

CLARKSBURG CHASE PRE-PRELIMINARY PLAN NO. 720230020



Description

A pre-preliminary plan application for 101 dwelling units (49 single-family units and 52 townhouses) including 12.5% MPDUs. The Applicant is requesting binding advice from the Planning Board, regarding:

- 1) Layout - mix of townhouse and single-family lots as well as the general location of development and open spaces.
- 2) Access and Circulation – Feedback on the location and number of access points to the development and proposed sidewalk circulation.
- 3) Impervious Calculations – Agreement on how the 6% impervious cover is calculated.

No. 720230020

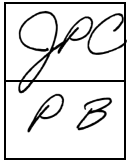
Completed: 4-21-2023

MCPB

Item No. 15
5-4-2023

Montgomery County
Planning Board
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Planning Staff



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Summary:

- This Pre-Preliminary Plan Application requests binding advice from the Planning Board on the proposed layout, imperviousness, access and circulation.
- 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.
- The Applicant will be required to submit a Preliminary Plan application, Site Plan application, and Water Quality Plan.
- Staff has not received citizen correspondence on this Application, as of the date of this report.

LOCATION/ADDRESS

22600 Clarksburg Road, Northwest quadrant of the intersection of Gosnell Farm Drive and Clarksburg Road

MASTER PLAN

1994 *Clarksburg Master Plan & Hyattstown Special Study Area & 2014 Ten Mile Creek Area Limited Amendment*

ZONE

Rural Neighborhood Cluster (RNC) Zone

Clarksburg West Environmental Overlay Zone

PROPERTY SIZE

136.18 acres

APPLICANT

U.S. Home, LLC

ACCEPTANCE DATE

October 5, 2022

REVIEW BASIS

Chapter 50

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SECTION 1: EXECUTIVE SUMMARY

Clarksburg Chase, Pre-Preliminary Plan No. 720230020 (“Application”) was accepted on October 5, 2022, pursuant to Section 50-5.2.C.2 (See Attachment A -Statement of Justification) This Application is being submitted to obtain binding advice from the Planning Board. 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 Applicant has submitted a Pre-Preliminary Plan Application and is requesting a binding decision by the Planning Board on the following three issues:

1. Confirmation that the general layout is appropriate, including the single point of access, the tear drop cul-de-sac at the western end of the site and the general mix/location of unit types.
2. Confirmation that the impervious cover limit of 6% in the Clarksburg West Overlay Zone is calculated based on the Gross Tract Area.
3. Confirmation that the pedestrian and bicycle improvements included in the Subject Application, when combined with the recently constructed bikeway and pedestrian system along Maryland 121, and through Cabin Branch, meet the requirements under the 2014 *Ten Mile Creek Master Plan*, 2018 *Bicycle Master Plan* and Subdivision Regulations for these features.

SECTION 2: STAFF RECOMMENDED CONDITIONS

PRE-PRELIMINARY PLAN NO. 720230020

Staff recommends approval of Pre-Preliminary Plan No. 720230020, and supports the submission of preliminary plan and site plan applications, that, at a minimum, address the following conditions:

1. Site Access and Public Road ‘A’ – At the time of Preliminary Plan, the Applicant must submit justification for a waiver to create of a non-through road (single access point) longer than 500 feet, that serves more than 75 dwelling units, pursuant to Section 4.3.E.2.e of the Subdivision Regulations.
2. The Applicant must provide a second point of fire department vehicular access to the interior portion of the development or reduce the number of dwelling units (existing and proposed) being accessed from the single access point on Old Clarksburg to 99 units or less.

3. The impervious surfaces must be calculated over the land area that is included in the Application, including any off-site improvements, that lies within the Clarksburg West Environmental Overlay Zone. Impervious Surfaces for purposes of determining conformance with the Overlay Zone are not calculated by subwatershed.
4. Bicycle and Pedestrian Improvements – The Applicant shall conform to recommendations outlined in applicable area master plans and *Complete Streets Design Guidelines* (“CSDG”) recommendations concerning pedestrian & bicycle improvements. Pursuant to Section 49-33, the Applicant will be required to provide adequate pedestrian infrastructure in accordance with direction from Planning Staff, the Montgomery County Department of Transportation (“MCDOT”) and the Montgomery County Department of Permitting Services (“MCDPS”).
5. The Applicant must provide all street requirements proposed in the *Ten Mile Creek Master Plan* and 2021 *Complete Streets Design Guide*. In particular, the Application will need to provide sidewalks on both sides of all proposed public streets and along the frontage of Old Clarksburg Road.
6. Path Connection – The Applicant must design and construct a paved shared use path approximately from the center of the development area, between proposed lot 43 and 44, to connect to Clarksburg Road. The path must include a crossing of Old Clarksburg Road and if necessary, a ramp connecting to the existing bicycle and pedestrian network on Clarksburg Road, near the intersection with Cabin Branch Avenue.
7. Road Dedication – The Preliminary Plan must provide adequate right-of-way dedication to support all public roads and facilities as required by the Complete Streets Design Guidelines (“CSDG”) within the Subject Property. Public roads ‘A’ and ‘B’ are considered “secondary residential streets” and require a minimum right-of-way of 60 feet per MC-211.03.
8. A multimodal transportation study may be required; the subsequent applications are subject to the 2022 LATR Guidelines.
9. 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.
10. Parks – No engineered steep slopes, stormwater management or storm drain infrastructure will be allowed on the future parkland conveyance areas. All representations of such on current plans have not been reviewed or approved by Parks Staff.

SECTION 3: SITE DESCRIPTION

VICINITY

The Clarksburg Chase property is located on the west side of Clarksburg Road (MD 121), in the northwest quadrant of the Gosnell Farm Drive and Old Clarksburg Road intersection and consists of 136.18 acres of land, comprised of five unrecorded parcels zoned Rural Neighborhood Cluster (RNC) and within the Clarksburg West Environmental Overlay Zone ("CWE Overlay") and Ten Mile Creek Special Protection Area ("SPA") ("Property" or "Subject Property"). The Subject Property is in the 1994 *Clarksburg Master Plan & Hyattstown Special Study Area* and known as the King Property, a portion of the Pulte/King Property identified in the 2014 *Ten Mile Creek Area Limited Amendment* ("Master Plan").

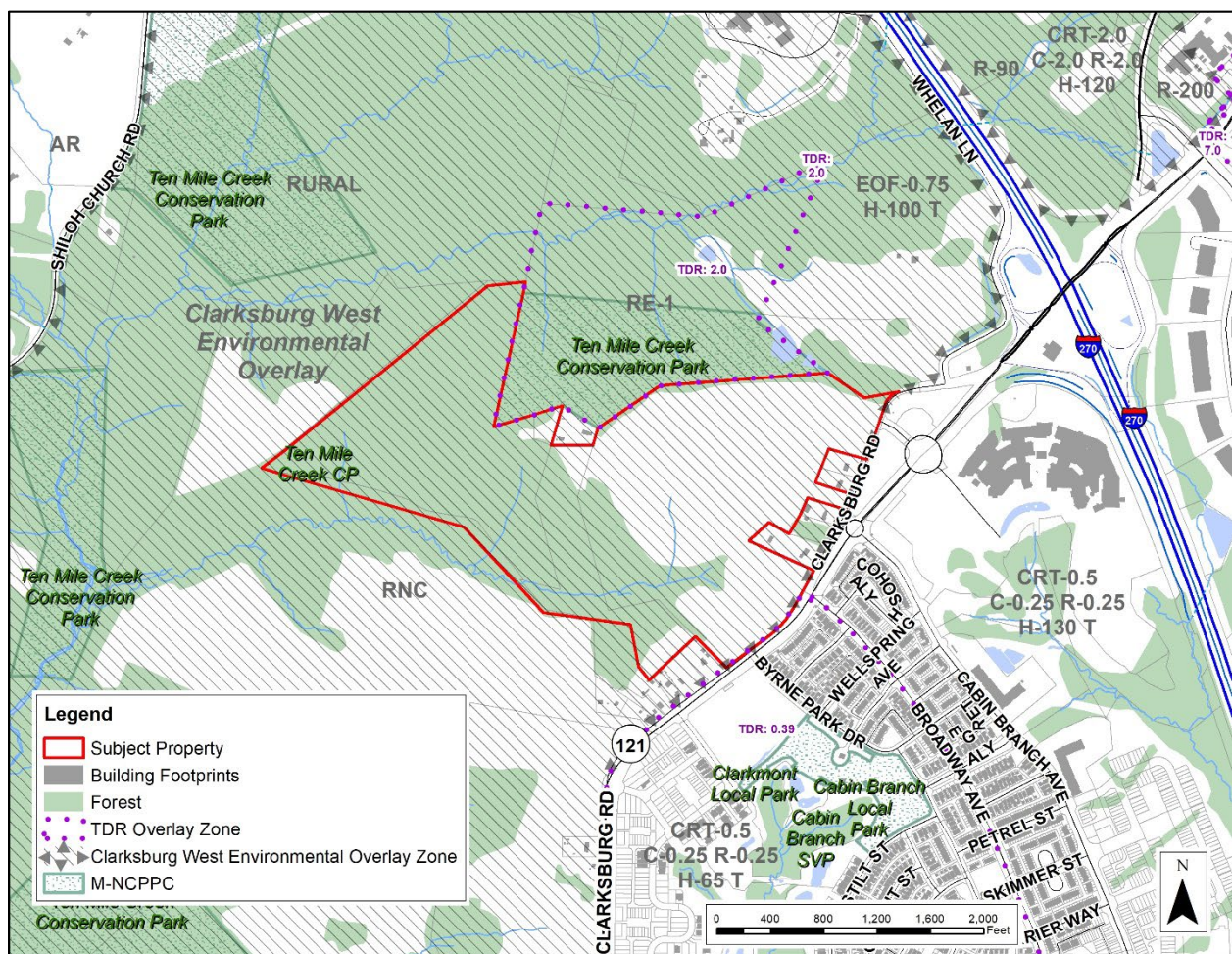


Figure 1 - Vicinity

The Property is bounded on the east side by Old Clarksburg Road. East of Clarksburg Road is Commercial Residential Town (CRT) zoned land, approved for commercial development, adjacent to the Cabin Branch residential development and the Clarksburg Premium Outlets. South of the Property is the Pulte Property zoned Rural Neighborhood Cluster (RNC). The Pulte Property recently received

approval of Preliminary Plan No. 120200050 and Site Plan No. 820200160, which includes a mix of 326 (total) single-family detached and townhouse units. Abutting the Property to the north is the approximately 10-acre Ten Mile Creek Conservation Park.

