

From: [Jeff Toerge](#)
To: [MCP-Chair](#)
Subject: Clarksburg Chase Hearing on preliminary plan 120240040 Testimony
Date: Wednesday, January 8, 2025 10:20:26 AM

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To whom it may concern,

The preliminary plan 120240040 does not account for instantly making Old Clarksburg road a bottleneck of traffic that is not compliant with Section 50-4.3.E.2.e. The residents of Old Clarksburg road have to endure constant backups and police misdirection during busy times at the outlets (residents have to turn right during busy times with outlet traffic lines and go around the next traffic circle to access I270). Before the Creekside at Cabin Branch Construction started, neighbors could simply turn Right out of their driveway to avoid the mess. Currently the traffic calming circle in place serves as huge impervious surface nuisance with vehicular traffic not yielding right of way and outlet workers crossing unmarked and marked crossings to access the bus stop located on Gosnell farm road. Accidents and jumped curbs are a regular site now.

The Gosnell Farm and Clarksburg road traffic circle seems to exist due to planning groupthink that traffic circles are good for everything. Down the road there is new elementary school with no school zone signage and 40mph speed limits on a straight (part of the Clarksburg road straightening project). I call that the drag strip now. Cars blast up and down the road in speeds excess of 80mph. A traffic calming circle is good for a main road with a school intersection, but it will never fully accommodate the needs of commuters on a main thoroughfare directly off a I270 being the only access for a large outlet center. Completing Little Seneca pkwy would help ease some of the mall traffic.

On page 26 of the plan, a 500 ft street rule is mentioned (Section 50-4.3.E.2.e). How can Old Clarksburg road be closed at one end without consideration to section 50-4.3.E.2.e? The development of Creekside at Cabin Branch went directly against this. While the through road is not necessary for the new proposed development the off-site planning must involve integration of existing homes. There is mention of an attempt to make an intersection. There is no retaining wall or grade issue making the intersection at Bryne Park Dr. That must be reimplemented in the plan.

The intersection at Bryne Park Drive and Clarksburg rd would not take much, as they are separated by a bit of grass, Sidewalk and guard rail . Currently the grade is about perfect and there is no retaining wall. This would make our once compliant road compliant again. It would also aid to benefit future homeowners of the proposed development enjoy our parks providing easier access to Black Hills State Park.

The added intersection would also benefit park goers, as it could be a perfect trailhead parking lot in keeping with the roadside trailhead aesthetic common to Boyds.

The emergency access road from Old Clarksburg road to Creekside At Cabin Branch should simply be opened into a connecting road for the communities. Yet again this road closure has made Old Clarksburg road non-compliant with regulations (Section 50-4.3.E.2.e) and limits current homeowners to using the Gosnell Farm 121 traffic circle. That Closure legislatively blighted our properties and served to exclude existing older homes with the new development.

Finally, will WSSC request giving current homeowners on Old Clarksburg rd the option to water and sewer hookups?

Sincerely,
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