

# Second Model Run

“With Buildings”

**RESULTS: SOUND LEVELS**

Polysonics Corp.  
Scott Harvey

**RESULTS: SOUND LEVELS**

PROJECT/CONTRACT: Meadows At Hurley Ridge  
 RUN: Future Year 2020 w/ Buildings  
 BARRIER DESIGN: INPUT HEIGHTS

ATMOSPHERICS: 68 deg F, 50% RH

Receiver Name

No.	#DUs	Existing		No Barrier		Increase over existing		Type Impact	With Barrier		Calculated minus Goal dB		
		L <sub>Aeq1h</sub> dBA	L <sub>Aeq1h</sub> dBA	L <sub>Aeq1h</sub> Calculated	Crit'n dBA	Calculated	Crit'n Sub'l Inc dB		Calculated L <sub>Aeq1h</sub> dBA	Noise Reduction Calculated dB		Noise Reduction Goal dB	
Receiver10	10	1	0.0	66.2	65	66.2	65	10	Snd Lvl	60.1	6.1	0	6.1
Receiver11	11	1	0.0	65.5	65	65.5	65	10	Snd Lvl	59.2	6.3	0	6.3
Receiver12	12	1	0.0	62.2	65	62.2	65	10	---	56.6	5.6	0	5.6
Receiver13	13	1	0.0	66.3	65	66.3	65	10	Snd Lvl	60.6	5.7	0	5.7
Receiver18	18	1	0.0	65.9	65	65.9	65	10	Snd Lvl	60.3	5.6	0	5.6
Receiver20	20	1	0.0	63.8	65	63.8	65	10	---	50.3	13.5	0	13.5
Receiver22	22	1	0.0	62.8	65	62.8	65	10	---	49.0	13.8	0	13.8
Receiver30	30	1	0.0	63.0	65	63.0	65	10	---	61.0	2.0	0	2.0
Receiver3	35	1	0.0	65.2	66	65.2	66	10	---	65.2	0.0	8	-8.0
Receiver7	36	1	0.0	61.3	66	61.3	66	10	---	47.3	14.0	8	6.0
Receiver23	37	1	0.0	64.3	66	64.3	66	10	---	47.8	16.5	8	8.5
Receiver26	38	1	0.0	61.3	66	61.3	66	10	---	49.8	11.5	8	3.5
Receiver27	39	1	0.0	60.8	66	60.8	66	10	---	52.3	8.5	8	0.5

**Dwelling Units**

	# DUs	Noise Reduction		Max dB
		Min dB	Avg dB	
All Selected	13	0.0	8.4	16.5
All Impacted	4	5.6	5.9	6.3
All that meet NR Goal	12	2.0	9.1	16.5

Average pavement type shall be used unless a State highway agency substantiates the use of a different type with approval of FHWA.

INPUT: ROADWAYS  
 Polysonics Corp.  
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INPUT: ROADWAYS  
 PROJECT/CONTRACT:  
 RUN:

Roadway

Name

Width

Name

No.

Coordinates (pavement)

Z

Flow Control

Control Device

Speed Constraint

Percent Vehicles Affected

Segment Pmnt Type

On Struct?

18 April 2003  
 TNM 2.1

Meadows At Hurley Ridge  
 Future Year 2020 w/ Buildings

Average pavement type shall be used unless  
 a State highway agency substantiates the use  
 of a different type with the approval of FHWA

	X	Y	Z	Flow Control	Speed Constraint	Percent Vehicles Affected	Segment Pmnt Type	On Struct?
	ft	ft	ft	Device	mph	%	Type	
L Seneca Pkwy SB	15	1,238,477.6	566,959.4				Average	
	16	1,238,366.1	566,812.1				Average	
	17	1,238,250.2	566,827.9				Average	
	22	1,238,149.2	566,703.2				Average	
	23	1,238,102.6	566,618.1				Average	
	28	1,237,984.2	566,388.3				Average	
	29	1,237,924.9	566,290.6				Average	
	30	1,237,848.5	566,191.3				Average	
	31	1,237,665.0	566,023.8				Average	
	32	1,237,338.0	565,819.2				Average	
	33	1,237,223.9	565,749.8				Average	
	34	1,237,119.5	565,674.4				Average	
	35	1,237,047.6	565,610.9				Average	
	36	1,236,971.6	565,528.7				Average	
	37	1,236,901.6	565,437.9				Average	
	38	1,236,762.1	565,198.9				Average	
	39	1,236,665.0	565,046.8				Average	
	40	1,236,532.4	564,903.5				Average	
	41	1,236,333.9	564,759.6				Average	
	43	1,236,206.9	564,709.6				Average	
	44	1,236,026.9	564,659.6				Average	
	45	1,235,843.0	564,645.6				Average	
	46	1,235,709.0	564,653.6				Average	
	47	1,235,373.1	564,719.6				Average	
L Seneca Pkwy NB	48	1,235,361.1	564,659.6				Average	

