



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

Item # 3
May 1, 2003



MEMORANDUM

DATE: April 25, 2003
TO: Montgomery County Planning Board
VIA: Joe R. Davis, Chief
Michael Ma, Supervisor *ma*
Development Review Division
FROM: Robert A. Kronenberg, RLA *RAK*
Planning Department Staff
(301) 495-2187

REVIEW TYPE: Site Plan Review
APPLYING FOR: Approval of 250 d.u.'s, including 87 TDR's and 41 MPDU's, on 62.55 net acres
PROJECT NAME: **The Meadows at Hurley Ridge (Martens II)**
CASE #: 8-03011
REVIEW BASIS: Sec. 59-D-3, M. C. Zoning Ordinance
ZONE: R-200/TDR-4
LOCATION: West Old Baltimore Road, 2000 ft. west of Frederick Road
MASTER PLAN: Clarksburg
APPLICANT: Toll Bros. Inc.
FILING DATE: October 30, 2002
HEARING DATE: May 1, 2003

STAFF RECOMMENDATION FOR FINAL WATER QUALITY PLAN: Approval of Final Water Quality Plan including the Stormwater Management Concept with conditions as stated within the March 19, 2003 memo from MCDPS in Appendix A, and subject to the following conditions from Environmental Planning Division dated April 22, 2003:

1. Compliance with the conditions of approval for the final forest conservation plan dated December 16, 2002. The applicant must meet all conditions prior to recording of plat MCDPS issuance of sediment and erosion control permit(s), as appropriate. Conditions include, but are not limited to, the following:

to all prospective purchasers that are located within an area that will be impacted by future highway noise. Such notification will be accomplished by inclusion of this information in all sales contracts, brochures and promotional documents, including the Illustrative Site Plan(s) on display within any sales related office(s), as well as in Homeowner Association Documents, and by inclusion on all subdivision and site plans, and with all Deeds of Conveyance.

4. Park Planning and Development

Applicant to comply with all of the conditions of the M-NCPPC-Park Planning memo dated December 16, 2002 [Appendix B]. The conditions are as follows:

- a. Applicant to construct an 8' wide paved trail, "Clarksburg Greenway Trail", in the dedicated parkland south of Little Seneca Parkway, as agreed upon in Phase I of this development. Applicant to provide safe, well-marked crossings across Little Seneca Parkway at the intersections with Brickhaven Way and Fair Garden Way, per MC-DPWT and MDSHA standards. Provide a detail of the 8' trail on the site plan, in accordance with the design specifications of M-NCPPC park development standards;
- b. Applicant to construct an 8' wide Class I paved hiker/biker trail along the north side of Little Seneca Parkway from Fair Garden Lane to MD 355. Trail to be constructed to M-NCPPC park standards and specifications. Alignment to be coordinated with M-NCPPC park staff and Montgomery County School staff.
- c. Applicant to provide an easement along the south side of Little Seneca Parkway from Fair Garden Lane to the property's western boundary to accommodate an 8' wide Class I hiker/biker trail. Easement to be used for future construction and continuation of the Clarksburg Greenway trail.
- d. Land being conveyed for parkland shall be deeded by time of record plat and held for recording by M-NCPPC pending completion of the trail construction within the Greenway. Trail construction to be completed prior to issuance of 85% of building permits for Phase I units or 20% of building permits for units in Phase II, whichever occurs first.

4. Transportation Planning

- a. Applicant to coordinate with MCDPW&T-Division of Transit Services for the construction of a bus shelter along the proposed Little Seneca Parkway. If necessary, applicant shall file for all applicable state highway permits.
- b. Applicant to comply with the following conditions from M-NCPPC Transportation Planning memo dated April 24, 2003 [Appendix B]:
 - i. Total development under this site plan application is limited to the following uses and density: 250 dwelling units
 - ii. As a condition of site access, construct the outside lanes of Little Seneca Parkway (A302) through the property as a two-lane divided arterial road including a five-foot sidewalk on the south side, an eight-foot bike path on the north side, street trees, and grading for a future four-lane roadway, and construct the full four-lane divided cross-section for 500 feet including a left-turn lane approaching the intersection of Frederick Road (MD 355).
 - iii. Provide improvements to Frederick Road (MD 355) at Little Seneca Parkway (A-302) as required by the Maryland State Highway Administration, eg., a deceleration lane and an acceleration lane.

- iv. The applicant shall dedicate necessary right-of-way and construct Brickhaven Way as a two-lane primary road including a five sidewalk on both sides to the north property line.
5. Signature Set

Prior to signature set approval of the site/landscape plans the following revisions shall be made and/or information provided, subject to staff review and approval:

 - a. Show all easements, LOD's, ROW's, Forest Conservation Areas and Stormwater Management Parcels, HOA Parcels, development program inspection schedule, numbers and dates of approval on the drawing;
 - b. Install the one-way east bound operation on York Mill Lane at the Havenworth Lane, Fair Garden Lane and York Mill Lane;
 - c. Extend the sidewalk on the east side of Brickhaven Way to the north property line.
 - d. Provide a detail of the lighting standard for Little Seneca Parkway;
 - e. All light fixtures shall be full cut-off fixtures;
 - f. Deflectors to be installed on all fixtures causing potential glare or excess illumination, specifically on the perimeter fixtures abutting the adjacent residential properties;
 - g. Illumination levels not to exceed 0.5 footcandles (fc) at any property line abutting a residential zone;
 - h. Provide shade trees in all of the private alleys between the driveways of the Single-family attached units, where possible;
 - i. Provide location and details of the proposed 8-foot wide trail;
 - j. Provide a trail easement along the south side of Little Seneca Parkway.
6. Site Plan Enforcement Agreement

Submit a Site Plan Enforcement Agreement, Development Review Program and Homeowner Association Documents for review and approval prior to approval of the signature set as follows:

 - a. Development Program to include a phasing schedule as follows:
 - i. Clearing and Grading to correspond to the construction phasing, to minimize soil erosion;
 - ii. Coordination of each section of the development and roads;
 - iii. Phasing of dedications, stormwater management, sediment and erosion control, forest conservation or other features;
 - iv. Streets tree planting must progress as street construction is completed, but no later than six months after completion of the units adjacent to those streets.
 - v. Community-wide pedestrian pathways and recreation facilities must be completed prior to seventy percent occupancy of each phase of the development.
 - vi. Land being conveyed for parkland shall be deeded by time of record plat and held for recording by M-NCPPC pending completion of the trail construction within the Greenway. Trail construction to be completed prior to issuance of 85% of building permits for Phase I units or 20% of building permits for units in Phase II, whichever occurs first.
 - b. No clearing or grading prior to M-NCPPC approval of signature set of plans.

RELATED ISSUES PERTINENT TO SITE PLAN REVIEW: Wims Road

The Clarksburg Master Plan recommends interconnected street systems and encourages pedestrian access to public facilities. The current proposal provides pedestrian access throughout the site to nearby subdivisions and to local public facilities by proposed trail connections. During review of the Preliminary Plan of subdivision [#1-02011], the Planning Board discussed local circulation to the Rocky Hill Middle School to the north and east of the Martens tract. The Board of Education expressed concerns that the adjacent land had title issues with regard to acquisition and construction of a public road and access to both school sites. The Planning Board requested that condition number 21 be included in the preliminary plan opinion [Appendix C]. The condition reads as follows:

“Consider providing driveway and sidewalk connection from Road “K” to Wims Road if the appropriate easements and rights are established through consent of property owners. Connection of road and sidewalk could be acceptable to MCPS. Final Disposition of connection to be identified with Site Plan.”

Consequently, the applicant, Toll Brothers, Inc., stated that during their review of the property, they could not provide the connection as stipulated in the preliminary plan condition.

Subsequent to the Preliminary Plan decision, the Planning Board reviewed a Mandatory Referral proposal for the Rocky Hill Middle School located north of the property on Brickhaven Way. The MCPS staff and the Planning Board recommended approval of the Mandatory Referral subject to conditions pertaining to improved pedestrian and vehicular connectivity from the subject property to the proposed high school site, via construction of Brickhaven Way. Consistent with the conditions, the applicant coordinated with MCPS to address a private road connection through the school site. MCPS recommended that Brickhaven be extended on the subject property to provide future pedestrian and possibly vehicular access to the high school site when it is submitted and reviewed for Mandatory Referral.

