Clarksburg Gateway Sector Plan

DRAFT Preliminary Recommendations

Quick Links

Overall Plan Vision

The Clarksburg Gateway Sector Plan envisions a balance between compact, sustainable development and natural resource preservation while fostering active, connected, and resilient neighborhoods that enhance quality of life for all residents, workers, and visitors.

Land Use and Zoning

Vision

The Sector Plan envisions a complete and compact community within the greater Clarksburg area, offering a diverse range of housing, commercial, and employment opportunities, and connected by an expanded street network, transit service, and active transportation pathways.

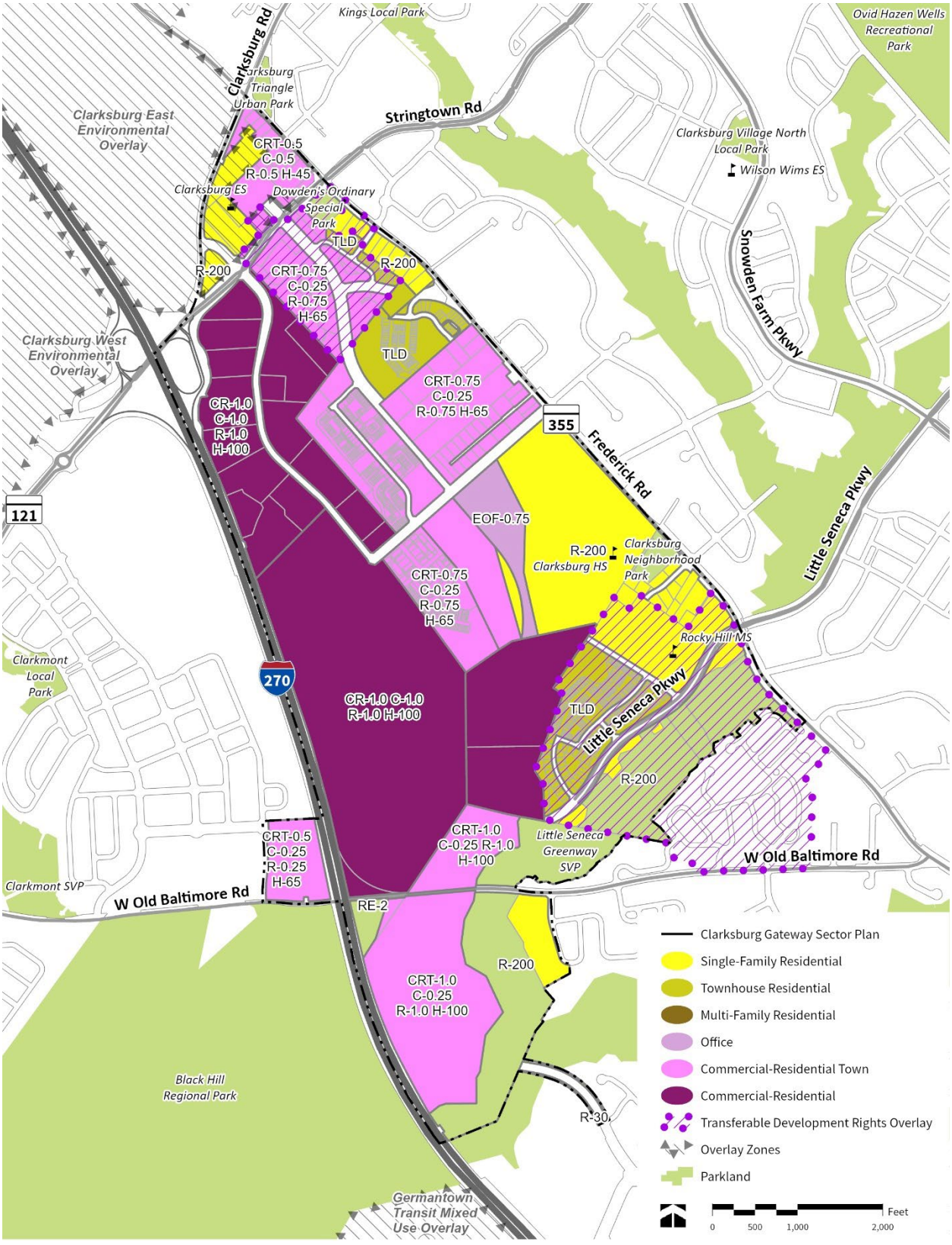
Goals

- Establish an accessible and attractive town center by building on the Clarksburg community's strengths and providing new, connected amenities and destinations for current and future residents.
- Achieve the vision of *Thrive Montgomery 2050* by supporting compact, mixed-use development along the planned transit corridor of Observation Drive that integrates a range of housing, commercial retail and services, and recreation and open space amenities with the surrounding Clarksburg community.
- Maintain a primarily residential character along Frederick Road (MD 355) while allowing for moderate increases in residential density and small-scale commercial uses.

Recommendations

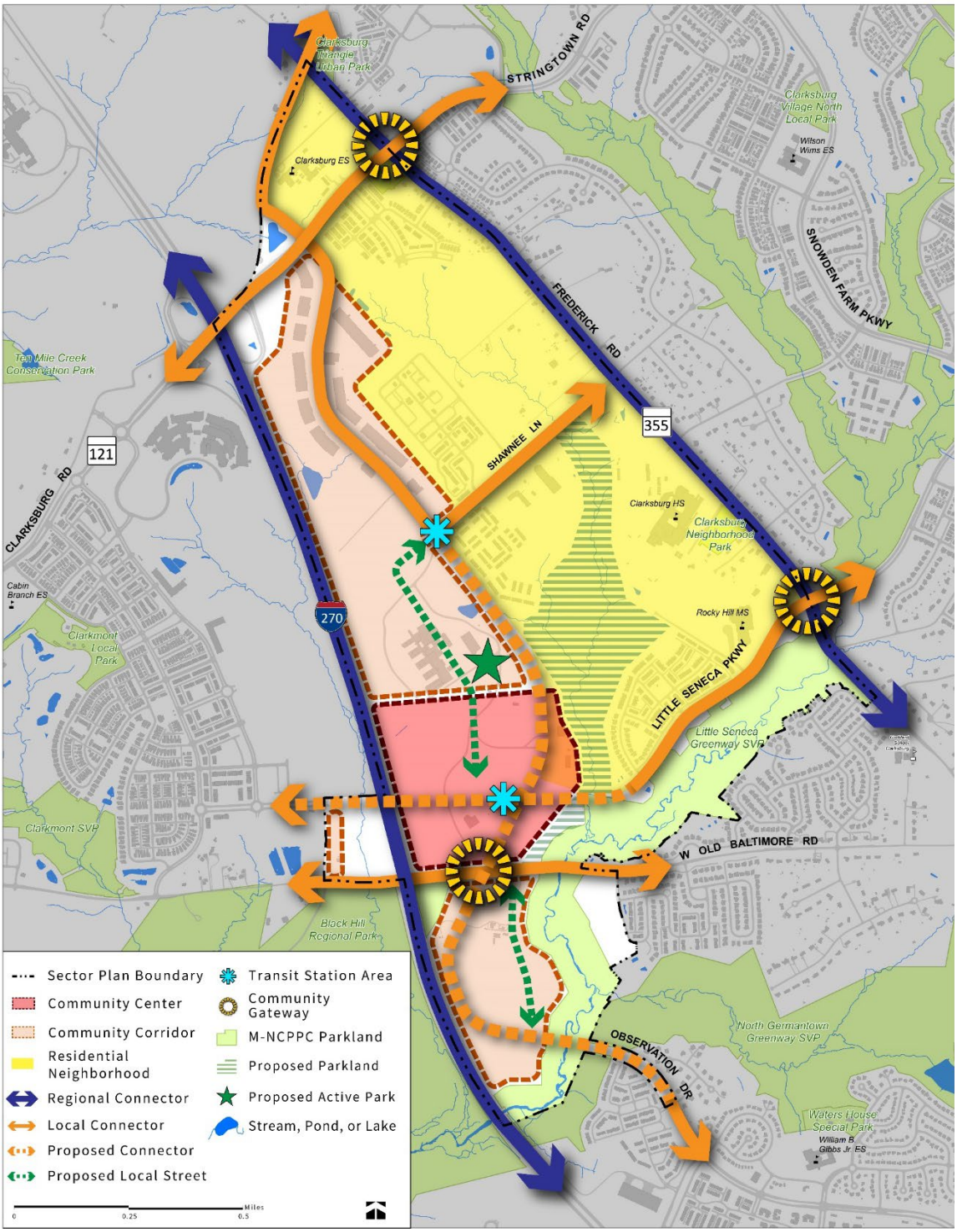
1. Adopt the zoning recommendations of this Plan through a Sectional Map Amendment to implement the plan's vision by allowing a greater mix of commercial (shopping, dining, and entertainment), residential, and recreational uses to serve immediate and surrounding communities. (See Figure 1)

Figure 1: Draft Recommended Zoning Map



2. Implement the vision of the Concept Framework Plan through property development and public programs and improvements. (See Figure 2)

Figure 2: Concept Framework Plan



Concept Framework Plan Element Descriptions:

- The **Community Center** is envisioned as a compact, medium-density, mixed-use development, with building heights between 3 and 7 stories, safe, comfortable, and attractive streetscapes and pedestrian realms, and activated ground floors, parks, and open spaces. Structured and surface parking areas should be located to the side or rear of public streets and wrapped by storefronts or other building entryways, architectural or artistic treatments, and/or landscape screening, where feasible.
- **Community Corridors** are envisioned as low- to medium-density residential, commercial, and/or employment uses that are linked to the Community Center and Residential Neighborhood areas through a hierarchy of streets, paths, trails, and open space.
- **Residential Neighborhoods** should be primarily residential in character, with a mix of densities and housing types that respects the scale of nearby properties, in addition to small-scale commercial or institutional uses that fit within the broader residential character. Public parks and institutional uses should be accessible and compatible with surrounding neighborhoods.
- **BRT and Enhanced Bus Station Areas** are envisioned as activated public gathering spaces served by transit stations and high-quality streetscapes and pedestrian realms. They should provide safe, comfortable, and attractive spaces to board or alight buses and meet up with others while offering shade, furniture, lighting, and wayfinding.
- Public streetscape improvements and private development at **Community Gateways** should incorporate public art installations, unique architectural elements, safe and comfortable pedestrian facilities, and community gathering spaces that heighten the public realm and convey a sense of 'arriving' at these locations.
- **Proposed Parkland** is recommended along a segment of the Coolbrook Tributary to protect and manage sensitive environmental resources, as well as a **Proposed Public Park** for active recreation on the COMSAT property as part of future development of the site.
- **Connectors and Local Streets** are existing and proposed roadways with a 'Complete Street' designation in the *Master Plan of Highways and Transitways* that seek to accommodate safe and comfortable travel by all modes. Connectors are intended primarily for travel through the Sector Plan area while Local Streets are intended to provide access to development sites, with street-facing building and entries, activated ground-floors, and bike and pedestrian amenities.

2. Maintain a 200-foot setback from the eastern Interstate 270 right-of-way for all building uses to minimize noise and air pollution impacts on residents and workers from the highway.

3. The property at 13050 Shawnee Lane (Moyers and Sons Moving Co.) is recommended to remain zoned as EOF-0.75 (Employment Office) to support the continuation of the existing industrial and office use, yet this plan supports a Commercial/Residential floating zone through a Local Map Amendment if requested by the property owner to enable future residential and/or commercial redevelopment.

4. For development projects seeking approval under the Optional Method of Development in the Commercial-Residential (CR) and Commercial-Residential Town (CRT) zones, the following are

prioritized public benefits. These benefits are recommended as first priorities, yet applicants may consider additional benefits to achieve greater development incentives as well:

a. For projects with a residential component, a greater percentage of Moderately Priced Dwelling Units (MPDUs) that the minimum master plan-recommended level of 15% of total dwelling units.

b. For projects with a residential component, inclusion of three-bedroom or larger units.

c. Mitigation provided as a result of full or partial demolition of the former COMSAT Laboratories building may satisfy public benefits required under an Optional Method of Development application. [See also HP section]

d. For any project type, provide neighborhood serving uses, space for community meeting rooms and events, or a major public facility like a recreation center.

e. For any project type, incorporate sustainable features into their site design, such as biophilic design, environmental site design (ESD) techniques (including minimizing grading, maximizing onsite vegetation retention, and the use of green stormwater management techniques), enhanced green roof, bird friendly design, pervious pavement materials, and adaptively reusing existing structure.

Transportation

Vision

The Sector Plan envisions a transportation network that supports a new, complete community in Clarksburg. It will provide high-quality public transit services, safe and efficient travel for all street users, and strong connections to local and regional amenities and destinations, while integrating with the area's environmental features.

To achieve these transportation goals, priority must be placed on a truly multimodal transportation system, optimized for the movement and safety of people, with a greater emphasis on transit over the movement of single-occupancy vehicles. Observation Drive should carry high quality transit services that will efficiently link Clarksburg to the greater region via the MD-355 Flash Bus Rapid Transit (BRT) service. Observation Drive and Little Seneca Parkway should connect neighborhoods and local destinations with welcoming and safe trails for people biking, walking, and rolling. Key street connections from East-to-West and North-to-South will provide additional route options for residents and visitors that will improve day-to-day convenience.

Goals

<u>Street Network</u>

- Prioritize multi-modal accessibility and safety, with a greater emphasis on transit over single-occupancy vehicle movement efficiency, while incorporating Complete Streets design and modern Vision Zero design practices.
- Create a hierarchy of streets as an organizing element in the sector plan area that serves all modes of transportation and creates spaces for informal social interactions.

- Encourage low-impact, environmentally responsible street designs and alignments for the envisioned multi-modal transportation network – minimizing road impacts to protect environmentally sensitive natural resources, watersheds, and wildlife habitats within the plan area.

Public Transportation

- Prioritize and implement Corridor Forward recommendations for an enhanced bus service Corridor Connector route – creating high quality stations that are sheltered, comfortable, and support opportunities for multimodal travel.
- Improve existing public transportation infrastructure and operations to reflect community needs and BRT/enhanced bus service integration.

Active Transportation (Walk-Bike-Roll) Network

- Complete a network of low-stress, shared use trails and paths that foster connectivity between communities and provide safe and comfortable access to neighborhoods, transit, schools, parks, and essential amenities.

Recommendations

Street Network

The street network and the characteristics of the streets influence the local land use, community experience, and travel behaviors. Alternatives to driving alone must be prioritized in the alignment and character of roadways to break the cycle of car-dependent design – which diminishes safety, economic viability, air and water quality, and quality of life. The street recommendations put forward in this plan prioritize high-quality public transportation options, safety, walking and rolling. This plan recommends a safe network of trails for biking, walking, and rolling that connects the community to amenities, residents to each other, and Clarksburg to its neighboring towns. (See the Figure to the right for an expression of this conceptual street network.)

1. The final alignments and designs of new master planned streets and bridges should:
    a. Support efficient public transportation services and active transportation options.
    b. Respect property boundaries while complimenting planned development and activity centers, with a focus on placemaking opportunities.
    c. Achieve safe intersections by adhering to protected crossing distances established by the Complete Streets Design Guide.
    d. Minimize impacts to forested land, streams, stream valley lands, public parkland, and regional water quality.
    e. Respect existing topography and minimize land disturbance and grading.
    f. Include green stormwater management elements within the public right-of-way on roads within the Special Protection Area such as bio-retention in the medians/buffers, trees, and/or other appropriate measures.
2. Remove from the Master Plan of Highways and Transitways unbuilt portions of the following roadways (see also the figure below):

a. The 1994 alignment of Observation Drive through the Coolbrook Tributary stream valley and the Clarksburg Elementary School site.

