

Comment #	Testimony Source	Written Testimony ID	Commenter	Plan Section Reference	Plan Page # (if applicable)	Comment Topic	Comment / Issue	Staff Response / Recommendation	Plan Revisions and Planning Board Direction
1	Written and Public Hearing	A	Karen Burditt (HPC Chair)	Historic Preservation (3.G.6/7 & 3.G.8/9)	83-84	Support for historic designation of the Community of Faith UMC and Clarksburg Heights	The HPC recommends that the PB affirm the draft plan's recommendations to designate the Community of Faith United Methodist Church and cemetery Master Plan Site and the Clarksburg Heights Master Plan Historic District in the Master Plan for Historic Preservation.	The Public Hearing Draft recommends designating the Community of Faith United Methodist Church & Cemetery as a Master Plan Historic Site and Clarksburg Heights as a Master Plan Historic District in the <i>Master Plan for Historic Preservation</i> .	
2	Written	B	Celeste Torio	Land Use (3.A.1 and Figure 8)	31-32	Provide adequate public facilities with recommended zoning changes	Shifting large areas from employment-focused zoning to commercial-residential (CR/CRT) raises questions about balance. Clarksburg already struggles with traffic congestion, limited infrastructure, and overcrowded schools. Allowing higher-density residential development without guaranteed transportation and school capacity improvements could worsen these problems and reduce quality of life for current residents. Recommendation: Tie any new residential zoning to firm commitments for infrastructure, including road upgrades, public transit expansion, and school capacity.	The Public Hearing Draft recommends transportation infrastructure, roadways, transit service, and bike/pedestrian facilities, that Planning Staff believe will adequately serve the transportation needs of the Clarksburg community as growth occurs. This infrastructure will be provided either by public investment and/or private contributions as development is proposed. 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. See School Adequacy Test Section in the plan.	
3	Written	B	Celeste Torio	Housing (3.C.1)	55	Limit high-density housing near established neighborhoods	While supporting the goals of affordable housing generally, the plan's blanket requirement for 15% MPDUs and incentives for larger family units could lead to significantly denser projects than our infrastructure can handle. These changes may also affect property values in existing communities, especially townhome neighborhoods like mine, by introducing large-scale developments that alter the character of our area. Recommendation: Limit the scale of high-density housing near established neighborhoods to prevent incompatibility and property devaluation.	The Public Hearing Draft aims to foster vibrant, inclusive communities and promote a range of housing options, not just large-scale high-density housing. The 15% MPDU requirement is aligned with best practices in previous master plans and responsive to the need for more affordable housing countywide. Establishing a minimum expected level of affordable housing units as part of a proposed housing development and prioritizing larger family units as a Public Benefit for new housing developments seeking approval under the Optional Method of Development will not necessarily lead to, nor be concentrated in, higher density development. Larger family units are actually less dense than smaller residential units in terms of dwelling units per acre. There is also no evidence that introducing large-scale developments causes property values to decline.	
4	Written	B	Celeste Torio	Environment (3.E) and COMSAT Neighborhood (4.B)	94-95	Do not compromise environmental protection and open space through new development	Redevelopment of the COMSAT site as a mixed-use activity center deserves careful scrutiny. If the zoning changes create unchecked residential growth, we risk creating another overbuilt corridor without the transit, road capacity, or green space protections needed to support it. Recommendation: Ensure that environmental protections and open space preservation are not compromised by zoning flexibility.	The Public Hearing Draft recommends many provisions for transit, road capacity, green space, parks, etc. as part of the expected development of the COMSAT property. Residential growth will not be 'unchecked', but will only be approved if adequate facilities and protections are provided.	
5	Written	C	Geza Sereyi	Historic Preservation (3.G.11)	84-85	Preserve the COMSAT building as a historic site in the Master Plan for Historic Preservation.	I worked for 25 years at the COMSAT Labs in Clarksburg and am a current resident of Montgomery County. I am asking you to preserve the COMSAT building which has so much history associated with the development of satellite communications. The current owners of the land and the building deserve a chance to develop the extensive land around the building, but you have an obligation to set aside the building itself for preservation and reuse. I would like to see some of my yearly County property tax and income tax payments used for this purpose. Develop a plan that will extend the life of the building for another 25 or 50 years by doing the following: - Set aside a part of the building as a museum of satellite communications and a teaching facility that will encourage high school students to explore the latest trends in satellite communications. - Set aside a part of the building as a research laboratory, perhaps for biomedical research. - Set aside a part of the facility for recreational purposes. - Set aside a part of the building for retail purposes. (attachment provided from Maury Mechanick, President of the COMSAT Alumni and Retirees Assoc., documenting historic significance of the building)	The Public Hearing Draft acknowledges the historic and architectural significance of COMSAT Laboratories. Montgomery Planning undertook both design and economic feasibility studies to explore potential adaptive reuse scenarios for the building. However, the findings of the economic analysis indicated that there is no viable path forward for the adaptive reuse of COMSAT Laboratories in the short or medium term while achieving other plan objectives. The Plan includes mitigation to honor the site's significance including the establishment of a grant program, documentation, interpretative elements, and opportunities for public art.	