Recommendation

During the course of site plan review for Phase II of the Martens tract, staff recommended that proposed Brickhaven Way be extended to the northern property line of the development. The extension of the public road, with sidewalks, would encourage pedestrian circulation for Rocky Hill Middle School, currently under construction and provide a future connection for Rocky Hill High School for pedestrians and possibly vehicular access. Attempts should be made during review of the forthcoming Mandatory Referral for the high school with respect to pedestrian and vehicular circulation.



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

July 26, 2002

MEMORANDUM

TO: Montgomery County Planning Board

VIA: John A. Carter, Chief, Community-Based Planning Division *JAC*
Sue Edwards, I-270 Corridor Team Leader *Sue*
Community-Based Planning Division

FROM: Nellie Shields Maskal, Planner, I-270 Corridor Team (301/495-4567) *NMaskal*
Community-Based Planning Division

REVIEW TYPE: Mandatory Referral

PROJECT NAME: Rocky Hill Middle School Replacement

APPLICANT: Montgomery County Public Schools (MCPS)

CASE NUMBER: 02303-MCPS-1

REVIEW BASIS: Article 28, Chapter 7-112 of the Regional District Act

LOCATION: Newcut Road Extended and MD 355

MASTER PLAN: Clarksburg Master Plan and Hyattstown Special Study Area

ZONE: R-200/TDR

FILING DATE: June 25, 2002

STAFF RECOMMENDATION: APPROVAL with comments:

1. If enrollment is increased above 799 students, MCPS should provide a traffic impact study to demonstrate that the area roadway is adequate to accommodate the additional traffic from the school.
2. Complete construction of Newcut Road Extended (Little Seneca Parkway) from MD 355 to proposed Brickhaven Way and Brickhaven Way from Newcut Road Extended to the northern entrance to the staff/visitor parking lot prior to opening of the school.
3. Provide a private driveway with a hiker/biker path connecting Brickhaven Way to the proposed Clarksburg Area High School, at the time of construction of Brickhaven Way in order to improve connectivity between the proposed Toll Brothers development and the middle and high school sites.

4. Provide a continuous afforestation/tree preservation area along the northwestern property line adjacent to single family homes. This area should have a minimum width of 50 feet to include dense tree and understory planting, which ensures visual screening of all school facilities. School facilities, including paths, must not be located within this forested area.
5. Provide a privacy fence along the northeastern property line adjacent to single family homes.
6. Locate the school building to ensure a minimum setback of 80 feet from the property line to the building.
7. Provide a continuous sidewalk/bikeway along the perimeter of the site, separated from the curb by a continuous row of street trees with direct paths to the school entrance and other facilities.
8. Provide pedestrian/bike access from all sidewalks/bikeways to the school.
9. Maximize preservation of existing trees on the site.
10. Provide a lighting plan to ensure no glare or reflection into abutting or facing residential properties; lighting levels along the perimeter must not exceed a .1-foot candle.

PROJECT DESCRIPTION

The Montgomery County Public Schools intends to construct a new Rocky Hill Middle School on a 23.29-acre site adjacent to the existing Rocky Hill Middle School. Rocky Hill Middle School is located south of MD 355 on Wims Road (see Figure 1 – Vicinity Map). It is adjacent to the Clarksburg Local Park, near Running Brook Drive. This project will allow for the replacement of the existing Rocky Hill Middle School that will be converted to the new Clarksburg Area High School. Rocky Hill Middle School is in the Damascus High School Cluster and opened in 1995. It was designed to allow for expansion to a high school when enrollments warranted.

The proposed building is designed to meet the school's program objectives and will provide flexibility of use in the future. The building will have a steel frame construction and a masonry exterior. The three-story building will be approximately 144,000 square feet in size, with a building capacity for 990 students (see Figure 2 – Site Plan). A future addition to the building is master-planned to accommodate student population increases.

The main entrance is clearly identified and visible. It will be used for non-school hour access to the gymnasium and cafeteria. The academic areas of the building are capable of being closed off. The administrative area oversees the main entrance, lobby, and the bus loop.

The academic areas are clustered on three levels. There will be 48 teaching spaces containing standard classrooms, large group classrooms, and science laboratories. The

stage is located within the cafeteria, with the music rooms nearby. The gymnasium has access to the fields and courts (see Figures 3–6, Floor Plans).

Recreational and instructional site amenities include six (6) tennis courts, three (3) basketball courts, a softball field, and athletic play fields (see Figure 2). These facilities will be available for use by the general public and will be maintained by Montgomery County Public Schools (MCPS). There will be no impact to any public parkland or property owned by the M-NCPPC.

The site will have access from proposed Newcut Road Extended (Little Seneca Parkway), a 4-lane divided roadway with 120 feet of right-of-way. There will be staff and visitor parking for 156 cars and 19 buses in the parking area (see Figure 2 – Site Plan).

Construction is scheduled to start in early October 2002 and will take approximately 18 months. The proposed opening date for the replacement middle school is September 2004. Once students are in the new school, work can begin on converting the old school building into a high school. The new Clarksburg Area High School will relieve overcrowding at Damascus, Seneca Valley, and Watkins Mill High Schools. MCPS will need one year to work on the core of the old Rocky Hill Middle School building before it can reopen as a high school for ninth and tenth grades.

SITE DESCRIPTION

This L-shaped site is bounded by MD 355 to the north, proposed Little Seneca Parkway to the east, proposed Brickhaven Way – a primary street - to the south, the existing Rocky Hill Middle School to the west, and single-family homes to the north and northeast. A preliminary subdivision plan for 325 residential units has been approved for the adjoining Martens property located southeast of the site near West Old Baltimore Road. The owner of the Martens property (Toll Brothers Inc.) plans to build an extension of the Hurley Ridge community on this property.

The site is 23.29 acres and slopes steeply to the southeast and rises to a saddle in the center before dropping off again to the northwest. The site will be graded level and the building and playfields will be at approximately the same elevation with a two (2) percent grade change for drainage. The site is located in a Special Protection Area and will require full and enhanced stormwater management work. Water quantity and quality will be controlled on site. Utility services to the site will be extended from MD 355.

ANALYSIS

Master Plan

The subject parcel is located in the Transit Corridor District of the Clarksburg Master Plan and Hyattstown Special Study Area, adopted and approved in 1994. The 1994 Master Plan recommends the R-200/TDR zoning. The Master Plan states the following for the existing Rocky Hill Middle School property.

- The Master Plan recommends that a high school be located on a portion of a 62-acre site owned by the Board of Education situated at the intersection of MD 355 and Shawnee Lane. The Board of Education determined that only 30 acres of the site were buildable and decided to construct a middle school on the site until the building could be converted later when needed for a high school. The ultimate development plan for this site should place special emphasis on an attractive frontage along MD 355 since this is a critical entry into Clarksburg.

The Master Plan recommends the need for two middle school sites. The need for new schools is determined by the Board of Education based on the capacity of existing schools and the projected increase in student enrollment. The Master Plan designates a “floating symbol” for the first middle school in the general location of the subject site: north of West Old Baltimore Road between MD 355 and the greenway (see Figure 7 – Existing and Proposed Public Facilities). The 121-acre Martens property (on which the school site is located) is cut diagonally by the Little Seneca Creek stream valley to be preserved as a greenway.

The Rocky Hill Middle School Replacement project is consistent with the Master Plan recommendations and policies.

Proposed Site Plan

The site plan consists of the school structure, several playing fields, parking, and bus area. The building, which measures approximately 420X220 feet, would consist of three stories. It would face the intersection of Little Seneca Parkway and Brickhaven Way, at an approximately 45-degree angle from the northern property line, with the northern corner approximately 60 feet from the northern property line. This location would reduce the visual impact on adjacent residential properties.

Vehicular access and parking would be located immediately west of the building along its long side. Playing fields at the northern area consist of six (6) tennis courts, set at a minimum distance of 25 feet from the property line. Playing fields in the western section are proposed at a minimum distance of 20 feet from the property line. The existing wooded perimeter area will not be retained. Pedestrian access from adjacent streets is not shown.

Staff is concerned about the proximity of the building and fields to the adjacent homes. A detailed discussion of staff concerns and recommendations to address this issue is found in the Community Concerns Section of this report on page 6.

