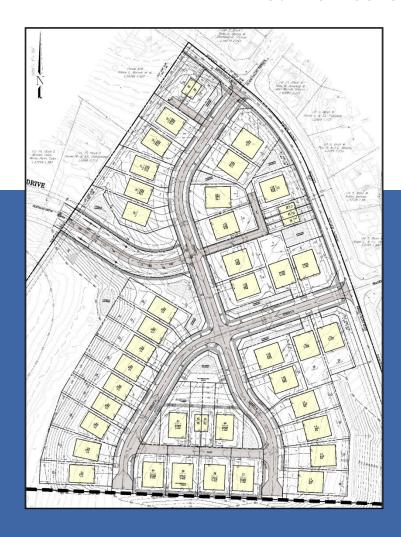
Montgomery Planning

TREGONING PROPERTY PRE-PRELIMINARY PLAN NO. 720220020



Description

Application to obtain binding direction from the Planning Board on the Hoffman Drive connection, the off-site connection to Damascus Recreational Park, and the location and distribution of MPDUs.

No. 720220020

Completed: 2-13-2023

MCPB Item No. 9 2-23-2023 Montgomery County Planning Board 2425 Reedie Drive, Floor 14 Wheaton, MD 20902

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LOCATION/ADDRESS

On Kings Valley Road, West of Preakness Drive

MASTER PLAN

1994 Clarksburg Master Plan & Hyattstown Special Study Area

ZONE

RE-1 Zone

PROPERTY SIZE

17.81 acres

APPLICANT

Elm Street Development

ACCEPTANCE DATE

August 24, 2022

REVIEW BASIS

Chapters 50 and 22A

Summary:

- This Pre-Preliminary Plan Application requests binding direction from the Planning Board on the proposed Hoffman Drive pathway connection, the off-site connection to Damascus Recreational Park, and the location and distribution of MPDUs.
- Per Section 50.5.1.A on Pre-Preliminary Plans: "Before a subdivider submits a preliminary plan, the subdivider may seek advice on limited aspects of a future subdivision plan from the Planning Department Staff, the Development Review Committee, or the Board as appropriate, or seek a binding decision from the Board" through a pre-preliminary plan application.
- Staff's recommendations improve multimodal connectivity to Cedar Grove Elementary School and Damascus Recreational Park.
- In accordance with Thrive 2050 and the 1994 Clarksburg Master Plan, Staff recommends a full vehicular connection from the existing terminus of Hoffman Drive through the Subject Property to Kings Valley Road as supported by MCDOT and MCDPS Fire Department Access and Water Supply.
- Staff recommends a sidepath connection to Damascus Recreational Park along the Subject Property frontage that extends offsite along the west side of Kings Valley Road to the Park entrance.
- The Applicant will be required to submit a Preliminary Plan application and Site Plan application, whereupon design review comments are to be addressed.
- Staff has received citizen correspondence on the Application regarding the proposed development and the vehicular connection of Hoffman Drive.

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SECTION 1: EXECUTIVE SUMMARY

The Applicant has submitted a Pre-Preliminary Plan Application and is requesting a binding decision by the Planning Board on the issues of the Hoffman Drive connection, the off-site connection to Damascus Recreational Park, and the location and distribution of MPDUs, while considering recommendations included in the 1994 *Clarksburg Master Plan & Hyattstown Special Study Area* ("Master Plan") and in the 2022 *Thrive 2050* ("General Plan").

Pre-Preliminary Plan No. 720220020 was accepted on August 24, 2022, pursuant to Section 50-5.2.C – Alternative procedure for pre-preliminary application submission. Pre-Preliminary Plans can serve two purposes: 1) to receive advisory recommendations from the Design Review Committee (DRC), the Applicant receives comments and direction from county and state agencies at DRC and identifies if the Application has major issues preventing the Applicant to proceed; or 2) to receive binding advice from the Planning Board on specific items decided at a public hearing. The Board must act to: i. approve the pre-preliminary submission; ii. disapprove it, stating in writing the reasons for disapproval; or iii. approve it, subject to conditions or modifications as the Board finds necessary. Once binding advice is received from the Planning Board, the Applicant has 90 days to submit a Preliminary Plan application that is supported by the Board's decision at the Pre-Preliminary Plan stage.

The Application proceeded to the Development Review Committee on September 13, 2022, where the Applicant received comments from the various reviewing agencies. In response to DRC comments and Staff review, the Applicant submitted revised plans regarding the three issues under review for the Application (Attachments A, B, & C). As such, Staff supports the submission of a preliminary plan and site plan with the recommendations outlined below.

SECTION 2: STAFF RECOMMENDED BINDING ELEMENTS

PRE-PRELIMINARY PLAN 720220020

Staff supports the submission of a preliminary plan and site plan applications that, at a minimum, address the following recommendations on the issues of the Hoffman Drive connection, the offsite connection to Damascus Recreational Park, and the location and distribution of MPDUs.

- Hoffman Drive Connection The Applicant must provide an extension of existing Hoffman
 Drive as a public road from the existing terminus point through the Subject Property to Kings
 Valley Road to accommodate full vehicular and multimodal movement. The Applicant must
 provide at least one alignment alternative to illustrate a connection directly to Preakness
 Drive in addition to an alternative to connect to proposed internal Street C.
- 2. Offsite connection to Damascus Recreational Park The Application must provide an ADA offsite sidepath connection from the frontage at the southeast of the Subject Property running

along the west side of Kings Valley Road, to a point approximately 1,300 feet south as determined by Montgomery Parks, Planning, MCDOT, and DPS staff as adequate to provide safe bicycle and pedestrian access to Damascus Recreational Park. A sight distance analysis is required to be conducted by the Applicant to support this analysis. The sidepath must be constructed in the final location in compliance with the Complete Streets Design Guide and accommodate all necessary drainage. A public improvement easement must be granted to contain all facilities for the path extension.

- 3. Road Dedication The Preliminary Plan shall provide adequate right-of-way dedication to support all public roads and facilities as required by the Complete Streets Design Guidelines within the Subject Property.
- 4. A multimodal transportation study may be required; the subsequent application is subject to the 2022 LATR guidelines.
- 5. The Planning Board has reviewed and accepts the recommendations of the Montgomery County Department of Transportation ("MCDOT") in its letter dated January 13, 2023, and incorporates them as conditions of the Pre-Preliminary Plan approval. The Applicant must comply with each of the recommendations in the letter, which may be amended by MCDOT if the amendment does not conflict with any other conditions of the Pre-Preliminary Plan approval.
- 6. The Applicant shall address layout and design related comments provided by Planning Staff at Preliminary Plan and Site Plan. Sight distance evaluations of proposed public access points for proposed roads on Kings Valley Road will be reviewed and must be addressed as part of the subsequent plan reviews.
- 7. The Applicant must provide MPDUs as duplex or triplex units that closely resemble single family detached units in terms of massing and architecture, dispersed throughout the Subject Property.

SECTION 3: SITE DESCRIPTION

VICINITY

The Tregoning Property is composed of two existing parcels, Parcel 104 and Parcel 617. Both parcels are zoned RE-1 and located southwest of the intersection of Kings Valley Road and Preakness Drive in Clarksburg. Parcel 104 ("Subject Property") is a triangular shaped parcel that is the primary focus for development within this Pre-Preliminary Plan Application ("Application"). Parcel 617 is an irregularly polygonal-shaped parcel that will remain in its existing state. Surrounding properties are predominantly residential in character with single-family detached residential houses on a mix of lot sizes, all within the RE-2C, R-200, and RC Zones. The Subject Property abuts residential properties to

the north and east which are zoned RE-2C, with a TDR-2.0 receiving area located to the northeast. Damascus Recreational Park and the Magruder Branch Trail are located to the east across King Valley Road. To the west are residential properties and Cedar Grove Elementary School on R-200 zoned land. To the southwest is Parcel 617 and directly south of Parcel 104 is RC-zoned land that is currently utilized for agriculture. The Cedar Grove Historic District is located to the south of Parcel 617.

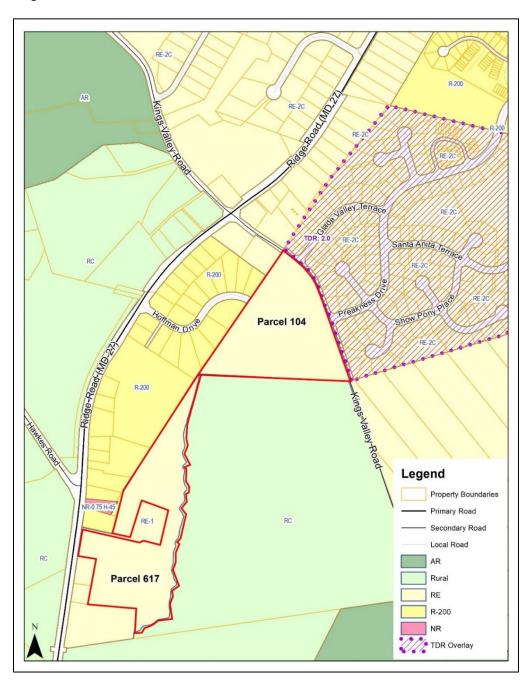


Figure 1 – Zoning Map

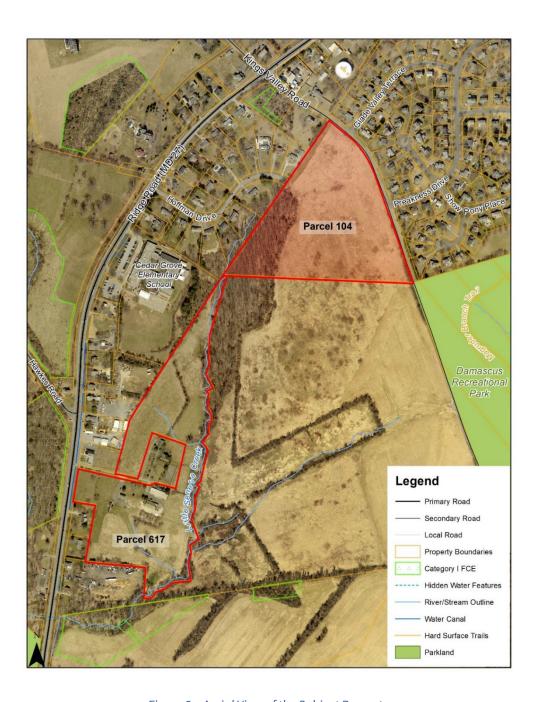


Figure 2 – Aerial View of the Subject Property

PROPERTY DESCRIPTION

Parcel 104 is approximately 17.81 acres and Parcel 617 is approximately 19.80 acres, resulting in a cumulative total of 37.60 acres. Parcel 617 is developed with an existing single-family residence and is proposed to remain in its current state. For the purposes of this Application, Parcel 104 is being treated as the Subject Property as it is the area that will be developed for dwelling units. The Subject Property, as depicted in Figures 1 and 2 above, is undeveloped and utilized for agricultural purposes. There are no existing structures located onsite. Parcel 104 is bisected with a ridge line that runs