6	Written	D	Maryland Department of Planning (MDP)	General	-	General support	MDP commends Montgomery County Department of Planning for effectively incorporating the new Sustainable Growth Planning Principles, adopted by the General Assembly with 2025's HB 286, signed by Governor Moore into law on April 8, 2025, and effective October 1, 2025. The Draft Plan addresses the 8 Planning Principles. MDP intends to share this draft as an example with other jurisdictions desiring to similarly address these new planning principles.	Staff acknowledges the comment in support of the Public Hearing Draft's inclusion of the 8 new Sustainable Growth Planning Principles	
7	Written	D	MDP	Land Use (3.A.1, 4-5)	31	State-mandated residential development flexibility	Development Regulations Element - HB538, Housing Expansion and Affordability Act passed in 2024 with an effective date of January 1, 2025. The Maryland Department of Housing and Community Development drafted Frequently Asked Questions to help local governments understand and implement the Act. This state mandate may override local zoning density for multifamily, and unit types where single-family detached dwellings are permitted, in certain circumstances and only for qualified projects.	Planning Staff will continue to keep apprised of state legislation affecting the provision of housing.	
8	Written	D	MDP	Housing (3.C)	-	Provision of housing affordability	Housing Element - MDP reminds Montgomery County about HB 1466's requirement that all jurisdictions adopt a local law meeting accessory dwelling unit provisions by October 1, 2026. MDP is aware of the county's ADU legislation but has not analyzed the current local ADU legislation to determine if it is consistent with HB 1466. MDP suggests that the planning department complete such an analysis.	Planning Staff has been in touch with Council Staff about this issue and is working on analyzing the existing ADU ordinance for compliance with state code.	

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9	Written	D	MDP	Environment (3.E) and Parks (3.F)	-	Wildlife Corridors	<p>Sensitive Areas Element - MDP notes that there may be an opportunity to address this new legislation: HB 731 - Wildlife - Protections and Highway Crossings, effective July 1, 2025.</p>	<p>The Public Hearing Draft discusses roadway impacts to existing and recommended parks on pages 76 and 77, directly referencing the chapter of the land use code that this legislation amends: "Local jurisdictions in Maryland are required to consider wildlife movement and habitat connectivity when enacting, adopting, amending, or executing plans (Md. Code Ann. Land Use Article § 1-408)."</p> <p>Staff suggests that the plan could further consider clarifying the reference to the version of the land use code since the bill was passed, such as, "Md. Code Ann. Land Use Article § 1-408 and § 3–104, as reenacted with amendments in Maryland HB 731 in 2025."</p> <p>Additionally, it may be worthwhile to include a reference to this state code and legislation in the Environment chapter, since the legislation talks about including it in the Sensitive Areas Element of a master plan.</p> <p>Plan includes recommendations for bridges to span stream valleys and minimize environmental impacts to the stream system. We will explore coordination with Parks to further these recommendations.</p>	<p>Add reference to the latest legislation on wildlife corridors, § 3–104, per staff response</p> <p>Coordinate with Department of Parks to identify and protect wildlife corridors and connections in the Clarksburg Plan.</p>
10	Written	D	MDP	Transportation (3.B)	-	Transportation facilities	<p>Transportation Element - MDP is pleased to note that Montgomery County plans to create "a more complete, connected, and sustainable" community (page 19) for the Clarksburg Gateway Sector Plan Area. The Draft Plan supports a complete, connected, and sustainable land use pattern, prioritizing "higher-capacity transit services over single-occupancy vehicle infrastructure" (page 34) and including a planned Complete Streets network, which will promote alternative transportation, e.g., taking transit, walking, biking, and rolling, to travel by single-occupancy vehicle. These policies are consistent with the Maryland Transportation Planning Principle. With the proposed land use and zoning changes to the area east of I-270, from employment/office/industrial oriented uses to mixed commercial and residential uses, the county recommends removing a formally planned interchange with I-270 and replacing it with an east-west Little Seneca Parkway over I-270 to help form a connected local roadway network. MDP supports this recommendation. We recognize that this aligns with the sector plan's vision and the transportation goals, as discussed above.</p> <p>MDP provides the following suggestions relating to the Draft Plan</p> <ul style="list-style-type: none">• If feasible, it would be helpful to provide a map to illustrate the proposed public transportation recommendations (pages 37 and 38).• The Draft Plan promotes "safe routes to school" and includes recommendations for improving pedestrian and bicycle crossing at several intersections near Rocky Hill Middle School and Clarksburg High School. MDP staff suggests the county consider the following to further enhance walking and biking to schools:<ul style="list-style-type: none">◦ Include an additional illustrative map (see page 49) that depicts a potential publicly accessible trail(s)/connection(s) to Rocky Hill Middle School and Clarksburg High School from the area west of the schools.