Development Standards for the Zone

The site consists of 23.29 acres and is zoned R-200/TDR. The proposed project meets all setback and development requirements of the Zoning Ordinance.

Environmental Resources

The site is located in the Special Protection Area (SPA) designated by the Clarksburg

Master Plan. The preliminary and final water quality plans must be approved prior to consideration of the Mandatory Referral. The Montgomery County Planning Board will consider these items concurrently on August 1, 2002.

The Forest Conservation Plan requirement will be met through a combination of on-site and off-site planting.

Transportation

Site Access and Circulation

The site plan includes two access points, one to the school bus loading/unloading lot and the other to the staff/visitor parking lot, from proposed Brickhaven Way. Brickhaven Way connects to future Newcut Road Extended that connects to MD 355. There is no direct access point from MD 355 to the school. The Clarksburg Master Plan designates Newcut Road Extended as an Arterial Highway (A-302) with a 120-foot right-of-way.

As a part of the requirements of the Martens subdivision approval, Newcut Road Extended is to be constructed as a four-lane divided cross-section for 500 feet west of the intersection of MD 355 (adjacent to the school site) and continuing as a two-lane divided arterial to the Martens residential development site further to the west. Transportation Planning staff understands that the MCPS has an agreement with the developer of the Martens subdivision that the developer is responsible for construction of Newcut Road Extended and Street "A" for the MCPS.

During the Planning Board review of the preliminary subdivision plan for the Martens property, there was a lengthy discussion regarding the need to improve connectivity for local circulation. According to MCPS staff, there is no clear title to the land needed for a private road to be built. Consequently, Toll Brothers cannot provide this connection as per condition # 21. Staff recommends that MCPS provide a private driveway between their properties in order to provide this important connectivity. The private driveway should connect to proposed Brickhaven Way in order to improve connectivity between the residential community and the school sites. Connectivity is a major principle of the Clarksburg Master Plan

If the private driveway connection is not achieved, all the Toll Brothers Development and school traffic will exit on Newcut Road Extended and make a left on MD 355. This would add to the congestion at this intersection and would require people to make another left onto to Wims Road.

Staff recommends that Newcut Road Extended from MD 355 to Brickhaven Way and Brickhaven Way to the northern entrance be constructed prior to the school opening to provide needed access points to the school. The proposed temporary construction access road from the existing school site does not provide safe and adequate access to the school. The school bus loading/unloading lot is not accessible from the temporary construction access road. The internal vehicular/pedestrian circulation system as shown on the site plan is adequate.

Local Area Transportation Review

The proposed new school would generate an additional 22 morning and 8 evening peak hour trips, respectively, using the Institute of Transportation Engineer's trip generation rates for the middle school as a result of increasing enrollment from the current 752 students to 799 students. As a requirement of the mandatory referral review and the Local Area Transportation Review Guidelines, the applicant is required to submit a traffic impact study since the proposed school will generate additional traffic volumes. In the absence of a submitted traffic analysis, staff conducted a traffic analysis for the limited study area using the most current traffic analysis reviewed in the area subdivision case, Martens development. The following is a summary of staff's traffic analysis.

The congestion standard for the Clarksburg Policy Area is a critical lane volume (CLV) of 1,500. Based on the traffic analysis conducted at the time of Martens subdivision review, the MD 355 intersections with Newcut Road Extended and Shawnee Lane are projected to operate at an acceptable level within the congestion standard. With the relatively small amount of additional traffic volumes from the new school, the intersection of MD 355 and Newcut Road Extended will approach, but not exceed, the congestion standard.

If the enrollment is increased from the initial 799 students, MCPS should provide a traffic impact study to demonstrate that the area roadway system is adequate to accommodate additional traffic from the Rocky Hill Middle School.

Results of Critical Lane Volume (CLV) Analysis

Location	Existing Condition		Background Condition		Total Future Condition	
	AM	PM	AM	PM	AM	PM
MD 355/Shawnee Lane	1,020	1,159	1,270	1,343	1,276	1,345
MD 355/Newcut Road	946	1,187	1,190	1,490	1,198	1,497

Policy Area Transportation Review

The site is located in the Clarksburg Policy Area, which is in a moratorium under the FY 02 Annual Growth Policy (-1,268 jobs as of June 30, 2002). The relocation of the existing middle school, with a relatively minor increase of student enrollment, is not projected to have a negative impact from the policy area transportation perspective. The estimated number of jobs associated with the middle school will remain at 70, per the Annual Growth Policy.

COMMUNITY CONCERNS

As of the writing of this report, one letter of opposition has been received. This letter, dated July 14, 2002, was received from Mr. Kenneth Korenblatt. Mr. Korenblatt, the adjoining property owner, expressed his concern about the impact the proposed school would have on his property value, resale value, and quality of life (see Attachment 1). Mr. Korenblatt also expressed his concerns at a May 23, 2002 public information meeting sponsored by MCPS on this project

According to MCPS staff, "the location of the building on the site was derived through many studies. In the end the restraints of the site restricted the location. The extreme topography of the site will require extensive grading and limits the area available for the building. With this in mind careful consideration was given to locate the lowest point of the building closest to the adjacent residential areas in order to minimize its impact. In addition to this, the building was located on an angle in order to avoid presenting a long flat façade to the residents. As it progresses away from the residential area, the building steps up in height. This allows for the three story section of the building to be farthest away from the residents."

Staff is concerned about the proximity of the buildings and fields to adjacent residential lots. Staff agrees with the orientation of the building, which minimizes its impact but recommends that the building be moved further south to maintain a minimum setback of 80 feet from the property line. Similarly, playing fields should be moved further away from the property line. In addition, a dense buffer with a minimum width of 50 feet should be maintained along adjacent residential lots. This buffer would allow for the preservation of existing trees on site and should be supplemented by additional planting of trees and shrubs to provide adequate screening. The perimeter buffer area may provide for a portion of the required afforestation area. Special attention should be provided to lighting – through both lighting design and screening to ensure that there is no impact on adjacent residential properties.

CONCLUSION

Staff finds that with the recommended conditions, the mandatory referral meets the requirements of the Zoning Ordinance and policies of the Clarksburg Master Plan. Staff recommends approval of the new Rocky Hill Middle School project with the conditions stated on pages 1 and 2 of this report.

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Attachments:

Figure 1:	Vicinity Map
Figure 2:	Site Plan
Figure 3:	Elevations
Figure 4:	First Floor Plan
Figure 5:	Second Floor Plan
Figure 6:	Third Floor Plan
Figure 7:	Existing and Proposed Public Facilities
Attachment 1:	Letter from Kenneth Korenblatt