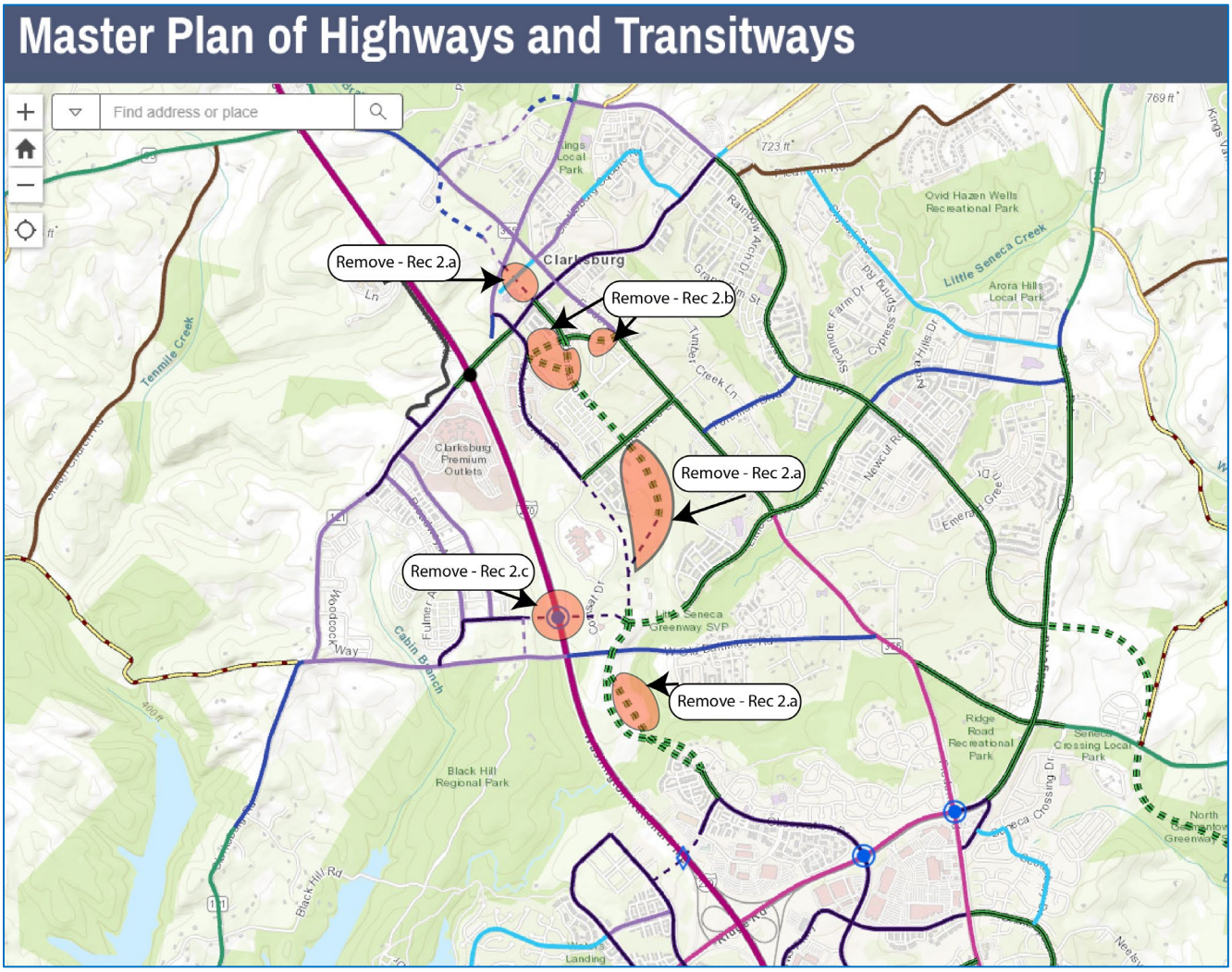
   i. Do not abandon right-of-way that is currently held for these unbuilt roadways to accommodate future bike/ped connections. (i.e., north of Stringtown Road and between Weald Way and Roberts Tavern Drive. (See also Active Transportation rec. #3)

b. Roberts Tavern Drive connection between Gateway Center Drive and Frederick Road.

   i. MCDOT should seek to obtain an easement or right-of-way to accommodate a future pedestrian/bike connection between the eastern terminus of Roberts Tavern Drive and Dowden's Station Way. (See also Active Transportation recommendation #3)

c. The I-270 interchange with the planned Little Seneca Parkway extension from the MPOHT. This plan supports a bridge overpass of Little Seneca Parkway instead.

Figure 3: Proposed changes to Adopted Master Plan of Highways and Transitways



3. Apply the 'Town Center' context area of the Complete Streets Design Guide (CSDG) to the Linthicum Property (Tax Acct. No. 02-03409441) to complete the Observation Drive Town Center corridor and street design standards in the CSDG. (*see added area in dashed black outline and the Sector Plan area in red, below*)

Figure 4: Proposed CDSG Context Area Map

4. Amend the *Master Plan of Highways and Transitways* per the table and map figures below. Master planned road classifications seek to apply design guidelines that reflect current county policy and best practices (Complete Streets Design Guidelines, Vision Zero, Corridor Forward: The I-270 Transit Plan, etc.).

Table 1: Street Classifications and Right-of-Way (ROW) Recommendations

Roadway	From (east or north)	To (west or south)	County classification	Target Speed (MPH)	Proposed ROW (Feet; Minimum)	Existing Lanes	Planned Lanes	Bike Facility (Left Side)	Bike Facility (Right Side)
Observation Drive									
Current	Frederick Road (MD 355)	Clarksburg Road	Town Center Street	25	130	2	2 Travel	Sidepath (shared use path)	None
Proposed	***Frederick Road (MD 355)***	***Clarksburg Road***	***Town Center Street***	***25***	***80***	***2***	***2 Travel***	***Sidepath*** (shared use path)	***None***
Current	Clarksburg Road	Stringtown Road	Boulevard	n/a	150	n/a	4-6 Travel 0-2 Transit	Separated Bikeway (shared use path)	Separated Bikeway (shared use path)
Proposed	***Clarksburg Road***	***Stringtown Road***	***Remove planned roadway***						

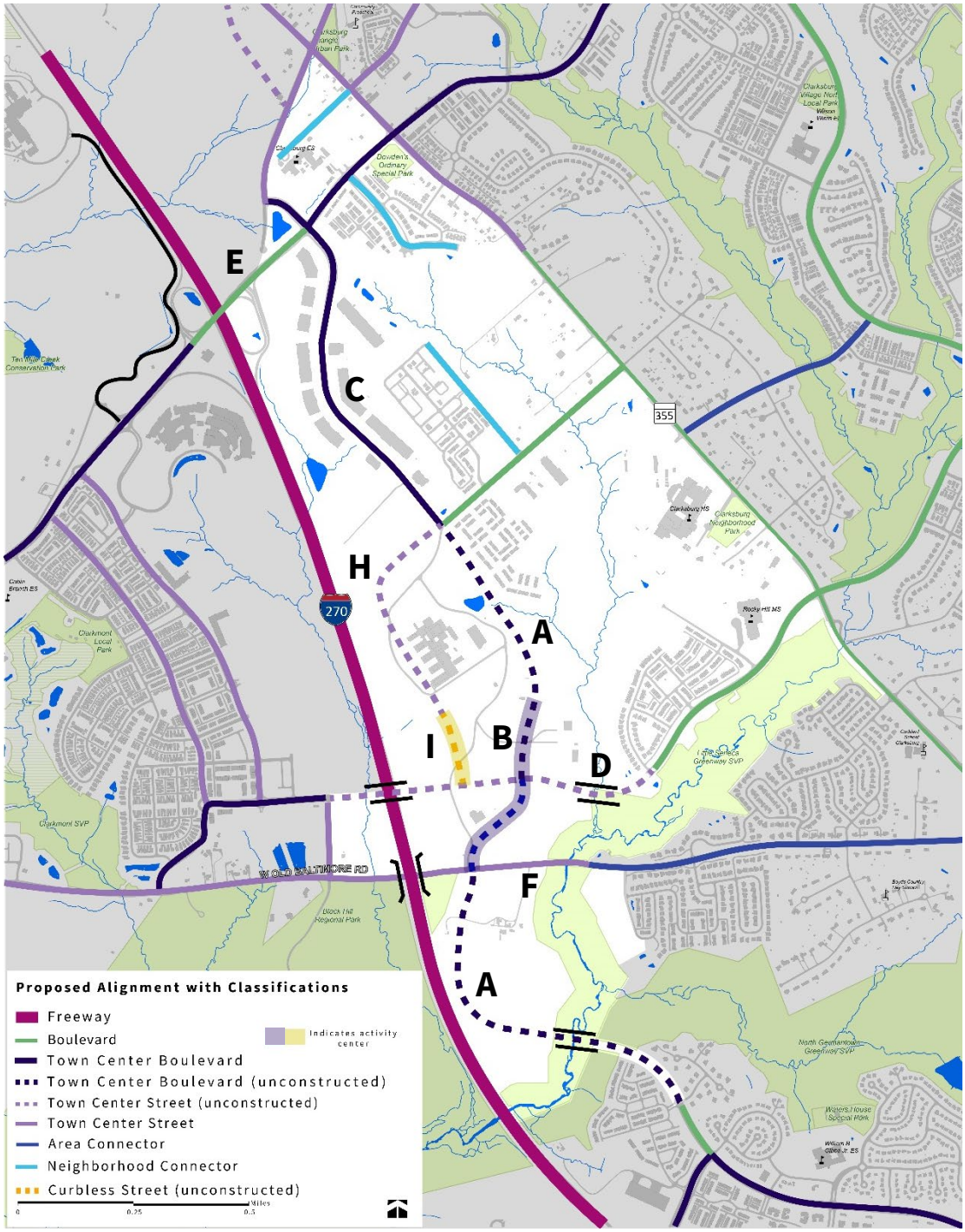
Roadway	From (east or north)	To (west or south)	County classification	Target Speed (MPH)	Proposed ROW (Feet; Minimum)	Existing Lanes	Planned Lanes	Bike Facility (Left Side)	Bike Facility (Right Side)
Current	Stringtown Road	Robert's Tavern Drive	Boulevard	n/a	150	n/a	4-6 Travel 0-2 Transit	Separated Bikeway (shared use path)	Separated Bikeway (shared use path)
Proposed	***Stringtown Road***	***Robert's Tavern Drive***	***Neighborhood Connector***	***25***	***150***	***4***	***4***	***None***	***Separated Bikeway (shared use path)***
Current	Robert's Tavern Drive	Weald Way	Boulevard	n/a	150	n/a	4-6 Travel 0-2 Transit	Separated Bikeway (shared use path)	Separated Bikeway (shared use path)
Proposed	***Robert's Tavern Drive***	***Weald Way***	***Remove planned roadway***						
Current	Stringtown Road	Robert's Tavern Drive	Boulevard	n/a	150	n/a	4-6 Travel 0-2 Transit	Separated Bikeway (shared use path)	Separated Bikeway (shared use path)
Proposed	***Stringtown Road***	***Robert's Tavern Drive***	***Neighborhood Street***	***25***	***150***	***2***	***2 Travel***	***None***	***Separated Bikeway (shared use path)***
Current	Weald Way	Shawnee Lane	Boulevard	n/a	150	n/a	4-6 Travel 0-2 Transit	Separated Bikeway (shared use path)	Separated Bikeway (shared use path)
Proposed	***Weald Way***	***Shawnee Lane***	***Neighborhood Connector***	***25***	***70***	***2***	***2 Travel***	***None***	***None***
Current	Shawnee Lane	West Old Baltimore Road	Boulevard	n/a	150	n/a	4-6 Travel 0-2 Transit	Separated Bikeway (shared use path)	Separated Bikeway (Shared use path)
Proposed	***Shawnee Lane***	***West Old Baltimore Road***	***Remove planned roadway***						
Current	Gateway Center Drive	West Old Baltimore Road	Boulevard	n/a	150	n/a	4-6 Travel 0-2 Transit	Separated Bikeway (shared use path)	Separated Bikeway (shared use path)
Proposed	***Gateway Center Drive***	***Approximately 800' north of Little Seneca Parkway***	***Town Center Boulevard***	***25***	***105***	***4***	***2 Travel 2 Transit***	***None***	***Separated Bikeway (Breezeway)***
Proposed (within Activity Center)	***Approximately 800' north of Little Seneca Parkway***	***West Old Baltimore Road***	***Town Center Boulevard***	***25***	***115***	***4***	***2 Travel 2 Transit***	***None***	***Sidepath (Breezeway)***
Current	West Old Baltimore Road	Waters Discovery Lane	Boulevard	n/a	150	n/a	4-6 Travel 0-2 Transit	Separated Bikeway (shared use path)	Separated Bikeway (shared use path)
Proposed	***West Old Baltimore Road***	***Waters Discovery Lane***	***Town Center Boulevard***	***25***	***105***	***4***	***2 Travel 2 Transit***	***None***	***Separated Bikeway (Breezeway)***
Gateway Center Drive									
Current	Clarksburg Road	Shawnee Lane	Town Center Boulevard	n/a	125	2-4	4-6 Travel 0-2 Transit	None	Sidepath (shared use path)
Proposed	***Clarksburg Road***	***Shawnee Lane***	***Town Center Boulevard***	***25***	***105***	***4***	***2 Travel 2 Transit***	***None***	***Sidepath*** (shared use path)

Roadway	From (east or north)	To (west or south)	County classification	Target Speed (MPH)	Proposed ROW (Feet; Minimum)	Existing Lanes	Planned Lanes	Bike Facility (Left Side)	Bike Facility (Right Side)
Little Seneca Parkway									
Current	Frederick Road (MD 355)	Observation Drive	Boulevard	n/a	120	4	4 Travel	Sidepath	Sidepath
	Observation Drive	Lakeridge Drive	Town Center Boulevard	n/a	120	4	4 Travel	Sidepath	Sidepath
Proposed	Frederick Road (MD 355)	Fair Garden Lane	Boulevard	n/a	120	4	4	***Sidepath*** (shared use path)	***Sidepath*** (shared use path)
	Fair Garden Lane	***Lakeridge Drive***	***Town Center Street***	***25***	***80***	***2***	***2 Travel***	***Sidepath*** (shared use path)	***Sidepath*** (shared use path)
West Old Baltimore Road									
Current	Frederick Road (MD 355)	I-270	Area Connector	n/a	80	2	2 Travel	Sidepath	None
Proposed	***Frederick Road (MD 355)***	***Lakeridge Drive***	***Town Center Street***	***25***	***80***[1]	***2***	***2 Travel***	***Separated Bikeway (shared use path - south, park side)***	***None***
No Change to Master Planned Streets									
Clarksburg Road (MD 121)	Frederick Road (MD 355)	Gateway Center Drive	Town Center Street	25	80	2	2	Sidepath	Striped Bikeway
Shawnee Lane	Frederick Road (MD 355)	Gateway Center Drive	Boulevard	35	120	4	4	None	Sidepath
Redgrave Place	Frederick Road (MD 355)	End of road	Neighborhood Connector	25	70	2	2	None	Sidepath
Frederick Road (MD 355)	Clarksburg Road	Dowden's Station Way	Town Center Street	n/a	50	2	2	None	Sidepath
	Dowden's Station Way	Little Seneca Parkway	Boulevard	n/a	120	4	4	None	Sidepath
Stringtown Road	Frederick Road (MD 355)	Gateway Center Drive	Town Center Boulevard	25	120-140	4	2 Travel 0-2 Transit	Sidepath	Striped Bikeway and Sidepath
	Gateway Center Drive	I-270	Boulevard	25	120	4	4	Sidepath	Striped Bikeway and Sidepath
New Master Planned Streets									
"Main Street"	***Shawnee Lane***	***Approximately 800' north of Little Seneca Parkway***	***Town Center Street***	***25***	***80***	***n/a***	***2***	***Separated Bike Lane***	***Separated Bike Lane***
"Main Street" (within Activity Center)	***Approximately 800' north of Little Seneca Parkway***	***Little Seneca Parkway***	***Curbless Street***	***15***	***70***	***n/a***	***2***	***Comfort zone / street***	***Comfort zone / street***

Notes:
[1]Any necessary additional right-of-way should be added from the north side of West Old Baltimore Road to avoid impacts to sensitive environmental resources on the park property on the south side of the road.