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18 April 2003

INPUT: ROADWAYS

INPUT: ROADWAYS		Meadows At Hurley Ridge				
	point49	49	1,235,697.0	564,601.6	460.00	Average
	point50	50	1,235,845.0	564,595.6	460.00	Average
	point51	51	1,236,032.9	564,613.6	460.00	Average
	point52	52	1,236,218.9	564,665.8	460.00	Average
	point53	53	1,236,332.2	564,708.1	460.00	Average
	point54	54	1,236,545.2	564,851.6	470.00	Average
	point55	55	1,236,629.2	564,934.6	475.00	Average
	point56	56	1,236,691.2	565,006.0	480.00	Average
	point57	57	1,236,744.6	565,080.9	485.00	Average
	point58	58	1,236,798.0	565,170.9	490.00	Average
	point59	59	1,236,939.1	565,408.4	496.00	Average
	point60	60	1,236,996.5	565,487.9	500.00	Average
	point61	61	1,237,096.6	565,596.9	500.00	Average
	point63	63	1,237,199.4	565,677.6	495.00	Average
	point64	64	1,237,356.9	565,777.2	490.00	Average
	point65	65	1,237,666.2	565,968.1	490.00	Average
	point66	66	1,237,755.1	566,036.0	490.00	Average
	point67	67	1,237,854.6	566,129.0	490.00	Average
	point68	68	1,237,920.1	566,202.5	490.00	Average
	point69	69	1,237,997.6	566,319.4	490.00	Average
	point71	71	1,238,198.6	566,693.3	495.00	Average
	point72	72	1,238,279.5	566,790.2	494.00	Average
	point73	73	1,238,372.5	566,864.8	490.00	Average
	point74	74	1,238,496.6	566,923.3	488.00	Average

L Seneca Pkwy SB The volumes input were Hourly Equivalent V

INPUT: TRAFFIC FOR LAeq1h Volumes

Meadows At Hurley Ridge

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INPUT: TRAFFIC FOR LAeq1h Volumes  
PROJECT/CONTRACT:  
RUN:

Meadows At Hurley Ridge  
Future Year 2020 w/ Buildings

Roadway	Points	Name	No.	Segment		Autos		MTrucks		HTricks		Buses		Motorcycles	
				V	S	V	S	V	S	V	S	V	S		
				veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph	veh/hr	mph
L Seneca Pkwy SB		point15	15	1693	35	54	35	36	35	0	0	0	0	0	0
		point16	16	1693	35	54	35	36	35	0	0	0	0	0	0
		point17	17	1693	35	54	35	36	35	0	0	0	0	0	0
		point22	22	1693	35	54	35	36	35	0	0	0	0	0	0
		point23	23	1693	35	54	35	36	35	0	0	0	0	0	0
		point28	28	1693	35	54	35	36	35	0	0	0	0	0	0
		point29	29	1693	35	54	35	36	35	0	0	0	0	0	0
		point30	30	1693	35	54	35	36	35	0	0	0	0	0	0
		point31	31	1693	35	54	35	36	35	0	0	0	0	0	0
		point32	32	1693	35	54	35	36	35	0	0	0	0	0	0
		point33	33	1693	35	54	35	36	35	0	0	0	0	0	0
		point34	34	1693	35	54	35	36	35	0	0	0	0	0	0
		point35	35	1693	35	54	35	36	35	0	0	0	0	0	0
		point36	36	1693	35	54	35	36	35	0	0	0	0	0	0
		point37	37	1693	35	54	35	36	35	0	0	0	0	0	0
		point38	38	1693	35	54	35	36	35	0	0	0	0	0	0
		point39	39	1693	35	54	35	36	35	0	0	0	0	0	0
		point40	40	1693	35	54	35	36	35	0	0	0	0	0	0
		point41	41	1693	35	54	35	36	35	0	0	0	0	0	0
		point43	43	1693	35	54	35	36	35	0	0	0	0	0	0
		point44	44	1693	35	54	35	36	35	0	0	0	0	0	0
		point45	45	1693	35	54	35	36	35	0	0	0	0	0	0