northeast to southwest and divides the property into two watersheds. Approximately two-thirds of Parcel 104 drains to the west-southwest and is located within the Little Seneca Creek Watershed, a Use Class IV-P watershed. The southeast portion of Parcel 104, about one-third of the parcel, drains to the east-southeast and is located within the Upper Great Seneca Watershed, a Use Class III-P watershed. There is a stream located off-site and adjacent to the southwest property line of Parcel 104 within the Little Seneca Creek Watershed with a forested stream buffer that extends onto the Property. The stream flows south and briefly crosses this Property in the southwest corner as it flows onto Parcel 617. There are also steep slopes associated with the stream channel alignment. Except for the stream buffer, the site is unforested and is currently being used for active agricultural practices. There are no sensitive environmental features located on the Property. No known rare, threatened, or endangered species or habitats exist on the Subject Property. There are no designated historic sites on or near the Property.

SECTION 4: PROPOSAL

PROPOSAL

Pre-Preliminary Plan No. 720220020 was accepted on August 24, 2022, and the Applicant is seeking binding decisions from the Planning Board on the issues of: 1) the Hoffman Drive connection; 2) the off-site connection to Damascus Recreational Park; and 3) the layout and distribution of MPDUs. The Applicant is proposing to develop Parcel 104, using Optional Method with MPDUs, for a total of 44 dwelling units (37 single-family detached dwelling units and seven duplex/triplex MDPUs) on 17.81 acres (Figure 3). Under the Optional Method of Development, a minimum of 15 percent MPDUs is required. Combined, both parcels are allotted a total density of 46 dwelling units (Parcel 104 with 22 units and Parcel 617 with 24 units). Twenty dwelling units would be transferred from Parcel 617 to Parcel 104, with Parcel 617 retaining the two remaining development rights on 19.80 acres. The thirty-seven single-family detached dwelling units will be sited on 9,000 sq. ft. lots, while the seven MPDUs will be located within two duplexes and a single triplex, each with building massing similar to the single-family detached houses. Recreational facilities will be provided within the development as well as a connection to existing facilities within Damascus Recreational Park. The streets will be public, with buffered sidewalks lining both sides, and stormwater management will be addressed with microbio facilities, micro-bio swales, and on-lot infiltration trenches.

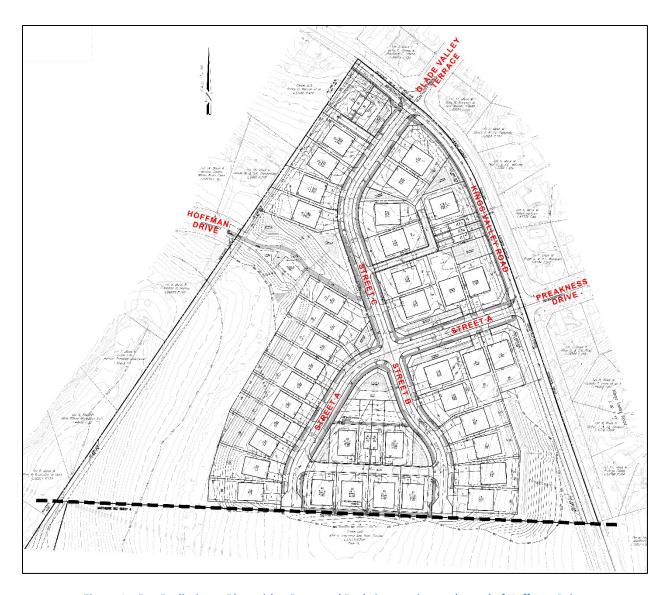


Figure 3 – Pre-Preliminary Plan with a Proposed Path Connection at the end of Hoffman Drive

SECTION 5: COMMUNITY OUTREACH

Staff has received comments from the Sweepstakes HOA Board and several community members. The Sweepstakes HOA have expressed concerns regarding the proposed density, safety concerns along Kings Valley Road, the connectivity of Hoffman Drive to the Subject Property, and general procedural questions (Attachment G). The concerns related to the proposed density stem from the community's desire to have the Subject Property remain in its current agricultural state and maintaining the existing viewsheds out to greater Montgomery County. Staff acknowledges their concerns and explained that there are not any provisions to halt the development of the Subject Property based upon the zoning designation, Master Plan, and action taken by the County Council in conditionally approving the water-sewer category change.

The safety concerns along Kings Valley Road have been acknowledged by Staff, and the Applicant team will need to meet safe sight distance for new access points to Kings Valley Road. All proposed new roads must meet all relevant safety and design standards. These standards will be addressed during the review of the future preliminary and site plan applications.

Another concern expressed by the Sweepstakes HOA pertained to whether an environmental review and traffic study has been completed for this Application. Staff addressed this question by explaining that the environmental and traffic studies are not required at the Pre-Preliminary Plan stage but will be required analysis during the review of the future preliminary and site plan applications.

Lastly, Staff acknowledges the concerns regarding the connection of Hoffman Drive through the Subject Property. The concern from the community is that the Hoffman Drive connection to the Subject Property will provide an alternate route for drivers to avoid traffic on Ridge Road. However, Staff is recommending the extension and connection of Hoffman Drive as discussed in greater detail below in Section 6: Analysis. In brief, the connection of Hoffman Drive is supported by the current Master Plan, *Thrive 2050*, and current planning principles, primarily by creating interconnected communities. The connection of Hoffman Drive will ultimately provide increased connectivity, circulation, and better integration of the proposed development with the existing community. This benefits residents within the neighborhood by meeting recommendations found in both planning documents. More detailed analysis, a final alignment, and design details for the connection will be determined during the review of the subsequent preliminary and site plan applications.

SECTION 6: ANALYSIS

Staff recommendations on the requested binding decisions are based on review with county agencies, master plan conformance, and current requirements of Subdivision and Zoning Codes.

1. Hoffman Drive Connection

Issue:

The Applicant proposes to construct a residential community on the Subject Property (Figure 3) between existing Hoffman Drive and Kings Valley Road. Hoffman Drive currently terminates in an unimproved condition at the western property line (Figures 4 and 5) that does not continue to connect to any public road. Without providing a continuing connection on the Subject Property, the existing Hoffman Road community, the new proposed community, and the existing Sweepstakes community along Kings Valley Road will remain disconnected. This disconnection would hamper access to Cedar Grove Elementary School and Damascus Recreation Park. As discussed below, the Applicant proposes to construct a shared use path (for bicyclists and pedestrians) between the termination point of Hoffman Drive into the Subject Property (as opposed to a full road connection with vehicular access) to limit

vehicular connection from the surrounding community for the proposed development. Planning staff alternatively recommends that the Applicant extend Hoffman Drive as a full road connection through the Subject Property to connect with Kings Valley Road. This follows language in the Master Plan and Thrive 2050 to establish interconnected communities.

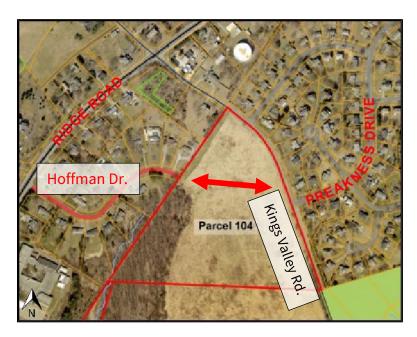


Figure 4 – Possible Hoffman Drive Connection



Figure 5 – Unimproved Hoffman Drive Termination Point

Applicant Position:

The Applicant does not propose to extend Hoffman Drive as a full road connection. Instead, the Applicant proposes to connect Hoffman Drive to the proposed development with an asphalt shared use path. The path would run between the existing terminus of Hoffman Drive to proposed Street C (Figure 6). This would accommodate bicycle and pedestrian connectivity between the proposed community and Hoffman Drive but would not accommodate vehicular connectivity. The path would be owned on private property and maintained by the future HOA as a recreation facility.



Figure 6 – Proposed Sidepath Connection

As outlined in the SOJ (Attachment B), the Applicant states that the topography, safety of existing Hoffman Road, physical constraints of the site layout, longstanding condition as a low-traffic non-through street, and environmental concerns preclude a full road connection. The Applicant believes that Hoffman Drive in the current condition is not fit for additional connectivity due to the lack of sidewalk, curved alignment, grade, and longstanding condition as a non-through street. The Applicant additionally states concern over the generation of through-traffic for both the existing Hoffman Drive community as well as the new proposed

community. This existing community has a long history of having the road serve as a low-traffic, non-through road that would be altered with a road extension.

The Applicant contends that the steepness of the existing hill on the Subject Property would force a difficult grade for any road connection and could potentially impact the site's ability to maintain a steady grade for water and sewer access. There is additional concern that the connection could impact adjacent forest stand downslope from the connection point. Alternatively, the Applicant proposes a path that can be used by both bicyclists and pedestrians following a grade profile that meets ADA standards. Per the Applicant's contention, this is sufficient to provide recommended connectivity.