Figure 5: Master Planned Roadways

Note: See typical cross-sections for the lettered street segments on this map, below.



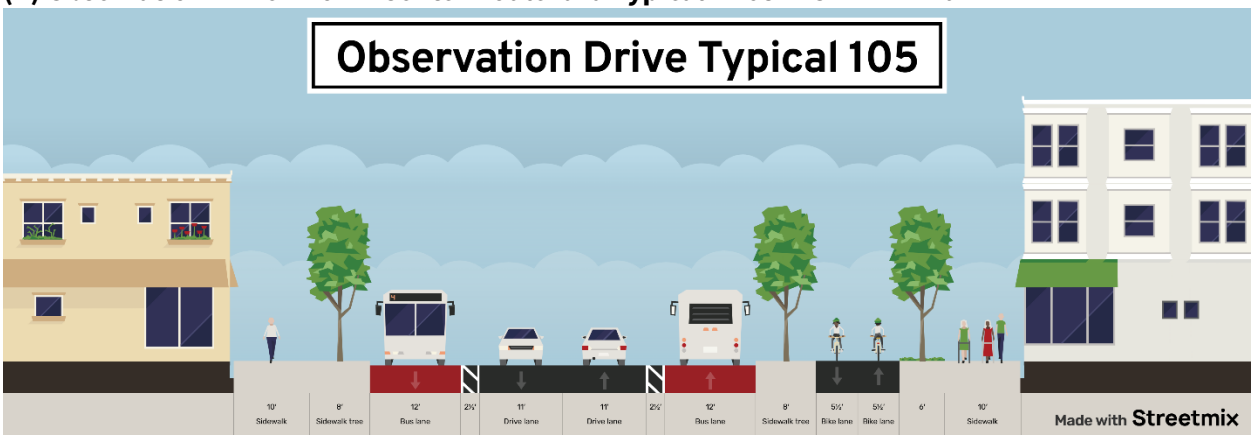
Complete Streets Approach

Great streets are the foundations of great places. “Complete Streets” is a design approach that improves the safety and experience of all road users, where street design is intuitive and people feel comfortable crossing the street, walking to shops, biking to school, and driving safely. A “complete street” is inviting and safe for all travelers and provides the most potential for economic vitality, civic activation, and neighborhood connectivity.

The following cross sections are developed in accordance with the Complete Streets Design Guide (CSDG) and represent master planned “typical” roadway characteristics for streets that are proposed to be amended in the *Master Plan of Highways and Transitways* by this Sector Plan and are expected to be constructed or redesigned within the life of the Sector Plan. Final roadway design may vary at locations like intersections, bus stops, bridges, and activity centers.

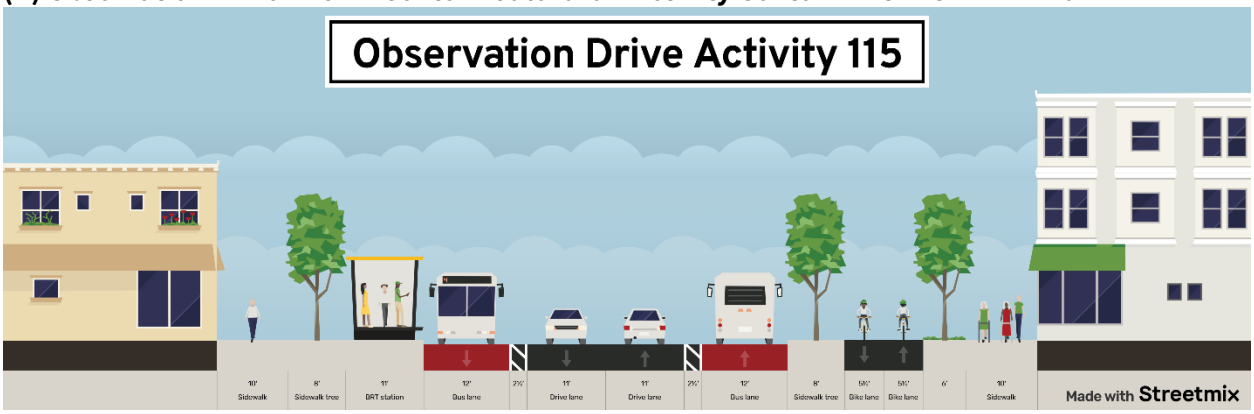
Note: For the location of each cross-section, refer to the letters for each street title in the map above.

(A) Observation Drive – Town Center Boulevard Typical – 105’ ROW minimum



Note: This cross-section provides for complete street facilities for all travelers along this new north-south street connection within the plan area, including a future dedicated bus lane to accommodate the planned Corridor Connector enhanced bus service, an east-side bike breezeway, and street tree buffers.

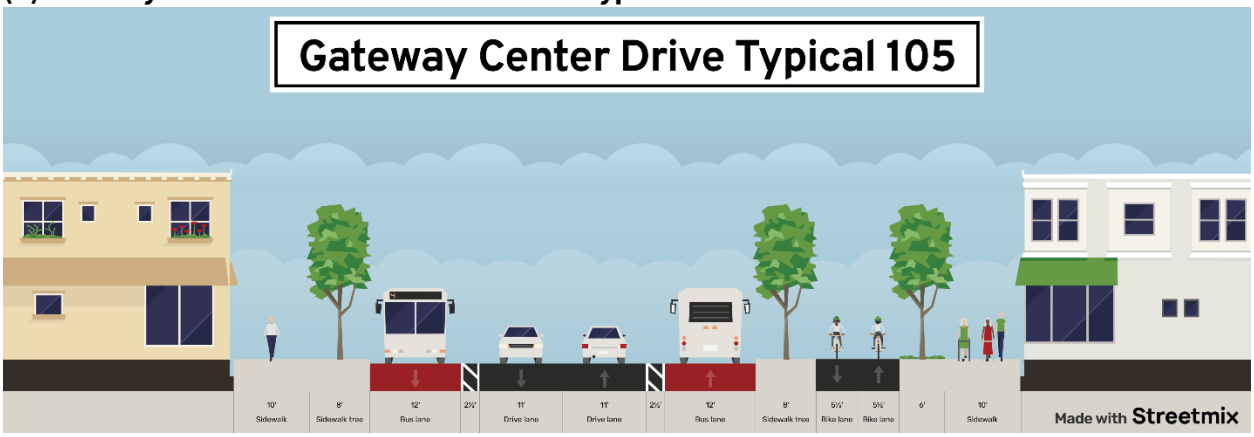
(B) Observation Drive – Town Center Boulevard – Activity Center – 115' ROW minimum



Note: This cross-section provides for complete street facilities for all travelers along this new north-south street connection that runs through an envisioned mixed-use Activity Center within the former COMSAT Laboratories property, including a future dedicated bus lane to accommodate the planned Corridor Connector enhanced bus

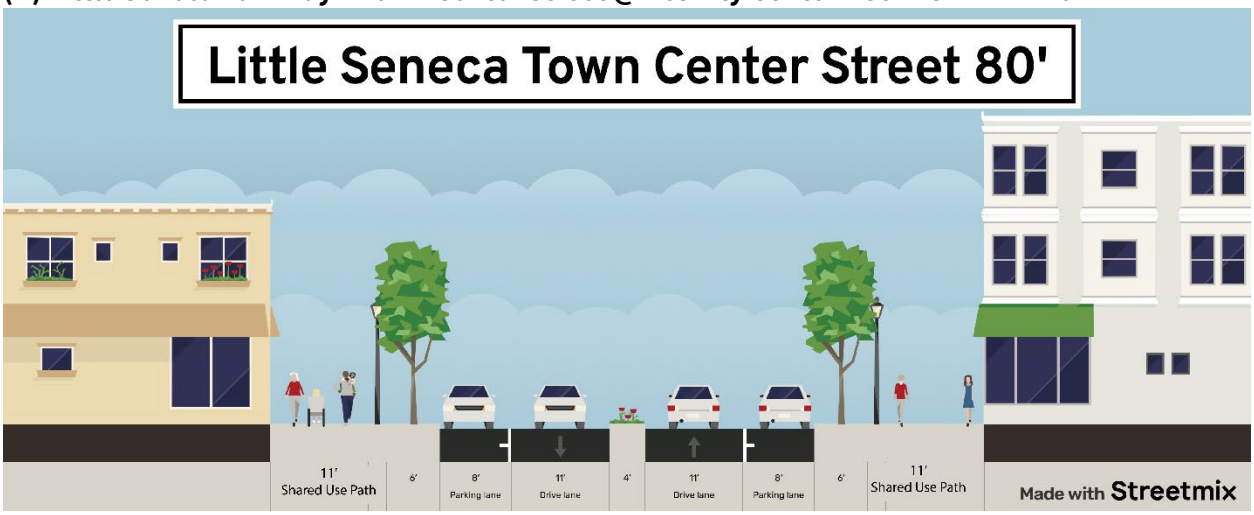
service, an east-side bike breezeway, and street tree buffers. This variation on the 'typical' Observation Drive cross-section is intended to provide higher-quality bike and pedestrian facilities within the planned Activity Center as well as additional ROW to accommodate bus stations, extra frontage, or other activation opportunities.

(C) Gateway Center – Town Center Boulevard Typical – 105' ROW minimum



Note: This cross-section provides for complete street facilities for all travelers along this existing roadway that is planned to connect with the future Observation Drive extension. Accommodated facilities include a future dedicated bus lane for the planned Corridor Connector enhanced bus service, an east-side bike breezeway, and street tree buffers.

(D) Little Seneca Parkway – Town Center Street @ Activity Center – 80' ROW minimum

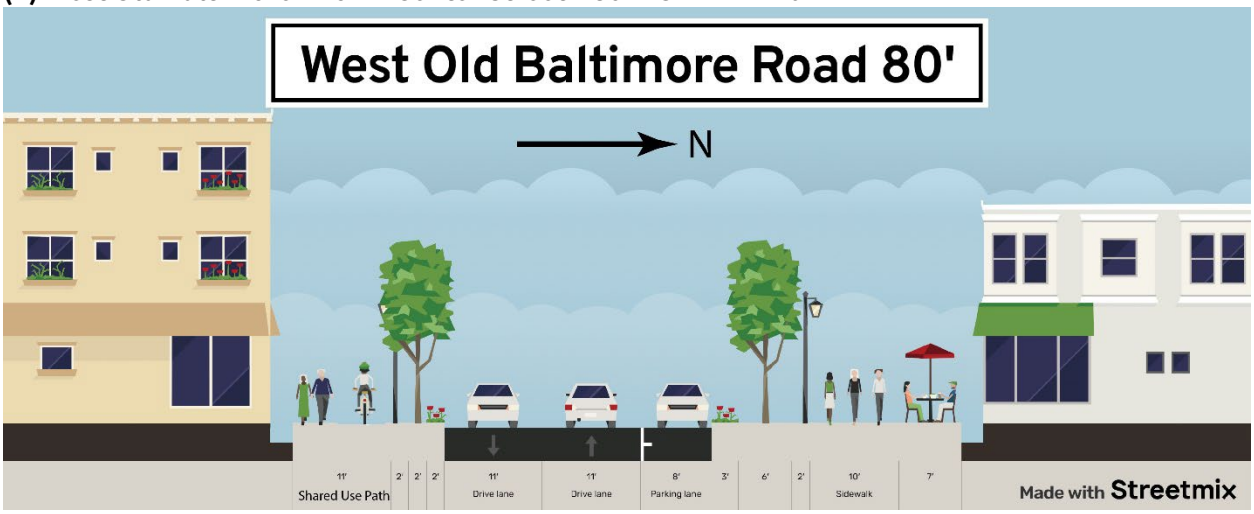


Note: This cross-section provides for two travel lanes and two public parking that can help relieve some of the need for surface parking within development blocks. Additionally, this design allows for conversion into four travel lanes within the existing curb-to-curb space, if needed, by removing the median and street parking.

(E) Stringtown Road – Bridge Over I-270 – Boulevard 100-120' ROW

Note: This cross-section repurposes on-street bike lane space within the right-of-way of this existing roadway to accommodate 11' shared use paths on both sides of the bridge, a wider shoulder, and vertical separation between people and vehicles. This is a response to community feedback regarding the uncomfortable and unsafe experience crossing I-270 walking-biking-rolling.

(F) West Old Baltimore – Town Center Street – 80' ROW minimum

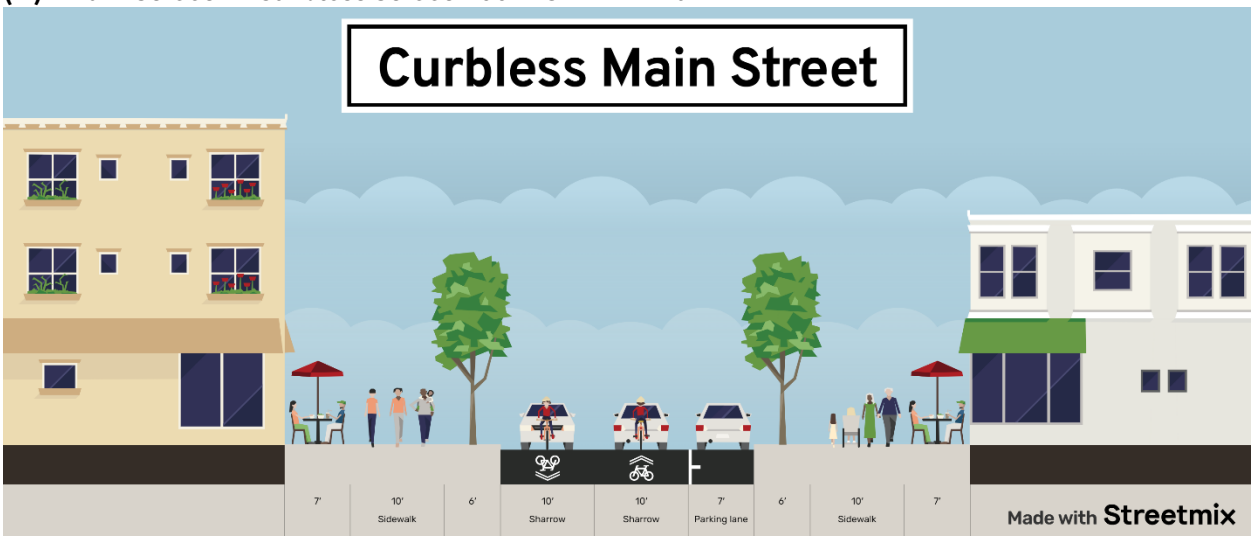


Note: This cross-section maintains two travel lanes on this existing roadway, with the potential for on-street public parking on the north side of the road to reduce the need for surface parking at planned development blocks. Off-street facilities include an extension of the existing shared use path on the south side of the road and a substantial sidewalk and amenity zone on the north side of the road, adjacent to the planned Activity Center

(G) "Main Street" outside activity center - Town Center Street – 80' ROW minimum

Note: This cross-section accommodates Complete Street elements for the planned central 'main street' that runs through an envisioned new residential neighborhood within the former COMSAT Laboratories property. Planned street elements include alternating sides of on-street parking, adequate sidewalks on both sides of the street, street tree buffers, and separated bike lanes that transition into the shared street at the activity center.