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18 April 2003

INPUT: TRAFFIC FOR LAeq1h Volumes

	point46	46	1693	35	54	35	36	35	0	0	0
L Seneca Pkwy NB	point47	47									
	point48	48	1693	35	54	35	36	35	0	0	0
	point49	49	1693	35	54	35	36	35	0	0	0
	point50	50	1693	35	54	35	36	35	0	0	0
	point51	51	1693	35	54	35	36	35	0	0	0
	point52	52	1693	35	54	35	36	35	0	0	0
	point53	53	1693	35	54	35	36	35	0	0	0
	point54	54	1693	35	54	35	36	35	0	0	0
	point55	55	1693	35	54	35	36	35	0	0	0
	point56	56	1693	35	54	35	36	35	0	0	0
	point57	57	1693	35	54	35	36	35	0	0	0
	point58	58	1693	35	54	35	36	35	0	0	0
	point59	59	1693	35	54	35	36	35	0	0	0
	point60	60	1693	35	54	35	36	35	0	0	0
	point61	61	1693	35	54	35	36	35	0	0	0
	point63	63	1693	35	54	35	36	35	0	0	0
	point64	64	1693	35	54	35	36	35	0	0	0
	point65	65	1693	35	54	35	36	35	0	0	0
	point66	66	1693	35	54	35	36	35	0	0	0
	point67	67	1693	35	54	35	36	35	0	0	0
	point68	68	1693	35	54	35	36	35	0	0	0
	point69	69	1693	35	54	35	36	35	0	0	0
	point71	71	1693	35	54	35	36	35	0	0	0
	point72	72	1693	35	54	35	36	35	0	0	0
	point73	73	1693	35	54	35	36	35	0	0	0
	point74	74									

INPUT: RECEIVERS

Polysonics Corp.  
Scott Harvey

INPUT: RECEIVERS

PROJECT/CONTRACT:

Meadows At Hurley Ridge  
Future Year 2020 w/ Buildings

RUN:

Receiver

Meadows At Hurley Ridge

18 April 2003  
TNIM 2.1

Receiver Name	No.	#DUs	Coordinates (ground)			Z	Height above Ground	Input Sound Levels and Criteria		Active in Calc.
			X	Y	ft			ft	Extsting LAeq1h	
			ft	ft	ft	ft	dBA	dBA	dB	dB
Receiver10	10	1	1,237,068.4	565,780.2	505.00	4.92	0.00	65	10.0	0.0
Receiver11	11	1	1,236,718.2	565,359.1	499.00	4.92	0.00	65	10.0	0.0
Receiver12	12	1	1,236,648.8	565,345.6	494.00	4.92	0.00	65	10.0	0.0
Receiver13	13	1	1,236,409.0	564,929.6	469.00	4.92	0.00	65	10.0	0.0
Receiver18	18	1	1,237,604.5	566,101.8	496.00	4.92	0.00	65	10.0	0.0
Receiver20	20	1	1,237,508.1	566,124.9	504.00	4.92	0.00	65	10.0	0.0
Receiver22	22	1	1,237,411.9	566,043.2	495.00	4.92	0.00	65	10.0	0.0
Receiver30	30	1	1,237,388.4	565,993.6	492.00	4.92	0.00	65	10.0	0.0
Receiver3	35	1	1,237,353.6	565,939.1	488.00	4.92	0.00	68	10.0	8.0
Receiver7	36	1	1,237,244.0	566,013.4	502.00	4.92	0.00	66	10.0	8.0
Receiver23	37	1	1,237,125.8	565,845.7	495.00	4.92	0.00	66	10.0	8.0
Receiver26	38	1	1,237,079.5	565,999.7	516.00	4.92	0.00	66	10.0	8.0
Receiver27	39	1	1,237,322.4	566,177.6	518.00	4.92	0.00	66	10.0	8.0

18 April 2003  
 TMM 2.1

Phytosonics Corp.  
 Scott Harvey

INPUT: BARRIERS  
 PROJECT/CONTRACT:

Meadows At Hurley Ridge  
 Future Year 2020 w/ Buildings

Meadows At Hurley Ridge

Barrier Name	Type	Height		If Wall	If Berm	Top Width	Run:Rise	Add'l \$ per Unit Length	Points Name	Coordinates (foot/m)			Z	Height at Point	Segment Increase	Seg Ht Perturbs On	Important Structures? Reflec. Uons?
		Min	Max							X	Y	H					
Barrier1	W	0.00	99.99	0.00	0.00			0.00	point1	1	1,237,398.2	565,988.6	484.00	29.00	1.00	1	0
Barrier2	W	0.00	99.99	0.00	0.00			0.00	point2	2	1,237,554.8	565,080.7	494.00	29.00	1.00	1	0
Barrier3	W	0.00	99.99	0.00	0.00			0.00	point6	6	1,237,233.9	565,885.1	495.00	29.00	1.00	1	0
Barrier4	W	0.00	99.99	0.00	0.00			0.00	point7	7	1,237,099.2	565,802.2	498.00	29.00	1.00	1	0
Barrier5	W	0.00	99.99	0.00	0.00			0.00	point8	8	1,236,953.4	565,891.0	516.00	29.00	1.00	1	0
Barrier6	W	0.00	99.99	0.00	0.00			0.00	point9	9	1,237,059.2	565,774.7	506.00	29.00	1.00	1	0
Barrier7	W	0.00	99.99	0.00	0.00			0.00	point10	10	1,237,574.5	566,225.4	502.00	29.00	1.00	1	0
Barrier8	W	0.00	99.99	0.00	0.00			0.00	point11	11	1,237,644.5	566,134.0	496.00	29.00	1.00	1	0
Barrier9	W	0.00	99.99	0.00	0.00			0.00	point12	12	1,237,643.9	566,133.9	496.00	29.00	1.00	1	0
Barrier10	W	0.00	99.99	0.00	0.00			0.00	point13	13	1,237,609.1	565,108.0	496.00	29.00	1.00	1	0
Barrier11	W	0.00	99.99	0.00	0.00			0.00	point14	14	1,237,540.6	566,198.5	504.00	29.00	1.00	1	0
Barrier12	W	0.00	99.99	0.00	0.00			0.00	point15	15	1,237,554.4	566,081.0	494.00	29.00	1.00	1	0
Barrier13	W	0.00	99.99	0.00	0.00			0.00	point16	16	1,237,531.4	566,116.7	501.00	29.00	1.00	1	0
Barrier14	W	0.00	99.99	0.00	0.00			0.00	point17	17	1,237,376.8	566,023.2	486.00	29.00	1.00	1	0
Barrier15	W	0.00	99.99	0.00	0.00			0.00	point18	18	1,237,397.6	565,889.2	488.00	29.00	1.00	1	0
Barrier16	W	0.00	99.99	0.00	0.00			0.00	point19	19	1,237,252.5	565,886.2	494.00	29.00	1.00	1	0
Barrier17	W	0.00	99.99	0.00	0.00			0.00	point20	20	1,237,211.6	565,921.1	504.00	29.00	1.00	1	0
Barrier18	W	0.00	99.99	0.00	0.00			0.00	point21	21	1,237,077.8	565,837.4	510.00	29.00	1.00	1	0
Barrier19	W	0.00	99.99	0.00	0.00			0.00	point22	22	1,237,098.6	565,802.9	498.00	29.00	1.00	1	0
Barrier20	W	0.00	99.99	0.00	0.00			0.00	point23	23	1,237,058.6	565,772.9	506.00	29.00	1.00	1	0
Barrier21	W	0.00	99.99	0.00	0.00			0.00	point24	24	1,237,028.0	565,745.7	506.00	29.00	1.00	1	0
Barrier22	W	0.00	99.99	0.00	0.00			0.00	point25	25	1,236,921.8	565,863.0	508.00	29.00	1.00	1	0
Barrier23	W	0.00	99.99	0.00	0.00			0.00	point26	26	1,236,848.4	565,784.7	516.00	29.00	1.00	1	0
Barrier24	W	0.00	99.99	0.00	0.00			0.00	point27	27	1,236,854.8	565,678.2	508.00	29.00	1.00	1	0
Barrier25	W	0.00	99.99	0.00	0.00			0.00	point28	28	1,236,924.5	565,649.3	508.00	29.00	1.00	1	0
Barrier26	W	0.00	99.99	0.00	0.00			0.00	point29	29	1,236,818.5	565,766.8	516.00	29.00	1.00	1	0
Barrier27	W	0.00	99.99	0.00	0.00			0.00	point30	30	1,236,784.6	565,507.2	508.00	29.00	1.00	1	0
Barrier28	W	0.00	99.99	0.00	0.00			0.00	point31	31	1,236,852.6	565,638.2	510.00	29.00	1.00	1	0
Barrier29	W	0.00	99.99	0.00	0.00			0.00	point32	32	1,236,887.1	565,614.4	508.00	29.00	1.00	1	0
Barrier30	W	0.00	99.99	0.00	0.00			0.00	point33	33	1,236,798.2	565,483.9	504.00	29.00	1.00	1	0
Barrier31	W	0.00	99.99	0.00	0.00			0.00	point57	57	1,236,740.0	565,365.0	498.00	6.00	1.00	1	0
Barrier32	W	0.00	99.99	0.00	0.00			0.00	point58	58	1,236,717.4	565,333.4	498.00	6.00	1.00	1	0
Barrier33	W	0.00	99.99	0.00	0.00			0.00	point69	69	1,237,335.2	565,996.6	498.00	29.00	1.00	1	0
Barrier34	W	0.00	99.99	0.00	0.00			0.00	point70	70	1,237,357.2	565,959.6	491.00	29.00	1.00	1	0
Barrier35	W	0.00	99.99	0.00	0.00			0.00	point71	71	1,237,259.8	565,900.3	495.00	29.00	1.00	1	0