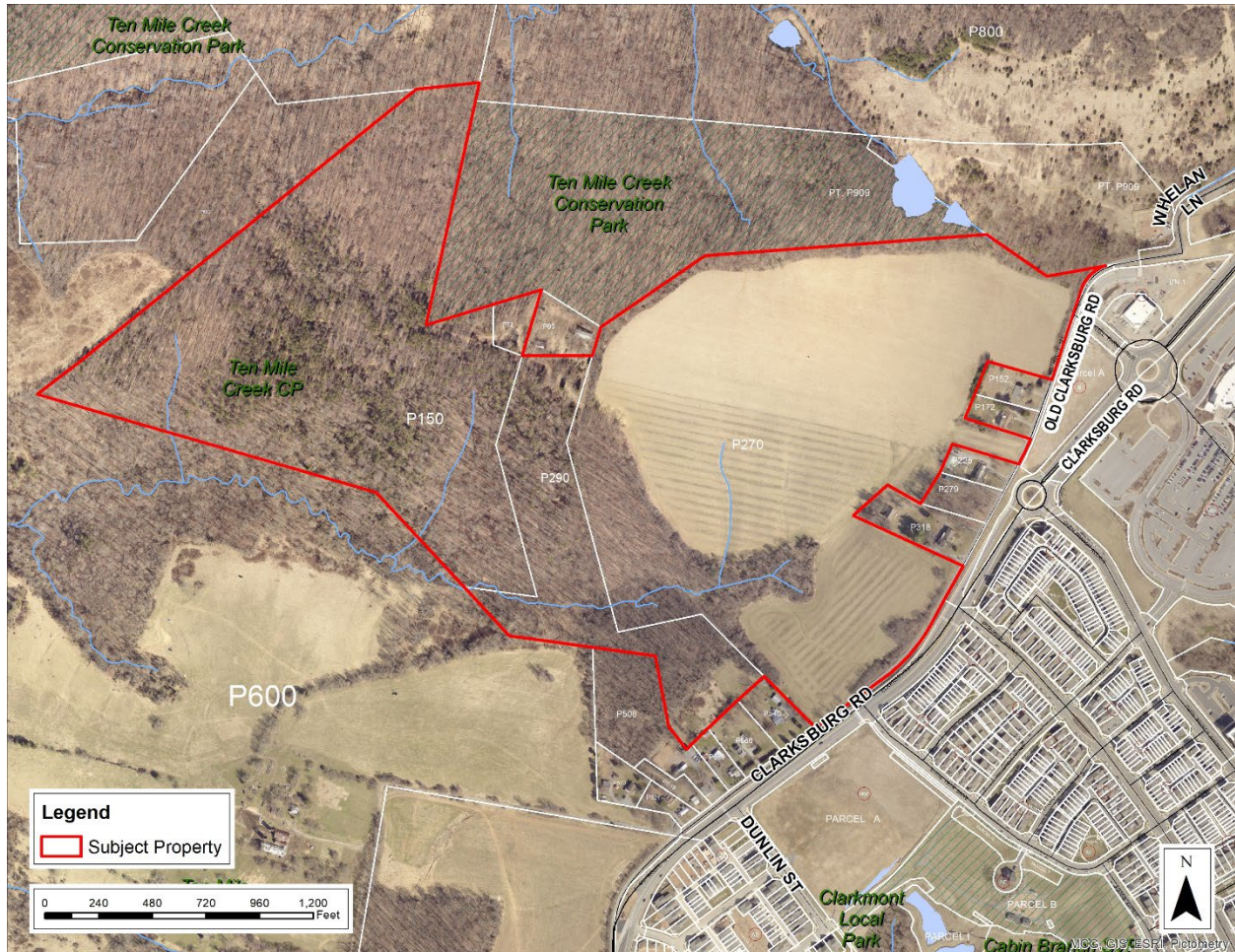


Figure 2 – Aerial View of the Subject Property (Streams locations are approximate - Refer to NRI/FSD for actual delineation)

PROPERTY DESCRIPTION

The Subject Property is approximately 136.18 acres, comprised of unrecorded Parcel 270 (68 acres), Parcel 150 (41 acres), Parcel 290 (16 acres) and Parcel 72 (1 acre), identified on Tax Maps EV13 and EV23 and approximately 0.58 acres of apparent prescriptive right-of-way.

The Subject Property, as depicted in Figures 1 and 2 above, is undeveloped and there are no existing structures on the Property. Parcel 270 is currently utilized for agricultural purposes and the remainder of the Property is forested (approximately 77 acres). The Subject Property has approximately 1,680

feet of frontage on Old Clarksburg Road, divided in segments by two short rows of existing parcels, primarily developed with single-family detached houses.

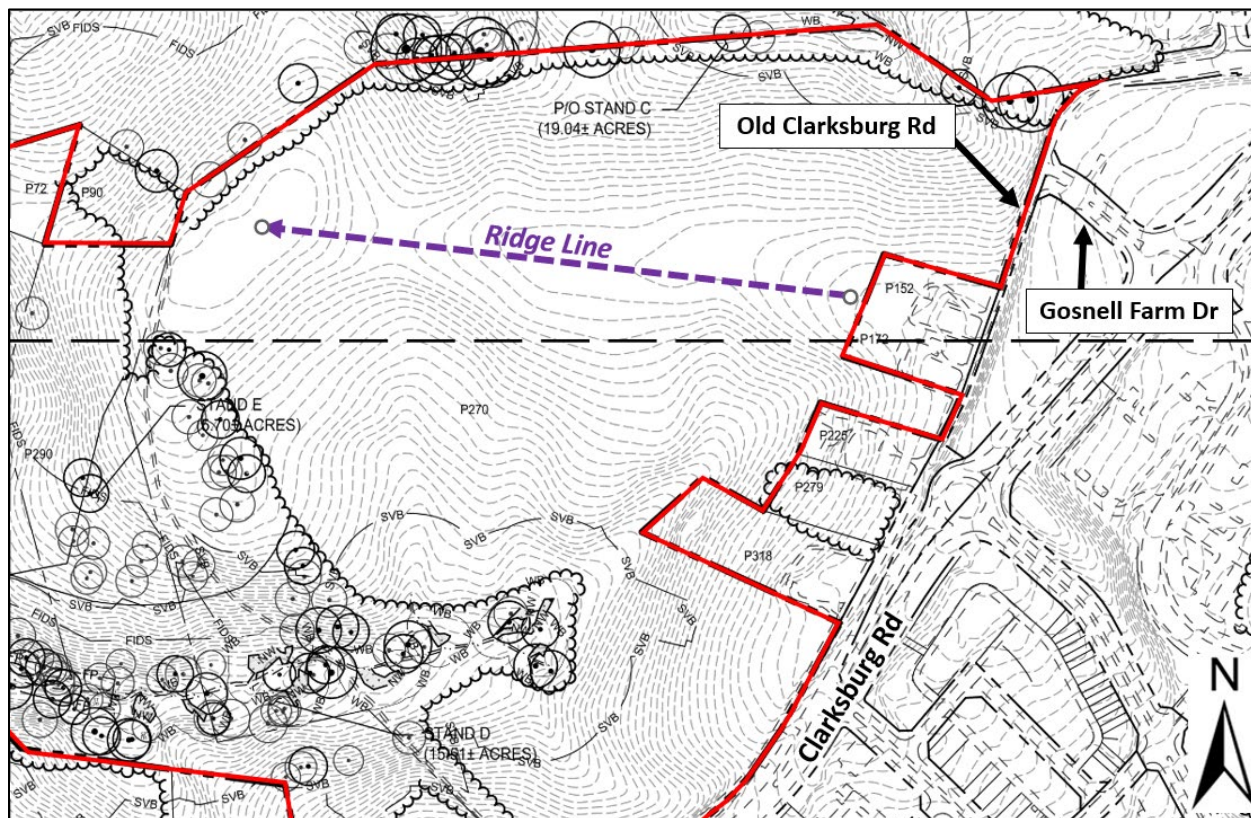


Figure 3 – Existing topography showing Ridgeline

The Subject Property is within the Ten Mile Creek watershed, a sub-basin of the Little Seneca Watershed. Ten Mile Creek and its tributaries are designated as Use Class I-P by the State of Maryland. Parcel 270, the focus of this Application is bisected by a ridge line that runs east to west, with the topography sloping down on the north, south and west towards the surrounding stream valleys. There are two streams on the Property, within the existing forested area to the west and southwest. There is a third stream off-site, north of the Property. As shown in Figure 3, there are stream-buffers associated with two of the streams that extend into sections of the existing agricultural fields. There are intermittent steep slopes on the Property, primarily along the perimeter of the fields and a small pocket of wetland associated with the off-site stream.

No known rare, threatened, or endangered species or habitats exist on the Subject Property. There are no designated historic sites on or adjacent to the Property.