(H) "Main Street" - Curbless Street – 66' ROW minimum



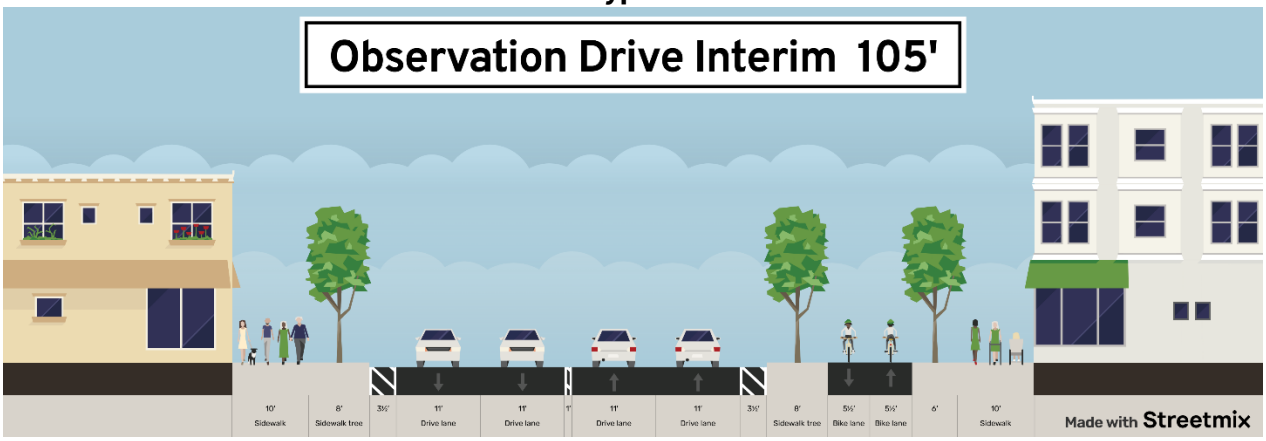
Note: This cross-section accommodates Complete Street elements for the planned central 'main street' that runs through an envisioned mixed-use Activity Center within the former COMSAT Laboratories property. Planned street elements include a curb-less street level across the entire right-of-way that helps to equalize the space for all travelers (e.g., drivers, walkers, cyclists, etc.), alternating sides of on-street parking, substantial sidewalk and amenity areas on both sides of the street, and street tree buffers.

5. Apply the Curbless Street typology (defined in the CDSG addendum on Curbless and Shared Streets) to the master planned "Main Street" through the COMSAT property on blocks where commercial retail activity is concentrated.
6. The planned extension of Observation Drive, between Waters Discovery Lane and Shawnee Lane, and the planned extension of Little Seneca Parkway, between its termini on the east and

west side of I-270, should be designed and completed as public improvements per the master planned alignments and street cross-sections.

7. Establish an interim lane configuration for Observation Drive (extended) that allows for the full master planned right-of-way to allow the street to be constructed ahead of the future enhanced bus service. The interim design will occupy the entirety of the master planned right-of-way, include a complete bridge section, and complete bike and pedestrian facilities at the time of construction. The interim design does not establish dedicated bus lanes at the time of construction but reserves space between the curbs to quickly modify the roadway to accommodate dedicated bus lanes in the future (see **Observation Drive – Town Center Boulevard – Typical Interim Alternative** cross-section, below).

Observation Drive – Town Center Boulevard – Typical Interim Alternative – 105' ROW minimum



Note: This cross-section establishes an intermediate road design that establishes the ultimate planned right-of-way for Observation Drive while allowing four vehicular travel lanes to occupy the area between the street curbs until the Corridor Connector enhanced bus service is established and dedicated curb-running bus lanes are in place.

The final master planned condition, as shown in the **Observation Drive – Town Center Boulevard Typical** and **Observation Drive – Town Center Boulevard – Activity Center** cross-sections, above, will be implemented once the Corridor Connector Route (Milestone/Comsat East Clarksburg Connector) is fully funded for design and construction. The interim approach should also be applied to intersection design – accommodating future bus turning movements to the greatest practicable extent.

8. New local, non-master planned streets should achieve the following design standards:
   a. Local roads in the Activity Center serving mixed uses should largely conform to the Town Center Street typology.
   b. Other local roads serving predominantly residential uses should largely conform to the Neighborhood Street or Neighborhood Yield Street types.
   c. Local streets and sidewalks should be shaded and provide stormwater management within the right-of-way.

d. Local roads should connect to master planned roadways to form a grid of neighborhood streets with block sizes that reflect the minimum protected crossing space in the Complete Streets Design Guide and encourage low vehicle speeds.

9. Bridges over stream valleys (i.e., Observation Drive and Little Seneca Parkway) and I-270 (i.e., Little Seneca Parkway) should minimize impacts to streams, natural resources, watersheds, and wildlife habitats, incorporating the following elements to the greatest extent practicable:

   a. Construct bridges that span the 100-year floodplain to allow for unconstrained stream morphology, aquatic life, vernal pool protection, and floodplain wildlife passage. Detailed wetland delineation would be required to determine the exact specifications for each bridge. (See also Environment section and Parks, Recreation, and Open Space section.)

   b. Incorporate wildlife passages into all new and replaced bridges, including fencing designed to funnel animals to safe crossings. (See Parks, Recreation, and Open Space section for more details>)

   c. Bridges should include aesthetic architectural elements visible from within and beyond the bridge that reinforce a sense of local identity or community character.

   d. There should be adequate pedestrian and bicycle facilities (i.e., a minimum 8-foot effective width, 12-foot total including a 2-foot shy zone to either side of a vertical barrier) and those facilities should include shade elements for people walking, biking, and rolling along the bridge.

10. To reduce barriers to biking, walking, and rolling at key intersections in Clarksburg, Montgomery Planning should collaborate with MCDOT, SHA, and Montgomery Parks to create an inventory and typology of intersections, including those that are: (1) part of the high injury network, (2) not in conformance with Complete Streets Design Guidelines or Vision Zero best practices, (3) unprotected for pedestrian crossings, or (4) create barriers or safety concerns when walking, biking, or rolling to public amenities. This collaboration should inform a prioritization of improvements as a single, comprehensive Clarksburg Gateway Intersection Safety CIP.

    Suggested intersections where safety improvements, such as protected intersections, eliminated channelized turn lanes and 'hot right' vehicle movements, new or enhanced pedestrian crosswalks, pedestrian median refuges, reduced pedestrian crossing distance, and leading and adequate pedestrian signal timing, should be considered include the following intersections:

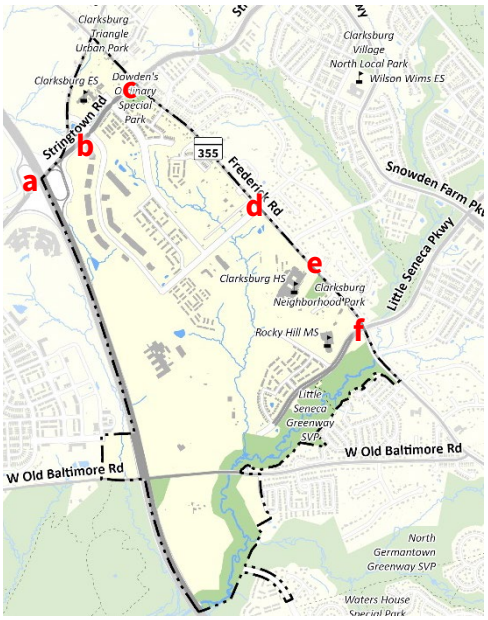
    a. Clarksburg Road I-270 Overpass

    b. Stringtown Road and Gateway Center Drive

    c. Frederick Road and Stringtown Road

    d. Frederick Road and Shawnee Lane

    e. Frederick Road and Wims Road (at Clarksburg H.S.)



f. Frederick Road and Little Seneca Parkway (at Rocky Hill M.S.)

11. MCDOT should implement or enhance protected crossings at the following intersections with the goal of improving pedestrian safety and comfort and enhancing traffic movement from secondary streets:

    a. Stringtown Road and Observation Drive (near Clarksburg E.S.)

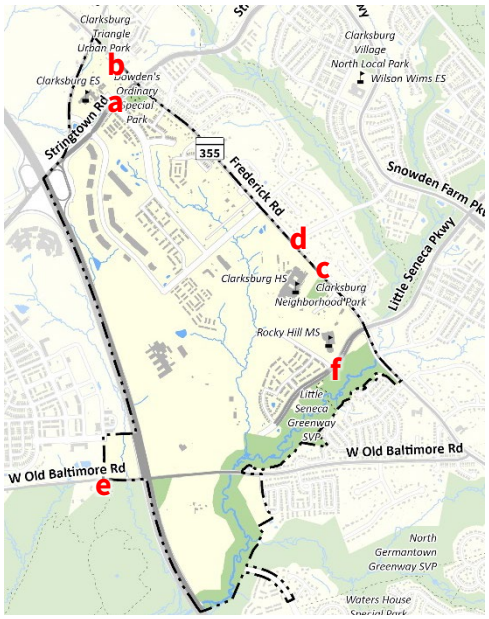
    b. Frederick Road and Redgrave Place (near Clarksburg E.S.)

    c. Frederick Road and Wims Road (especially for Clarksburg H.S.)

    d. Frederick Road and Foreman Road (establish full signal for Clarksburg H.S)

    e. West Old Baltimore Road and Lakeridge Drive [see also Park, Open Space, and Recreation section]

    f. Little Seneca Parkway and Brick Haven Way



12. Re-name constructed sections of Observation Drive that are not planned to connect to new, master planned alignment of Observation Drive with street names that relate to the local community (e.g., Observation Place, Gateway Commons Drive, Garnkirk Drive).

13. MCDOT should study whether traffic calming measures are justified on Shawnee Lane to reduce speeding. Shawnee Lane is a straight, wide road with no controlled intersections and few curb cuts. This design encourages excessive speed and could be a candidate for calming.

14. Retain Comsat Drive as a street name for a future street running through the COMSAT property as a part of future development. Consider other new street names on the COMSAT property that include words relevant to its technological and architectural history (e.g., Cesar Pelli, Satellite, Telecommunications, etc.)

15. Consider installing retractable, controlled access bollards, or another hardened traffic control device, on the future "Main Street" through the Activity Center to create a safe and comfortable public space and to facilitate events and programming that require restricting non-essential vehicle traffic.

Public Transportation

16. MCDOT should design and implement the Clarksburg-Germantown Corridor Connector Enhanced bus service, as planned in the *Corridor Forward: I-270 Transit Plan*, to run solely or primarily in dedicated bus lanes along the master planned route for Observation Drive and Gateway Center Drive.

17. As part of route design for the Clarksburg-Germantown Corridor Connector, MCDOT should coordinate with Montgomery Planning to study the best northern terminus for the corridor connector route that provides the greatest access for the Clarksburg community and allows interconnectivity with the MD 355 North BRT service. Suggested northern terminus locations

are the Clarksburg Town Center, the Clarksburg Premium Outlets, or near the intersection of Gateway Center Drive and Stringtown Road.

18. Locate stations serving the Clarksburg-Germantown Corridor Connector enhanced bus service route at or near the following locations (see also Concept Framework Plan):
    a. At the northern terminus of the Connector route, as determined by MCDOT and Montgomery Planning study, which provides interconnectivity with the MD 355 North BRT route.
    b. On Observation Drive (extended), at its intersection with Gateway Center Drive and Shawnee Lane.
    c. On Observation Drive, within the planned activity center on the former COMSAT Laboratories property, between West Old Baltimore Road and Little Seneca Parkway.
19. Establish a publicly-accessible civic space associated with the planned enhanced bus station within the activity center on the former COMSAT Laboratories property, near the intersection of Observation Drive and Little Seneca Parkway, which serves as a gateway between the station and the planned "Main Street". The civic space could be privately-owned public space (POPS) or public land as appropriate and determined with direction from Montgomery Parks and MCDOT during development review. (See also Parks, Recreation, and Open Space section.)
20. MCDOT should study the relocation of existing local bus routes and stops and implement any changes where new or relocated stops or routes improve transit service and complement the planned Maryland 355 BRT and Corridor Connector routes and stations. Bus stops that are disconnected from walking and biking facilities and safe street crossings do not facilitate connectivity. Bus stops on local routes in the Clarksburg Policy Area should be included in this inventory and relocation should be considered for "stranded" stops.
21. MCDOT should prioritize and implement improvements to existing bus stops and ensure they are adequately-sized and safe places to wait, with shade trees or coverings, comfortable furniture, lighting, improved wayfinding, and are placed in safe and logical locations. All new transit stations should provide adequately-sized and safe places to wait, with shade trees or coverings, comfortable furniture, lighting, and improved wayfinding.
22. MCDOT should coordinate with Montgomery Parks to add a new bus stop at the entrance of Black Hill Regional Park, the intersection of Lakewood Drive and West Old Baltimore Road, as part of the current 73 Ride On bus route. (See also Parks, Recreation, and Open Space section.)
23. MCDOT should consider increasing the frequency of the existing local bus routes (73, 75, 79) in the vicinity of the plan area in the short term in advance of new development within the Sector Plan area.
24. MCDOT should study the impacts of the planned BRT and enhanced bus services on existing transit services and potentially reroute local services to improve network efficiency. Suggested system improvements include:
    a. Ensure that local and regional destinations have adequate transit service and stops, such as educational facilities, parks, grocery stores, medical offices, childcare facilities, entertainment venues, dining, etc.
    b. Explore the feasibility of a circulator bus loop throughout Clarksburg that focuses on local needs and connects with the two enhanced bus service routes at every opportunity.

25. As part of new public or private development, create opportunities for publicly-accessible park-and-ride facilities near planned BRT and enhanced bus stations (e.g., public parking lots or garages, dedicated parking in private parking lots or garages, and parking co-located with major public facilities).
26. Where possible, local bus routes should take advantage of BRT and enhanced bus service infrastructure (e.g., use of dedicated lanes, stations, signals, etc.).