◦ Consider improving the existing pedestrian and bicycle facilities connecting to the high and middle schools along Frederick Road, since Figure 9 (page 36) shows either "Undesirable" or "Uncomfortable" for the pedestrian level of comfort on the segment of Frederick Road.	<p>Staff supports creating a new map identifying the public transit recommendations of the draft plan. This can be included in the Planning Board Draft transmittal to the County Council.</p> <p>Staff supports adding the Public Hearing Draft's recommended trail connections to the Planned Bikeways Map (also in response to a comment from MCDOT).</p> <p>The Public Hearing Draft includes recommendations for intersection improvements at Clarksburg HS and Rocky Hill MS. Staff supports adding an additional recommendation to improve the existing pedestrian and bicycle facilities <u>along</u> Frederick Road in the vicinity of these schools, as well.</p>	<p>Create a new map of public transit improvements</p> <p>Add recommended trail connections to the Bikeways Map</p> <p>Add a new recommendation for bike/ped improvements to existing facilities along Frederick Road, especially in the vicinity of public schools (including lighting, street crossings, adequate width, etc.)</p>
11	Written	D	MDP	Community Facilities (3.H)	-	Water Resources	<p>Water Resources Element - The Montgomery County Council approved the Water Resources Plan (WRP) in July 2010, which was adopted by the full Commission in September 2010. The WRP suggests an amendment to the general plan would address policies and recommendations relating to maintaining an adequate drinking water supply and wastewater treatment capacity to 2030, continuing to meet the needs of the county. Thrive did not include the policies suggested in the 2010 WRP but instead adopted it by reference.</p> <p>The Montgomery County Department of Environmental Protection (DEP) should review the WRP and determine if it accounts for the Draft Plan's revised development capacities. This analysis should consider stormwater infrastructure, water and sewer capacity analysis, and finally, upgrading old systems that may be failing or improperly sized for increased development. MDP encourages updating the WRP since it impacts all master plans and the Montgomery County Ten-Year Comprehensive Water Supply and Sewerage Systems Plan.</p>	<p>Staff acknowledges that the County's 2010 WRP is outdated and needs to be updated to meet MDE's most recent (2022) guidance. DEP and Planning will need to discuss how to accomplish this requirement, though this effort would be broader in scope than the Clarksburg Gateway Sector Plan can address at this time.</p>	
12	Written	D	MDP	Transportation (3.B)	-	General	<p>In general, the Plan is consistent with MDOT plans and programs. The MDOT supports the goals of the Plan, including the vision of a multi-modal transportation future for Clarksburg that is characterized by safe streets and human-centered design that serves a Complete and Compact Community and supports environmentally responsible growth.</p>	<p>Staff acknowledges this comment.</p>	
13	Written	D	MDP	Transportation (3.B)	-	Travel Demand Management	<p>Commuter Choice Maryland is MDOT's Travel Demand Management (TDM) program, and it could be incorporated into the Plan as a strategy to support the Plan. The program offers an extensive menu of commuter transportation services, such as ridesharing and incentives.</p>	<p>Staff supports MDOT's TDM program, Commuter Choice Maryland, however, the Clarksburg Gateway Sector Plan is not located within a designated Transportation Management District, which provide concentrated services to encourage the use of transit and other commuting options in Montgomery County's major business districts.</p>	
14	Written	D	MDP	Transportation (3.B)	-	Transit planning	<p>The MDOT supports continued improvements to expand and enhance transit options. Please coordinate with the Maryland Transit Administration (MTA) Office of Statewide Planning for any coordination regarding regional transit and the coordination of MDOT supported locally-operated transit services (LOTS). The MTA also supports park and ride (with SHA), demand response services, paratransit, medical services, and senior-center transportation options.</p>	<p>The Public Hearing Draft includes recommendations that implement the county's Corridor Forward: I-270 Transit Plan and planned MD 355 Flash BRT route in the Clarksburg area. These transit services will be coordinated with MDOT and MTA as they progress through their planning and funding phases. The draft plan also recommends establishing public park-and-ride facilities to serve planned transit services (4.B.3).</p>	

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15	Written	D	Maryland Department of Transportation (MDOT)	Plan Framework (2.B) and Transportation (3.B)	19-21	Expand active transportation framework elements	Consider bike-ability for both short- and long-term trips in the concept framework plan. Consider walking, biking, and rolling needs on connectors that prioritize travel through the Plan Area.	The high-level Concept Framework Plan is not well-suited to showing detailed recommendations for different lengths of bike trips. The Public Hearing Draft includes a number of recommendations that will establish new (or enhance existing) infrastructure for walking, biking, and rolling, regardless of the desired trip length. The draft plan's recommendation to establish a Bike Breezeway along Gateway Center Drive and Observation Drive Extended (Figure 13) would be part of a longer, prioritized bike facility between Clarksburg and Gaithersburg that supports long-distance cycling along a low-stress bike route.	