SECTION 4: PROPOSAL

PROPOSAL

Pre-Preliminary Plan No. 720230020 (Attachment B) was accepted on October 5, 2022, and the Applicant is seeking binding decisions from the Planning Board on the issues of:

1. Confirmation that the general layout is appropriate, including the single point of access, the tear drop cul-de-sac at the western end of the site and the general mix/location of unit types.
2. Confirmation that the impervious cover limit of 6% in the Clarksburg West Overlay Zone is calculated based on the Gross Tract Area.
3. Confirmation that the pedestrian and bicycle improvements included in the Plan, when combined with the recently constructed bikeway and pedestrian system along Maryland 121, and through Cabin Branch, meet the requirements under the Master Plan, Bicycle Master Plan and Subdivision Regulations for these features.

The Applicant proposes to develop the 136-acre Subject Property with 101 dwelling units, including 49 single-family detached dwelling units, and 52 townhouses (including 13 MPDUs/12.5%).

Two of the new detached houses will be built with frontage on Old Clarksburg Road, an apparent prescriptive road, as a continuation of the rural nature of the existing road and consistent with the current development pattern. The remaining 99 units will be internal to the site. The Application establishes two new public roads – Public Roads A & B - of which Public Road A serves as the single access point on Old Clarksburg Road, aligning with Gosnell Farm Drive. The proposed entrance to the development currently features two travel lanes, separated by landscape median and transitions to a two-lane curvilinear entry to the subdivision. The site is laid out to take advantage of the natural ridge in the property's topography, resulting in rectangular street design, with the townhouses on the interior of the road and the single-family detached houses along the perimeter.

Internal sidewalk connections serve pedestrian circulation on Public Road A and Public Road B. Both roads contain sidewalks on both sides, with the sidewalk on Public Road A terminating at the Old Clarksburg Road and Gosnell Farm Drive intersection.

Public Road B extends to the west along the ridge and terminates in a teardrop style cul-de-sac, lined with the remaining detached houses. The development also provides new and improved access from the cul-de-sac to an existing home on Parcel 90 (not included in this subdivision).

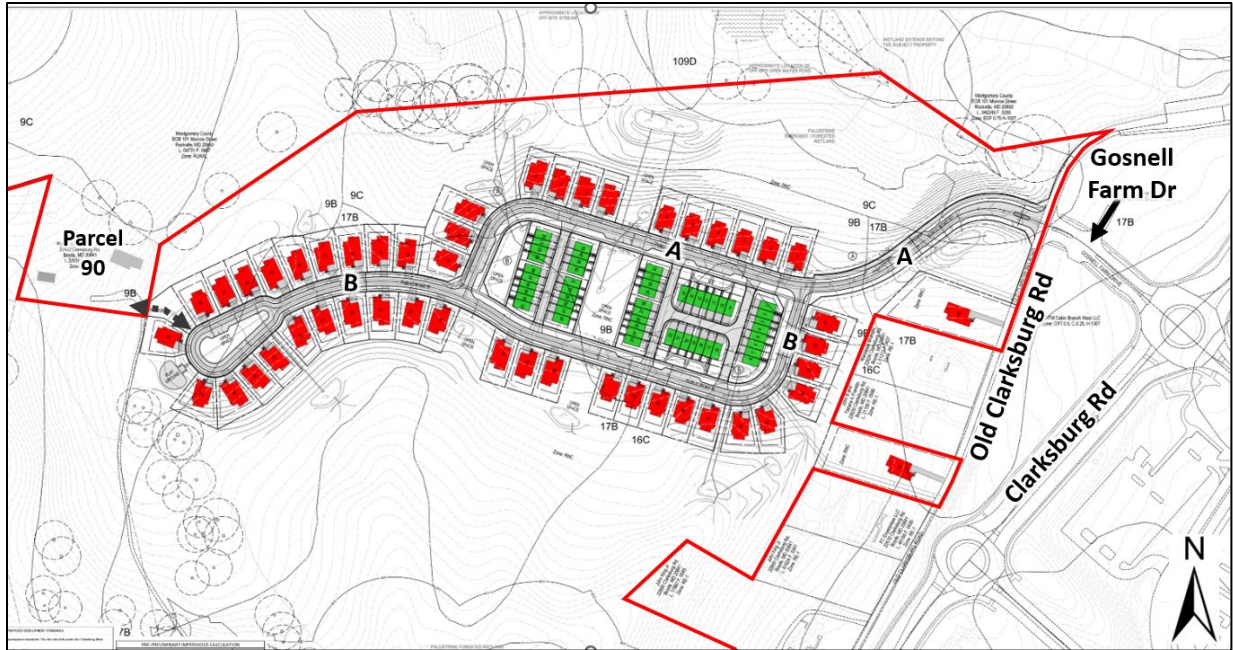


Figure 4 – Pre-Preliminary Plan

A variety of housing types are proposed with the development. All 52 townhomes are oriented to face one of the public roads or an interior open space, and incorporate rear loaded garages, accessible by an internal alley system. The alleys serve as access, but also create a grid by connecting the two roads. The Applicant proposes to disperse the minimum 12.5 percent (13 units) MPDUs throughout the townhouse portion of the development. The 49 single family detached units will be located around the perimeter of the site, interwoven with various openings and pathways to the abundant open space surrounding the development, and two new detached houses will be built along Old Clarksburg Road.

Based on Staff’s DRC comments, the Applicant revised the peripheral detached units and internal open spaces slightly to provide larger “windows to the open space”. The two areas of expanded central open space connect through the site to break the development into “pods” as suggested by Staff, providing vistas to the proposed Rural Open Space and Park land.



Figure 5 – Proposed Conceptual Rural Open Space and Park Dedication (shown in green)

The Property is within the Clarksburg West Environmental Overlay Zone and is subject to an impervious surface limit of 6 percent of the area under application and an 80 percent (approx. 109 acres) minimum rural open space requirement. The proposed development includes 5.9% imperviousness and 86% rural open space (approx. 117 acres). As recommended in the Master Plan, most of the Rural Open Space will be dedicated to Montgomery Parks. The remaining Rural Open Space will be retained and maintain by the HOA. Recreational facilities, stormwater management, final open space configuration, and community amenities will be coordinated at Preliminary and Site Plan.

SECTION 5: COMMUNITY OUTREACH

The Applicant has complied with all application submittal, noticing, and sign posting requirements under Division 7.5 of the Zoning Ordinance. The required hearing notice sign was adequately posted at the Property. Written notice of the Application was mailed by the Applicant to all required parties.

As of the date of this staff report, no other community comments or correspondence have been received about the 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. *Layout and Uses*

Confirm that the general layout is appropriate, including the single point of access, the tear drop cul-de-sac at the western end of the site and the general mix/location of unit types.

Staff Position:

Staff supports the general layout, single-access point, non-standard cul-de-sac and general location of the units and mix of detached and attached dwelling units. However, as discussed in finding 3 below, Staff is requesting an additional pedestrian and bicycle connection to provide additional access to and from the development.

It should be noted that, while staff supports the current road configuration and teardrop style cul-de-sac design at Preliminary Plan, MCDOT is the lead agency when approving road and cul-de-sac designs. Therefore, the Planning Board cannot approve the proposed design without further coordination with MCDOT during the Preliminary and Site Plan review stage.

Discussion:

Staff provided detailed review comments during DRC pertaining to the unit orientation, open space configuration and placement, street/alley layout, connectivity, and imperviousness. The Applicant team has been receptive to most of the review comments and has acknowledged that additional comments will need to be addressed during the forthcoming preliminary and site plan application process. The comments that were not addressed by the Applicant in the revised Application, such as providing a second vehicular access point to Old Clarksburg Road, reconfiguring the public road alignments to create a more organic design, and creating smaller pods of development, were justified mainly by the six percent impervious cap and attempt to limit grading in accordance with the Master Plan.

Staff understands that the developable area of the Property is extremely constrained because it is located between two streams and the associated environmental buffers. The Property is further constrained by the Master Plan recommendations guiding water quality, and the CWE Overlay requirement to provide 80 percent open space and limit imperviousness to six percent.

While Staff does support the layout, it's important to note that the proposed road design will need further review. Per Section 4.3.E.2.e of the Subdivision Regulations, governing the creation of non-through roads, the Applicant will need to request a Subdivision waiver to

create a non-through road (single access point) longer than 500 feet, serving more than 75 dwelling units, which also terminates in cul-de-sac. Section 4.3.E.2.e states:

The Board must not approve any road that does not connect to another road at its beginning and end, unless a determination is made that:

- i. a through road is infeasible due to a property's unusual shape, size, topography, environmentally sensitive areas, or the characteristics of abutting property;*
- ii. the road provides access to no more than 75 dwelling units;*
- iii. the road, excluding alleys, is properly terminated in a cul-de-sac or other turnaround; and*
- iv. the road is less than 500 feet in length, measured along its centerline to the nearest through street, unless the Board determines that a longer length is necessary because of the unusual shape, size, topography, or environmentally sensitive areas of the subdivision.*

Preliminarily, the waiver will be justifiable due to the topography of the Property, the environmentally sensitive nature of the Ten Mile Creek Special Protection Area and the following Master Plan recommendations governing development of the Property:

- Include these properties in the proposed Clarksburg West Environmental Overlay Zone, with a six percent imperviousness limit and an 80 percent open space requirement.

The Applicant is proposing a six percent imperviousness limit and a minimum of 80 percent open space.

- Allow optional method development in the RNC Zone with public sewer at a permitted density of one unit per acre. Moderately priced dwelling units beyond the minimum 12.5 percent would be in addition to the recommended density, in accord with Chapter 25A of the Montgomery County code, if the development does not exceed the impervious surface cap.

The Applicant is proposing 101 units including 12.5% MPDUs on 136.18 acres of land and will be utilizing public sewer. The Applicant has indicated that the full density cannot be achieved without compromising the imperviousness and Rural Open space requirements.