Walk-Bike-Roll Network

27. Complete the bicycle network as recommended in this plan through implementation of the *Bicycle Master Plan.*

Figure 6: Bikeway Draft Recommendations

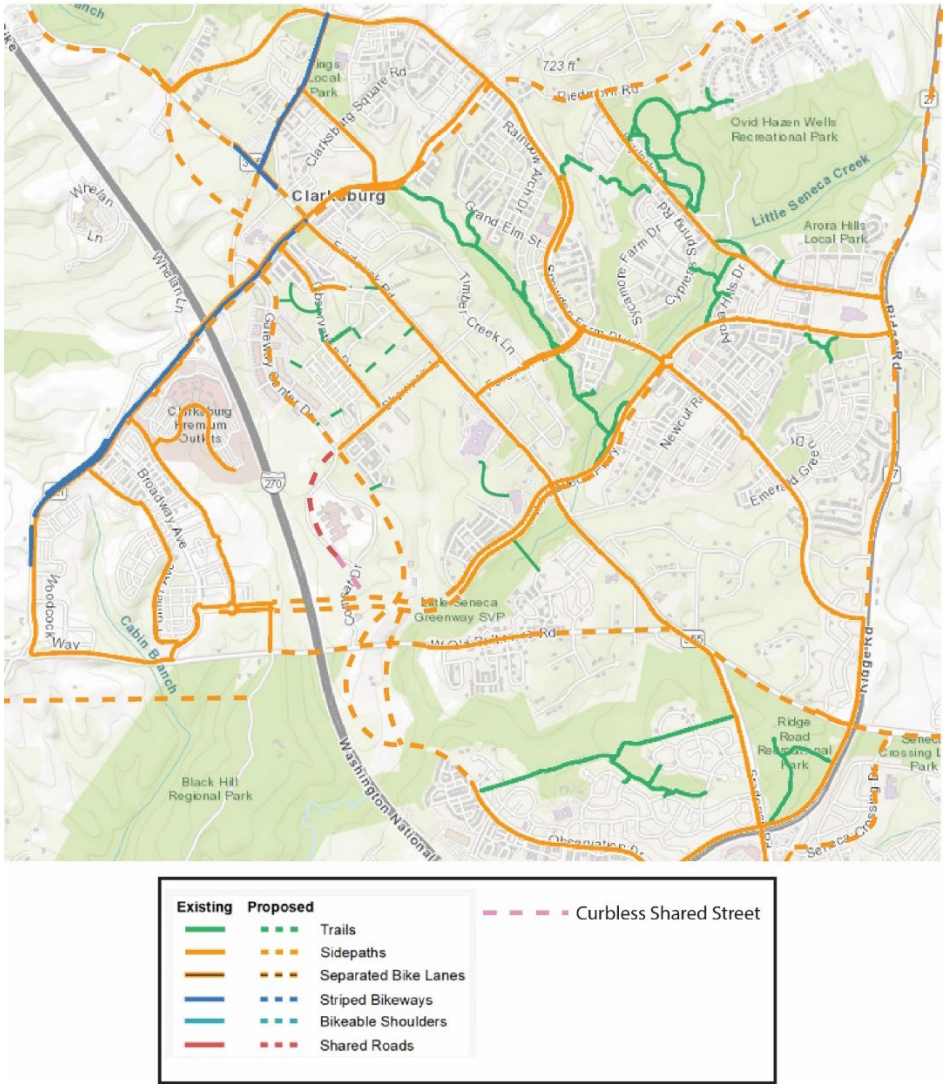


Table 2: Bicycle Facility Recommendations

Street	From (east or north)	To (west or south)	Facility Type	Bikeway Type	Tier
Observation Drive	Gateway Center Drive	Waters Discovery Lane	Separated Bikeway	Breezeway Sidepath (east side)	1
Gateway Center Drive	Clarksburg Road	Shawnee Lane	Separated Bikeway	Sidepath (east side)	4
Little Seneca Parkway	Fair Garden Lane	Observation Drive Extended	Separated Bikeway	Sidepath (both sides)	1
Little Seneca Parkway	Observation Drive (extended)	Lakeridge Drive	Separated Bikeway	Sidepath (both sides)	1
West Old Baltimore Road	Seneca Ayr Drive	Lakeridge Drive	Separated Bikeway	Sidepath (south side)[1]	4
Clarksburg Road	Frederick Road	Gateway Center Drive	Separated Bikeway	Sidepath (east side)	3
Clarksburg Road	Frederick Road	Gateway Center Drive	Separated Bikeway	Sidepath (west side)	3
Stringtown Road	Gateway Center Drive	270 off Ramp signalized crossing.	Separated Bikeway	Sidepath (both sides)	1
"Main Street"	Shawnee Lane	Little Seneca Parkway	Separated Bikeway	Separated Bike Lane (both sides)	4
"Main Street"	Activity Center	Activity Center	Shared Road	Curbless Street Comfort Zone	4
Shared-Use Neighborhood Shortcuts (the facilities below may be on public or private property, or a mix of both)					
Linthicum South Perimeter Trail	Observation Drive	Observation Drive	Separated Bikeway	Sidepath forming the edge of development	4

Notes:
[1]Any necessary additional right-of-way for West Old Baltimore Road should be added from the north side of the road to avoid impacts to sensitive environmental resources on the park property on the south side of the road.

28. As part of new development, establish a public shared use path along the western edge of the Little Seneca Creek and Coolbrook Tributary stream valleys, either along a future roadway or as a stand-alone path if a roadway is not built in this location. Pervious hardscape materials should be considered, with stormwater management techniques and/or permeable natural buffers established to reduce runoff volumes and particulates entering Little Seneca Creek from the pathway.
29. Establish publicly-accessible footpath connections through HOA common area properties, other private properties, public parkland, and street rights-of-way to connect neighborhoods,

Activity Centers, public parks, and recreation centers. Possible methods could include public easements, shared access agreements, land dedication, etc. New connections should take advantage of wayfinding strategies. Potential locations are shown below for illustrative purposes only.

a. Weald Way to Gateway Center Drive

b. Robert's Tavern Drive to Dowden's Station Way

c. Frederick Road to Shawnee Lane or Observation Drive.

d. Glenbow Way or Orsay Street connecting to Observation Drive (extended).

30. MCDOT should pursue capital funding to complete missing sidewalk segments along both sides of Frederick Road (MD 355) within the Clarksburg Historic District and along Redgrave Place, with a preference for materials consistent with the historic character of the district (i.e., brick pavers).

31. MCDOT should conduct a study, in coordination with M-NCPPC, to determine if a separated, shared use path could be accommodated within the existing West Old Baltimore Road I-270 underpass, between Lakeridge Drive west of I-270 and the existing shared use path on the south side of West Old Baltimore Road east of I-270 (at Seneca Ayr Drive). Any necessary right-of-way expansion or shift in the roadway should be on the north side of West Old Baltimore Road to avoid encroachment on environmentally sensitive parkland in Black Hill Regional Park south of West Old Baltimore Road. (See also Park, Open Space, and Recreation section.)

West Old Baltimore I-270 underpass, looking west

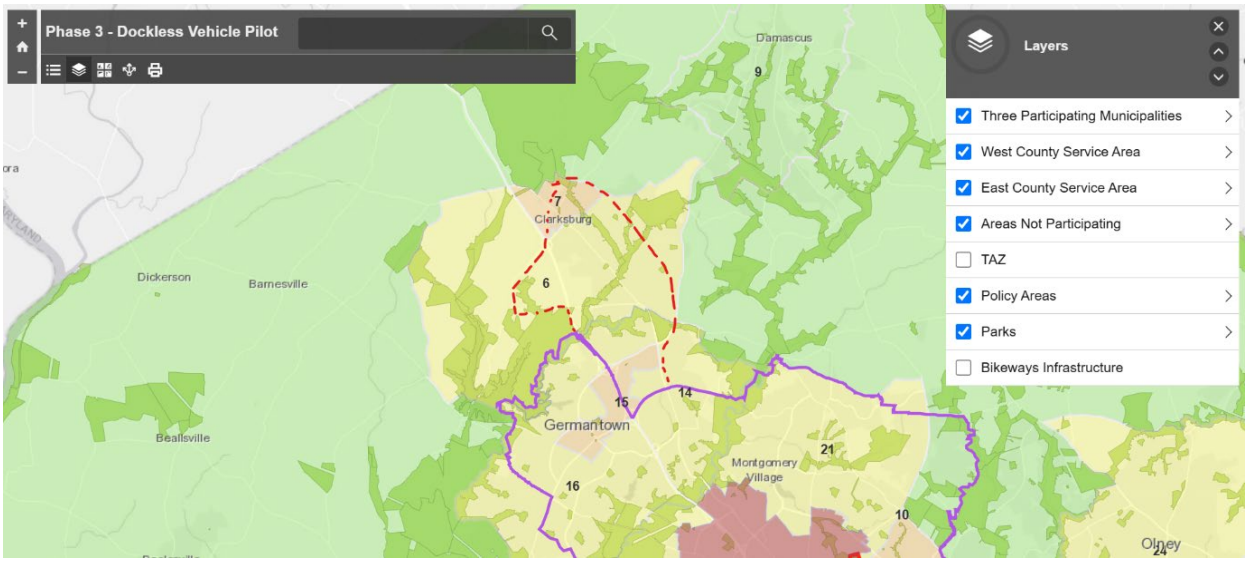
    e. When the West Old Baltimore Road I-270 underpass is reconstructed or repaired in the future, the new underpass design should accommodate an 8-foot minimum separated, shared use path on the south side of West Old Baltimore Road that connects to the existing shared use path to the east and west along West Old Baltimore Road.

32. Montgomery Planning should investigate and implement improved wayfinding signage along the bikeway and greenway trail networks in the vicinity of the Sector Plan Area, in collaboration with Montgomery Parks and MCDOT. Signs and on-trail visual cues should indicate that users are on an established trail network, what destinations and amenities (e.g., transit services, attractions, community amenities, historic sites, shopping areas, neighborhoods, natural features) are nearby, and how far a user is from said destinations (e.g., in minutes of riding/walking time). Educational and interpretive signage should be considered as a part of the wayfinding network, including community history, historic sites, and environmental sustainability.

33. Montgomery Planning should work in collaboration with MCDOT to implement a program that promotes a Transportation Demand Management initiative to encourage active transportation and transit modes in the Clarksburg area, such as “Bike Clarksburg” or “Bus Clarksburg”. The program should create new, stylized system maps that clearly show the service area of bike amenities and how they can link to other forms of transit and key destinations.

34. Expand the West County Dockless Vehicle Service Area boundary to include the Clarksburg community to complement the planned BRT and enhanced bus service network and provide the opportunity for dockless vehicles to service the community. (see image below)

Figure 7: Proposed Dockless Vehicle Service Area Boundary Expansion



Community Design & Placemaking

Vision

This plan imagines a unique, mixed-use, and welcoming set of neighborhoods that establishes a community that will be a vibrant part of Clarksburg. It includes a well-designed street network that will encourage walking and rolling, connected and inviting gathering places, and accessible parks and open spaces that celebrate the local environment, history, art, and culture. Together, this street network and open space system will constitute a framework around which development will occur and community will thrive.

Goals

- Locate higher-density development and a mix of uses near transit station areas and ensure new development transitions in scale to adjacent residential neighborhoods.
- Ensure that buildings define and support the public realm by framing streets and public spaces, with parking and services located behind and to the rear of buildings.
- Create a safe environment for all by mixing uses, programming activities in public spaces, and through design techniques that foster social activity, interaction and visibility.

Recommendations

The primary organizing elements of neighborhoods are its streets, blocks, open spaces, and buildings. The land uses within a neighborhood help to determine the width of streets; the size or area of blocks; the frequency and size of open spaces; and the heights and permeability of buildings.

Streets

The primary streets in the Sector Plan area are the north-south oriented Gateway Center Drive and Observation Drive and the east-west oriented Little Seneca Parkway and West Old Baltimore Road. Except for West Old Baltimore Road, these streets today are dead-ends, causing the street grid to be

incomplete and the neighborhoods within the Sector Plan area to be isolated. Additionally, some residents within the plan area have expressed that there is a lack of parking in their own communities. To alleviate these issues and provide a more complete vision for the Sector Plan area, the following recommendations for streets are to:

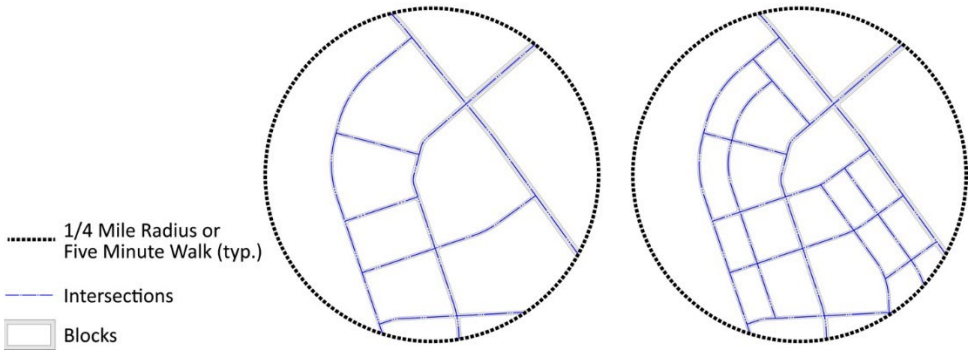
1. Establish an interconnected hierarchy of streets within new developments and throughout the Sector Plan area, and limit service and parking access from secondary, tertiary, or alley streets only. Shared access off internal streets should be consolidated or from an alley. Primary streets should serve as the predominant travel ways and active streetscapes in the plan area, such as Town Center Streets and Town Center Boulevards.
2. Avoid single points of access and/or cul-de-sac design for new developments. Connect local streets throughout the Sector Plan area, regardless of property lines, to ensure that future developments do not become isolated pockets.
3. Seek opportunities to add new streets to existing residential developments to increase connectivity within the Sector Plan area, where feasible.
4. All new local streets should have ample on-street parking to help slow vehicular speeds and provide places for residents and visitors to park.
5. Consider special paving materials at critical locations, such as crosswalks, intersections, and areas with mixed-use or commercial development to provide visual cues for the arrival at a unique place.

Blocks

Blocks are the spaces for development that are formed between rights-of-way. Ideally, blocks are right sized to ensure that a neighborhood is walkable, bikeable, and easily accessible by vehicle by providing adequate street intersections and the necessary internal area to support the given land uses within a block. Additionally, the edges of the block adjacent to the rights-of-ways need to provide visual interest to better support walkability.

6. Design new developments to provide multiple intersections within a ¼- to ½ -mile radius to promote multiple routes of connectivity. Typically, pedestrians walk between ¼ mile to ½ mile in five to 10 minutes, which is considered a walkable neighborhood distance.
7. For intensive land uses that may require larger blocks, mid-block connections, such as paths, mews, and paseos, should be provided every 500 to 600 feet to reduce walking, rolling or biking distances.

Figure 8: Intersection Spacing



The diagram of the neighborhood on the upper left has 11 intersections within the ¼-mile radius. The same diagram on the upper right has been designed with smaller blocks so that there are 26 intersections. The upper right diagram provides greater connectivity with multiple ways to walk, roll, bike and drive to a destination within the community. The diagram on the right also has the potential of providing greater parking for the neighborhood.