Staff Position:

Staff recommends that the Applicant provide a full road connection to extend Hoffman Drive through the Subject Property to Kings Valley Road (Figure 7). Staff is additionally requesting at least one alternative road alignment that would connect to Kings Valley Road at the existing Preakness Drive intersection. The connection will provide an important link in an area with very limited connectivity, linking the Hoffman and Sweepstakes communities together as well as improving multimodal connectivity to Cedar Grove Elementary School and Damascus Recreational Park (Figure 7).

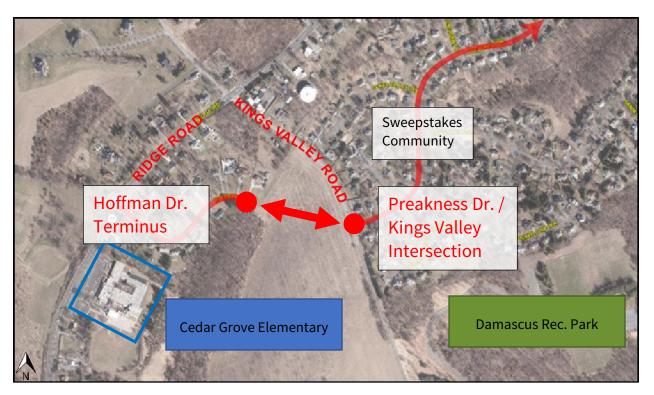


Figure 7 – Community Connection

At present, the existing land use, lack of road connectivity, and absence of bicycle and pedestrian infrastructure effectively precludes alternative means of travel for any mode except motor vehicles. Even for vehicles, most travel is channeled onto Ridge Road (MD 27), a highway facing significant congestion, speeding and other safety related issues. The area is heavily dependent on this road along with a handful of other key links, with a blockage on any of these routes having the potential to severely reduce areawide accessibility (Figure 8).

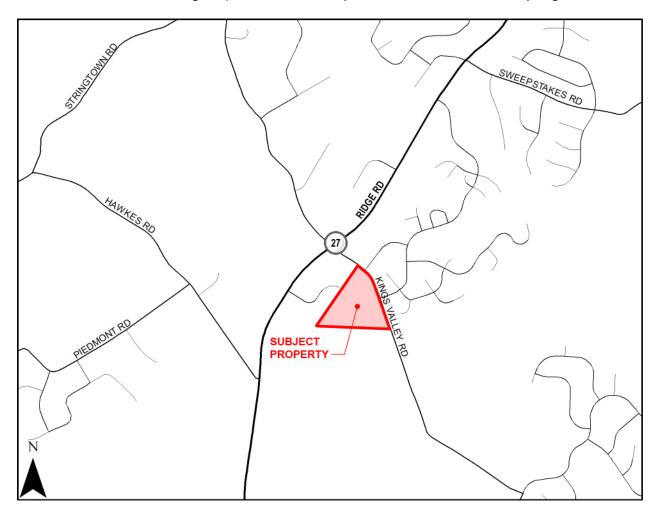


Figure 8 – Local Road Network is Limited

Staff's recommendation follows extensive Master Plan and General Plan guidance to promote connectivity and "complete communities." While Staff acknowledges community concern that the proposed road connection would increase traffic along Hoffman Drive, Master Plan guidance is clearly in support of such connections. The 1994 *Clarksburg Master Plan* recommends "an extensive network of interconnected streets to provide local access within neighborhoods" with streets "intended to increase mobility within each neighborhood" (page 24), while the Plan directly recommends against the use of non-through roads and "dead-end streets" (page 42), which is the present condition of Hoffman Drive as well as the potential alternative for the proposed road network without the Hoffman Drive extension. The Plan

expands upon this, detailing that these connections play an essential role not just in movement and accessibility, but in fundamental community building as well. To this end, the plan recommends the creation of transit and pedestrian oriented neighborhoods that "channel and direct future development in a way that will allow future residents to feel part of a larger community," again particularly through the expansion of an interconnected street network (page 28).

The County's General Plan, *Thrive 2050*, which was adopted in 2022, expands on these recommendations, with connectivity being a major component of the plan. *Thrive 2050* recommends that new development "physically integrate . . . into their surrounding neighborhoods such that they welcome the public . . . by facilitating movement and fostering interaction between people" and promote "active lifestyles" that "allows more trips to be completed by walking, biking, rolling, and transit, reducing vehicle miles traveled and dependence on cars while increasing physical fitness and opportunities for social interaction" (page 57). The Plan additionally directly discourages an overreliance on the existing feederstyle road hierarchy along with developments that funnels "traffic to a handful of north-south arterial roadways that tie otherwise disconnected subdivisions", a legacy which has made the street network "less adaptable and resilient" (page 70).

The proposed Hoffman Drive connection helps to alleviate these concerns and supports greater connectivity and a more complete community. The extension will help stitch together three communities – those along existing Hoffman Drive, the proposed subdivision, as well as the larger Sweepstakes community north and east of Kings Valley Road. Additionally, the road connection will accommodate improved access to Grove Elementary School to the west, immediately south of Hoffman Drive, as well as Damascus Recreational Park to the southeast (Figure 7). Currently, there is no safe bicycle or pedestrian link between these communities and the school, while vehicular connectivity is limited.

Additionally, the connection would address several deficiencies of existing Hoffman Drive, noted as well by MCDOT (Attachment D) and Montgomery Fire Department Access staff (Attachment E). The road serves as the only point of access to that neighborhood, which makes the community vulnerable to any incident that might block the road. The existing terminus of the road does not meet current road standards, which impedes truck turnaround movements, hampering the movement of maintenance trucks, snowplows, and delivery vehicles and worse, may hinder movement of emergency vehicles. Evidence of vehicles overrunning the paved area, likely for turning movement, is found in Figure 5.

The proposed Hoffman Drive connection (as well as the Applicant's path alternative) will provide a "very low stress" bikeable alternative to Ridge Road, filling in a gap to avoid approximately 4/5 of a mile on that road, as determined by the *Bicycle Master Plan* Bicycle Stress Map and underlying methodology. This would provide a valuable, safe north/south bikeable route to serve these communities (Figure 9) where no other option currently exists.



Figure 9 – Local Bike Level of Traffic Stress

Hoffman Drive currently does not have either pedestrian or bicycle infrastructure which limits overall connectivity for walking and biking. However, due to the current and expected very low vehicle volumes, utilizing the road as a shared road for all users is feasible. Using the Level of Traffic Stress methodology of the 2018 *Bicycle Master Plan*, Hoffman Drive would continue to operate as a "very low stress" connection, appropriate for users of all ages and skill level. However, it should be noted that under both the Staff proposal as well as the Applicant's alternative, no improvement of existing Hoffman Drive is proposed. The Pedestrian Level of Comfort methodology of the forthcoming Pedestrian Master Plan will still rate the road to be "uncomfortable" for pedestrians, indicating the road may not be suitable for all users.

Staff does not support the Applicant's alternative to provide a shared use path in lieu of the complete road connection. While the Applicant's proposal would provide additional limited

bicycle and pedestrian connectivity, the overall benefit is significantly reduced from the complete road connection. Importantly, this connection would not address underlying issues with Hoffman Drive in its current form. As illustrated in Figure 5, the existing unimproved termination point of the road is inadequate to accommodate larger vehicles, particularly maintenance vehicles, fire trucks and frequent delivery trucks, as mentioned. The lack of through connection limits access options for residents, visitors, maintenance vehicles and most importantly, emergency vehicles.

The lack of a vehicular connection would not support the wider community road connectivity as recommended in the Master Plan or *Thrive 2050* or help to build a greater sense of community. Instead, the concern is that the shared use path, without a supporting road, will look and feel as a private connection that will be less appealing to the greater community. Maintenance of the trail over the long term will be dependent on the future HOA and landowners, who may not maintain the connection to typical public standards. While an improvement over no connection at all, the path option does not meet the Master Plan vision or recommendations and does not adequately address the previously mentioned road deficiencies.

Staff acknowledges concern over grading and potential environmental impacts for the road alternative connection. As detailed in a draft road design provided by the Applicant, grades appear below eight percent and roughly in line with the existing grade of Hoffman Drive. Indeed, the shared use path alternative proposed by the Applicant meets ADA grading requirements, which are much stricter than road grade requirements, without the need for switchbacks or extensive regrading.

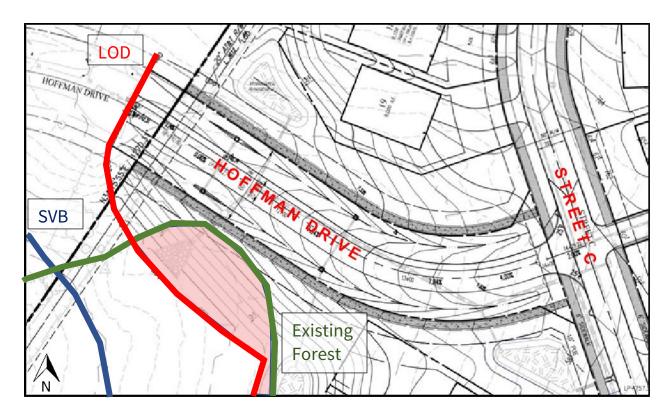


Figure 10 – Draft Proposal from Applicant for Hoffman Drive Connection

Similarly, the area potentially disturbed by the road connection (red line) appears distant enough from stream valley buffer (SVB) areas that there does not appear to be any impact to that key environmentally sensitive area (blue line). However, there may be limited impact to existing forest area (delineated in green), potentially impacting approximately 1/10 acre (shaded red). Beyond this impact, the potential grading required for the road does not appear appreciably different from the grading proposed by the Applicant. The Preliminary Plan review will also ensure that any impacts are minimal and meet all local and state requirements.

Staff therefore recommends the extension of Hoffman drive as a full road connection. This extension best aligns with Master Plan and General Plan vision, improves areawide connectivity, improves access for emergency and maintenance vehicles as well as to public facilities, and addresses noted deficiencies with the existing road termination.