- Provide flexibility in the mix of housing types; allow either a blend of single-family lots and attached units, or exclusively attached units as a means of achieving maximum development yields.

The Applicant proposed multiple “styles” of single-family detached units and townhouse units. The Applicant is proposing 100¹ units on a single vehicular access point. Per MCDPS, Fire Access and Water Supply Section, only 99 units are permitted from a single access point.

¹ The 100 units includes 99 proposed units and one existing dwelling unit on Parcel 90 (off-site) which will be granted access at the terminus of the proposed cul-de-sac.

As conditioned, the Applicant will be required to reduce the number of dwelling units to no more than 99 units or provide a second point of vehicular access to the units (Attachment C).

- Include all land meeting the Environmental Buffer requirements, as well as forest protection, listed on page 19;
- The neighborhood park recommended for this portion of the watershed may be wholly or partially within the rural open space;
- Dedicate most of the rural open space as parkland (see recommendations for Legacy Open Space).

The Applicant intends to provide at least 80 percent of the site as open space, with most being dedicated to Montgomery Parks. Environmental Buffers and forest are being protected.

- Concentrate cluster development in unforested upland areas; wooded stream valleys should be left intact, undeveloped, and in their natural states as rural open space;

The Applicant is proposing all dwelling units in unforested upland areas.

- Reduce environmental impacts and imperviousness during development by applying ESD techniques;
- Direct new sewers away from Ten Mile Creek, utilizing proposed and existing roads; pump stations may be required to make connections to sewer lines in Cabin Branch;
- Size and locate lots to preserve rural views from Clarksburg Road and ensure an environmental setting of five acres for the historic Cephas-Summers house. Include restoration of the Cephas-Summers house in a development plan;

The Cephas-Summers house property is not part of this application. The proposed lots are located in such a way as to preserve rural views from Clarksburg Road along the two largest sections of frontage and limited grading throughout the Property.

Additional Consideration:

During the review of the Preliminary Plan and Site Plan, the Applicant will need to address the preliminary comments from the Montgomery County Department of Transportation (Attachment D), including, but not limited to road centerline radius, cul-de-sac design (standard or teardrop) and frontage improvements.

2. *Impervious Calculations*

Confirmation that the impervious cover limit of 6% in the Clarksburg West Overlay Zone is calculated based on the Gross Tract Area.

Staff Position:

The impervious surfaces must be calculated over the land area that is included in the Application, including any off-site improvements, that lies within the Clarksburg West Environmental Overlay Zone, which is consistent with the defined Gross Tract Area for this Application. The only notable difference is that Gross Tract Area does not typically include off-site areas of land.

Discussion:

The Property is located within the Clarksburg West Environmental Overlay Zone and is subject to an impervious surface limit of six percent of the area under application. Impervious Surfaces for purposes of determining conformance with the Overlay Zone are not calculated by subwatershed. The details of the Application, including any required frontage improvements, will be determined during the Preliminary Plan and Site Plan reviews and an updated Impervious Surface Plan will be reviewed at that time as part of the Preliminary and Final Water Quality Plan reviews for the Ten Mile Creek Special Protection Area to determine compliance with the impervious surface limit of the Overlay Zone. The boundary of the Clarksburg West Environmental Overlay Zone must be shown on the Impervious Surface Plan submitted with the Preliminary Plan and the Site Plan applications. Any frontage improvements, that are required and result in additional impervious surfaces within the Overlay Zone, must be included in the impervious surface calculations. Any existing impervious surfaces to be removed, such as the existing access road to the existing house, must be shown to be removed and restored to a pervious condition per the most recent “Guidelines for Converting Paved Areas into Pervious Greenspace” document.

3. *Access and Circulation Improvements*

Confirmation that the pedestrian and bicycle improvements included in the Plan, when combined with the recently constructed bikeway and pedestrian system along Maryland 121, and through Cabin Branch, meet the requirements under the Master Plan, Bicycle Master Plan and Subdivision Regulations for these features.

Staff Position:

Staff recommends the inclusion of at least one additional bike and pedestrian connection to serve the community. The Applicant proposes to provide a single access point to the proposed development originating at the existing intersection of Old Clarksburg Road and Gosnell Farm Drive. While this may be adequate for fire access and vehicular circulation (pending final

approval from Montgomery County Fire and Rescue Services), a single access point limits bike and pedestrian access to and from the adjacent Cabin Branch Community. For example, the center of the proposed development area will be approximately ½ mile to the Clarksburg Premium Outlets, a major region-wide retail destination, the future Clarksburg Cluster Elementary School #9, as well as the center of the Cabin Branch residential community.

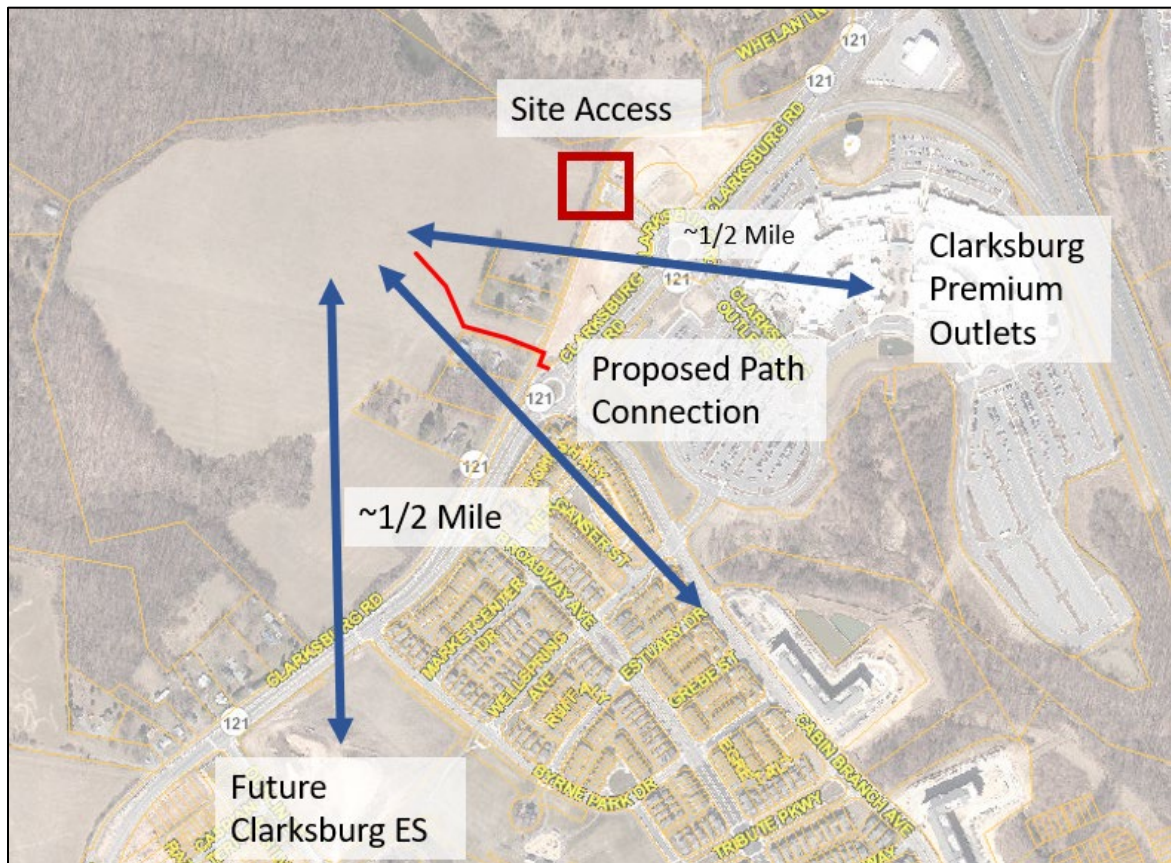


Figure 6 – Proposed Pathway connections

To facilitate bike and pedestrian access to these destinations, Staff recommends the Applicant construct a paved shared use path to connect from the center of the proposed development area to Clarksburg Road at the traffic circle with Cabin Branch Avenue. This will require crossing Old Clarksburg Road and providing a ramp to connect to the lower grade of Clarksburg Road.

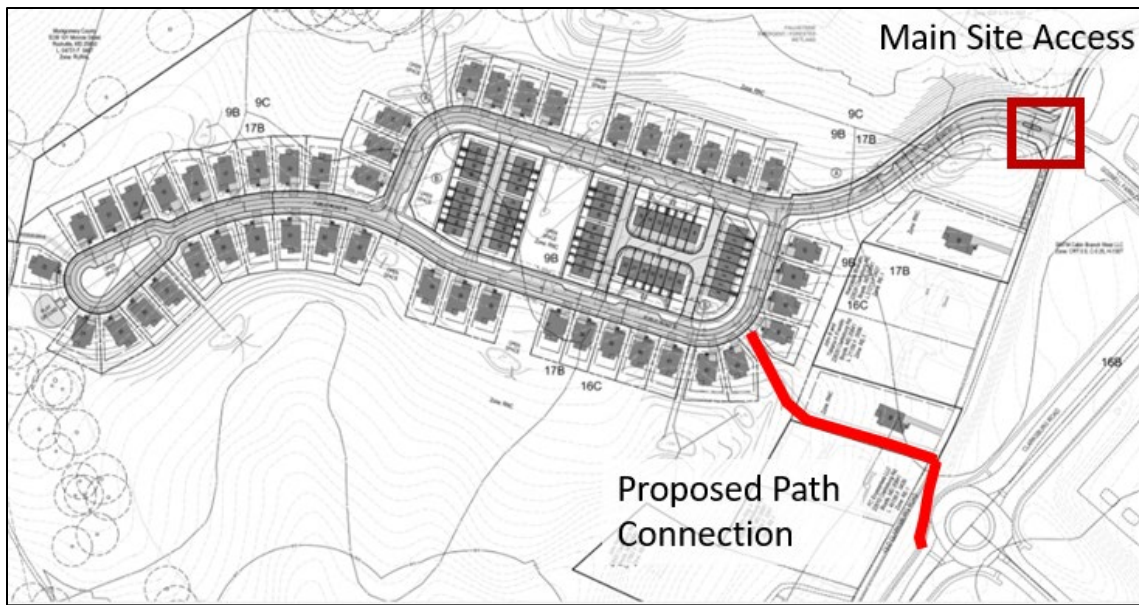


Figure 7 – Proposed Trail Connection

The addition of the path would provide a more direct route for cyclists and pedestrians to points to the south, particularly the proposed elementary school. The connection would reduce the journey by approximately 1,000 feet, reducing walking time by roughly 4 minutes in comparison to the Applicant’s no-build option. This would maintain a total walk time of roughly 10 minutes from the trailhead to the school, versus a roughly 14-minute walk with the no-build option; the reduction in time would likely result in a significant increase in biking and walking trips to and from the elementary school. The path would also connect to the existing sidepath along the south side of Clarksburg Road. In contrast, the Applicant’s no-build approach would likely reduce if not eliminate non-vehicular trips to the school and points south.