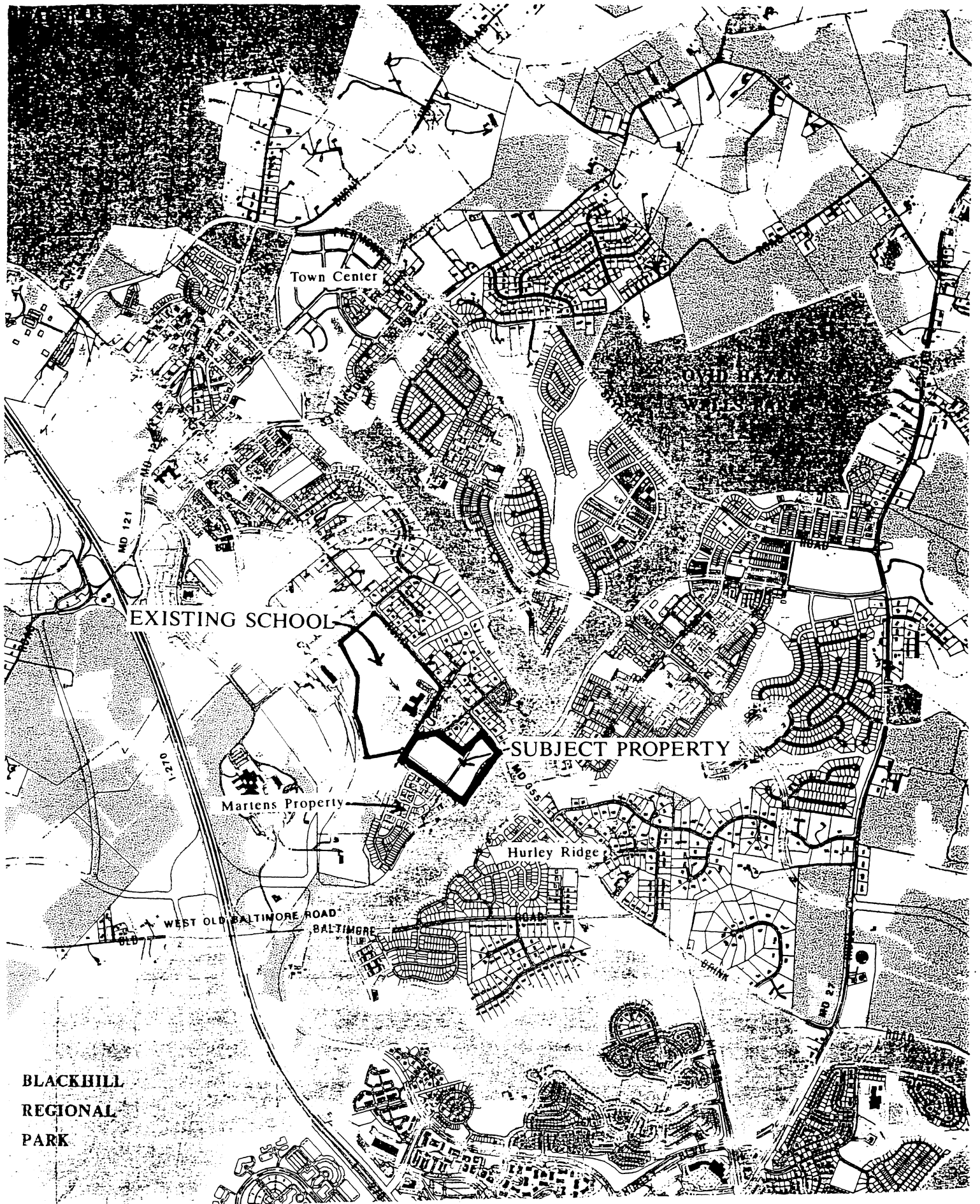


Figure 2

Proposed Site Plan

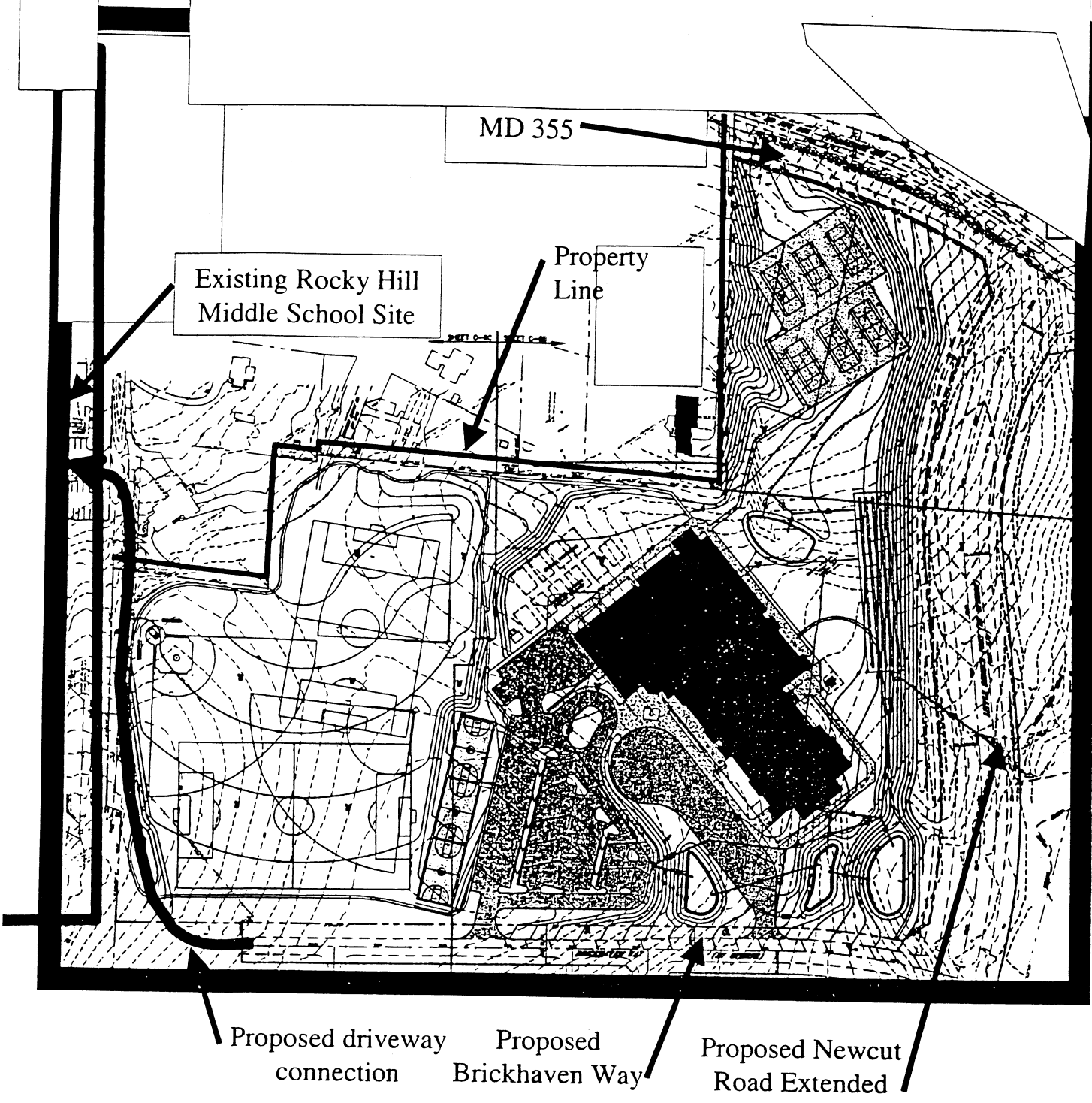
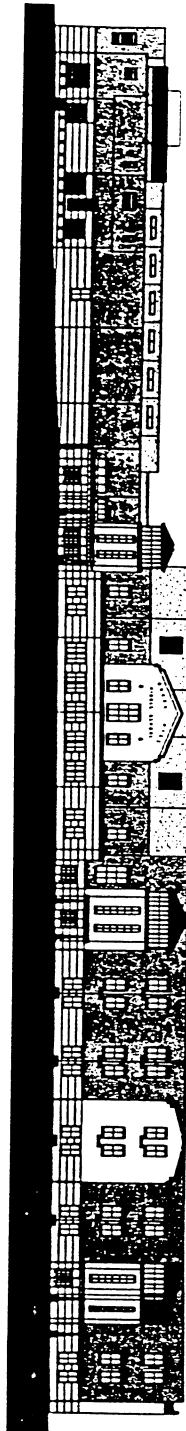
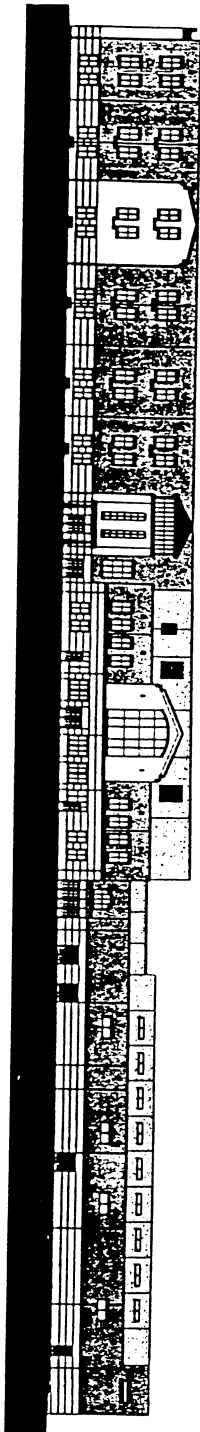