2. Connection to Damascus Recreational Park

Issue:

The Applicant proposes a substantial residential development exceeding 40 dwellings. The southeast corner of the Subject Property confronts the northwest corner of Damascus Regional Park along Kings Valley Road, a significant recreation destination for the immediate community. At present, pedestrian connectivity to the park is limited to several trails to the

north and east, much of which is on private HOA property. There is no direct accessible bike or pedestrian connection along Kings Valley Road. Additionally, the road does not have any sidewalk or bike infrastructure, making non-motorized movement difficult if not dangerous. Without improvement to the road for additional bike and pedestrian facilities, the residents of the proposed community will be unable to walk or bike to the park.

The Applicant proposes the residents of the proposed development utilize the existing private pedestrian connection within the Sweepstakes community to provide pedestrian access to the park. Staff is alternatively requesting an offsite shared use path connection that would connect the proposed development to Damascus Recreation Park. The path would lead offsite from the southern end of the Subject Property along Kings Valley Road, traverse the west side of the road opposite to Damascus Recreation Park, to a point approximately 1,300 ft to the south and terminating in a crossing of Kings Valley Road at a point in the vicinity of the existing parking lot (red line, Figure 11). Importantly, the large property immediately to the south of the Subject Property remains in common ownership with the Applicant; the proposed path would run entirely through property in control of the Applicant.

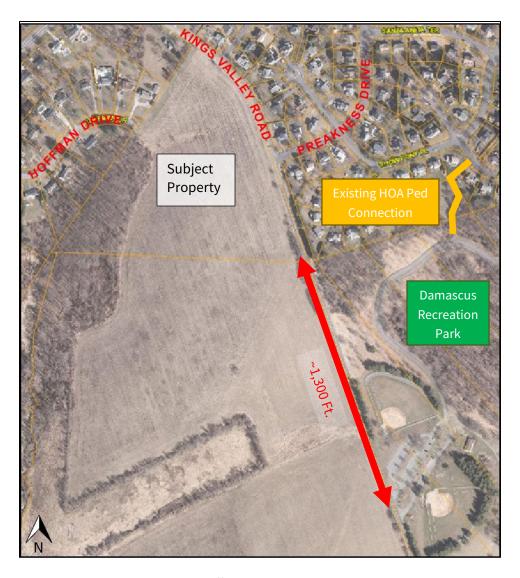


Figure 11 – Offsite Path Connection to Park

Applicant Position:

The Applicant proposes that future residents use the existing pedestrian connection within the Sweepstakes community HOA (Fig.11). The Applicant supports the broad concept of improving bike and pedestrian connectivity to the park but contends that it is not the responsibility of this application to finance and construct the facility. The Applicant contends that such a requirement is not clearly directed in the Subdivision Code, Zoning Code or master plan and is not a frontage improvement as it is offsite from the Subject Property. The Applicant expresses concerns over the proportionality of the improvement in comparison to the size and impact of the proposed development, with particular concern that the existing grade along a country road would complicate construction. The Applicant states that the need is not clear as neither the *Clarksburg Master Plan* nor the 2018 *Bicycle Master Plan* recommends a bikeable path along Kings Valley Road.



Figure 12 – Grading and Vegetation Along Proposed Path Alignment

Additionally, the Applicant is concerned that the improvement area would be built along a portion of Kings Valley Road that does not have dedicated right-of-way, only historic prescriptive right-of-way, which may result in legal complication. Lastly, the path's construction area would replace currently farmed land. The Applicant therefore contends that an existing pedestrian connection provided from the Sweepstakes community is adequate to serve park access.

Staff Position:

Staff requests the Applicant construct an ADA accessible paved shared use path connection along the west side of Kings Valley Road. Staff recommends this alternative to best serve the proposed community with a direct bicycle and pedestrian link to the Damascus Recreational Park, an important area recreational center that contains a variety of outdoor sporting and playground facilities as well as an extensive internal trail network. As proposed, the path would extend from the southern end of the Subject Property, running along the west side of Kings Valley Road (red line, Figure 11), and crossing the road opposite to the northern parking lot at a location that is planned for a future crossing of master-planned trail connection to Ovid Hazen Wells Recreation Park to the west. The exact crossing location is to be determined in conjunction with staff from Montgomery Parks, Planning, MCDOT, and DPS to ensure safe crossing of the road, with sight distance analysis to be conducted by the Applicant in support of the review.

While the path is not a requirement of the *Clarksburg Master Plan* or 2018 *Bicycle Master Plan*, the recently approved Complete Streets Design Guide recommends bicycle and pedestrian

facilities along country roads, which Kings Valley Road best matches for classification purposes (though the road is currently unclassified). Additionally, a shared use path would be a major public benefit for the proposed and surrounding communities. At present, pedestrian access to the park is very limited. Only one external pedestrian connection exists to the park with a reasonable 10-minute walk, contained within the Sweepstakes community to the east (yellow line in Figure 11). There are no sidewalks in the Sweepstakes community, and the path from Kings Valley Road is indirect and not intuitive, which discourages outside access.

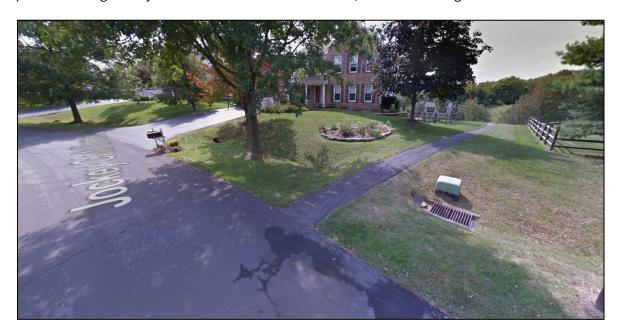


Figure 13 – Existing Path from Sweepstakes Community

Moreover, the connection is not suitable for users with mobility limitations as it follows stairs to access the park, is narrow by current standards, and offers no signage to indicate connection to the park. Additionally, the path traverses non-public HOA property; public access rights are not expressly granted in the land records for this connection. As a result, this connection is not seen as an acceptable primary public access point to the park from the proposed application community.

Following consultation with Montgomery Parks staff, the west side of Kings Valley Road was determined to be the preferred alignment for the proposed path as it would front the current application, would avoid relocation of utilities and limit impacts to Park property and existing forest. Additionally, the property fronting the west side is held in common ownership by the Applicant. A connection made directly through the park is not feasible as the grade would preclude a reasonable ADA accessible connection.

Staff acknowledges the topographic and vegetation challenges presented by the path's construction. These challenges are found on both sides of Kings Valley Road; however, these are routine issues of path construction that while potentially cumbersome, are addressable.

To address these concerns, Staff would be willing to accept a path alignment that strays further from the edge of Kings Valley Road more than typical to avoid particularly steep grades and limit impacts to existing vegetation. Staff would accept a Public Improvement Easement to contain the path as opposed to right-of-way dedication, easing the issue of delineating prescriptive right-of-way. Additionally, as mentioned, the path would run entirely through the southern property held in common ownership by the Applicant which should ease coordination and minimize legal issues. The Applicant has indicated intent to develop this property in the future; in such a case, the Applicant has been informed that this path would be required frontage improvement by any development of the southern property as well. Given the RC zoning of this property, the development would be more limited in scale than the present proposal; as a result, the request to construct as part of this Application is a proactive improvement to avoid these same challenges as part of a more limited future application.

Staff recommends construction of this off-site path connection. The path will provide an important bike and pedestrian link which will increase access to Damascus Recreation Park and improve safety. Staff believes this connection is a logical connection that is reasonable in scale to the proposed development.

3. Location and Distribution of MPDUs

Description:

The Application must provide seven MPDUs that must be distributed throughout the Subject Property and be compatible with the 37-market rate single-family detached dwelling units. Staff worked closely with the Applicant team on the location and distribution of the MPDUs, as well as the overall site layout (Figure 14). Staff provided detailed review comments that pertain to the unit configuration and orientation for MPDUs and single-family detached dwelling units, location and placement of open space, street/alley layout and connectivity, minimized site grading, stormwater management locations and distribution, and the general block layout within the proposed development. The Applicant team has been receptive to the review comments and has acknowledged that these will be addressed during the preliminary and site plan applications.

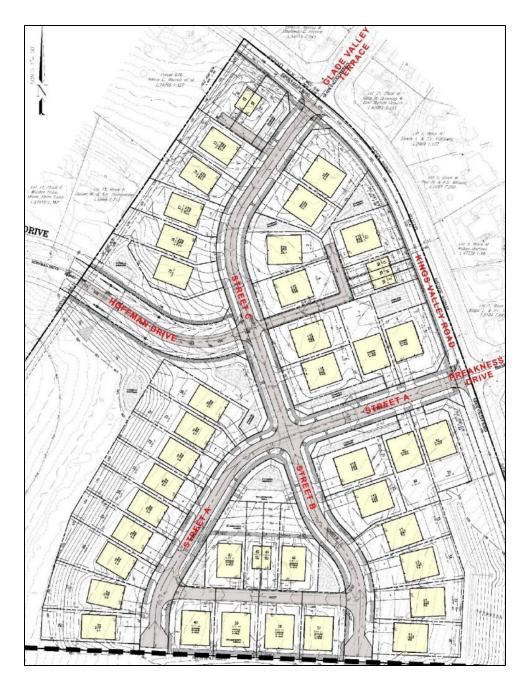


Figure 14 - Pre-Preliminary Plan Layout with MPDUs

Applicant Position:

The Applicant initially proposed to provide the seven MPDUs within a solitary row of townhouses that were isolated at a single location overlooking an open space encumbered with stormwater management facilities. Staff expressed concerns about the lack of distribution of the MPDUs in relation to the market rate units on the Subject Property. Subsequently, the Applicant team submitted revised layouts which distributed the MPDUs throughout the proposed development. The MPDUs were also incorporated as two duplexes and a single triplex, rather than the initial townhouse units.

Staff Position:

Staff has provided layout and design review comments to the Applicant team throughout the review of the Application. Staff requests that these comments be addressed within this Pre-Preliminary Plan application, and within the future preliminary and site plan applications.