The recommendation for a new path is a more limited compromise from an earlier request to include a second full road connection roughly along the proposed alignment of the proposed path. Staff believes the path connection as opposed to a road connection provides an invaluable connectivity benefit, specifically for bicyclists and pedestrians, with the least environmental impacts. This connection will support the finding for the use of a non-through road serving a community of greater than 75 units. This finding will be required for the Preliminary Plan (50.4.3.E.2.e) to determine that an additional road connection is “infeasible due to a property’s unusual shape, size, topography, environmentally sensitive areas”.

Staff’s recommendation follows extensive Master Plan and General Plan guidance to promote connectivity and “complete communities.” The *Ten Mile Creek Plan* recommends new development be “oriented toward pedestrians and ... maintain connections to the transit network” (page 7). The Plan further recommends that developments “connect streets within neighborhoods for improved local movements and include pedestrian-friendly designs for

streets that link neighborhoods” (page 8). Similarly, the previous 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). 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 multimodal network (page 28).

Thrive 2050 was adopted as the County’s General Plan in 2022; *Thrive 2050* 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 promoting “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 staff-recommended path supports these recommendations by enhancing connectivity and building a more complete community.

The addition of a ten-foot-wide asphalt path connection would result in the addition of roughly 7,000 to 10,000 square feet of impervious surface. This coverage would need to be compensated for elsewhere within the application. Potentially, this can be accomplished with limited impact to the development scale by reducing other impervious surfaces such as typical driveway widths.

Public Streets

The Applicant will be required to provide all street requirements proposed in the *Ten Mile Creek Master Plan* and the 2021 *Complete Streets Design Guide*. In particular, the Application will need to provide buffered sidewalks on both sides (as shown) of all proposed public streets, as well as along the frontage of Old Clarksburg Road.

LATR

A transportation impact study is likely to be required with the Preliminary Plan application. The proposal for 99 net new dwellings will exceed the 50 peak-hour person trip threshold requiring a study under the 2020-2024 *Growth and Infrastructure Policy* and 2022 LATR Guidelines.

Applicant Position:

The Applicant does not propose to provide an additional access point. The Applicant believes a second access is unnecessary to serve the community, in particular that the single access provides adequate fire access. The Applicant contends that a second access to Old Clarksburg Road would not address the larger access question as Old Clarksburg Road terminates approximately ½ mile to the west of the Subject Property with no additional connectivity to the larger road network.

The Applicant contends that all vehicles would be required to travel through the Old Clarksburg Road / Gosnell Farm Drive intersection to access the Subject Property regardless of the inclusion of a second access point. Additionally, development of the Subject Property must meet the strict six percent impervious surface area cap for the Ten Mile Creek watershed as well as provide 80 percent rural open space; a second connection would both add impervious surface while reducing the available land to be used as rural open space.

Alternatively, Staff's recommended paved path connection would still result in impacts on impervious surface calculations. These results have not been determined. The lack of through connection limits access options for residents, visitors and maintenance vehicles.



Figure 8 – Local Bike Level of Traffic Stress

SECTION 7: CONCLUSION

The Applicant requested binding advice from the Planning Board, regarding:

1. Confirmation that the general layout is appropriate, including the single point of access, the tear drop cul-de-sac at the western end of the site and the general mix/location of unit types.
2. Confirmation that the impervious cover limit of 6% in the Clarksburg West Overlay Zone is calculated based on the Gross Tract Area.
3. Confirmation that the pedestrian and bicycle improvements included in the Plan, when combined with the recently constructed bikeway and pedestrian system along Maryland 121, and through Cabin Branch, meet the requirements under the Master Plan, Bicycle Master Plan and Subdivision Regulations for these features.

Staff supports the general layout and access, but as conditioned, recommends providing an additional non-vehicular connection between the interior road network and the off-site sidewalk and sidepath on Clarksburg Road, which will improve connectivity to the adjacent residential and commercial development, helping mitigate for the single access point to Old Clarksburg Road. The impervious surfaces must be calculated over the land area that is included in the Application, including any off-site improvements, that lies within the CWE Overlay Zone.

ATTACHMENTS

Attachment A: Statement of Justification

Attachment B: Pre-Preliminary Plan Composite

Attachment C: MCDPS Fire Department Access and Water Supply Correspondence

Attachment D: MCDOT Pre-Preliminary Plan Letter

STATEMENT OF JUSTIFICATION
PRE-PRELIMINARY PLAN APPLICATION

CLARKSBURG CHASE
KING PROPERTY
LENNAR HOMES
JUNE, 2022

Lennar Homes ("Applicant"), submits this Pre-Preliminary Plan Application for review by the Montgomery County Planning Board pursuant to Section 50.5.1 of the Montgomery County Subdivision Regulations. The subject property totals 136.18 acres, located at 22600 Clarksburg Road. (The subject property includes Tax Account Nos. 00023012, 00023045, 00023023 and 00023034). Applicant is the contract purchaser.

The purpose of this Pre-Preliminary Plan Application is to seek Planning Board review of several threshold questions before applicant prepares a formal Preliminary Plan of Subdivision application. The specific issues on which the Applicant is seeking the Planning Board determination include: (1) the overall conceptual layout, (2) access and circulation and (3) impervious cover calculations.

BACKGROUND INFORMATION

The property is subject to both the 1994 Clarksburg Master Plan and the 2014 Ten Mile Creek Area Limited Amendment. In both plans, the property is recommended for residential development. Initially, the 1994 Plan called for development under more dense TDR zoning. Due to environmental questions and the interest in preserving the water quality of Ten Mile

Creek, the Ten Mile Creek Area Limited Amendment rezoned the property to the Rural Neighborhood Cluster (RNC zone) with public sewer at a permitted density of one unit per acre with a possible MPDU bonus. That Master Plan also called for a Ten Mile Creek West Overlay Zone with more specific development standards. As discussed below, this Pre-Preliminary Plan Application conforms with both the Ten Mile Creek Limited Amendment and the Clarksburg West Environmental Overlay Zone.

CONCEPT PLAN

Although the current zoning would permit up to 136 dwelling units on the property, in order to preserve as much open space as possible, this Application seeks approval of only 100 units. The proposed density, will be split between 70 single-family detached units (20 neo-traditional, rear load units and 50 frontload units around the perimeter of the site). The orientation of these units generally follows the concept approved for the Ten Mile Creek property just to the south of the subject with front load single-family units around the perimeter, fronting on a loop road, and rear load single-family and townhome units in the center of the property. It also includes one single-family unit along Clarksburg Road adjacent to the existing homes there. This orientation allows for the preservation of substantial open space around the entire community consisting of both dedicated parkland and open space to be owned by the homeowners association. It also includes preservation of all sensitive areas including both stream valley buffers and forested areas. The development is located within an area that has been actively farmed for many years.

Consistent with the recommendations in the Ten Mile Creek Limited Amendment and the WSSC sewer and water review and approval for the property following that Master Plan amendment, it will be served by pressure sewer connecting to existing gravity lines to the south. Applicant will dedicate most of the Rural Open Space as parkland. The exact percentage of Rural Open Space has not been calculated at this time but it will be a minimum of 80% of the Gross Tract Area. Consistent with the Clarksburg West Environmental Overlay Zone, impervious cover will be limited to 6% of the total tract area that is the subject of this Application.

The Ten Mile Creek Master Plan provides additional guidelines for development of this property including the following which will be incorporated into the Preliminary Plan of Subdivision:

- Concentrate cluster development in un-forested upland areas; wooded stream valley should be left intact, undeveloped and in their natural states as rural open space.
- Reduce environmental impacts and imperviousness during development by applying ESD techniques.
- Require a conservation management plan for areas outside the limits of disturbance that are not dedicated to M-NCPPC for parkland or placed in a rural open space easement.
- Direct new sewers away from Ten Mile Creek.
- Size and locate lots to preserve rural views from Clarksburg Road.
- Incorporate open space into the clustered community to provide residents with recreation opportunities.

- Provide access from public roads within the development, to the proposed Ten Mile Creek Conservation Park to facilitate the creation of trailheads for natural surface trails and allow Park maintenance access.

ACCESS AND CIRCULATION

The second issue on which applicant is seeking a Planning Board determination is the access and circulation for the property. Given the limited number of units, Applicant is proposing a single point of access to Clarksburg Road. Due to sensitive areas including stream valley buffers and forest conservation areas, the project will not connect to the Ten Mile Creek development by roadway, although natural surface trails will connect them.

IMPERVIOUS COVER

The third issue on which applicant is seeking a Planning Board determination is the calculation of impervious cover. The Ten Mile Creek West Environmental Overlay Zone (Section 59.4.9.6), like other special protection area regulations, limits impervious area as a percentage of the total area under application for development. In this case, the applicable percentage is 6% and this project will conform with that.