INPUT: BARRIERS

Meadows At Hartsley Ridge													
Barrier	W	0.00	99.99	0.00	point	72	1,237,237.9	565,836.4	500.00	29.00	1.00	1	0
Barrier29					point72	72	1,237,237.9	565,836.4	500.00	29.00	1.00	1	0
					point73	73	1,237,335.0	565,896.2	488.00	29.00			
					point78	78	1,237,594.1	566,102.6	495.00	6.00	1.00	1	0
					point79	79	1,237,603.8	566,089.8	495.00	6.00	1.00	1	0
Barrier30					point80	80	1,237,636.5	566,113.7	485.00	6.00			
					point81	81	1,237,069.0	565,790.8	504.00	6.00	1.00	1	0
					point82	82	1,237,079.9	565,778.1	504.00	6.00	1.00	1	0
Barrier31					point83	83	1,237,051.2	565,753.0	504.00	6.00			
					point84	84	1,236,908.1	565,641.5	506.00	6.00	1.00	1	0
					point85	85	1,236,918.0	565,630.2	506.00	6.00	1.00	1	0
Barrier34					point86	86	1,236,946.2	565,655.6	506.00	6.00			
					point98	98	1,236,633.1	565,266.5	492.00	25.00	1.00	1	0
Barrier35					point89	99	1,236,855.9	565,304.9	492.00	25.00			
					point100	100	1,236,661.6	565,313.8	486.00	25.00	1.00	1	0
					point101	101	1,236,684.2	565,351.7	496.00	25.00	1.00	1	0
Barrier38					point102	102	1,236,716.5	565,334.0	496.00	25.00			
					point104	104	1,236,440.4	564,927.1	469.00	8.00	1.00	1	0
					point105	105	1,236,413.0	564,905.7	469.00	8.00	1.00	1	0
					point106	106	1,236,392.0	564,930.0	468.00	8.00	1.00	1	0

**RESULTS: BARRIER DESCRIPTIONS**

Polysonics Corp.  
Scott Harvey

18 April 2003  
TNM 2.1

**Meadows At Hurley Ridge**

**RESULTS: BARRIER DESCRIPTIONS**

PROJECT/CONTRACT:

Meadows At Hurley Ridge  
Future Year 2020 w/ Buildings

RUN:

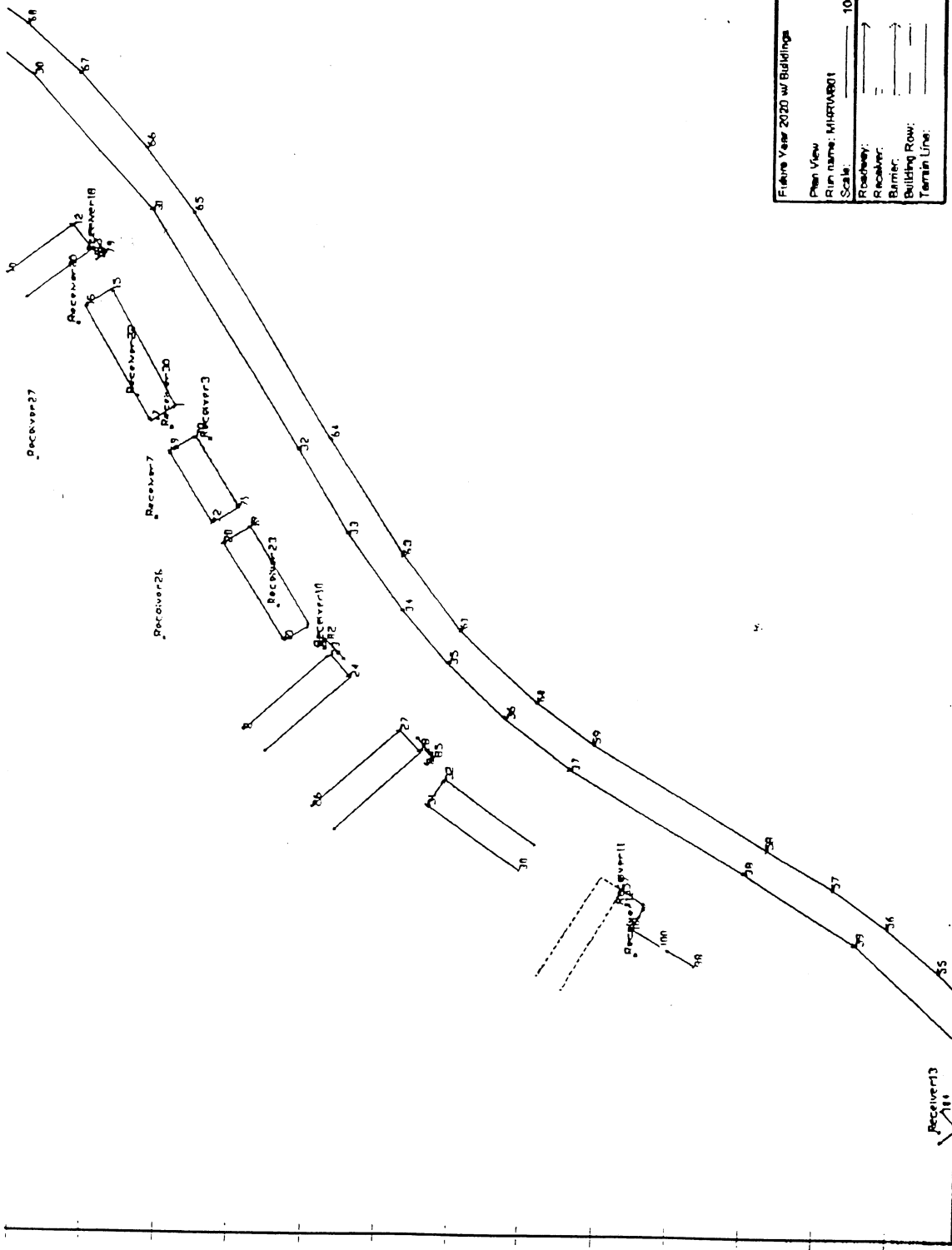
BARRIER DESIGN:

INPUT HEIGHTS

Barriers

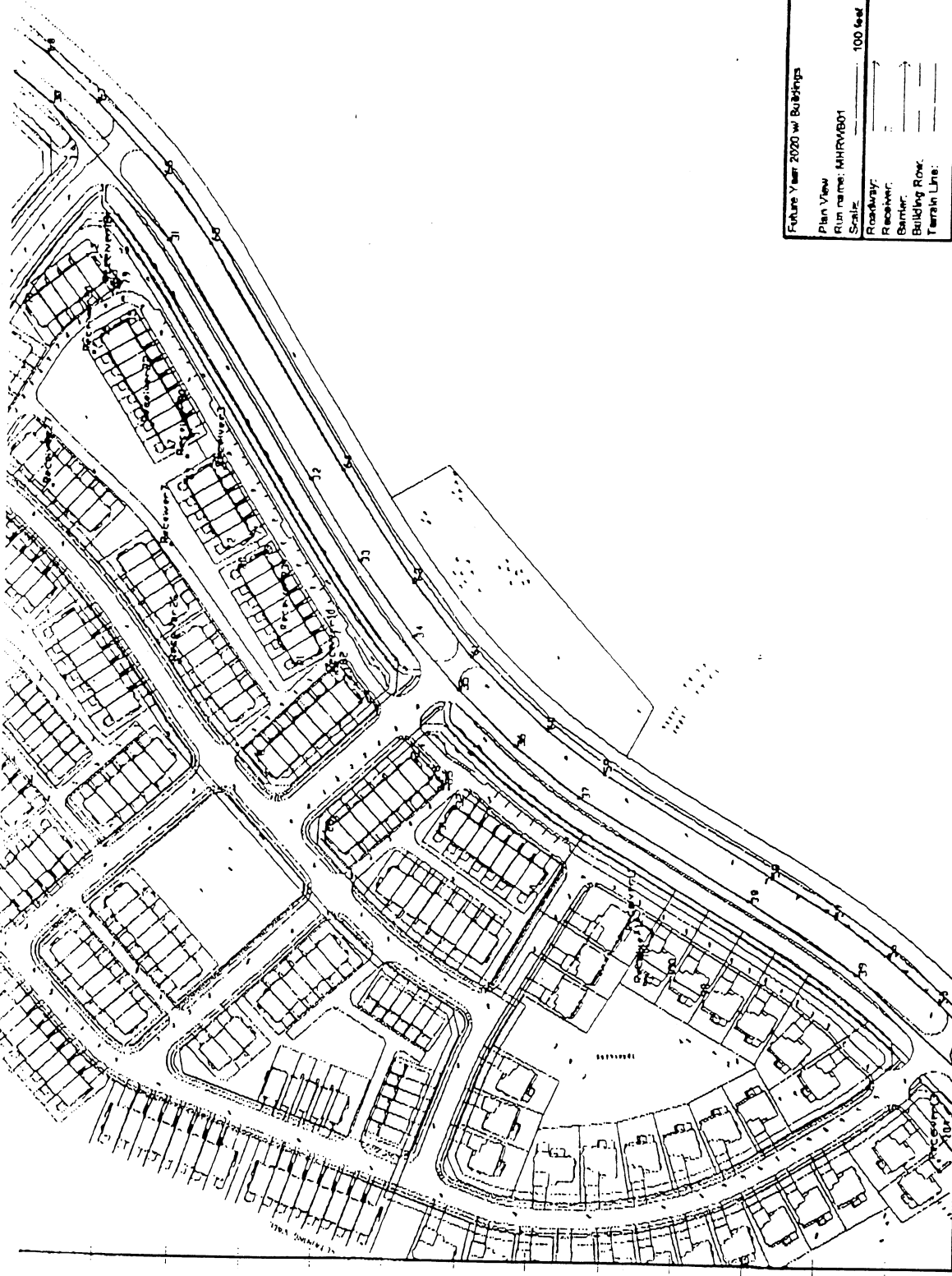
Name	Type	Heights along Barrier			Length	If Wall Area	If Berm Volume	Top Width	Run:Rise	Cost
		Min	Avg	Max						
		ft	ft	ft	sq ft	cu yd	ft	ft:ft	\$	
Barrier1	W	29.00	29.00	29.00	182	5266			0	
Barrier3	W	29.00	29.00	29.00	158	4585			0	
Barrier4	W	29.00	29.00	29.00	157	4561			0	
Barrier5	W	29.00	29.00	29.00	115	3340			0	
Barrier6	W	29.00	29.00	29.00	157	4549			0	
Barrier7	W	29.00	29.00	29.00	283	7628			0	
Barrier8	W	29.00	29.00	29.00	239	6924			0	
Barrier10	W	29.00	29.00	29.00	199	5778			0	
Barrier11	W	29.00	29.00	29.00	358	10388			0	
Barrier19	W	29.00	29.00	29.00	358	10370			0	
Barrier26	W	6.00	6.00	6.00	40	237			0	
Barrier29	W	29.00	29.00	29.00	313	9090			0	
Barrier30	W	6.00	6.00	6.00	57	340			0	
Barrier31	W	6.00	6.00	6.00	55	328			0	
Barrier34	W	6.00	6.00	6.00	53	318			0	
Barrier35	W	25.00	25.00	25.00	45	1117			0	
Barrier39	W	25.00	25.00	25.00	81	2023			0	
	W	8.00	8.00	8.00	67	535			0	
Total Cost:									0	

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Future Year 2020 w/ Buildings		Sheet 1 of 1	18 Apr 2003
Plan View		Polysonics Corp	
Run name: MDRWA001		Project/Contract No. Steeplez At Hurley Ridge	
Scale: 100 feet		Title Version 2.1.0, Feb 2003	
Roadway:		Analysis By: Scott Harvey	
Receiver:		Ground Zone:	polygon
Barrier:		Tree Zone:	dashed polygon
Building Row:		Contour Zone:	polygon
Terrain Line:		Parallel Barrier:	_____
		Skew Section:	_____ →

1236400 1236500 1236600 1236700 1236800 1236900 1237000 1237100 1237200 1237300 1237400 1237500 1237600 1237700 1237800 1237900 1238000 1238100 1238200 1238300 1238400