As discussed above, Staff worked closely with the Applicant team on the layout and distribution of MPDUs on the Subject Property. The current layout has the MPDU units broken up and distributed across the Subject Property as two duplex units and a single triplex unit. DHCA is supportive of the efforts by the Applicant team and Staff to address the location, distribution, and massing for the MPDUs (Attachment F) on the Subject Property. Additionally, the MPDUs must incorporate building massing for the duplex and triplex units that is substantially similar to the proposed massing for the market rate single-family detached dwelling units. The distribution and massing of the MPDUs will better integrate them within the development, as well as make them visually compatible with the proposed massing for the single-family detached dwelling units.

Additional review comments provided by Staff are to be addressed within subsequent future applications. The single-family dwelling units should be oriented towards the street and provided as a mix of front-loaded and rear-loaded units, particularly within the northeastern block along Kings Valley Road. Providing a mix of front-loaded and rear-loaded units affords an opportunity for the rear-loaded units to frame the street and provide an edge and front for Kings Valley Road, the proposed internal streets, and the proposed open space. As proposed, most of the single-family detached units have been solely configured as front-loaded units with long driveways.

Staff requests that the proposed open space be enlarged to provide a grander, more meaningful open space for residents and visitors. Given that there is only the proposed central open space, the stormwater management facilities should be designed, located, and integrated within the open space in a manner that maximizes the overall amount of usable open space. Staff requests that the site grading be minimized in a manner that avoids the visual appearance of uniform grading, particularly around the southwestern and southeastern edges of the proposed development. Providing limited, strategic grading provides a more 'natural' and irregular appearance, as well as reducing the amount of site disturbance to the Subject Property. As discussed above, Staff requests that the Hoffman Drive connection be made to provide better connectivity for residents and visitors. It is critical to note that the final site layout will be directly impacted by the final alignment of the Hoffman Drive connection. The potential impacts will be to lot placement, single-family detached dwelling unit orientation, and site grading.

SECTION 7: CONCLUSION

The Applicant posed three issues with this Application for binding advice: 1) the Hoffman Drive connection, 2) the off-site path connection to Damascus Recreational Park, and 3) the location and distribution of MPDUs. As discussed above in Section 6: Analysis, Staff does not support the Applicant's proposal for the Hoffman Drive connection as a pedestrian/bike connection only, or the proposed off-site connection to Damascus Recreational Park through the existing Sweepstakes community. Instead, Staff recommends extending Hoffman Drive as a full vehicular and multimodal road connection through the Subject Property. Extending and connecting Hoffman Drive would provide connectivity and circulation for existing and future residents within the greater community. Staff recommends providing the off-site connection to Damascus Recreational Park along the west side of Kings Valley Road which will provide a direct, safe, and adequate means of accessing the existing park facilities for future residents. Regarding the location and distribution of MPDUs, Staff and the Applicant are in agreement about the general location and distribution of the MPDUs, with the exception of the configuration of the market rate single-family dwelling units within the northeastern block along Kings Valley Road and the connection of Hoffman Drive. Additionally, the site layout would be impacted by the final alignment of the Hoffman Drive connection. Future changes to the layout are subject to the final alignment for the Hoffman Drive connection, single-family dwelling unit configuration, and addressing layout/design comments provided by Staff throughout the review of the Application.

ATTACHMENTS

Attachment A: Pre-Preliminary Plan Composite

Attachment B: Statement of Justification

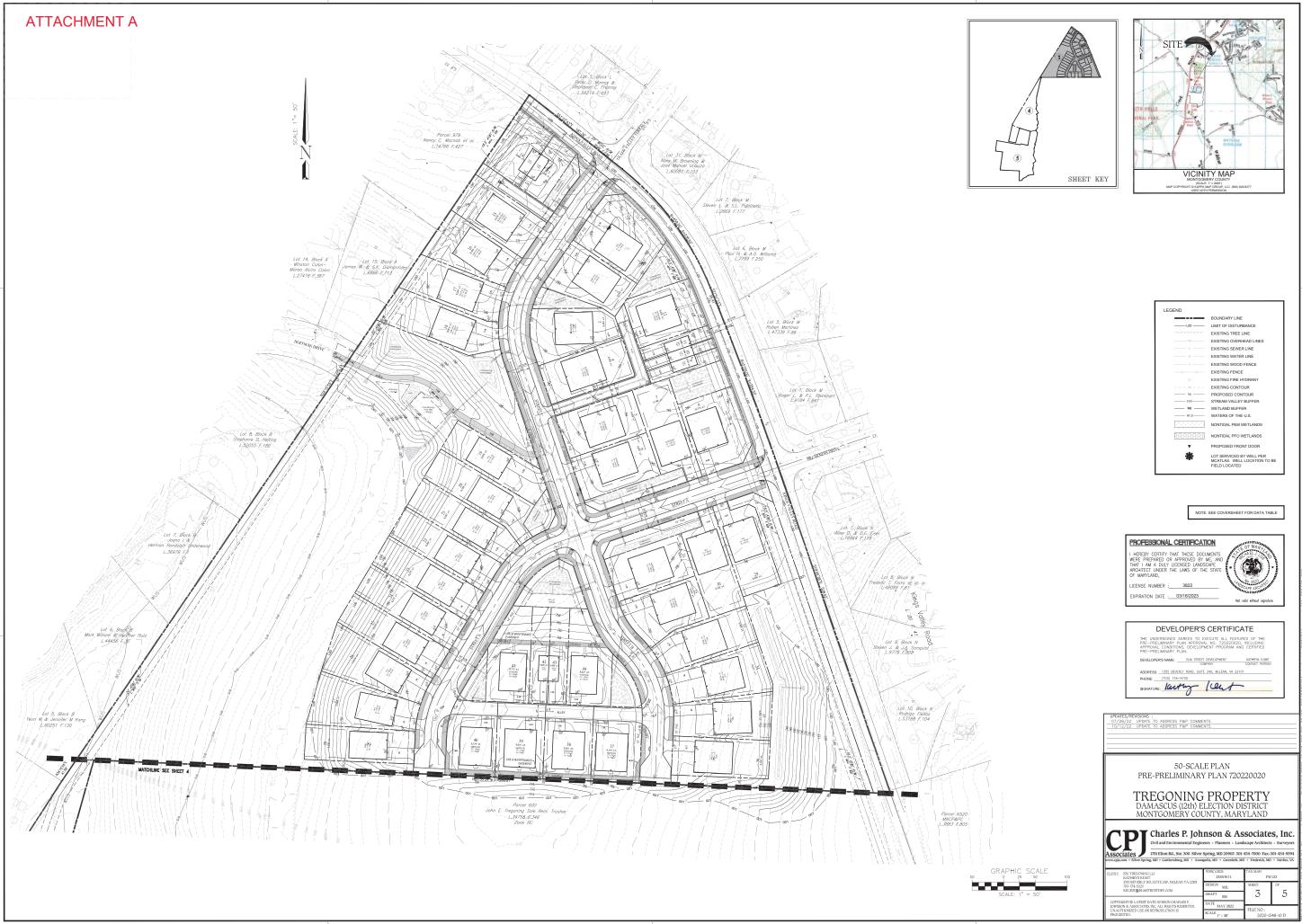
Attachment C: Hoffman Drive Connection Exhibit

Attachment D: MCDOT Pre-Preliminary Plan Letter, January 13, 2023

Attachment E: MCDPS Fire Department Access and Water Supply Correspondence, January 25, 2023

Attachment F: DHCA Correspondence, February 6, 2023

Attachment G: Community Correspondence



Statement of Justification

Tregoning Property
Pre-Preliminary Plan Application #720220020
October 2022

ESC Tregoning LC (the "Applicant") is submitting this Pre-Preliminary Plan Application ("the Application") for the Tregoning Property (the "Project" or the "Property"). The Property is located southwest of the intersection of Kings Valley Road and Preakness Drive in Clarksburg and consists of 2 parcels:

- 17.81-acre parcel zoned RE-1
- 19.80-acre parcel zoned RE-1

The Applicant contracted to purchase the 17.81-acre parcel. The Tregoning family will retain the 19.80-acre RE-1 parcel (and two development rights from this Application).

The 1994 Clarksburg Master Plan considers the Property part of the Ridge Road Transition Area. The Master Plan proposes that the Property be developed at one unit per acre to one unit per five acres. The zoning and Master Plan recommendation is reinforced by the water and sewer category change approved by County Council in 2018, which approves public water and sewer for the property upon preliminary plan approval under the MPDU or cluster method. Public water and sewer for the Property will connect in Kings Valley Road.

This Application proposes developing the Property using the MPDU optional method (which allows 1.22 dwelling units per acre) to create a maximum yield of 46 units on 37.6 acres. 44 units (37 market rate and seven MPDUs) will be clustered on the northern 17.81-acre parcel (the "Development Parcel"). The development rights for the remaining two market rate units will be retained by the Seller for the 19.80 acre portion of the property. The Development Parcel is bordered by ½ acre -1 acre lots to the west on Hoffman Drive, and ¼ acre to 1/3 acre lots to the north and east on Preakness Drive. The 37 market rate

units proposed on the Property fill the gap between existing development and are single family detached units adhering to a traditional footprint on 9,000 square foot lots. The seven MPDUs are mixed with the single-family lots and massed into duplexes and triplexes served by rear load driveways. This architecture and pattern of development is similar to nearby development.

The Application proposes several recreational facilities for the Project: one tot lot for small children, one play area for older children and a path connection between the existing well-established neighborhood on Hoffman Drive and this new neighborhood. The recreation facilities in the community will be available for neighbors who do not live in the community. All proposed streets in the Project are public with public sidewalks, and the stormwater management will be addressed through micro-bio facilities, micro-bio swales, and on-lot infiltration trenches.