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.

**Amended Statement of Justification
Pre-Preliminary Plan Application No. 720230020
Clarksburg Chase
King Property
U.S. Home, LLC March, 2023**

U.S. Home, LLC (“Applicant”), is submitting this Amended Statement of Justification for this Pre-Preliminary Plan Application. This Statement, and the plans being submitted with it, incorporate responses to the comments Applicant has received from Park and Planning Staff and in a Development Review Committee meeting. The subject Property totals 136.18 acres and is located at 22600 Clarksburg Road. It adjoins the recently approved “Creekside at Ten Mile Creek” project.

This application is intended to implement the recommendations for this property in the Ten Mile Creek Area Limited Amendment Master Plan, approved and adopted, July, 2014. As reflected in that Master Plan, development here responds to a variety of sometimes competing goals and issues. The Master Plan recommends residential development of the property with either single family dwelling units, townhomes or a combination of both, allowing up to one unit per acre (a maximum of 136 units) while preserving 80% of the site as Rural Open Space. Constraints to be considered include an overall cap of 6% Total of the Area Under Application as impervious cover, expanded stream valley buffers, and limiting site grading. More specifically, the Master Plan provides guidelines for development of the Property:

- Concentrate cluster development in un-forested upland areas; wooded stream valley should be left intact, undeveloped and in their natural states as rural open space.

- Reduce environmental impacts and imperviousness during development by applying ESD techniques.
- Require a conservation management plan for areas outside the limits of disturbance that are not dedicated to M-NCPPC for parkland or placed in a rural open space easement.
- Direct new sewers away from Ten Mile Creek.
- Size and locate lots to preserve rural views from Clarksburg Road.
- Incorporate open space into the clustered community to provide residents with recreation opportunities.

While respecting these constraints, Applicant also is driven by the County's redoubled efforts to increase the County's housing supply, including Moderately Priced Dwelling Units.

Some of these objectives are absolutes, such as the impervious cover cap and open space requirement, while others are more in the nature of objectives. This Pre-Preliminary Plan meets the express requirements called for in the Master Plan and the Clarksburg West Overlay Zone, while balancing the various other objectives, to achieve the overall Master Plan goals. It also reflects planning decisions made recently for other properties in the Clarksburg area.

Revised Plan

As described below, the revised Pre-Preliminary Plan submission includes a total of 101 new dwelling units, two of which are single family homes fronting on Old Clarksburg Road, reflecting the rural residential nature of that road and the existing homes there. (The

development also will provide new and improved access to one existing home to the west of the site.) The 99 new homes internal to the site (i.e., excluding the two new homes to be built on Old Clarksburg Road and the one existing house) include 52 townhomes, 13 of which will be MPDUs. All of the townhomes will be rear loaded units, served by an interconnected alley system. Forty-nine (49) single family detached units will be located around the perimeter of the site, interwoven with various openings and pathways to the abundant open space surrounding the project, and two new units will be built along Old Clarksburg Road. This revised plan includes "windows to the open space" at multiple locations throughout the site as recommended by Staff. This includes two areas of expanded central open space that connect entirely through the site to break the development into "pods" as suggested by Staff, providing wonderful vistas to the beautiful countryside. The location of the development follows the ridgeline to the extent possible and is arranged in a compact fashion so as to reduce the amount of grading. Pursuant to Staff's request, Applicant also has provided visitor parking for those wanting to access the trail system and open space provided by the development. (A larger public access area is being constructed on the Creekside at Ten Mile Creek project just to the south of this site in connection with a 10 acre local park there that itself will serve as the major public trailhead to the system). Applicant also has revised the cul-de-sac termination of the spine road to provide an additional opening to the open space, and to reflect a more aesthetic "teardrop" shape as was approved at the adjoining Creekside at Ten Mile Creek project. Pursuant to MC-DOTs request, the internal roads have been revised to be 21 feet wide. They include sidewalks on both sides as well as a sidepath along the entrance road, connecting to both Old Clarksburg Road/Gosnell Farm Drive and the reconstructed MD 121. Finally, the Clarksburg West Overlay Zone limits impervious

cover for this site to 6% of the Total Area Under Application. The proposed plan shows an approximate impervious cover of 354,335 sq. ft. on a GTA 5,931,872 sq. ft. or 5.97% of the Total Area Under Application. This includes anticipated impervious cover for playground facilities.

The Application meets the standards for a Preliminary Plan set forth in Section 4.3 of the Subdivision Regulations, including block design, lot design, public sites and adequate open space, public roads, water supply and sewage disposal, stormwater management, utilities and adequate public facilities. In terms of road access, the project connects to the existing public road system at Gosnell Farm Drive. It is a non-through road because any connection to another road is infeasible given the environmentally sensitive area that surrounds the proposed development and the absence of any existing or potential adjoining development farther to the north, south or west.

Staff suggested the possibility of providing a second access road out to Old Clarksburg Road. Applicant has explored this but has concluded it is neither feasible nor necessary. The project has only 100 units served by the access road (99 new units plus the one existing house west of the development site) which complies with the single access road standards and fire access requirements. Additionally, the project fronts on and has access to Old Clarksburg Road, a winding country road in a narrow, prescriptive right-of-way but has direct access at the proposed entrance, to Gosnell Farm Drive and MD 121. A second point of access to the old, country road would not add any accessibility given the need to reach MD 121 via Gosnell Farm

Drive. Equally important, the project is in the Clarksburg West Environmental Overlay Zone with a 6% impervious cap. Even now, Applicant is not able to achieve the full zoned density because of the impervious cap and would not want to further reduce the number of units to accommodate the impervious cover for a second access point when it is not required. It also would require additional site grading in an environmentally sensitive area. As an aside, Applicant notes that the Creekside at Ten Mile Creek project, also in the Clarksburg West Environmental Overlay Zone just to the south of this property, has only one public access point serving more than 300 units. (The Creekside at Ten Mile Creek project does have a second emergency access point for fire purposes, but this is not open to the public and was required only because there were many more than 100 units on the single access road).

Staff also inquired about the use of a loop road rather than a cul-de-sac at the western end of the property. Applicant has revised the cul-de-sac to reflect a “teardrop” design consistent with the adjacent Creekside at the Ten Mile Creek property, but has concluded a loop road is neither necessary nor feasible. As noted above with respect to a second point of access, a loop road also would create additional impervious area for the road rather than allocating it to housing units. This also would cause the development at that end of the property to be spread farther out, requiring more grading, impacting the amount of Rural Open Space and possibly affecting forest and tree conservation objectives.

Finally, Applicant has explored Staff's inquiry about frontage improvements on Old Clarksburg Road. The project fronts on that road but is directly connected to the reconstructed

Clarksburg Road/Maryland Route 121. That road was recently rebuilt to provide local and regional access for this area and to meet all current standards with respect to roadway width, as well as bicycle and pedestrian improvements. More specifically, it has a separated hiker biker path along the south side of MD 121 and a sidewalk on the north side, as well as on-street bike lanes along both sides of MD 121. With the bicycle/pedestrian connection along the proposed access road into to this project, connecting to the pathway systems along MD 121 and throughout the Cabin Branch community, residents in this new community will have excellent bicycle and pedestrian circulation to stores, parks and a regional trail system. The subject site also has only limited frontage along Old Clarksburg Road (the location where the entrance road is, the two proposed single-family units, and section further to the south) such that the direct frontage is interrupted with other property ownership, making any frontage improvements for the subject property impractical. Additionally, Old Clarksburg Road is a prescriptive road, such that the right-of-way does not exist to enable construction of pedestrian or bicycle improvements there. Once again, any improvements there also would add to the impervious cover without providing any significant public benefit. (As an aside, Applicant notes that there is no master plan requirement for bicycle or pedestrian improvements along Old Clarksburg Road and the improvements already constructed along Maryland Route 121 meet all of the master plan recommendations).

