tapestry" development we will feel like a fish in a fish bowl! IS there any way to keep more trees to buff out some of the Sight and Sounds around our property? I feel we are the most effected by the change

and will be on a daily living basis
not only privacy but we are on well and
Septic you know its just a matter of time
before we have problems (we are only six house)
Miller & Smith could ^{PAY} ~~PAY~~ for water if needed.

I have voiced my thoughts and concerns
at meetings and on paper, my girls asked if it
would make a difference if they wrote a letter on how
they feel, they did.

I hope you will take into consideration
what we would like to keep ~~in~~ our little bit of
country living on Ruby Dr. Thank you for letting
me vent.

—
Thank!

Debra Duffin

What I'm trying to say, it would
be a shame that a third generation
won't be able to enjoy the wonders
of country living in Mont. County.

Clarksburg is no longer the
sleepy crossroads in upper Mont. County.
No more corn fields, hay, cattle, dairy
farms, gone. Three, four, five, six
hundred thousand dollars homes instead.

Not enough roads - maybe not
enough water? Services, traffic,
air quality??

All we want is to keep this
little piece of heaven like it is.

I know there will always be change,
but can't there be some way to
keep what we have here a little longer.

If there has to be building, can't there
be buffer zones. Tree line privacy.

Thanks for
listening
Mrs. Barbara J. Fisher