There are three issues related to the Application for which applicant seeks pre-preliminary plan review by the Planning Board:

- 1. The proposed Hoffman Drive pathway connection
- 2. Off-site connection to the Damascus Regional Park
- 3. Location and distribution of MPDUs

Hoffman Drive Vehicular Connection

Staff has suggested that the Project extend Hoffman Drive through the Property. Staff has communicated the need for connectivity of "all kinds of" transportation users, between the existing homes and the new neighborhood, enabling kids to walk to the nearby Cedar Grove Elementary School without using Ridge Road. While the Applicant agrees with the need to make pedestrian and bicycle connections, the Applicant disagrees that extra vehicular traffic lanes, is necessary. The Applicant

asserts that topographic conditions, safety, physical constraints, and environmental reasons preclude a vehicular connection. As an alternative, the Applicant proposes a paved trail connection between the existing Hoffman Drive neighborhood and the Project to create the interconnectedness and school accessibility desired by Staff. This proposed trail connection, with amenities, is shown on the prepreliminary plan.

Current Conditions and Safety. Hoffman Drive, a tertiary open section street, intersects with Ridge Road, a north/south connection between I-270 and Damascus. The intersection of Kings Valley and Ridge Road, a signalized intersection, is located 1/5 mile north of Hoffman Drive. Hoffman Drive is currently not a through street and serves community of 16 homes that have used Hoffman Drive in its current configuration for more than 50 years. There is limited right-of-way, and there are no sidewalks given right-of-way constraints and the absence of need given the short, quiet nature of the road. The existing grades and sinuous nature of Hoffman makes it difficult and dangerous to encourage additional vehicular traffic while accommodating pedestrians and cyclists. Residents who currently live on Hoffman Drive do not want a road connection into the Project, as such a connection would encourage cut-through traffic from Ridge Road through their community on a street that was not designed to accommodate such traffic.

Physical Constraints and the Environment. Constraints exist that preclude a road connection of Hoffman Drive through the Property. First, the topography on the Property needed to accommodate the Hoffman Drive connection is unusually steep for a public street. To construct Hoffman Drive through the Property (while also enabling the property to utilize the public sewer available in Kings Valley Road), the Hoffman Drive connection would need to be at a grade of 10%, which exceeds the County's recommendation of public streets no steeper than 8%. The Project's engineers have studied this grading in detail, and there is no way to reduce the grading of the road without eliminating the site's ability to utilize sewer in Kings Valley Road (there is no sewer available on Hoffman Drive or on other adjacent

properties for connection). Moreover, connecting Hoffman Drive through the site compromises the adjacent environmental features including a forest conservation stand shown in the approved NRI/FSD.

Applicant's Proposal. The Application does acknowledge the importance of safe connectivity and integration between neighborhoods. To that end, and as shown on the submitted pre-preliminary plan, the Applicant proposes a paved pedestrian and bicycle trail connection that ties existing Hoffman Drive to the Project. Along this public paved trail, which would be used by cyclists and pedestrians, would be recreational facilities that are available to the greater community to encourage community integration and socialization (a playground for older children, dog exercise area, and a tot lot). The trail would also create a connection to school without using Ridge Road.

The detailed grading analysis by the Project's engineers that accompanies this Application shows that this trail connection can be graded to meet ADA standards and would comply with County Standards for this type of infrastructure. This trail connection would allow for sewer to connect to Kings Valley, the only sewer connection available to the Project. Finally, the Hoffman Drive trail connection would not impact the adjacent forest stand.

Connection to Damascus Park

Staff has proposed that the Project make a connection for bikes and pedestrians from the Property to Damascus Regional Park. While the Applicant appreciates this objective, the burden of this connection is problematic for a project of this size due to current constraints. Damascus Regional Park is located on Kings Valley Road, about one-half mile from the Project. Kings Valley Road, is a country road within prescriptive right-of-way of only 22 feet, that accommodates only the existing pavement and, is a narrow and curvy country road with hills and limited sight lines, and no plans for any improvements. There are no bicycle or pedestrian facilities elsewhere along Kings Valley Road.

It is important to note that neither the Damascus Master Plan, the Clarksburg Master Plan, the Master Plan of Highways nor the Bicycle Master Plan propose changes to Kings Valley Road or a pedestrian or bicycle connection along it, presumably because of the physical constraints and limited demand.

Moreover, this connection is not required by the subdivision regulations, and it is not required by LATR.

The Applicant proposes a pedestrian/bicycle connection, across Kings Valley Road, at the intersection of Preakness Drive this would enable pedestrians and bicycles to safely cross Kings Valley Road in a marked crosswalk where there is appropriate visibility. They could then continue through the Preakness Drive neighborhood and use the bicycle/pedestrian path that connects that neighborhood to Damascus Regional Park.

Location and Distribution of the MPDUs

Originally, the Project proposed one stick of seven rear-load MPDU townhomes that front the village green. Staff asked the Applicant to review the unit location of MPDUs and try to divide them into more than one location. Please note that while DHCA "promotes but does not require duplexes and single family detached units in communities," the Applicant reviewed staff's feedback and modified the mix and location of the townhomes. The Project, as submitted, shows two duplexes and a triplex that within the community. The Applicant believes that this addresses staff's concerns about MPDU mix and distribution and provides for better integration into the community.

The Applicant wishes to submit a preliminary and site plan with the proposed Hoffman Drive trail, Kings Valley Road pedestrian connection to Damascus Regional Park, and the updated MPDU mix and layout as shown in the Application. We believe that these plan components are integral to creating a cohesive and integrated community and address Staff's concerns.

Master Plan Conformance

The proposed development conforms with the 1994 approved and adopted Clarksburg Master Plan. The Plan provides for residential development on this tract, in the configuration now proposed, along with protection of the natural environment including forested buffers and stream valleys. As noted above, the proposed roadway and pedestrian system conforms with the recommendations in the Master Plan as well.

Zoning Ordinance Conformance

Section 59.4.4.6. allows either large-lot residential use in the RE–1 zone, under the Standard Method, or MPDU development in a cluster format where properties like this are served by public sewer service or designated for such service in the Master Plan. This application seeks Optional MPDU Method approval, as approved by County Council in the Water and Sewer Category Change for this property.

Development Standards

At the time of submission of a formal Preliminary Plan of Application, the data table and specific development standards will be submitted to show compliance with the requirements under the Optional Method of Development in the RE–1 zone.

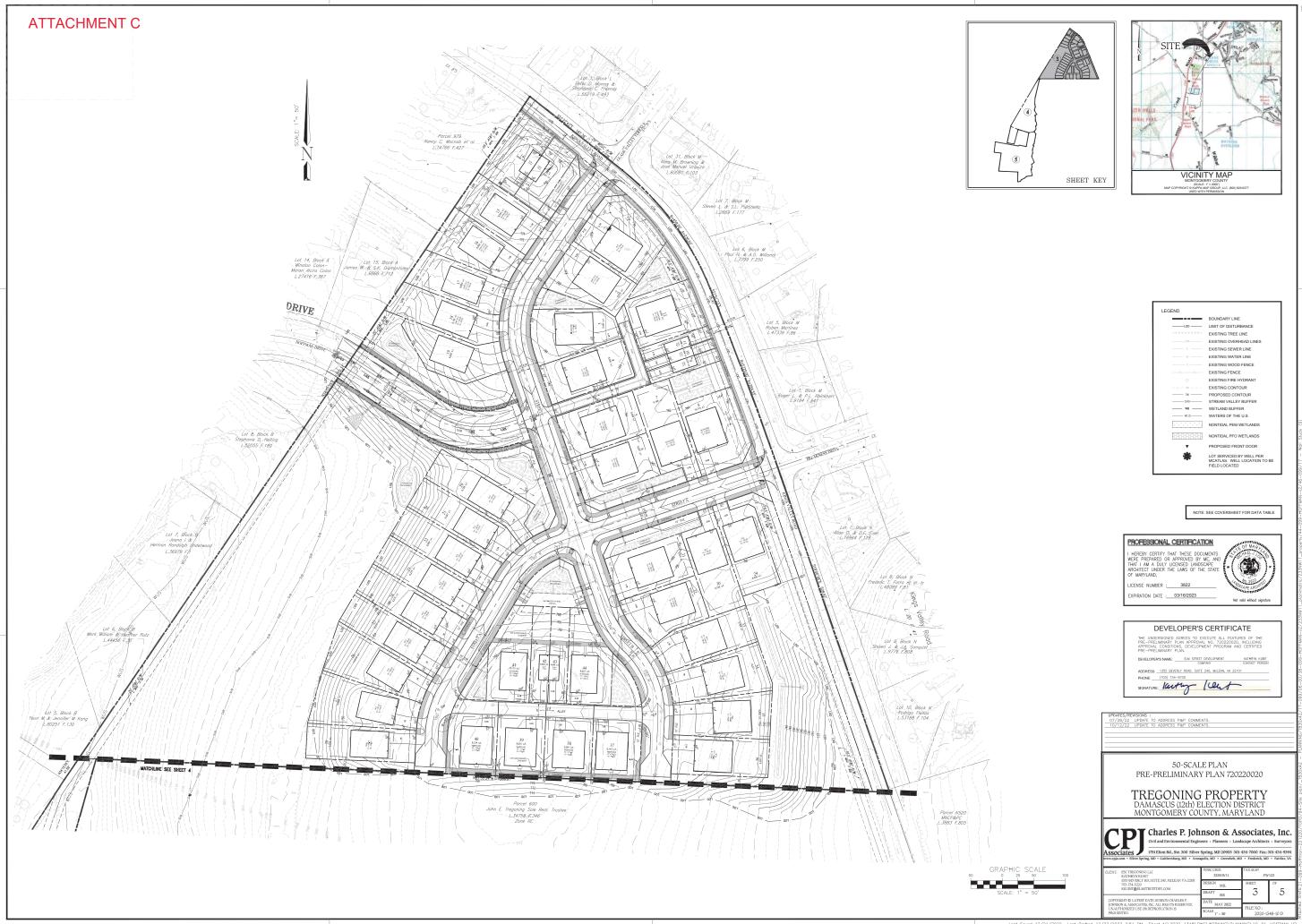
Adequate Public Facilities

At the time of submission of a formal Preliminary Plan of Subdivision application, a traffic study or traffic statement will be submitted showing the adequacy of the transportation system. At this time, Applicant believes there are no transportation constraints in the area given the relatively small number of units and the capacity of the existing road system.