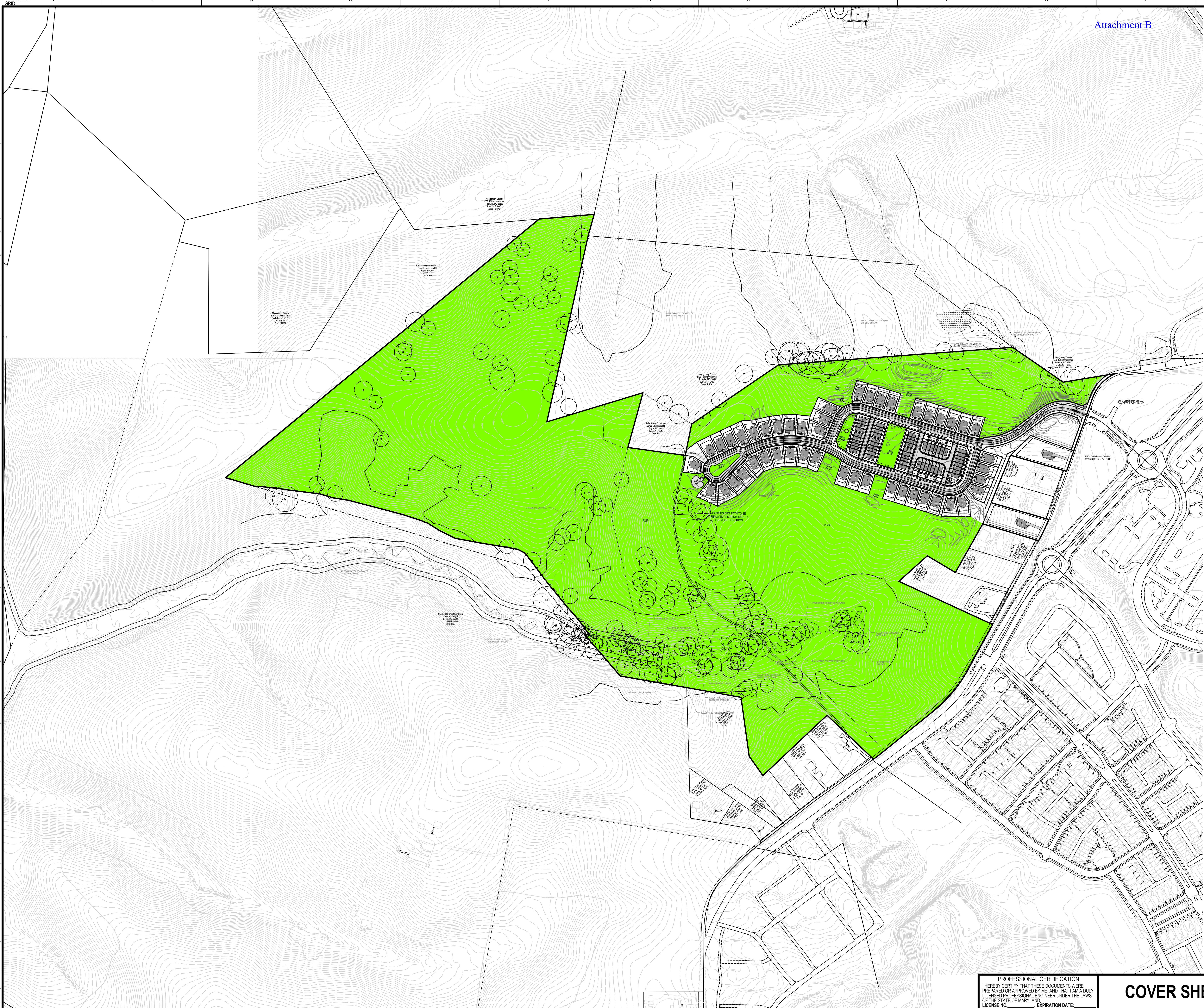
Pre-Preliminary Plan Review

This is a Pre-Preliminary Application in which Applicant is seeking Planning Board confirmation of various threshold issues. First, Applicant wants to confirm that the general

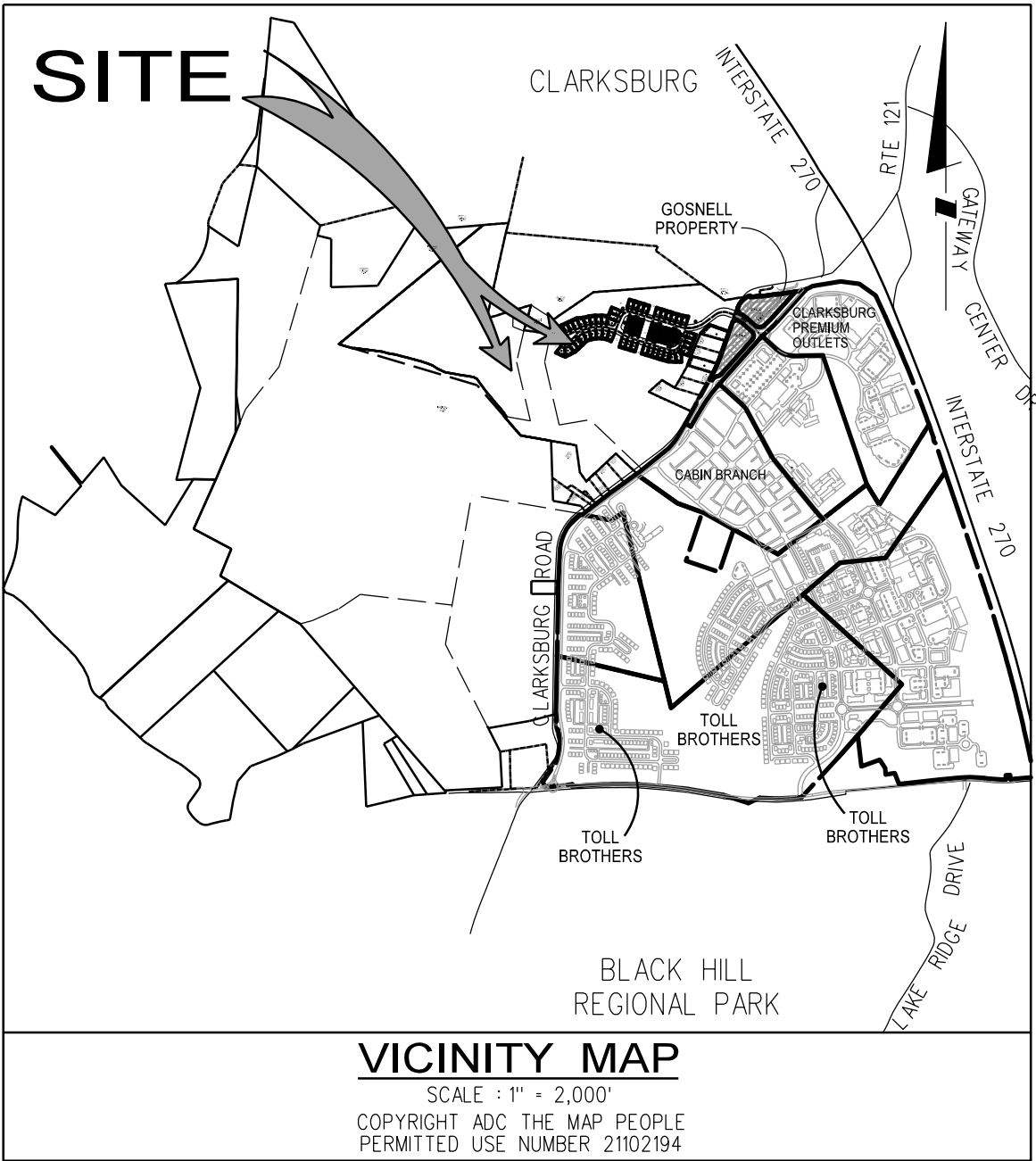
layout is appropriate, including the single point of access, the tear drop cul-de-sac at the western end of the site and the general mix/location of unit types. Second, Applicant wants to confirm that the impervious cover limit of 6% in the Clarksburg West Overlay Zone is calculated based on the Total Area Under Application. Third, as discussed above, Applicant wants to confirm that the pedestrian and bicycle improvements included in the Plan, when combined with the recently-constructed bikeway and pedestrian system along Maryland 121, and through Cabin Branch, meet the requirements under the Master Plan, Bikeway Master Plan and Subdivision Regulations for these features.

Applicant recognizes that this is a Pre-Preliminary Plan and that the formal Preliminary Plan of Subdivision and Site Plan applications will include additional detail with respect to housing unit design, community amenities, and a specific location of the units.

The original of this drawing document was prepared by Soltesz, Inc. (SOLTESZ). This document was not obtained directly from SOLTESZ and/or it was transmitted electronically. SOLTESZ cannot guarantee that unauthorized changes and/or alterations were not made by others. If verification of the information contained herein is needed, contact should be made directly with SOLTESZ. SOLTESZ makes no warranties, express or implied, concerning the accuracy of any information that has been transmitted by electronic means.



Attachment B



SHEET INDEX

- 1 COVER SHEET / OVERALL PLAN
- 2 ENLARGEMENT PLAN
- 3 STREET CROSS SECTIONS
- 4 APPROVAL PLAN

General Notes:

1. The subject property is zoned RNC.
2. The subject property totals 136.18 acres located at 22600 Clarksburg Road
3. Existing Conditions, Property Boundaries, and Topographic Information was prepared by Soltesz
4. The subject property includes Tax Account Nos. 00023012, 00023045, 00023023 and 00023034
5. The site is within the 1994 Clarksburg Master Plan and the 2014 Ten Mile Creek Area Limited Amendment
5. The subject property is located within the Ten Mile Creek Special Protection Area
6. The proposed Stream Valley Buffer, Wetland Delineation, and Forest Stand Delineation prepared by GTA.
7. According to the federal emergency management agency (FEMA) flood insurance rate map (FIRM) number 24031C0160D, effective September 29, 2006. There are no areas of FEMA 100-year floodplain within the subject property. The limits of the 100-year floodplain shown hereon are per the M-NCPPC and were provided by Soltesz inc.
8. The property is classified under the Public Water Systems Category W-3, and Public Sewer Systems Category S-3.
9. According to Ms. Lori Byrne of the Maryland Department of Natural Resources (MS SNE) Wildlife and Heritage Service, "The Wildlife and Heritage Services has determined that there are no official state or federal records for listed plant or animal species within the delineated area." The MD DNR Wildlife and Heritage is included on this sheet. The limits of forest interior dwelling species (FIDS) Habitat depicted hereon were prepared in general accordance with guidance from the MD DNR's guide to the conservation of interior dwelling birds in the Chesapeake Bay critical area dated June 2000.
10. Based on information provided by the Locational Atlas and Index of Historical Sites in Montgomery County designated in the master plan for historic preservation or listed in the national register of historic places obtained by MCATLAS. There are no national registered historic sites or districts, master plan sites or districts, historic easements, or heritage areas within the subject property.

OPEN SPACE
80% OPEN SPACE REQUIRED WITHIN AREA OF APPLICATION
(5,931,782 S.F. * 0.8 = 4,745,426 S.F. OR 109 AC.)
86% OPEN SPACE PROVIDED WITHIN AREA OF APPLICATION
(5,106,950 S.F. OR 117 AC.)