Figure 3

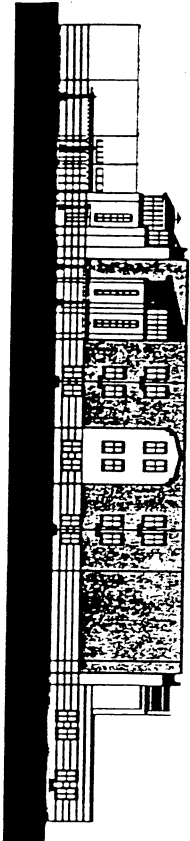
ELEVATIONS



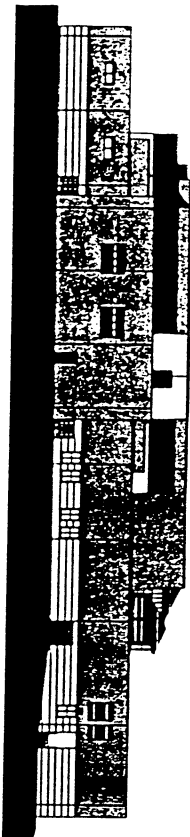
WEST ELEVATION



EAST ELEVATION



SOUTH ELEVATION



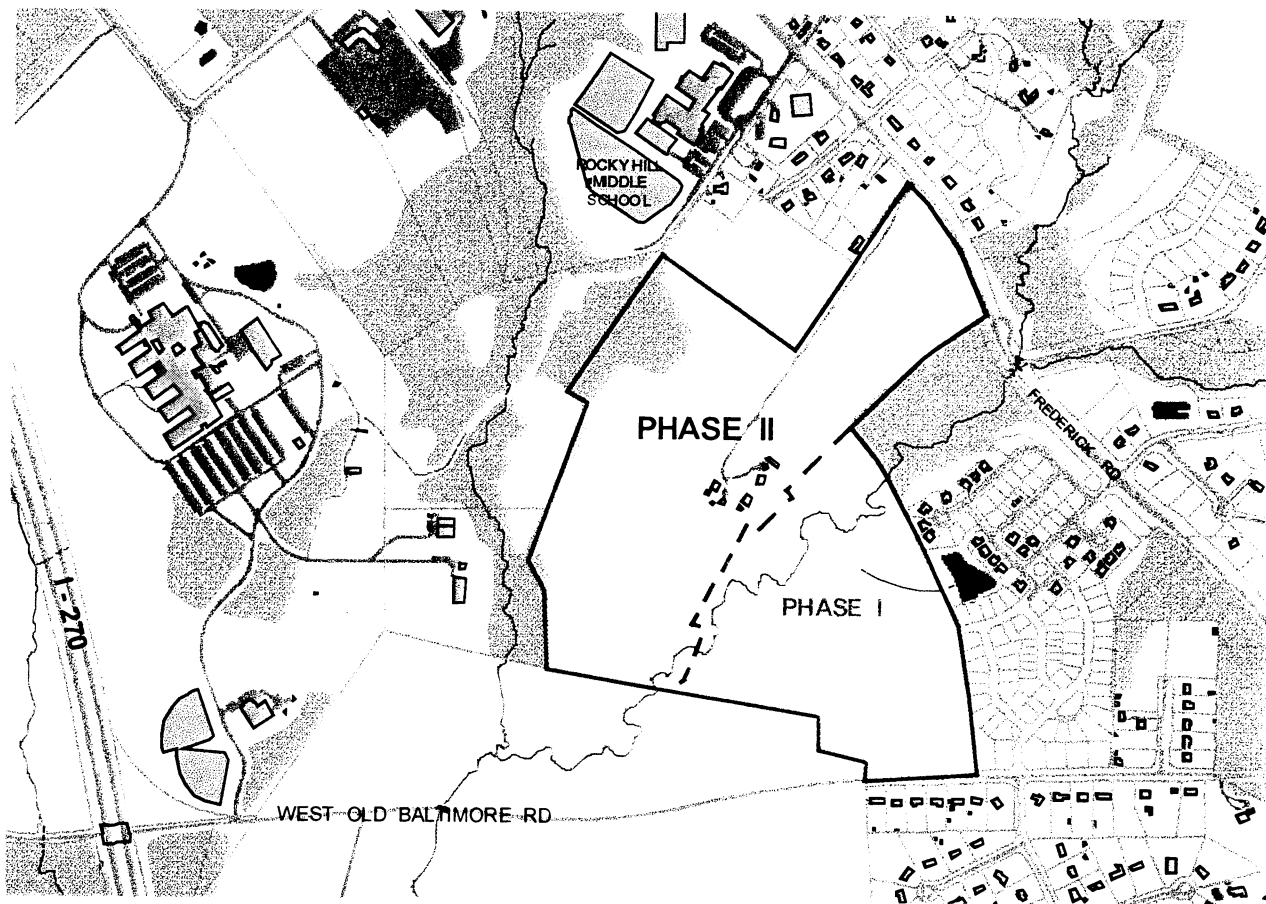
NORTH ELEVATION



PROJECT DESCRIPTION: Surrounding Vicinity

Phase II of the Martens tract is located on the west side of the partially wooded Tenmile Creek and stream valley buffer. Access to the property will be from the proposed Little Seneca Parkway, via Route 355. Little Seneca Parkway is master planned to provide a future connection from Route 355 to I-270. Directly to the north of the subject property is the Board of Education property for the proposed Rocky Hill Middle School. The property is in the Clarksburg Special Protection Area.

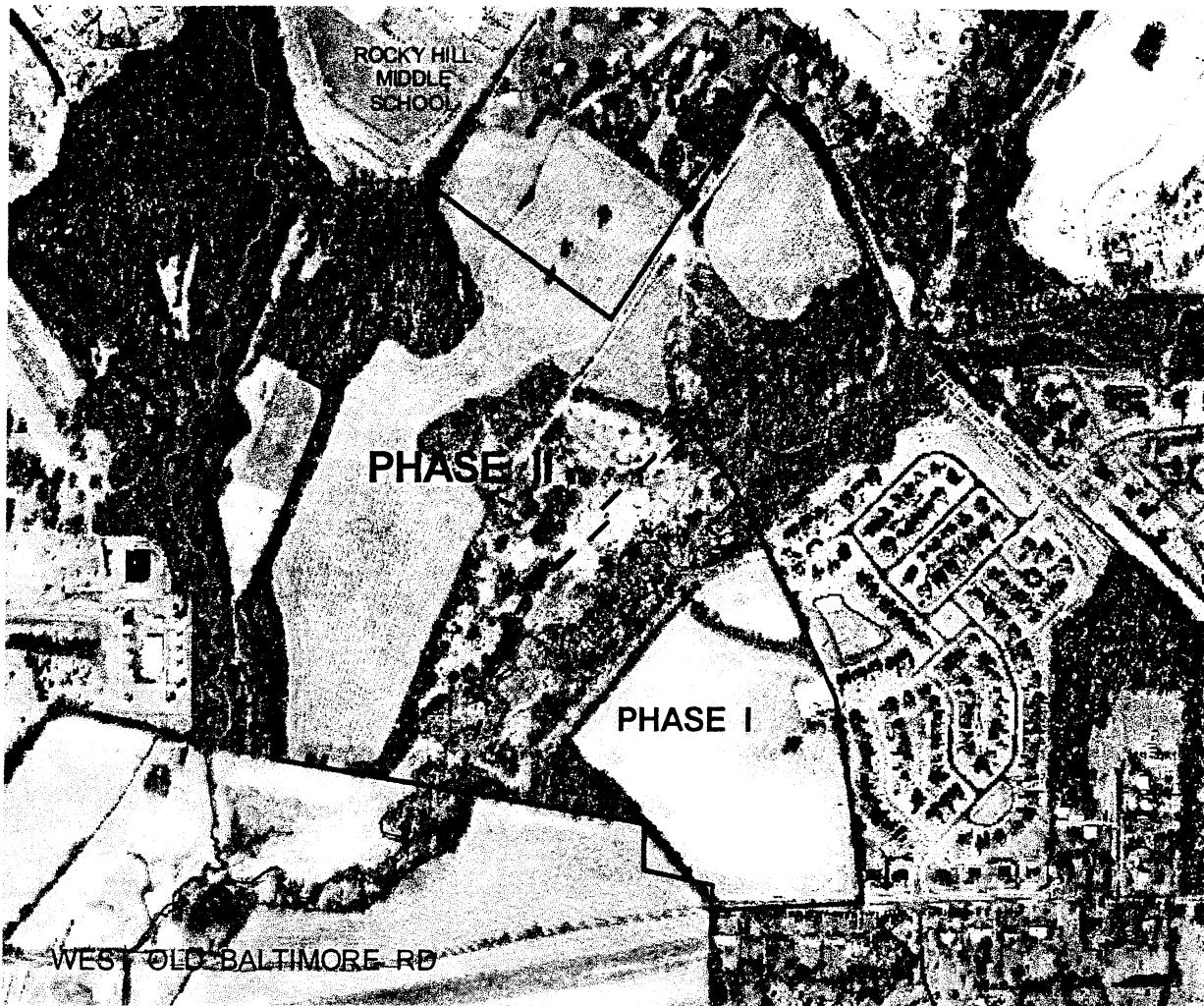
The property to the south and west is owned by Comsat, housing a number of associated technology buildings, and zoned I-3. The property to the east near the entrance to the property from Route 355 is the Clarksburg Heights (Preliminary Plan #1-89084) subdivision. This development consists of a mix of single-family attached and detached units and is zoned R-200/TDR. The property directly to the south, known as the Linthicum Property (Preliminary Plan #1-02015), consists of a mix of single-family housing types. Zoning for this site is R-200 to the east of the stream, and 1-3 and 1-4 to the west toward I-270.