Pre-Preliminary Plan Submission Requirements

Section 5.1 of the Subdivision Regulations provides for a Pre-Preliminary Plan Submission such as this.

Applicant is submitting a drawing that contains the location of the property and the information concerning the specific issues on which a decision is requested. This includes a generalized layout of the subdivision, the location and classification of roads, the relationship of existing and planned subdivisions, and the previously approved water and sewage approvals. At the time of the Preliminary Plan of Subdivision, more detailed information will be provided with respect to erosion, sediment control, stormwater management, forest conservation and other Preliminary Plan issues.





DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin *Director*

January 13, 2023

Mr. Jeffrey Server, Planner Coordinator Upcounty Planning Division The Maryland-National Capital Park & Planning Commission (M-NCPPC) 2425 Reedie Drive Wheaton, Maryland 20902

RE: Pre-Preliminary Plan Letter
No. 720220020
Tregoning Property
REVISED LETTER

Dear Mr. Server:

This letter *supersedes* the previous MCDOT's Pre-Preliminary Plan letter dated October 24, 2022. A previous plan was reviewed by the Development Review Committee at its September 13, 2022, meeting. We have completed our review of the revised Pre-Preliminary Plan uploaded in eplans dated December 23, 2022, and have the following comments:

1. <u>Applicant's Request:</u> For this pre-preliminary plan, the applicant requested a determination on the proposed Hoffman Drive Vehicular Connection. The applicant states that they agree with the need to make pedestrian and bicycle connections, the applicant disagrees that the extended vehicular traffic lanes, are necessary. The applicant asserts that topographic conditions, safety, physical constraints, and environmental reasons preclude a vehicular connection. However, the applicant has uploaded "19-Hoffman Dr Exhibit" in which they show an extension from proposed Street C to the existing portion of Hoffman Drive. This extension shows a 60-foot open section right-of way (ROW), with a 20-foot paved section and sidewalks on both sides located outside of the ROW.

<u>MCDOT Response:</u> We strongly recommend extending Hoffman Drive Vehicular Connection to MD-27 due to the following reasons:

- a. Based on the plan submitted, a pedestrian/bicycle connection as proposed by the applicant is ADA compliant and therefore, we do not see how there could be grading/physical constraints that would hinder providing vehicular connection.
- b. The residents to the west of Ridge Road (MD-27) will have better connection/access to the Damascus Recreation Park with this extension.

- c. 19-Hoffman Dr Exhibit:
 - i. We <u>agree</u> with the overall proposal of Hoffman Drive extension as shown. However, additional information (i.e., vertical grades, horizontal centerline, sight distance, roadway cross section, etc.) will be required at the Preliminary Plan stage for our review and approval of the extension.
 - ii. Since the existing Hoffman Road is an open section, the proposed extension shall be per MC-2002.04, unless a modification is approved by MCDOT at the preliminary plan stage.
- 2. Applicant's Request: MNCPPC Staff has requested that the Project make a connection for bikes and pedestrians from the Property to Damascus Regional Park. Damascus Regional Park is located along Kings Valley Road, about one-half mile from the Project. Kings Valley Road is a classified as a country road within prescriptive right-of-way of only 22 feet, that accommodates only the existing pavement. It is a narrow and curvy country road with hills and limited sight lines. There are no plans for any improvements by the developer nor the County. In addition, there are no bicycle or pedestrian facilities elsewhere along Kings Valley Road. The Applicant states that they appreciate the objective of providing pedestrian and vehicular connection along Kings Valley Road, the burden of this connection is problematic for a project of this size due to current constraints.

<u>MCDOT Response:</u> This request will be reviewed at the preliminary plan stage. Any Improvements whether they are on- or off-site, are determined at that stage.

In addition to the above comments please see below for some additional concerns/comments which shall be addressed at the preliminary plan:

- 1. The site layout is subject to the final alignment of the Hoffman Drive connection as well as requirements for sight distance, horizontal and vertical curvature, road grading, roadway cross section and right-of-way requirements for all roads. We defer to MNCPPC concerning the site layout and overall site design and the roadway cross sections shall be approved by MCDOT.
- 2. All roads must meet the Complete Streets Design Guide requirements.
- 3. Kings Valley Road:
 - a. Per the plats, it appears as if it is a Secondary Residential Roadway. We defer to P&P staff for the determination of the Road Classification.
 - b. The applicant shall dedicate right-of-way to incorporate a 10-ft street buffer, 6-ft sidewalk and a 2-ft maintenance buffer. The roadway shoulder width shall depend on the Road Classification. The applicant may have to dedicate additional right-of-way to accommodate the open road section and elements.
 - c. The roadway is open road section; therefore, the applicant shall be responsible to install the frontage improvements as mentioned above with a swale. If the swale cannot be

Mr. Jeffrey Server Pre-Preliminary Plan No. 720220020 January 13, 2023 Page 3

installed the applicant shall demonstrate the reasons for not installing the swale in the street buffer for our review and approval.

- 4. Are the internal streets private or public (Street A, B &C)?
 - a. If they are public.
 - Provide roadway profiles and cross sections.
 - Since the Street A and Street B terminates with potential extension when the
 property comes in for development in the future. Therefore, we recommend all
 the internal streets shall be designed per Secondary residential Road
 classification (MC-2002.01). We defer to P&P staff for final determination
 regarding the road classification.
 - The proposed streets termination shall meet the Montgomery County standard MC-223.02.
 - Horizontal and vertical Sight distance shall be met for all proposed roadways.
 - b. Label Horizontal Radius for all streets.
 - c. If they are private,
 - Should comply with Chapters 49 and 50.
 - Provide written justification.
 - Defer to P&P for any comments.

5. Street A:

a. Kings Valley Road has a horizontal curve to the left from the intersection with Street A. Please provide sight distance analysis and make sure it meets the sight distance prior to finalizing the location.

6. Street C:

a. Kings Valley Road has a vertical grade to the left and horizontal curve to the right. Please provide sight distance analysis and make sure it meets the sight distance prior to finalizing the location.

If you have any questions or comments regarding this letter, please contact Mr. Deepak Somarajan, our Development Review Team Engineer for this project, at 240-777-7170 or at deepak.somarajan@montgomerycountymd.gov.

Sincerely,

Deepak Somarajan, Engineer III

Deepak Somarajan

Development Review

Office of Transportation Policy

Mr. Jeffrey Server Pre-Preliminary Plan No. 720220020 January 13, 2023 Page 4

SharePoint\teams\DOT\Director's Office\Development Review\Deepak\Preliminary Plan\720220020-Tregoning Property\ Letter\ 720220020-Tregoning Property Pre-Prelim Letter-REVISED

cc: Sharepoint Correspondence FY-23

cc-e: Michael Loe CPJ Associates, Inc.

Robert Harris Lerch Early Brewer
Atiq Panjshiri MCDPS RWPR
Sam Farhadi MCDPS RWPR
Rebecca Torma MCDOT OTP

Server, Jeffrey

From: LaBaw, Marie < Marie.LaBaw@montgomerycountymd.gov>

Sent: Wednesday, January 25, 2023 3:20 PM

To: Server, Jeffrey

Subject: Re: Tregoning Property (720220020) - FDA

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Improving circulation to the new units as well as the existing on Hoffman and beyond will absolutely be an improvement to emergency response over isolating the communities.

S Marie LaBaw PhD, PE Fire Department Access and Water Supply **Department of Permitting Services** 2425 Reedie Drive, 7th Floor Wheaton, Maryland 20902 (240) 773-8917 Office Marie.LaBaw@montgomerycountymd.gov

From: Server, Jeffrey <Jeffrey.Server@montgomeryplanning.org>

Sent: Wednesday, January 25, 2023 3:17 PM

To: LaBaw, Marie < Marie.LaBaw@montgomerycountymd.gov>

Subject: Tregoning Property (720220020) - FDA

[EXTERNAL EMAIL]

Hi Marie,

I wanted to take a moment to follow up our discussion from a couple weeks ago. Am I safe in assuming that providing the vehicular road connection from Hoffman Drive to the new development would provide safer, more direct fire department access to the proposed dwelling units? Please find the exhibit showing this connection attached as a PDF. Thanks in advance and talk soon.

Cheers. Jeff



Jeffrey M. Server, LEED AP

Planner III, Urban Designer | Upcounty Planning Montgomery County Planning Department 2425 Reedie Drive, 13th floor, Wheaton, MD 20902 Jeffrey.Server@montgomeryplanning.org

o: **301.495.4513**







Server, Jeffrey

From: Cross, Somer <Somer.Cross@montgomerycountymd.gov>

Sent: Monday, February 6, 2023 4:59 PM

To: Server, Jeffrey

Subject: RE: Tregoning Property (720220020) - MPDUs

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Thanks for the follow up, Jeff, and for the opportunity to weigh in early on this project. Cc'ing Maggie so she has this note when it gets to DRC and beyond.

Yes, the manner the MPDUs are distributed now are in line with DHCA developments. While we often see sticks of MPDU townhomes in an otherwise market-rate single-family development, we definitely would want to break that up when only one stick is provided (as was originally shown on their concept plan). I especially appreciate how the MPDUs are not exclusively located in the stormwater area.