8. To supplement the street network, an alley system within blocks should be established with new developments to ensure that parking and services are located away from street frontages rather than along their edges to the practical extent possible.
    a. Alleys should not be oversized in width so that alleys compete with streets.
    b. Entrances to off-street parking areas and alleys should be as narrow as possible, with landscape screening and/or site walls and fencing provided to obscure visibility into these service areas from the public realm of streets.
    c. Incorporate landscaping within alleys to help soften their utilitarian purpose.
    d. Screen alleys that do not extend to streets with landscaping and/or low screen walls to help minimize their visibility from the public realm.

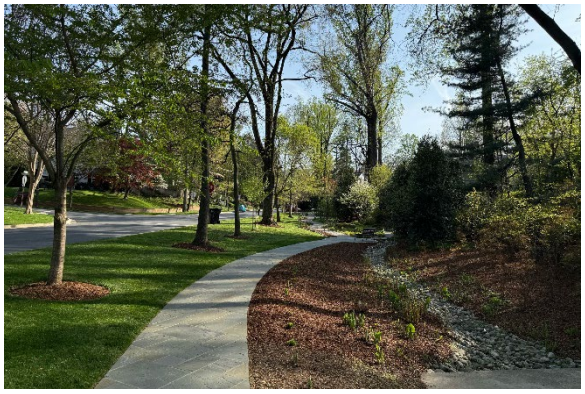
At Grosvenor Heights, the perceived width of alleys is narrowed through several design elements: the pavement material changes between the driveways and alley; parking spaces are concealed by walls and dense landscaping along the street edge; and the building colors within the alley work harmoniously together.

The alley behind townhouses is well landscaped in a neighborhood in Alexandria, Virginia.

Open Spaces

Open spaces are places for passive and active recreation and social interaction within a neighborhood, and they come in a variety of forms. Some open spaces incorporate important environmental features, while others may serve as the outdoor room for adjacent uses. New open spaces should be well designed and appropriately scaled based on the adjacent land uses.

9. Open space for new development should be located and designed in coordination with the street and public park systems and should support and focus the activities that surround them. Programming and design must be accessible and beneficial to the public.
    a. Public open spaces need to have an appropriate location and front onto at least one right-of-way so that the spaces are not hidden behind buildings and perceived as private, uninviting and inaccessible to all users.
    b. Public open spaces should be at least 30 feet in width at its narrowest edge excluding sidewalks.
10. Publicly accessible and contiguous open spaces and residential common areas should be designed as a focused, central feature of new commercial and residential developments, framed by active building frontages, public or private streets, with community amenities. These spaces should incorporate passive recreation or relaxation areas where appropriate.
11. All public gathering spaces, including publicly accessible plazas, parks, lawns, and seating areas, should provide shaded areas under tree canopy or other durable shade structures where feasible to reduce heat island effect and provide for attractive open spaces.
12. While potentially accommodating storm water management facilities, open spaces should not be dominated by these features.
13. New residential development should provide a clear and seamless streetscape transition between the public, semi-public, and private realms. The public space should include sidewalks, with wide planting strips for shade trees between the sidewalk and the street. The semi-public space between the public right-of-way and building walls and entries, should be defined by elements such as lead walks, low fencing, bushes, landscaping that leads to the residences.



Small pocket park with lawn area, seating and stormwater management adjacent to East-West Highway and Maple Avenue in Chevy Chase

The semi-public is defined by wrought iron fencing and bushes at Park Potomac

Buildings

Buildings, when well sited and of an appropriate scale, help define street edges, frame open spaces, and provide the visual interest that is necessary to create a memorable place to live, work, and play. If buildings with certain uses are placed too far from sidewalks, the sense of the public realm or human scale of a space may be lost.

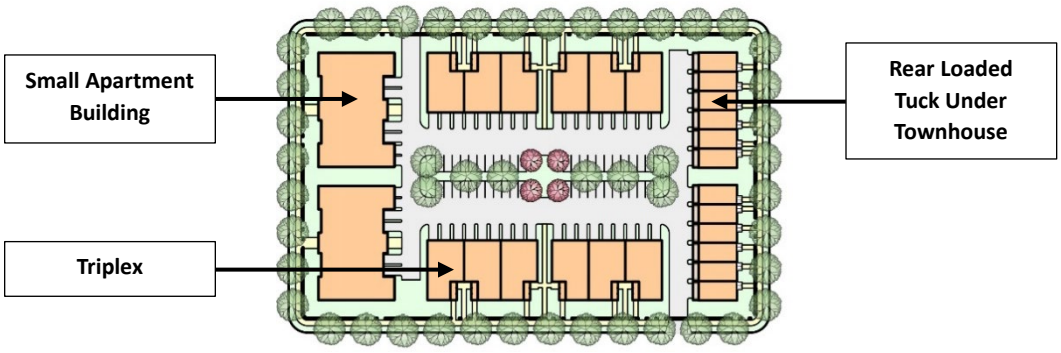
14. New buildings should be placed close to the street, with consolidated parking and services located behind, to the sides of, or lined by buildings and screened when visible from streets and public spaces, to promote a pedestrian-oriented public realm.
15. Orient primary building façades, including entrances, toward streets or publicly accessible open spaces. Additional entrances may be located to the side and rear of buildings for public or private access.

Commercial buildings placed along the edge of the sidewalk in Riverdale Park.

The retail buildings define the street wall with surface parking placed behind the buildings.

16. The front facades of buildings along streets or open spaces need to have consistent spacing to maintain the definition of the street or public space.
17. Consider using multiple building types for new developments to provide variety along streetscapes, avoid monotony, and with residential uses provide diverse housing choices for residents.

Figure 9: Residential block with multiple housing types.



18. Building volumes should be articulated in a manner that breaks the massing of larger structures so that they relate better to the surrounding context. The portions of the façades of

buildings facing the public realm should be manipulated to provide visual interest and avoid monotonous, bulky buildings along streetscapes.

a. Architectural embellishments, such as porches, stoops, recessed entries, and bay windows, provide rhythm and visual interest to building façades.

b. Setbacks, projections, and step-downs should be deliberately considered to ensure that overall façade composition remains cohesive. Providing staggered offsets between each dwelling in a townhouse or stacked flat string should be avoided unless it creates a coherent front elevation.

19. The window patterns on buildings go hand-in-hand with the building volume. Window and door openings bring variety to façades. Dwelling unit and building façades should be divided into sections to create a pattern and rhythm. The window pattern of a dwelling unit or building should also emphasize the verticality of a building.

    a. Façade elevations consisting of two or more attached buildings or dwellings should be designed as a single elevation.

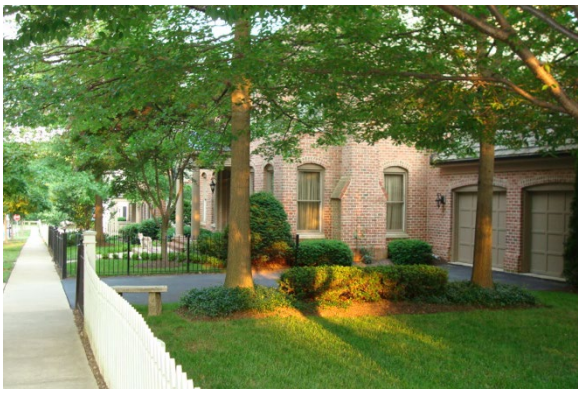
    b. Judiciously use fenestration, materials and color, along with architectural embellishments as noted above, to develop the pattern and rhythm of building façades. Too many different window patterns and color or inconsistent use of architectural embellishments and materials on building façades will create chaotic facades that detract from the public realm.

    c. There should be no expanses of long blank without fenestration, including side elevations of buildings with a secondary face on a street or open space. Windows, building materials, and possible architectural embellishments elements need to be a part of the composition of high visibility side elevations that face streets and open spaces.

20. Front-loaded driveways or garages for detached and attached residential developments must be avoided except where site constraints limit rear loading options to create attractive, walkable streets with sidewalks uninterrupted by curb cuts and to provide for ample on-street parking.

    a. If front loaded units are necessary, garage doors should be recessed from the front elevation. Additionally, the color of garage doors should not contrast too greatly with the other colors on the facades.

    b. In the case of attached units, group front door entries, as much as possible, to allow for larger tree planting boxes.



Garage doors are recessed slightly from or behind front facades, and in the case of townhouses, front door entries grouped to allow for larger tree planting strips.

21. New developments with ground-floor commercial, mixed-use, or higher density residential uses should provide activating features facing public sidewalks and open spaces. Building elements, such as entry awnings, tall windows, distinct first floor façade materials or treatments should all be used to promote pedestrian interest and activity, safety, and social interaction.
22. Larger windows should be provided on the ground floor of commercial buildings to allow for higher transparency from public spaces. Larger windows may also be used to differentiate the more public levels from the private spaces of dwelling units on mixed-use buildings.
23. Site designs and building orientations should be optimized to seasonal solar angles and prevailing wind directions, where feasible, to maximize energy efficiency, energy conservation, and solar access and energy generation.

Environment

Vision

The Sector Plan envisions a sustainable and resilient community that emphasizes conservation and enhancement of the Little Seneca Creek and Ten Mile Creek Watersheds, its tributaries, and surrounding natural resources, while promoting sustainable site and building design.

Goals

- Protect the Little Seneca Creek Watershed's tributaries and follow the goals of the Clarksburg Special Protection Area and Ten Mile Creek Special Protection Area by minimizing the impacts of development on stream quality, natural resources, and wildlife habitats.
- Preserve and expand forest stands, non-forest tree canopy, and other natural areas on public and private lands.
- Implement sustainable site and building design elements into new development to reduce carbon emissions and improve climate resiliency through heat mitigation and smart building design.

Recommendations

Environmental Site Design (ESD)

1. New development should meet or exceed environmental design and protection techniques as established by the county's stormwater management and ESD regulations, and the latest adopted Montgomery County Planning Board Environmental Guidelines, especially those standards applicable to the Ten Mile Creek Special Protection Area and Clarksburg Special Protection Area.
2. Design and construct new buildings, structures, roadways, and other impervious surfaces to avoid environmental impacts on Little Seneca Creek and Ten Mile Creek tributaries, wildlife habitats, and other sensitive or established natural resources through the following techniques. Environmental impacts that cannot be avoided should be minimized and mitigated to the greatest extent practicable.
    a) Avoid direct and upstream/uphill impacts to sensitive environmental features, such as stream buffers, steep slopes, highly erodible soils, wetlands, and floodplains.
    b) Excessive grading, filling, terracing, or other land disturbance should be avoided or minimized, using existing topography as a guide for overall site design and orientation. Deep ripping (approx. 2 feet) with soil amendments should be used to help mitigate the impacts of grading and soil compaction.
    c) Maximize the retention of on-site trees and vegetation, especially on properties with Forest Interior Dwelling Species (FIDS) areas and within the Priority Urban Forest areas, as defined by the Maryland Department of Natural Resources (MD DNR).
    d) Minimize the extent of impervious surfaces. Use of pervious surfaces, where hardscapes are necessary, and design of compact, clustered, and/or taller buildings is strongly encouraged.
    e) Treat stormwater runoff using best management practices (BMPs) to the greatest extent practicable.
3. Use of underground, tuck-under, or structured parking instead of surface parking lots is strongly encouraged to limit impervious surfaces and achieve compact development. Areas of surface parking lots on public and private properties should provide at least 50% tree canopy coverage of the parking lot area. If it can be demonstrated that 50% tree canopy cover cannot be achieved, the remaining coverage requirement can be met through the installation of solar canopies.

Natural Resource Protection and Enhancement

4. Prioritize afforestation and reforestation or other natural habitat restoration where gaps in a contiguous network of tree canopy and other natural habitats exist, especially within stream buffers, and where appropriate to the natural setting or natural area management goals. Restoring or enhancing these network gaps improves habitat connectivity for the movement of wildlife, supports healthier ecosystems, and provides greater opportunities for passive recreation and enjoyment by people.
5. New development on property along the Coolbrook Tributary to Little Seneca Creek should protect and enhance stream conditions by achieving the following objectives:

a) Protect the Coolbrook stream valley network and its associated forested slopes through Category 1 Conservation Easements or by establishing or expanding public parkland in recommended locations. (See Parks, Recreation, and Open Space section for more details)

b) Reduce and treat direct stormwater discharge into streams through best management practices, such as rain gardens, bioswales, vegetated detention basins, and other stormwater infiltration methods.

c) Complete stream and forest restoration projects, such as streambank stabilization, native forest restoration, invasive species removal, and riparian and drainage enhancements, where necessary and appropriate to the location.

6. All new street and landscape canopy tree plantings should have a minimum of 1,000 cubic feet of soil volume per tree. This shall not apply to forest mitigation and forest restoration areas, which generally require unrestricted soil volumes.

   Use methodologies such as structural cells when planting trees in streetscapes and other areas where the necessary soil volumes are not otherwise available. These systems are the preferred street tree planting options to maximize tree health by allowing root expansion and soil access below the sidewalk, adjacent to the planting area. They may be pre-manufactured modules or chambers made of plastic or recycled materials in a stacked arrangement and filled with soil, or rigid underground structures that support sidewalk infrastructure without causing soil compaction.

8. When new plantings are specified for existing and new development, utilize native and locally adaptive trees, shrubs, and herbaceous vegetation to increase climate and species resiliency while increasing wildlife value.

9. Preserve or plant a native tree and landscape buffer of at least 100-feet in width between new development and Interstate 270, or between any solid screening or soundwall and new development, to allow for adequate depth to support a viable forest stand and to provide for air pollution mitigation, heat impact reduction, and a visual buffer from the highway.

Sustainable Building and Site Design

10. New development must provide a minimum of 35% green cover of the total site, excluding existing forest cover on the property, which may include the following areas, either individually or in combination:

    a) Intensive green roof (6 inches or deeper; must be built in place—tray systems are not allowed);

    b) Shade tree canopy cover;

    c) Vegetative cover or landscaped areas deeper than 6 inches;

    d) Rain gardens, bioswales, and other ESD stormwater management techniques.

    Note: Solar energy generation area on rooftops may satisfy a portion of green cover requirements if it can be demonstrated that the minimum 35% cannot be met as listed above.

11. New development and improvements to existing development should plant shade trees and use high-reflectivity materials on buildings and hardscapes, such as 'cool' roofs, green roofs,

and ‘cool’ pavements, where possible, to reduce Universal Thermal Climate Index and to cool summer stormwater flowing into streams.

12. Encourage new development and improvements to existing development to exceed the County's minimum energy standards and strive for net-zero, net positive, and/or Living Building standards through the following techniques:
    - Consider use of on-site alternative energy generation, such as solar and geothermal, and/or the use of micro-grids, co-generation, and energy hubs.
    - Encourage adaptable use buildings for unique, large, or architecturally outstanding buildings instead of complete demolition and reconstruction. Adaptable building modifies and repurposes a building allowing it to adapt to changing needs and market conditions without requiring major demolition and reconstruction, essentially extending its lifespan and promoting sustainability by minimizing resource consumption.
    - Optimize building orientation to maximize passive and active solar energy.
    - Exceed the county’s minimum electric vehicle charging station requirement.
    - Salvage building materials during demolition to divert waste from landfills and reduce embodied emissions.

Housing

Vision

The Sector Plan aims to foster vibrant, inclusive communities by expanding residential density, promoting diverse housing options and affordability, with access to transit and a multi-modal transportation network connecting nearby retail centers and recreational amenities. This will support the development of Complete Communities within the plan area.