Future Year 2020 w/ Buildings	Sheet 1 of 1	18 Apr 2003
Plan View	Polysonics Corp.	
Run name: MHRV1801	Project/Contract No. Meadows At Hurley Ridge	
Scale: 100 feet	This Version 2.1.0, Feb 2003	
Analysis By: Scott Harvey		
Roadway:	Ground Zone:	polygon
Receiver:	Tree Zone:	cross-hatched polygon
Barrier:	Contour Zone:	polygon
Building Row:	Parallel Barrier:	
Terrain Line:	Stew Section:	→

1236400 1236600 1236800 1237000 1237200 1237400 1237600 1237800 1238000 1238200 1238400




THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

December 13, 2002

MEMORANDUM

TO: Robert Kronenberg, Site Plan Reviewer  
Development Review Division

VIA: Sue Edwards, I-270 Corridor Team Leader

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

SUBJECT: The Meadows at Hurley Ridge (Site Plan No. 8-03011)

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**Relationship to the Clarksburg 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 accord with the recommendations of the Master Plan.

The proposed site plan complies with the Master Plan recommendations as follows:

**Interconnected Streets:** The Master Plan calls for interconnected street systems to encourage walking and access to nearby facilities. The proposal, for the most part, achieves good inter-connectivity. 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. At that time, the Montgomery County Public Schools (MCPS) staff

stated that there was no clear title to the land adjacent to the new Rocky Hill Middle School needed to build a private road. Consequently, Toll Brothers (Martens property developers) stated that they could not provide the connection as per condition #21 of the Planning Board opinion.

On August 1, 2002, the Planning Board reviewed the mandatory referral proposal for the new Rocky Hill Middle School located directly north of the subject property on proposed Brickhaven Way. After discussion with staff and representatives from MCPS, the Planning Board recommended approval of the mandatory referral subject to ten (10) comments. The following comments relate to the subject property:

“Provide an easement for a road or private drive with a hiker/biker path connecting Brickhaven Way to the proposed Clarksburg Area High School, at the construction of Brickhaven Way in order to improve connectivity between the proposed Toll Brothers development and the middle and high school sites.

Coordinate with the Toll Brothers the construction of Newcut Road Extended (Little Seneca Parkway) from MD 355 to proposed Brickhaven Way from Newcut Road Extended to the northern entrance to the staff/visitor parking lot prior to opening of the school.”

The Planning Board shared the school system’s concern that MCPS should not be in the business of constructing roads. It is important, however, that Newcut Road Extended be completed before the new Rocky Hill Middle School is constructed. The Planning Board stated that the school system should coordinate with Toll Brothers, who is responsible for constructing Newcut Road Extended, to finish the road on schedule and before the school is opened.

With regards to connectivity, to provide easier access from the subject property to the proposed high school and as stipulated in the preliminary plan approval, MCPS should grant an easement to Toll Brothers to construct a road or private drive. This road or private drive should be controlled and maintained by MCPS when completed. It will connect Brickhaven Way with the high school. Connectivity is a major principle of the Clarksburg Master Plan.

If the private driveway 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, therefore, recommends that Toll Brothers coordinate with MCPS staff to provide a road or private drive from the Martens development to the proposed high school.

## **Conclusion**

Staff recommends approval of the proposed site plan with the condition set forth in this memorandum. With this condition, the site plan will comply with the policies and objectives of the Clarksburg Master Plan.

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12/16/02

**TO: Malcolm Shaneman, Plan Review Supervisor, Development Review Division**

**FROM: Doug Powell, Plan Review Coordinator, Park Planning and Resource Analysis Unit, Countywide Planning Division**

**RE: Park and Natural Resources Issues involved in plan 8-03011, The Meadows at Hurley Ridge**

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**8-03011**

**The Meadows at Hurley Ridge (Martens)**

- Applicant to construct 8' wide paved trail connections from the Clarksburg Greenway Trail being constructed in the dedicated Greenway to Little Seneca Parkway at locations as agreed in Phase I of the project. Safe, well marked crossings of Little Seneca Parkway to be provided by Applicant from the Greenway Trail to Brickhaven Way and to Fair Garden Lane.
- Applicant to construct a 8' wide Class I paved hiker/biker trail along the north side of Little Seneca Parkway from Fair Garden Lane to the Route 355 intersection with Little Seneca Parkway. Trail to be constructed to park standards and specifications and alignment to be coordinated with M-NCPPC and Montgomery County School staff.
- An easement is needed along the south side of the Little Seneca Parkway from Fair Garden Lane to the property's western border of sufficient width to accommodate an 8' wide, Class I paved hiker/biker trail. This easement would be used for construction of the continuation of the Clarksburg Greenway Trail that will extent southwest along the Clarksburg Greenway.
- 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.