Secondly, we would strongly encourage providing massing similar to the surrounding market-rate units. The current MPDU size, which is so much smaller than the single family units even when combined with other MPDUs, makes the units very noticeable. As a general rule of thumb, we try to make the units blend into the community as much as possible. We would like to see bigger units. When working with the development team to enlarge the MDPUs, please note the minimum and maximum sizes though. Since MPDU sales prices are based on construction costs, we set the sf parameters to ensure that the units remain affordable to our participants. Duplexes and the triplex have different parameters (see page 9 of ER21-22 here -

https://www.montgomerycountymd.gov/DHCA/Resources/Files/mpdu/Exec%20Reg%2021-21%20MPDU%20Pricing%20Standards adopted.pdf)

Thanks again, Somer

From: Server, Jeffrey <Jeffrey.Server@montgomeryplanning.org>

Sent: Monday, February 6, 2023 3:29 PM

To: Cross, Somer <Somer.Cross@montgomerycountymd.gov>

Subject: Tregoning Property (720220020) - MPDUs

[EXTERNAL EMAIL]

Hi Somer,

I wanted to take a moment to follow up our discussion from earlier this morning. As a formality for this Application, I had two quick questions to run by for the location and distribution of MPDUs on the Subject Property. Staff has worked closely with the Applicant team over the course of the review to improve the locations, grouping, and massing for the proposed MPDUs. Am I safe in assuming that the manner in which the MPDUs are distributed across the site is in line with what DHCA would like to see for developments such as this? Additionally, is providing massing similar to the surrounding market-rate units preferred for the duplex and triplex MPDUs? Please find the original concept plan and current pre-preliminary plan attached in PDF format. Thanks in advance and talk soon.



Jeffrey M. Server, LEED AP

Planner III, Urban Designer | Upcounty Planning Montgomery County Planning Department 2425 Reedie Drive, 13th floor, Wheaton, MD 20902

Jeffrey.Server@montgomeryplanning.org

o: **301.495.4513**









For more helpful Cybersecurity Resources, visit: https://www.montgomerycountymd.gov/cybersecurity

23932 Jockey Club Terrace Damascus, MD 20872 14 September 2022

MEMORANDUM FOR THE RECORD

SUBJECT: Telephone Conversation with Mr. Jeff Server, Montgomery County Planning Board and Lead Reviewer of Tregoning Property #720220020

- I. Mr. Server returned my phone call from July 26, 2022, when I had left a voicemail message with Ms. Sandra Pereira per the instructions from Mr. Ugo at the Information Counter. At that time, I called to report to the Planning Board that an announcement sign for Application #720220020 located on Kings Valley Road near the intersection with Glade Valley Road had been intentionally knocked down and driven over. In the interim, my husband and I zip-tied the sign up so that the passersby could review the information.
- II. During my call with Mr. Server, I reviewed the details of my July conversation with Mr. Ugo. I informed Mr. Server that I was a member of the Sweepstakes HOA Board and that our HOA had many questions regarding safety and driving hazards about the proposed development of the Tregoning property.
- III. Mr. Server said that the application remained in the Pre-Preliminary phase. The application for the property was accepted 11 September 2022. The following narrative represents the details to the best of my knowledge of our conversation:
 - A. Has a traffic study been done yet? Mr. Server did not know.
 - B. Has the Environmental Review done? Mr. Server said that some environmental reviewers had been out at the site a month or so ago to assess concerns. The HOA also has significant concerns about vehicle line of site distance issues on Kings Valley Road; he stated that environmental reviewers had similar concerns.
 - C. When will this application go before the Planning Board so that the community may provide input? Mr. Server gave an estimated time of 90-120 days after the acceptance of the application. He said that the earliest meeting would be early December but could be as late as the first or second week in January 2023.
- D. Do members of the board meet with and listen to concerns of those impacted communities? Mr. Server said yes. We may contact him via phone and/or email: 301-495-4513 or jeffrey.server@montgomeryplanning.org.
- IV. We may address our concerns and issues and communicate them to Mr. Server. These concerns would be included as part of the public record and in the staff report for #720220020.
- V. Comments or questions of this conversation may be addressed to the undersigned at mgkm_39@aol.com or 301-518-0984.

MARY GENE MARTIN Boardmember, Sweepstakes HOA

Cc: Chairman, Sweepstakes HOA Marianne Galczynski, HOA Summit Hill Management Mr. Jeff Server, Montgomery County Planning Board

Server, Jeffrey

From: Mary Gene Martin <mgkm_39@aol.com>
Sent: Thursday, December 8, 2022 10:53 AM

To: Server, Jeffrey

Cc: Johnsen, Douglas; Van Alstyne, Chris; dobenland@gmail.com;

marianne eggers@yahoo.com; Mary Gene Martin; rkmgm@verizon.net

Subject: Re: MFR of telephone conversation

Follow Up Flag: Follow up Flag Status: Completed

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Good morning, Mr. Server,

I was following up to check to see if there have been any new developments on the Tregoning Property application. Any updates that you can share? How has the turmoil on the commission impacted the timelines?

Be safe and Happy Holidays.

Mary Gene Martin Vice-President, Sweepstakes HOA Damascus. MD

----Original Message-----

From: Server, Jeffrey <Jeffrey.Server@montgomeryplanning.org>

To: Mary Gene Martin <mgkm 39@aol.com>

Cc: Johnsen, Douglas <douglas.johnsen@montgomeryplanning.org>; Van Alstyne, Chris

<chris.vanalstyne@montgomeryplanning.org>

Sent: Tue, Nov 15, 2022 1:04 pm

Subject: RE: MFR of telephone conversation

Hi Mary Gene,

My sincere apologies for the belated reply to your email. There has been a tremendous amount of change within our department over the last month or two. The changes within the Planning Board will not have any impact on the review timeline for the pre-preliminary plan application that is us currently under review.

I have spoken with our environmental and traffic reviewers and we have not received either of the studies you mention. There will not be an environmental impact study performed for this application as it is not a requirement for the current review under Chapter 22A. The traffic study has still not yet been completed at this time.

Lastly, in checking with my colleagues, we do not have any record of the efforts back in 2008 to locate a bus depot on the Tregoning Property and why it failed. I hope this helps to answer your questions. Thank you for your patience and please do not hesitate to let me know if you have any additional questions or need anything further.

Cheers,

Jeff



Jeffrey M. Server, LEED AP

Planner III, Urban Designer | Upcounty Planning Montgomery County Planning Department 2425 Reedie Drive, 13th floor, Wheaton, MD 20902 <u>Ieffrey.Server@montgomeryplanning.org</u>

o: **301.495.4513**







From: Mary Gene Martin <mgkm 39@aol.com> Sent: Monday, October 24, 2022 4:13 PM

To: Server, Jeffrey <Jeffrey.Server@montgomervplanning.org>

Cc: dobenland@gmail.com; marianne_eggers@yahoo.com; maria@summitmanage.com; Mary Gene Martin

<mgkm 39@aol.com>

Subject: Re: MFR of telephone conversation

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Mr. Server:

Given the turmoil with the resignations on the MoCo Planning Board, can you share what the impacts are on the review process timeline?

Secondly, have the Elm Street Development officials submit the environmental impact statement and their traffic study? If so, may we obtain a copy?

Finally, there have been conversations circulating around the Sweepstakes neighborhood regarding the failed 2008 or so attempt to locate a bus depot on the Tregoning property? If this was the outcome of the attempt, could you cite the reasons that development attempt failed?

We look forward to your response.

Mary Gene Martin

----Original Message----

From: Mary Gene Martin <mgkm 39@aol.com>

To: dobenland@gmail.com <dobenland@gmail.com>; marianne eggers@yahoo.com <marianne eggers@yahoo.com>; maria@summitmanage.com <maria@summitmanage.com>; jeffrey.server@montgomeryplanning.org

<jeffrey.server@montgomeryplanning.org> Cc: Mary Gene Martin <mgkm 39@aol.com>

Sent: Tue, Sep 20, 2022 11:59 am Subject: MFR of telephone conversation

Attached is a memorandum for record of my conversation with Mr. Jeff Server of the MOCO planning board regarding the proposed development of the Tregoning property on Kings Valley Road.

Mary Gene

Server, Jeffrey

From: Janet and Mike Kukla <mjkukla@verizon.net>

Sent: Friday, February 10, 2023 10:23 AM

To: Server, Jeffrey **Subject:** plan # 720220020

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(Please let me know you received this-thanks!)

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> Dear Jeff,

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> Thank you for taking the time to talk to me about plan #720220020, the Tregoning property on Kings Valley Road. I wanted to convey to the Planning Commission some concerns I have regarding this development. First let's look at the roads and the impact a new development will have. Kings Valley Road is a narrow, winding, hilly country road. The current plan calls for an entrance to the new development on Glade Valley and at Preakness Drive, which I believe will create unsafe conditions. Glade Valley sits midway up a hill, creating a blind spot for anyone exiting the development. Connecting Preakness to the new development will increase traffic on that road as drivers cut through this established quiet neighborhood to get to the new development when Rt. 27 is backed up. Traffic on Watkins Road, a designated Rustic Road, will increase as residents try to get to Rt. 124. These narrow country roads cannot absorb this increased usage safely. Additionally, the light at Kings Valley Rd. and Rt 27 is already often clogged as there is no left arrow or right turn lane; additional traffic will just make a currently bad situation worse. And cutting through at Hoffman Drive will completely upend that residential community and create unsafe conditions where there are currently no sidewalks or through traffic. Increasing traffic in this area with further development will lead to a host of complications and dangerous situations.

The access to Damascus Park on the other side of Kings Valley Rd. also raises concern. There are no sidewalks or crosswalks on this narrow curvy road. Residents walking from the new community to the park will be walking along a road that does not even have a shoulder, a very dangerous situation And there is good reason to anticipate a greater number of car/deer collisions with wildlife from the park.

Finally, I am not sure how this parcel of land became included in the Clarksburg development plan, but it is not in Clarksburg or anywhere near all that recent development. It sits across the natural border of Rt. 27 and is located on the border of Damascus and Germantown. This area has many homes with 2+ acres of land, farm fields and communities with 1/2 acre or more yards. A high density development like the one proposed would frankly look ridiculous and goes against the type of community already established. The people living here chose this area in part because they do not want to live in a high density area. This new development would take away from the type of place we seek to maintain. As a resident of upcounty Montgomery County for over 30 years, I am tired and disgusted with the constant loss of open spaces and high density housing being forced on us. We are supposed to be the Ag Reserve but our open spaces are under constant threat. The traffic, noise, light pollution and crowding foisted upon us are taking away the communities we have established that embrace more rural living. The changes that will be needed to make access to this new development safe will change the very nature of Kings Valley Road and the communities around it. I urge you to support the people already living here and not allow this development to go forward. Thank you.

Janet Kukla

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