PROJECT DESCRIPTION: Site Description

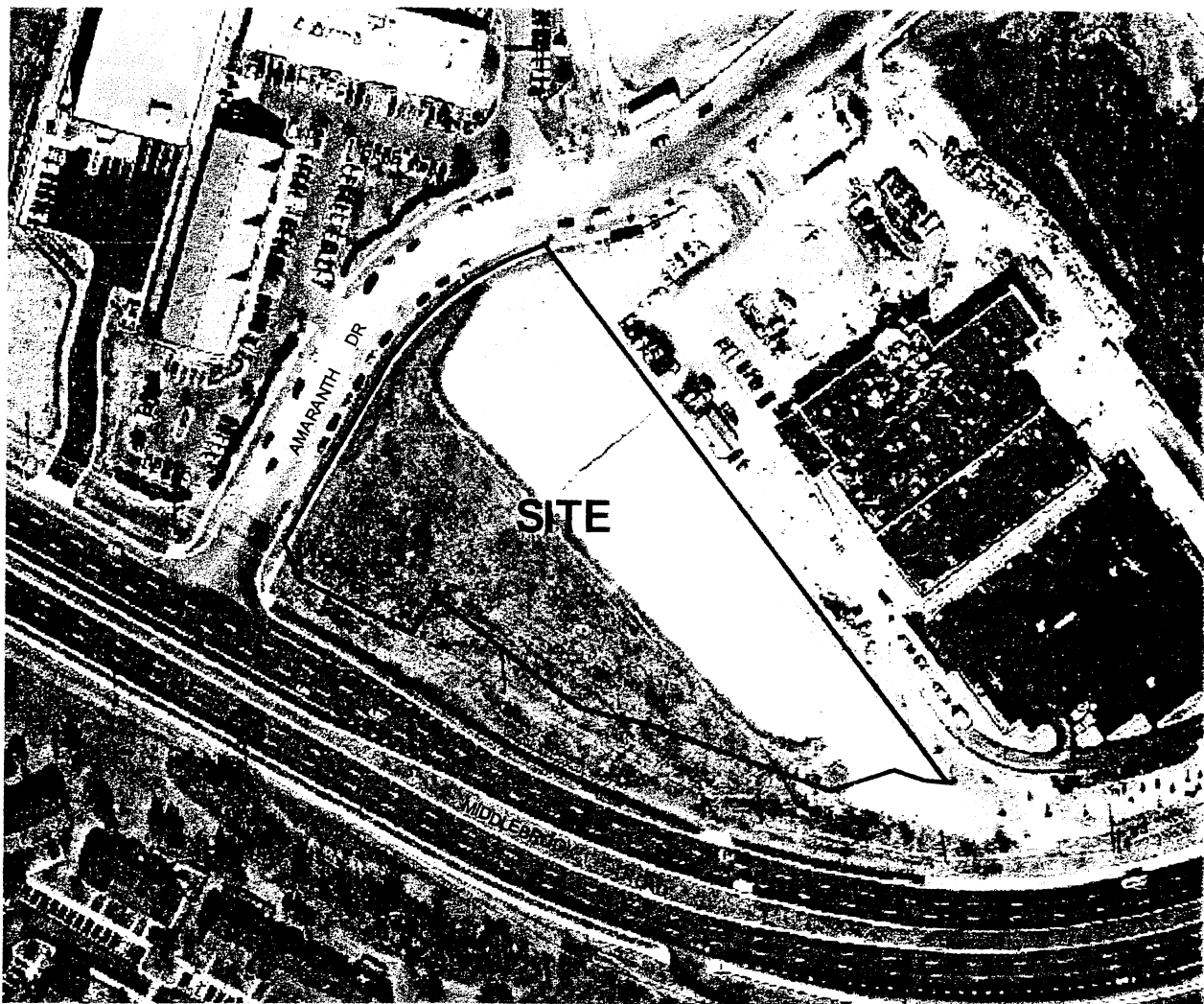
The site consists primarily of an agricultural field surrounding the existing farmhouse and barn near the center of the property and directly to the north of the stream buffer. The western edge of the property is representative of a hedgerow separating the adjacent Comcast property, except where it widens out to a more substantial forest to the northwest. The forest consists of a hardwood overstory of maple, locust and black cherry with an invasive mix of understory shrub layer. There are also a few pockets of invasive plant materials such as greenbriar and multi-flora rose scattered throughout the site.

The site has three prominent knolls close to the center of the property, with the predominant slope falling to the south and east. The elevation change drops from 40-46 feet, making the high points even more visible. The majority of the development will be associated around the knolls except where townhouse units take advantage of the slopes for walkout conditions.



PROJECT DESCRIPTION: Site Description

The 2.93 acre site slopes approximately 18 feet from the northwest corner of Amaranth Drive towards Middlebrook Road. The site has been improved with paving, lighting and stormwater management to accommodate the storage of automobiles for the owner. One access point exists from Amaranth Drive, an improved public road, into the site. Amaranth Drive is a right-in, right-out access from Middlebrook Road. The nearest intersection to the site is Middlebrook Road and Waring Station Road, with no median break on Middlebrook Road for south bound traffic into the site. A varying 35-foot wide green strip buffers the subject site to the adjacent Honda dealership. Steep slopes adjacent to Middlebrook Road prohibit direct vehicular or pedestrian access to the site.