Goals

- Provide for a mix of housing options to accommodate households with differing income levels, family compositions, and accessibility needs.
- Expand opportunities to increase residential density, especially along major road and transit corridors and in locations where additional housing can assist in the development of Complete Communities.
- Support creative housing options including personal living quarters and/or micro units; “missing middle” housing types such as tiny houses, cottages, duplexes, multiplexes, and small apartment buildings; shared housing, cooperative housing, co-housing, live-work units, and accessory dwelling units (ADUs), to help meet housing needs and diversify housing options.
- Increase the number of income-restricted affordable housing units, especially for low-and-moderate-income households.

Recommendations

Affordable Housing

- New developments should provide at least 15% Moderately Priced Dwelling Units (MPDUs).
- Prioritize additional MPDUs as a top public benefit for the Optional Development Method in the Commercial/Residential family of zones (C/R) to provide additional affordable housing that is needed within the Sector Plan Area.
- Support the development of permanent and temporary supportive housing for people experiencing homelessness in the Plan area.

Housing Production and Housing Diversity

- Add more units to the housing inventory, including more types of housing units to increase the amount of housing and to meet a diversity of incomes and households including families, seniors, and persons with disabilities who currently reside within the Plan area.
- Prioritize family-sized market-rate and affordable units for rent and for-sale in residential development projects as a public benefit for the Optional Development Method in the CR family of zones to provide additional family-sized units.
- New housing developments in the Plan area should strive to increase the quality and quantity of housing units that are accessible to people with disabilities and older adults.
- Provide financial and other incentives to boost housing production for market-rate and affordable housing.

Parks, Recreation, and Open Space

Vision

Parks and open spaces are vital components of connected, sustainable, and complete communities. In Clarksburg, parks should foster social connections, encourage outdoor activities, and help protect the environment.

Goals

- Provide a range of park and open space types through the Sector Plan area to best serve the Clarksburg community, including park experiences that offer multiple amenities and uses at a single location.
- Improve connectivity and access to existing parks, especially to Black Hill Regional Park from east of I-270.
- Establish more active recreation opportunities in the Sector Plan area where possible and appropriate.
- Expand parkland and protected natural areas within the Sector Plan area where possible and appropriate.

Recommendations

M-NCPPC Parks

Clarksburg Gateway Local Park (new)

1. Create a new Clarksburg Gateway Local Park to serve the wider Clarksburg community and help realize the broader vision and goals of the Plan and the specific goals for parks, recreation and open space. Clarksburg Gateway Local Park should be centrally located and easily accessible within the Plan area along the Observation Drive corridor on the former COMSAT Laboratories property. The new park should achieve the following goals:
   a. Provide more active recreation amenities that serve the entire plan area;
   b. Provide multiple types of amenities for diverse users within a single park experience--including formal and informal recreation spaces and areas for social gathering, such as open play fields, courts, playgrounds, picnic shelters, community garden, skate park, dog park; and
   c. Emphasize access by walking, biking, and transit while also accommodating parking for active recreation amenities.

   Ultimately, the specific size and location of the public parkland would be determined during the development review process and could include dedication or conveyance and construction as appropriate, and acquisition as needed. The goals for this park could be met by creating a single 8- to 10- acre park or possibly via an integrated set of smaller spaces with distinct uses that are visually connected, easy to walk between, and give the feeling of a single park experience. Because the COMSAT site is not fully built-out, a continuous 8- to 10- acre park is feasible and should be considered first. The park should serve the wider community through the above goals and be designed as best as possible to integrate into and help create a successful redevelopment of the COMSAT site. (See also the COMSAT North neighborhood district.)

Clarksburg Neighborhood Park

2. Consider expansion of Clarksburg Neighborhood Park should adjacent properties become available.
3. Investigate opportunities for park renovations at Clarksburg Neighborhood Park, including the improvement of ADA access to park facilities and the potential addition of a picnic shelter or community garden.
4. Improve wayfinding for existing pedestrian connections between Clarksburg Neighborhood Park, Clarksburg High School, and Rocky Hill Middle School. (See also Public Facilities section.)

Dowden's Ordinary Special Park

4. Investigate the potential for additional amenities at Dowden's Ordinary Special Park that are in keeping with the historic and archaeological significance of the park, possibly including a gathering space like a picnic shelter or shaded seating area. (See Historic Preservation section for details.)
5. Seek to improve access to Dowden's Ordinary Special Park for all travel modes.
6. Provide public parking spaces and directional signage for visitors to Dowden's Ordinary Special Park as part of the parking facility for the planned public library at the northeast corner of Frederick Road and Stringtown Road. Pedestrian crossings at the intersection of Frederick

Road and Stringtown Road should be safe, adequate, and clearly marked to support access to the park from the library site. (See also Transportation recommendations for the intersection and Public Facilities recommendations for the Library.)

Little Seneca Greenway Stream Valley Park

7. Establish parkland along Coolbrook Tributary, generally following the stream valley upstream from Little Seneca Greenway Stream Valley Park to Shawnee Lane, as a new stream valley park or an extension to the existing park via dedication or conveyance as appropriate when relevant properties develop or redevelop. (See also Environment section.)
8. Explore the feasibility of a natural surface trail through Little Seneca Greenway Stream Valley Park connecting the former COMSAT Laboratories property with the Meadows at Hurley Ridge residential neighborhood, and as a connection for students, caregivers, and staff to Rocky Hill Middle School, Clarksburg High School, and Clarksburg Neighborhood Park. A trail connection here would require crossing the 100-year flood plain of Coolbrook Tributary, traversing steep slopes, and avoiding extensive wetlands, which would have significant costs. A more detailed study will be required to determine feasibility, in accordance with both Montgomery Parks and MCPS standards for trail design, access, lighting, etc.
9. Investigate the potential to improve the Clarksburg Heights trail through Little Seneca Greenway Stream Valley Park, between Little Seneca Parkway and Bright Spring Way.
10. Minimize and mitigate impacts to existing and future parkland of Little Seneca Greenway Stream Valley Park due to road or bridge construction, including, but not limited to Observation Drive and Little Seneca Parkway. Detailed wetland delineation would be required to determine the exact specifications for each bridge. (See Transportation recommendations for more details.)
11. Explore the creation of wildlife crossings to connect existing parkland on both sides of I-270, especially with any future extension of Little Seneca Parkway over I-270 or any I-270 construction or widening. (See Transportation section for more information.)

North Germantown Greenway Stream Valley Park

12. Minimize and mitigate impacts to existing and future parkland of North Germantown Greenway Stream Valley Park due to road or bridge construction, including, but not limited to Observation Drive. Detailed wetland delineation would be required to determine the exact specifications for each bridge. (See Transportation recommendations for more details.)

Black Hill Regional Park

13. Improve access to Black Hill Regional Park by all modes of transportation, especially walking, biking, and transit, including the following improvements (see Transportation section for more details):
    a. Improve connectivity across I-270 via West Old Baltimore Road and/or a future extension of Little Seneca Parkway across I-270.
    b. Provide transit service and a shared-use path along West Old Baltimore Road to improve access to the park entrance.

c. Implement protected crossings and traffic calming at the intersection of West Old Baltimore Road and Lakeridge Drive.

d. Create a paved trail connection from West Old Baltimore Road to the existing paved trail network within the park.

14. Explore the creation of wildlife crossings to connect existing parkland on both sides of I-270, especially with any future extension of Little Seneca Parkway over I-270 or any I-270 construction or widening. (See Transportation section for more information.)

15. Investigate uses for the small portion of parkland east of I-270, especially as adjacent properties develop or redevelop.

Little Bennett Regional Park

16. Improve access to Little Bennett Regional Park from the Sector Plan area by completing planned pedestrian and bikeway improvements on Frederick Road (MD 355) and Clarksburg Road, in addition to improved wayfinding.

Ovid Hazen Wells Recreation Park

17. Improve access to Ovid Hazen Wells Recreation Park from the Sector Plan area by completing planned pedestrian and bikeway improvements on Frederick Road (MD 355), Stringtown Road, and Piedmont Road, in addition to improved wayfinding.

Department of Recreation Facilities

18. The Montgomery County Recreation Facility Development Plan 2010-2030 identified the Clarksburg area as the highest priority for a new recreation center in the near term. One of the candidate projects in the Facility Planning Capital Improvement Program is a Clarksburg Regional Recreation Center. This plan strongly supports the development of a recreation center in or near the plan area.

    a. A future community recreation and/or aquatic center could be co-located with the new local park recommended on the COMSAT site; a recreation/aquatic center would require several additional acres adjacent to the park. Relevant County departments should be consulted about the viability of a center in this location before the development review process.

Public School Facilities

19. Consider temporary uses for the Linthicum East Elementary School Reservation Site that could allow for public use and enjoyment prior to a need to build a school on the site depending on anticipated need and timing for constructing a school.

20. MCPS should explore the feasibility of lighting existing tennis and basketball courts and athletic fields at Rocky Hill Middle School to expand public recreation access for these existing facilities. (See Public Facilities section for more details.)

Department of Transportation Facilities

21. Establish a publicly-accessible civic space associated with the planned enhanced bus station within the activity center on the former COMSAT Laboratories property. This space could be

publicly or privately owned. (See Transportation section for more details as well as the COMSAT South neighborhood district.)

Privately Owned Public Spaces (POPS)

22. As development occurs, establish a network of POPS, linked by streets, paths, and trails, and integrated within new development and existing neighborhoods. These open spaces should provide opportunities for rest, gathering, play, active recreation, and environmental stewardship. Encourage the inclusion of public amenities in new and existing POPS, such as community gardens, playgrounds, benches, and picnic shelters. (For additional design guidance, see the Community Design & Placemaking section.)
23. Support activation and low-impact improvements in the right-of-way median of Observation Drive and/or Robert's Tavern Drive by the adjacent HOA or other organization, as desired and supported by the Gateway Commons residential community.
24. Support inclusion of active recreation amenities in community open space for HOAs and multifamily buildings, in both new developments and improvements and renovations to existing amenities.

Historic Preservation

Vision

The Sector Plan will help to preserve and celebrate Clarksburg's rich history, fostering a deep connection to its cultural heritage while supporting responsible growth. By safeguarding historic sites and districts, the plan will promote community education, economic development, and a shared sense of pride, ensuring that Clarksburg's past remains a vibrant part of its future.

Goals

- Recognize and interpret the diversity, heritage, and history of the Plan area.
- Preserve historic resources in the Plan area through historic designation, interpretation, documentation, or other support for historic preservation.

Recommendations

1. Collaborate with and support local partners to explore interpretation of existing and proposed historic sites that recognizes the diversity, heritage, and history of the Clarksburg community. Potential areas of focus could include but not be limited to: African American sites and leaders in Rocky Hill and updated interpretation of the Clarksburg Historic District.
2. Collaborate with Montgomery Parks to evaluate the archaeological significance of Dowden's Ordinary Special Park for listing in the *Master Plan for Historic Preservation*. (See also Parks, Recreation, and Open Space section.)
    - Staff reviewed the existing documentation for the M-NCPPC-owned Dowden's Ordinary Special Park listed in the *Locational Atlas & Index of Historic Sites* in 1994. While several historical events occurred at the site, the level of archaeological integrity is not clear enough to support its designation in the *Master Plan for Historic Preservation* or de-listing from the *Locational Atlas.* Future improvements to the park would require archaeological

investigations that should provide the necessary information for this evaluation. Montgomery Planning will coordinate the evaluation of the property for the *Master Plan for Historic Preservation* with Montgomery Parks Cultural Resources staff at that time.

3. Recommend against the listing of COMSAT Laboratories as a Historic Site in the *Master Plan for Historic Preservation*.

    - COMSAT Laboratories is a significant architectural and historical resource in Montgomery County due to its association with master architect Cesar Pelli, location of critical technological advances in the fields of science, engineering, and communications, and development of Interstate 270 as a technological corridor. The Maryland Historical Trust (MHT) determined that COMSAT Laboratories is eligible for listing in the National Register of Historic Places under Criteria A and C. Montgomery Planning conducted design and economic feasibility studies for the property which failed to provide a viable path for its adaptive reuse in the short or medium term while considering all the plan goals. Therefore, the Sector Plan will not recommend listing the property in the Master Plan for Historic Preservation.

4. If the former COMSAT Laboratories building is proposed for full or partial demolition, the property owner must provide mitigation commensurate to the loss of historic resources that advances public knowledge about the past, promotes the public interest, and enhances the preservation of other resources eligible for or listed in the *Master Plan for Historic Preservation*.

    Appropriate mitigation must include, but is not limited to, the following:

    a. Historic Preservation Grant Program: Financial support to establish a façade improvement and building stabilization grant program for property owners of Master Plan Historic Sites or Districts in Clarksburg and mid-century Modern architecture in Montgomery County. Additionally, the grant would allocate funding to the Planning Department to conduct financial feasibility analyses for the redevelopment of potentially historic commercial properties.

    b. Documentation: Submit HABS/HAER documentation (Level 1), including a complete set of original or current measured drawings, large-format photographs, and a historical report to the Library of Congress.

    c. Historic Interpretation: Develop interpretation that utilizes architectural salvage from COMSAT Laboratories to highlight the building's architectural and historical significance. Interpretation may include, but is not limited to, traditional historic markers, incorporation into public art projects, and public access to a scaled model of the building.

    d. Public Art/Placemaking: Document and explore opportunities to share the 1978 lobby mural by Terry P. Rogers, which features COMSAT Laboratories employees, along with the smaller mural. The murals or a facsimile must be placed in a public building or other highly visible location on the property.

5. Designate the Community of Faith United Methodist Church as a Historic Site in the *Master Plan for Historic Preservation*.

6. Designate the Clarksburg Heights subdivision as a Historic District in the *Master Plan for Historic Preservation*.
7. Educate owners of historic properties on the benefits of local, state, and federal historic preservation tax credit programs.

Public Facilities

Vision

Foster a safe, accessible, and sustainable environment in the Clarksburg community ensuring adequate capacity for public facilities and ensuring that school access and capacities are aligned with evolving community growth and population shifts, fostering a thriving, connected educational experience for all.

Goals

- Increase or enhance safe routes to schools to support active transportation access for students, staff, and caregivers.
- Ensure adequate school capacity as new development occurs and student populations shift within existing residential communities.
- Ensure consistent and adequate coverage for cellular, public wireless internet, and broadband services throughout the Clarksburg community.
- Encourage safe, accessible, and co-located public facilities and amenities.
- Minimize environmental impacts from new sewer and water connections to properties within the Sector Plan.

School Adequacy Test

- In a maximum build-out scenario of the Plan's residential zoning recommendation over the plan's 20-year planning horizon, the estimated enrollment impact from new development is:
    - 770 ES students
    - 420 MS students
    - 580 HS students
- The student generation rate of neighborhoods in the Clarksburg area is currently inflated overall due to the large share of homes recently built and sold. Once the first wave of students advances through the school system and households gradually begin turning over at a more individual pace, the student generation rates are expected to decrease. As student generation rates begin to decline, student enrollment from existing neighborhoods is projected to decrease and free up increasing amounts of surplus school capacity.
- If student generation rates eventually stabilize at a level similar to that of an average Turnover Impact Area, or areas with low housing growth where enrollment growth is largely due to turnover of existing single-family units, this surplus capacity is anticipated to be able to absorb the Plan's estimated enrollment impact at the elementary and middle school levels. At the high school level, the maximum demand expected from the Plan's impact may still exceed the future surplus capacity. However, MCPS has plans to expand capacity at Damascus High

School, and the high schools and middle schools serving the Plan area and its vicinity are included in the scope of an ongoing boundary study to determine the service area for the new Crown High School and the expansion of Damascus High School.