LEGEND:

- EXISTING GRADE
- EXISTING SIGNIFICANT AND SPECIMIN TREES
- EXISTING RIGHT OF WAY
- EXISTING ROAD
- 10" W W
- 8" S
- PROPOSED WATER LINE
- PROPOSED SEWER
- PUBLIC UTILITY EASEMENT
- PROPOSED PROPERTY LINE
- SVB
- SVB
- STREAM VALLEY BUFFER
- WETLAND BUFFER
- WETLAND LIMIT

PROFESSIONAL CERTIFICATION
I HEREBY CERTIFY THAT THESE DOCUMENTS WERE PREPARED OR APPROVED BY ME, AND THAT I AM A DULY LICENSED PROFESSIONAL ENGINEER UNDER THE LAWS OF THE STATE OF MARYLAND.
LICENSE NO. EXPIRATION DATE:

COVER SHEET AND OVERALL LAYOUT

PRE-PRELIMINARY PLAN
720230020
CLARKSBURG CHASE

CLARKSBURG (2nd) ELECTION DISTRICT, MONTGOMERY COUNTY, MARYLAND



Rockville Office
2 Research Place, Suite 100
Rockville, MD 20850
P. 301.946.2750 F. 301.946.9067
www.solteszco.com

Rockville
Lanham
Waldorf
Leonardtown
Frederick
Soltesz DC, LLC

| NO. | DESCRIPTION | DATE | BY | DATE |
|-----------|--|---------------------------------|-------------|----------|
| 1 | SUBMISSION OF PRE-PRELIMINARY PLAN 720230020 | 09/2022 | KDL | 09/2022 |
| DESIGNED: | DATE: July 2021 | CAD STANDARDS VERSION: V8 - RCS | TECHNICIAN: | CHECKED: |

MISS UTILITY NOTE

INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-251-7777 48 HOURS PRIOR TO THE START OF EXCAVATION. IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

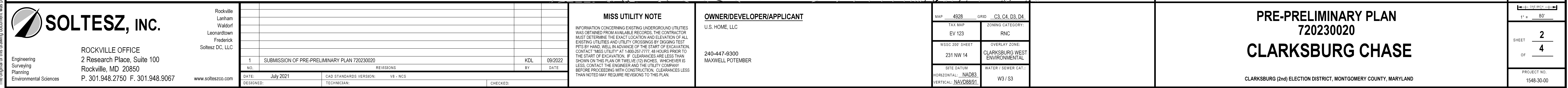
OWNER/DEVELOPER/APPLICANT

U.S. HOME, LLC
240-447-9300
MAXWELL POTEMBER

| | |
|-------------------------------|---|
| MAP: 4928 | GRID: C3, C4, D3, D4 |
| TAX MAP: EV 123 | ZONING CATEGORY: RNC |
| WBC 200 SHEET: 231 NW 14 | OVERLAY ZONE: CLARKSBURG WEST ENVIRONMENTAL |
| SITE DATUM: HORIZONTAL: NAD83 | WATER / SEWER CAT.: WATER / SEWER CAT. |
| VERTICAL: NAVD83 | W3 / S3 |



SHEET 1 OF 4
PROJECT NO. 1548-30-00



From: [Pereira, Sandra](#)
To: [Van Alstyne, Chris](#); [Brown, Brett](#); [Casey, Jonathan](#); [Server, Jeffrey](#)
Subject: FW: Oct 25 DRC Comments
Date: Friday, October 14, 2022 2:06:42 PM

Fire & Rescue comments

From: LaBaw, Marie <Marie.LaBaw@montgomerycountymd.gov>
Sent: Thursday, October 13, 2022 4:38 PM
To: Sorrento, Christina <christina.sorrento@montgomeryplanning.org>; Braunstein, Neil <neil.braunstein@montgomeryplanning.org>; Brown, Angela <angela.brown@montgomeryplanning.org>
Cc: Torma, Rebecca <Rebecca.Torma-Kim@montgomerycountymd.gov>
Subject: Oct 25 DRC Comments

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

82021012A BELWARD CAMPUS – PARCEL A and BELWARD CAMPUS DRIVE

820220250 BELWARD CAMPUS – PARCEL A and BELWARD CAMPUS DRIVE

- 1) Dimension on-street parking widths to be no less than 8 feet.
- 2) Fire hydrants shall be located no farther than 7 feet from edge of compliant fire department vehicular access. More than one hydrant is currently shown behind separation islands and parking lanes.
- 3) Dimension all relevant pavement widths. Fire department vehicular access shall be no less than 20 feet wide as per prescriptive code.
- 4) Maximum allowable firefighter walking distance to every point on the exterior of an unsprinklered building is 150 feet. Reevaluate the parking garages.
- 5) Main lobby doors shall be located no farther than 50 feet from edge of compliant FD vehicular access. This includes any exterior accessed accessory occupancies such as retail spaces.
- 6) The term “operational bay” has been used liberally on the submitted FD access plan and appears to have been misapplied. Contact Marie LaBaw, DPS for more information on correct application.
- 7) Fully dimension FD vehicular access including turnaround.

720230020 CLARKSBURG CHASE

- 1) 100 or more units triggers requirement for two remote points of fire department vehicular access to the project. Remote is defined as one half the longest diagonal measured across the developed portion of the site.
- 2) Dimension existing roads as appropriate and locate existing hydrants to show existing compliant FD vehicular access.
- 3) Submit fire department vehicular access plan. Address townhouses that do not face their address street. Maintain 10ft clear from edge of fire department accessible alleys to face of units adjacent units. Show fire hydrants. Label all relevant radii. Show BRLs no less than 15ft for single family lots showing units with main front door greater than 50ft from edge of compliant FGD vehicular access, 150 ft for height restricted units. Contact Marie LaBaw, DPS for additional information.

520230030 GRASE ON MAIN

- 1) Minimum allowable radius at a bend in a fire department vehicular access path is 30ft where pavement is 20ft wide.
- 2) Clearly show main lobby/customer access door for each building to be located no farther than 50ft from edge of compliant FD vehicular access.
- 3) Show fire department connections at main lobby door of each building if required. FDCs shall be located no farther than 100ft from a fire hydrant measured as the firefighter walks.
- 4) Dimension Main Street and Woodfield Road pavement widths.
- 5) Show 15ft wide clear and walkable grade along all exposed exterior walls. See east wall of building 1.
- 6) Driveway apron appears inadequate for FD vehicular access. Contact Marie LaBaw, DPS for additional information.

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



For more helpful Cybersecurity Resources, visit:

<https://www.montgomerycountymd.gov/cybersecurity>



DEPARTMENT OF TRANSPORTATION

Marc Elrich
County Executive

Christopher R. Conklin
Director

March 29, 2023

Mr. Jonathan Casey, Senior Planner
Upcounty Planning Division
The Maryland-National Capital
Park & Planning Commission (M-NCPPC)
2425 Reddie Drive
Wheaton, Maryland 20902

RE: Pre-Preliminary Plan Letter
No. 720230020
Clarksburg Chase

Dear Mr. Casey:

We have completed our review of the Pre-Preliminary Plan uploaded to eplans on March 3, 2023. A previous version of this plan was reviewed by the Development Review Committee at its meeting on October 25, 2022. We offer the following comments:

Applicant's Request: The applicant requested a determination that "Public Road A" is acceptable as a non-through road and the only access point into the proposed subdivision.

MCDOT Response: Per Montgomery County Code, Chapter 50, Section 4.3.E.2.e, providing only one access point to a subdivision with more than 75 dwelling units will require a Planning Board waiver at the preliminary plan stage. In addition, MCDOT will provide a recommendation.

Applicant's Request: The applicant requested a determination that the tear drop cul-de-sac design is acceptable.

Office of the Director

101 Monroe Street 10th Floor · Rockville Maryland 20850 · 240-777-7170 · 240-777-7178 FAX
www.montgomerycountymd.gov

Located one block west of the Rockville Metro Station

MCDOT Response: Final design of the cul-de-sac will be determined at the preliminary plan stage when other details, such as curve radii and vehicle turning templates, are provided.

Applicant's Request: The applicant requested a determination that the pedestrian and bicycle improvements shown on the plan, along with existing improvements along Clarksburg Road (MD 121), meet the Ten Mile Creek and Bicycle Master Plans.

MCDOT Response: Final design of the required pedestrian and bicycle improvements will be determined at the preliminary plan stage.

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

1. All driveways shall be a minimum 20' length from the garage to the sidewalk. This is to prevent vehicles from blocking the sidewalk.
2. Roads A and B:
 - a. Private and public roads shall meet the Complete Streets Design Guide, including sidewalks on both sides of the street, 21' minimum width without parking and 29' minimum width with parking on one side of the street.
 - b. Curve radii, horizontal and vertical sight distance shall meet or exceed minimum design standards in Montgomery County Code.
 - c. Road A is proposed as an overlength cul-de-sac and will require traffic calming.
 - d. We defer to P&P staff for final determination regarding the road classification.
 - e. Roads shall meet FDA requirements.
3. Old Clarksburg Road:
 - a. This road is currently MSHA maintained.
 - b. The applicant shall provide pedestrian and bicycle improvements which will be determined at the preliminary plan stage.

Mr. Jonathan Casey
Preliminary Plan No. 720230020
March 29, 2023
Page 3

Thank you for the opportunity to review this pre-preliminary plan. If you have any questions or comments regarding this letter, please contact me at william.whelan@montgomerycountymd.gov or (240) 777-2173.

Sincerely,

William Whelan

William Whelan
Development Review Team
Office of Transportation Policy

SharePoint\teams\DOT\Director's Office\Development Review\Whelan\W720230020 Clarksburg Chase - MCDOT Review Letter 032923.docx

cc: Sharepoint Correspondence FY-23

| | | |
|-------|-------------------|------------|
| cc-e: | Keely Lauretti | Soltesz |
| | Chris Van Alstyne | MNCP&PC |
| | Brett Brown | MNCP&PC |
| | Sam Farhadi | MCDPS RWPR |
| | Mark Terry | MCDOT DTEO |