PROJECT DESCRIPTION: Proposal

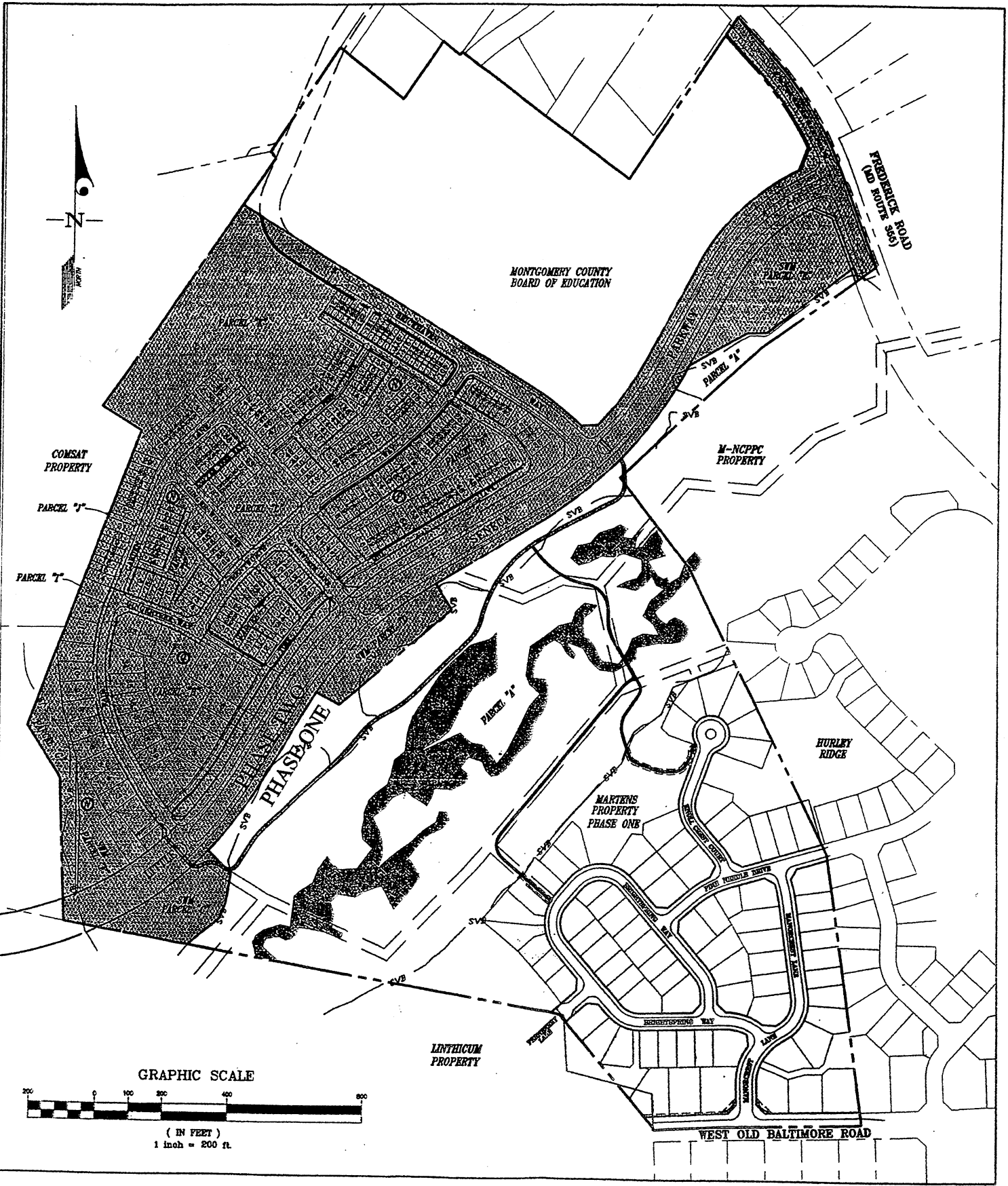
The applicant, Toll Brothers, Inc. proposes to implement Phase II of the project and construct the remaining 250 dwelling units, of the 326 dwelling units allocated for the Martens tract (Site Plan #8-02039). The site plan approval for Phase I included seventy-five single-family detached dwellings on 52.63 acres. The Preliminary Plan (#1-02011) established the density and number of dwelling units for the entire tract for Phases I and II.

The entire development is bifurcated by Tenmile Creek and its associated stream valley buffer, which will be dedicated to MNCPPC for future connection of the Clarksburg Greenway. The applicant has agreed to construct an 8-ft. hiker-biker trail within the natural greenway from Brickhaven Way to the intersection of Fair Garden Lane on the south side of Little Seneca Parkway. A four-foot sidewalk will be constructed on the south side of Little Seneca Parkway, parallel to the road and an eight-foot hiker-biker trail will be constructed on the north side of the road, in addition to the Greenway Trail. Little Seneca Parkway will be constructed, including the improvements along Route 355, as part of this phase.

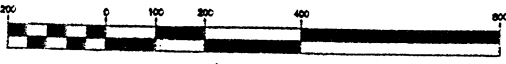
Proposed development for Phase II will include 250 dwelling unit on 62.55 acres on the north side of Tenmile Creek. The dwelling units will consist of a mix of 31 single-family detached and 219 single-family attached units, including 87 TDR's and 41 MPDU's. All of the MPDU units in Phase II are single-family attached units and dispersed throughout the property to create a greater mix of unit styles and widths.

The property was designed, in part, as a neo-traditional subdivision as opposed to the conventional layout in Phase I. The elements of design include a central open space for the blocks of units, rear loaded garages off of private alleyways for house frontage on the public street and a block system, which centers around the large central open space for the entire community. The community has three primary entrances, one of which is a shared public road for the parking areas on the Board of Education property [Rocky Hill Middle School]. The primary entrance directly leads into the common open space, which is surrounded by townhouses and a series of path networks. The westernmost entrance off of Little Seneca Parkway is Fair Garden Lane, which provides the primary access for the 31 single-family detached units, as well as the townhouse units to the north and west of the property. The homes to the west of Fair Garden Lane will back up to a wooded forest conservation area, whereas the single-family homes on the interior of Fair Garden Lane will back up to an open play area and multi-age play area. Forest conservation property will also back up to lots on Fox Fern Lane as well as the end units at the north end of York Mill Lane.

The townhouses were designed to accentuate the steeper grades on the property from Parcel "K" down to Little Seneca Parkway. Open space areas, which also serve as quality stormwater management facilities help to separate the elevation differences between the sticks of units as well as create more appropriate walk out situations for the units at the higher elevations. The grade difference will simulate a series of terraces with an open vista from the parkway to the open space at the top of the slope. The interior townhouse units all back up to a series of open space areas emulating the neo-traditional grid and block system within the community.



GRAPHIC SCALE



(IN FEET)
1 inch = 200 ft.

COMSAT
PROPERTY

PARCEL 7A

PARCEL 7B

PHASBONE

PARCEL 7C

MARTENS
PROPERTY
PHASE ONE

LENTHICUM
PROPERTY

MONTGOMERY COUNTY
BOARD OF EDUCATION

M-NCPPC
PROPERTY

HURLEY
RIDGE

FREDERICK ROAD
(W.D. BOYK S&S)

WEST OLD BALTIMORE ROAD

PROJECT DESCRIPTION: Prior Approvals

The Preliminary Plan (#1-02011) was approved on April 4, 2002 for Phases I and II. The plan was approved for 325 lots (109 SFD's and 216 SFA units) on 102.9 acres, including 113 TDR's and 41 MPDU's. The conditions are attached as Appendix C.

ANALYSIS: Conformance to the Master Plan

The Meadows at Hurley Ridge is located in the Brink Road Transitional Area of the 1994 Clarksburg Master Plan Area and south of the new Rocky Hill Middle School site. The existing Rocky Hill Middle School that is located on Wims Road and south of MD 355 will be converted to the new Clarksburg Area High School. Little Seneca Parkway (A-302) or Newcut Road Extended is located on the eastern boundary of the subject property and proposed Brickhaven Way is to the west. The proposed 250 units are the second phase of the larger 102.9-acre Martens property. The site plan for Phase I was approved in August 2002 by the Planning Board for 75 single-family detached units.

The Brink Road Transitional Area is located near three proposed major roadways: Midcounty Highway, MD 27 (Ridge Road) and MD 355. The area forms an important transition from Germantown to Clarksburg. Although there are 860 acres in the geographic area, most of the land has been developed or is committed to development. The Martens property is zoned R-200/TDR (at 4 units per acre) in accordance with the recommendations in the Master Plan.

The site plan for Phase II (Meadows of Hurley Ridge) complies with the recommendations of the Clarksburg Master Plan for interconnected street systems to encourage walking and access to nearby facilities. The proposed development addresses the issues of vehicular circulation with the construction of Little Seneca Parkway across the frontage of their property while providing secondary access to the adjacent Rocky Hill Middle School and a major intersection at MD 355. Pedestrian circulation is enhanced by the construction of the Clarksburg "Greenway Trail" through dedicated Park property to the south of Little Seneca Parkway, as well as an 8-foot hiker-biker trail on the north side of the road.