- The Sector Plan is not expected to require dedication of a new school site at the elementary, middle, or high school level to accommodate estimated enrollment impacts from new development projected at a maximum build-out of the Sector Plan's land use vision or zoning recommendations.

Recommendations

Schools

1. Improve wayfinding for existing pedestrian connections between Clarksburg High School, Clarksburg Neighborhood Park, and Rocky Hill Middle School. [See also Park, Open Space, and Recreation section.)
2. Improve wayfinding for and access to existing tennis courts at Rocky Hill Middle School.
3. MCPS should explore the feasibility of lighting existing tennis and basketball courts and athletic fields at Rocky Hill Middle School. Installation of lights would follow applicable MCPS guidelines and standards including those that limit and mitigate light pollution and ensure safe use of facilities.
4. Construct a typical Neighborhood Connector street section at Redgrave Place, either through right-of-way dedication, access easement, or some other method, to ensure safe and adequate travel to and from Clarksburg Elementary School by school buses and personal vehicles. A third travel lane may be needed to accommodate bus traffic when vehicle traffic backs up on the street. (See also Transportation section)
5. Ensure safe access for students, parents, and staff walking to Clarksburg Elementary School by maintaining or enhancing the following pathways:
    a) The existing walkway and fence opening from the intersection of Stringtown Road and Observation Drive.
    b) A new sidewalk on the south side of Redgrave Place, between Frederick Road (MD 355) and the school entrance. Due to a lack of dedicated right-of-way to accommodate a typical street design on Redgrave Place, this may be accomplished through an easement to construct a sidewalk on Redgrave Place in advance of future roadway dedication. (See also Transportation section)
6. When considering a capital project at Clarksburg Elementary School, MCPS, in coordination with MCDOT and M-NCPPC, should study the feasibility of connecting Redgrave Place to Stringtown Road to improve traffic access and circulation for Clarksburg Elementary School.
7. If Clarksburg Elementary School relocates to a different location and the school property is proposed for redevelopment, the historic Clarksburg School building should be preserved, medium-density residential development is supported through a Residential Floating zone, and Redgrave Place should be connected to Stringtown Road.

Libraries

8. Provide directional signage to Dowden's Ordinary Special Park from the planned public library at the northeast corner of Frederick Road and Stringtown Road. Pedestrian crossings at the intersection of Frederick Road and Stringtown Road should be safe, adequate, and clearly marked to support access to the park from the library site. (See also Transportation recommendations for the intersection and Parks, Recreation, and Open Space recommendations for Dowden's Ordinary Special Park.)

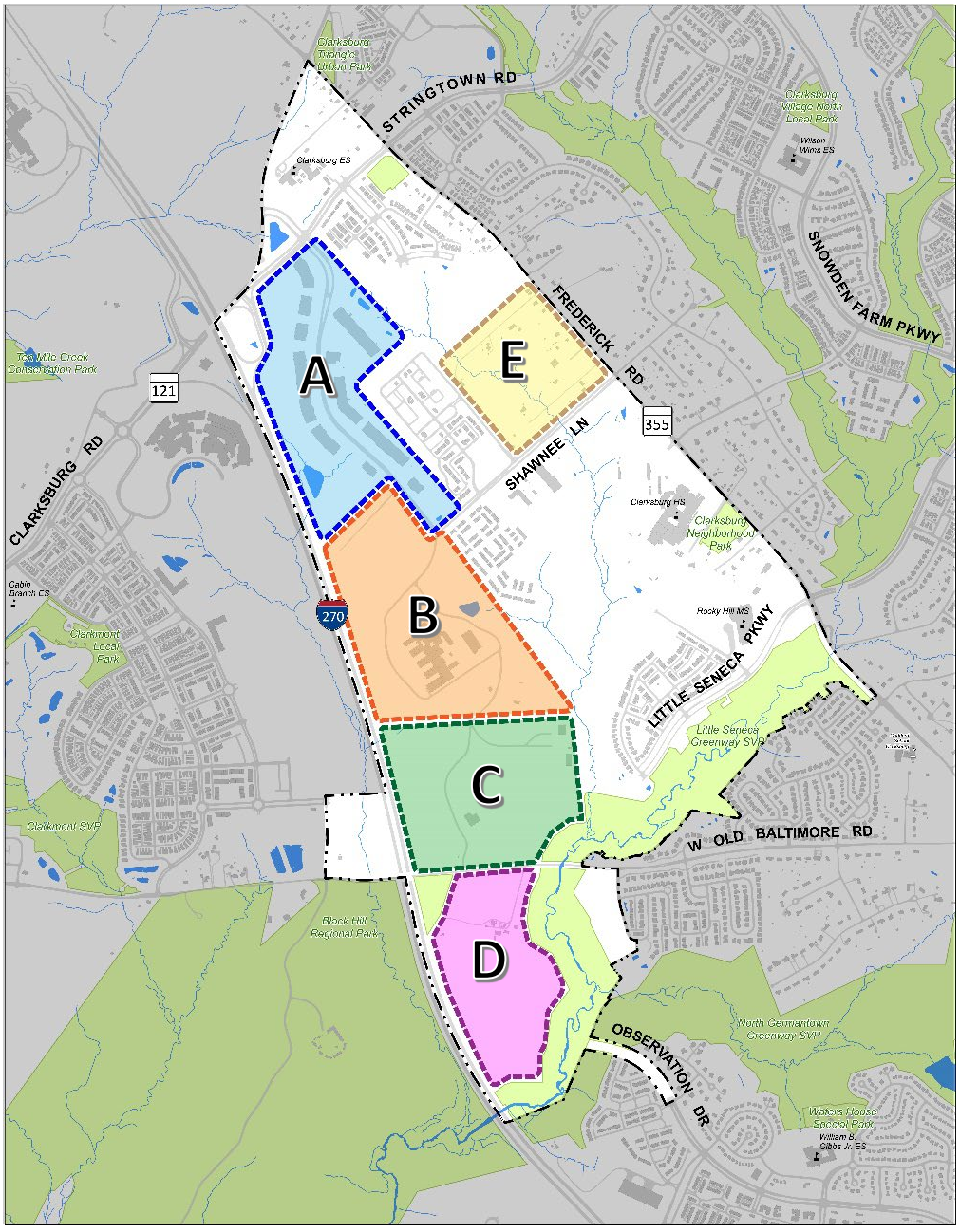
Utilities

9. Design and install new water or sewer connections in a way that minimizes environmental impacts. New connections should follow street rights-of-way, connect to nearby existing pipelines where possible, and avoid crossing or running along streams, stream valleys, forested or natural areas, and other sensitive environmental areas. Alternatives to gravity sewer connections should be pursued to avoid environmental impacts where necessary.
10. Support access to water/sewer for property owners within the Clarksburg Heights subdivision to facilitate the long-term preservation of these resources and occupancy by its owners. Property owners should coordinate with the Washington Suburban Sanitary Commission and Montgomery County Department of Permitting Services to implement any necessary utility connections and to determine any potential public assistance.
11. While all new utilities must be undergrounded, any existing and/or relocated aboveground utilities (e.g., power, telecommunications, internet) should be undergrounded, where feasible, and placed toward the rear of the property, along alleys, or in a location that does not conflict with stormwater facilities, tree and landscape planting areas, and other necessary streetscape elements.
12. The Montgomery County Office of Broadband Programs should work with service providers of cellular, public wireless internet, and broadband services to expand service and close gaps in coverage in the Clarksburg area.

Neighborhood Recommendations

The following recommendations pertain to future development and public improvements in one of five neighborhoods defined by their unique envisioned land use character, building scale and density, and development timescale.

Figure 10: Neighborhoods Map



(A) Gateway Center Neighborhood

The Sector Plan supports a continuation of employment-oriented uses, including light industrial, research and development, and commercial uses, in this neighborhood. Future redevelopment of

mixed-use residential and commercial development is also supported in a manner that ensures compatibility between new residents and businesses, and tenants of existing light industrial, employment-oriented, and flex space properties.

1. Future development of residential or commercial uses should be designed for compatibility with existing uses within the Gateway Center Neighborhood, such as impacts from noise, light, odors, traffic, and parking demands between properties.
2. To support a more pedestrian-friendly, activated streetscape, new development should establish building frontages and streetscape amenities along Gateway Center Drive, with parking, loading, and other building services located to the rear or side of buildings.
3. As Observation Drive is completed to the south of Shawnee Lane and the Clarksburg-Germantown Corridor Connector enhanced bus service is established, Gateway Center Drive should be reconfigured between Shawnee Lane and Stringtown Road within the existing outer curbs to accommodate dedicated bus lanes per the master planned cross-section.
4. If the existing stormwater management facilities at 22501 Gateway Center Drive can be accommodated in other ways, either underground or off-site, development is supported on this property to achieve activation of this street corner for the benefit of the surrounding community.

(B) COMSAT North Neighborhood

The Sector Plan anticipates that residential development will be the predominant land use in this neighborhood as new development occurs in this portion of the former COMSAT Laboratories property. Neighborhood-serving commercial and public open spaces and gathering places are also encouraged.

1. New residential development should establish a mix of housing types and densities throughout the neighborhood.
2. Small-scale commercial space(s) should be provided in this neighborhood as part of new development to provide for neighborhood-serving shopping, dining, or personal services that serve existing and future residents.
3. New local streets proposed in this neighborhood should provide for sidewalks, street trees, and on-street parking, with a preference for rear-loaded parking for new attached and multi-unit development, accessed from secondary service alleys, where feasible.
4. To help establish an active and attractive pedestrian realm along the planned central ‘main street’, buildings should be designed and oriented to front onto the ‘main street’, with active store fronts and building entries and higher building heights and densities than other streets in the neighborhood.
5. Create a new Clarksburg Gateway Local Park to serve the wider Clarksburg community and help realize the broader vision and goals of the Plan and the specific goals for Parks, Recreation and open space. Clarksburg Gateway Local Park should be centrally located and easily accessible within the Plan area along the Observation Drive corridor on the former COMSAT Laboratories property. For complete details see the Parks, Recreation, and Open Space section.

6. Preserve existing open space, topography, mature shade trees, and forest stands as part of the planned development in this neighborhood where feasible.

(C) COMSAT South Neighborhood

The Sector Plan anticipates a compact, mixed-use activity center in this neighborhood, centered around a planned enhanced bus station near the intersection of Observation Drive (extended) and Little Seneca Parkway (extended), with a range of residential, commercial, and employment uses.

New proposed development in this neighborhood should implement the following recommendations:

1. Property owners and/or developers of the former COMSAT Laboratories property and Linthicum Family property must coordinate with Montgomery Planning at the time of new development design to achieve seamless development blocks and a connected grid of streets, including the primary connections of Observation Drive, Little Seneca Parkway and West Old Baltimore Drive.
2. New development is encouraged to support a community-serving activity center, with multiple uses and building densities. New housing, shopping, employment opportunities, entertainment, and cultural opportunities should be included, along with ample open space and recreation amenities.
3. New local streets proposed for development in this neighborhood should provide for sidewalks, street trees, and on-street parking, with a preference for rear-loaded parking for new attached and multi-unit development, accessed from secondary service alleys, where feasible.
4. To help establish an active and attractive pedestrian realm along the planned central 'main street', buildings should be designed and oriented to front onto the 'main street', with active store fronts and building entries and higher building heights and densities than other streets in the neighborhood.
5. Commercial uses should be concentrated along the planned 'main street' and near the intersection of the planned Observation Drive extension with Little Seneca Parkway, in proximity to the planned enhanced bus station, either as part of stand-alone or mixed-use development.
6. New development of "public spaces" should provide opportunities for "third spaces", or publicly accessible open space available for community gatherings, events, and activities, such as a farmers or artisans market, outdoor movie screenings, group exercise classes, small dance and music performances, and other community gatherings.
7. As part of new development in this activity center, incorporate the master planned 'main street' as a Curbless Street that is designed for safe and comfortable pedestrian activity and slower vehicle speeds, with activated storefronts, streetscape amenities, and anchors on either end of the street (e.g., public park, retail center with shopping and restaurants, major employer, life science campus).
8. Preserve existing open space, topography, mature shade trees, and forest stands as part of the planned development in this neighborhood where feasible.

(D) Linthicum Farm Neighborhood

The Sector Plan anticipates primarily new residential development in this neighborhood, with a mix of housing types and densities and an opportunity for neighborhood-scale commercial development.

1. Property owners and/or developers of the former COMSAT Laboratories property and Linthicum family property must coordinate with Montgomery Planning staff at the time of new development design to achieve seamless development blocks and a connected grid of streets, including the primary connections of Observation Drive, Little Seneca Parkway and West Old Baltimore Drive.
2. New residential development should establish a mix of housing types and densities throughout the neighborhood.
3. Small-scale commercial space(s) should be provided in this neighborhood as part of new development to provide for neighborhood-serving shopping, dining, or personal services that serve existing and future residents. Commercial uses should be concentrated near the intersection of the planned Observation Drive extension with West Old Baltimore Road, either as part of stand-alone or mixed-use development.
4. New local streets proposed in this neighborhood should provide for sidewalks, street trees, and on-street parking, with a preference for rear-loaded parking for new attached and multi-unit development, accessed from secondary service alleys, where feasible.
5. As part of new development, establish a public shared use path toward the east side of the property adjacent to Little Seneca Greenway Stream Valley Park, either along a future roadway or as a stand-alone path if a street is not built in this location. Pervious hardscape materials should be considered, with stormwater management techniques and/or permeable natural buffers established to reduce runoff volumes and particulates entering Little Seneca Creek from the pathway.
6. Public open space required as part of new development should include one or more larger privately-owned public spaces (POPS) that are welcoming and foster opportunities for social connection, exposure to nature, and passive recreation. New POPS should include neighborhood-serving amenities, such as community gardens, playgrounds, benches, and picnic shelters.
7. Preserve existing open space, topography, mature shade trees, and forest stands as part of the planned development in this neighborhood where feasible.

(E) Upper Coolbrook Neighborhood

1. New development should be primarily residential in character and may include a range of compact, low- to medium-density residential housing, institutional uses, and/or small-scale commercial uses.
2. Implement environmental site design and best management practices to minimize impacts to streams and environmentally sensitive natural resources, watersheds, and wildlife habitats, and avoid and reduce soil erosion and stormwater runoff into the Coolbrook Tributary.

3. As a part of new development, property owners should work with the Montgomery County Parks Department to determine the viability of parkland dedication along Coolbrook Tributary. If parkland dedication is not recommended by the Parks department, areas of the property that are covered by forests, wetlands, floodplains, steep slopes, or other sensitive environmental features, should be protected within a private conservation easement.
4. If feasible, one or more low-impact, natural surface trail connections should be provided across the Coolbrook Tributary to support pedestrian connectivity and access to natural areas within the community.
5. New local streets proposed in this neighborhood should provide for sidewalks, street trees, and on-street parking, with a preference for rear-loaded parking for new attached and multi-unit development, accessed from secondary service alleys, where feasible.