ANALYSIS: Conformance to Development Standards

PROJECT DATA TABLE

Zoning	R-200/TDR-4	
Net Tract Area (ac.):	62.55 ac. (Phase II)	
Proposed Use:	Residential	
<u>Development Standards</u>	<u>Permitted/ Required</u>	<u>Proposed</u>
Density (Phase II)*	250	250
Dwelling Units (One-family detached)	250	250
Single-family detached		31
Single-family attached		219
Moderately-priced DU's included @ 12.5%		41
Transferable Development Rights incl.		87
Building Coverage (%):	25%	<25
Building Height (ft.):	40	35
Minimum lot size (sf):	4000 sf	5,775 sf +(SFD) 4,000 sf (SFA)
Setbacks (ft.):		
<i>Single-family detached (SFD)</i>		
Front yard	20	20
Side yard	4	4
Rear yard	20	20
<i>Single-family attached (SFA)</i>		
Front yard	10	20
Side yard	0	0
Rear yard	0	0

*Overall density on site for Phases I & II is 325 dwelling units using TDR option
(Base density=171 d.u.'s, TDR density=2/3 (171 d.u.'s), MPDU's=41 d.u.'s [12.5%])

**MPDU CALCULATIONS
(Phases I & II)**

Base density (2 du/ac)	171 dwelling units
TDR density (2/3 of TDR density)	113 dwelling units
MPDU's Required (12.5%)	41 dwelling units
TDR's provided in Phase I	26 dwelling units
TDR's provided in Phase II	87 dwelling units
MPDU's provided in Phase I	0 dwelling units
MPDU's provided in Phase II	41 dwelling units

RECREATION CALCULATIONS

	<u>Tots</u>	<u>children</u>	<u>teens</u>	<u>adults</u>	<u>seniors</u>
Demand Points					
SFD II (80)	10.40	19.20	20.00	84.80	8.80
SFDIII (29)	4.06	5.51	6.67	36.83	3.77
TH (216)	<u>36.72</u>	<u>47.52</u>	<u>38.88</u>	<u>278.64</u>	<u>15.12</u>
Total Demands Pts.	51.18	72.23	65.55	400.27	27.69
Supply Points					
<u>On-Site Facilities:</u>					
Pedestrian system	5.12	14.45	13.11	180.12	12.46
Bike system	2.56	7.22	9.83	60.04	2.77
Natural areas (2)	0.00	7.22	13.12	80.06	2.76
Nature trails	2.56	7.22	9.83	60.04	4.15
Tot lot (1)	9.00	2.00	0.00	4.00	1.00
Sitting areas (2)	2.00	2.00	3.00	10.00	4.00
Open play area (1)	6.00	9.00	12.00	30.00	2.00
Open play area (2)	3.00	4.00	4.00	10.00	1.00
<u>Off-Site Facilities:</u>					
Off-Site Total*	<u>17.91</u>	<u>25.28</u>	<u>22.94</u>	<u>140.09</u>	<u>9.69</u>
Total Points	48.15	78.39	87.83	574.35	39.83
Percent of Requirements	94%	109%	134%	143%	144%

*The credit for each off-site facility must not exceed 35% of its supply value for each population category. These numbers reflect that limitation.

FINDINGS: For Site Plan Review

1. *The Site Plan is consistent with an approved development plan or a project plan for the optional method of development if required. Not Applicable.*
2. *The Site Plan meets all of the requirements of the zone in which it is located. See project Data Table above.*
3. *The location of the building and structures, the open spaces, the landscaping, recreation facilities, and the pedestrian and vehicular circulation systems are adequate, safe and efficient.*

Location of Buildings and Structures

- a. The layout of the houses is adequate and efficient; the arrangement of the proposed houses in the center of the site provide neighborhood identity while protecting the sensitive environmental features. The houses have been sited as close to the road as possible to limit the amount of impervious coverage on the site.

The design is a mixture of a standard subdivision and a contemporary neo-traditional design resembling features in the Clarksburg Town Center. Elements of the design focus on a buildings fronting on public roads and oriented toward a central green space, rear loaded garages in the alleys and vast pedestrian system linked to other facilities, neighborhoods and parks.

The location of the houses as shown on the site plan are conceptual. The precise location and site grading will not be determined until the owner has chosen a specific house type and a house location plan with grading, to be developed by the project engineer.

- b. Open Spaces

The open spaces are generously laid out and provide attractive, efficient and accessible green space for the entire community.

Approximately 16 acres of the 62.55-acre site will be retained as open space, situated primarily within the natural recreation area to the northwest of the property. The majority of the open space for Phases I and II to be preserved are within environmentally sensitive areas such as stream valley buffers, wetlands and floodplain and includes a portion of Tenmile Creek. The remaining areas of open space include active and passive recreation areas and stormwater management facilities to compensate for runoff that might be detrimental to the stream valley buffer. The open space parcels that are designated for forest conservation and recreation will be conveyed and maintained by the Home Owners Association.

The R-200/TDR zone does not make specific requirements for allotment of open space, although since the property is within the parameters of the Clarksburg Special Protection Area, special provisions have been made to preserve open space in environmentally sensitive areas.

The stormwater management concept is conditionally approved as part of the Special Protection Area Final Water Quality Plan for the proposed development as indicated by the Montgomery County Department of Permitting Services (DPS) letter dated March 19, 2003.

c. Landscaping and Lighting

The landscaping and lighting provides safety and efficiency for residents and visitors in the neighborhood setting.

Landscaping and screening consists of a formal streetscape treatment of a tree-lined street for both public and private roads serving the community. Little Seneca Parkway will include a tree-lined streetscape of shade trees as well as the improvements along Route 355. Additional landscaping has been provided on many of the lots as a buffer and accent to adjacent properties. The eight-foot hike-bike trail will consist of a double row of shade trees along the frontage of the property. The stormwater management facilities have been screened from view of the adjacent lots and from the public and private road network. The recreational amenities on site contain a mix of shade trees, ornamental trees and shrubs for visual enhancement of the users. Additional screening will also be provided adjacent to parking areas on York Mill Lane where they abut Little Seneca Parkway.

Proposed street lighting for public roads conforms to the Montgomery County guidelines for public roads for type of fixture, spacing, size and height. Proposed lighting for the private roads and alleys conform to the standards as set forth in the INESA guidelines for residential development.

d. Recreation.

Recreational amenities are accessible to the public and users of the subdivision. Recreational facilities have been located in two central areas to the community and the central open space provides a visual, spatial and functional use for the users of the subdivision. The internal trail and path system across Little Seneca Creek link the amenities in both phases. The Greenway Trail will be extended by the developer to the south of Little Seneca Parkway, connecting with Route 355 and linking up with future connections of the trail to Clarksburg Town Center. Off-site credit has been taken for existing facilities in the nearby schools and park properties, permitted by the recreational guidelines.

e. Vehicular and Pedestrian Circulation

Vehicular and pedestrian circulation in general is adequate, safe and efficient.

The Clarksburg Master Plan recommends that Little Seneca Parkway [A-302, Newcut Road extended], be classified as a four-lane divided arterial highway, providing a connection from Route 355 to I-270 with an interchange to connect with Route 121. The Master Plan recommends that the proposed road be relocated adjacent to the stream buffer of Little Seneca Creek. The Plan states that *“careful siting of this crossing is necessary to assure that the environmental impacts and need for potential mitigation are minimized”*. The applicant proposes to construct that portion of Little Seneca Parkway from MD 355 to the western edge of their property boundary.

The Master Plan calls for pedestrian circulation and crossings within the Newcut Road Neighborhood to the east of Route 355. This plan proposes limited crossings for pedestrian circulation to access the Greenway trail and Route 355. A proposed 8’ hiker/biker paved sidewalk will be located on the north side of Little Seneca Parkway and 4’ sidewalk paralleling the parkway to the south. The hike/bike trail will continue on the north side of the parkway and connect with the right-of-way improvements along Route 355.

4. *Each structure and use is compatible with other uses and other site plans and with existing and proposed adjacent development.*

The proposed houses are clustered to take advantage of the existing site conditions with the detached homes in the more level conditions and the townhouses in the steeper grades, accommodating walkout basements. Most of the units on the boundary of the property will back up to open space and forest conservation property. Each structure and use is compatible with other uses and with existing and proposed adjacent development to the north and south of the property.

The activity associated with the proposed residential community will not cause any negative effect on adjacent residential uses.

5. *The site plan meets all applicable requirements of Chapter 22A regarding forest conservation.*

Forest Conservation requirements have been met by the preservation of approximately 18.2 acres of existing forest. This is more than the projects break-even point of 13.62 acres.

A Category I Conservation easement will be placed over the forest conservation and environmental buffer areas that lie outside the dedicated park property, as shown on the final Forest Conservation Plan.

APPENDIX

- A. Final Water Quality Plan Approval letter dated March 19, 2003 and supporting M-NCPPC-EPD memos
- B. Memorandums from other Divisions/Agencies
- C. Opinion from Preliminary Plan1-02011(Martens Phase I and II)