16	Written	D	MDOT	Transportation (3.B)	19, 48	Complete Streets	The MDOT supports the County's vision to pursue complete streets design that encourages the efficient use of land and transportation resources. Such planning is in line with MDOT's emphasis on improving connectivity, access, and mobility for all users as emphasized by SHA's Context Driven initiative, which focuses transportation practitioners on implementing context-appropriate improvements to emphasize safety, access, and mobility for all users, especially those more vulnerable such as pedestrians and bicyclists.	Staff acknowledges this comment.	
17	Written	D	MDOT	Transportation (3.B)	-	Bike and Pedestrian amenities at bus stops	Consider incorporating bicycle and pedestrian connectivity to and pedestrian-friendly amenities at local bus stops, in addition to major transit stations.	The draft plan's recommended completion of bicycle and pedestrian paths and trails are intended to improve connectivity throughout the Clarksburg community, including to existing and future bus stops. Pedestrian-friendly bus stop amenities, such as furniture, shelter, waste receptables, lighting, etc. are typically managed by MCDOT and Ride On, depending on rider demand, physical feasibility, and funding. The Draft Plan recommends improvements to access and amenities at local bus stops under Transportation Recommendation 2, p. 39	
18	Written	D	MDOT	Transportation (3.B)	-	Utilize Bicycle Level of Traffic Stress analysis	Use MDOT's Bicycle Level of Traffic Stress typology to support the Plan's data-driven approach to active transportation improvements and complement the County's Pedestrian Level of Comfort analysis.	Staff does consider Bicycle Level of Traffic Stress (BLTS) when considering recommendations for bicycle facilities and connections as part of a master planning process. Including a map of current BLTS in the sector plan may help to illustrate the relationship between existing and planned bicycle facilities and how people experience their travel by bicycle with and without them.	Add BLTS map and short interpretation for how recommendations relate to it in the plan.
19	Written	D	MDOT	Transportation (3.B)	-	Improving walking conditions on existing roadways	Clarify the County's policy or approach to improving walking conditions on existing roadways. If the County anticipates certain right-of-way needs, MDOT encourages the County to discuss this in the recommendations.	Improving walking comfort levels is a focus for the county. The County's Complete Streets Design Guide (CSDG) identifies the type of sidewalks and sidepaths that should be provided for each roadway classification in the county. This plan identifies roadway classifications consistent with the CSDG. The County also has a countywide functional Pedestrian Master Plan which identifies goals and strategies for improving pedestrian facilities and comfort levels across the county. Additionally, the Travel Monitoring Report, published every 2 years, tracks how the county is acheiving these goals. A pedestrian survey to support this effort is also collected on a routine basis. All development applications in the County are required to provide dedication or easements to accomodate these facilities and these are typically required to be constructed as part of the development. Additionally, the Local Area Transportation Review (LATR) Guidelines for projects that generate a certain level of trip generation are required to assess a variety of transportation deficiencies off-site from the project, including pedestrian facilities that are not comfortable. The County CIP also includes pedestrian improvement projects. Staff believes that the draft plan's identification of roadway classifications supports improving walking conditions by establishing what facilities will be required throughout the planning area, including ROW needs.	
20	Written	D	MDOT	Transportation (3.B)	-	Applying context-sensitive measures at intersections	Consider future context-sensitive countermeasures, particularly at intersections and crossings, to expand on the Plan's typical sections.	The Public Hearing Draft includes a recommendation to prioritize pedestrian and bicycle safety and comfort at key intersections in the plan area through improvements, in conformance with Complete Streets Design Guide and Vision Zero best practices. These improvements will be context-sensitive and possibly in addition to the plan's recommended typical street sections. (see Recommendation #3.B.12)	
21	Written	D	MDOT	Transportation (3.B)	-	Sharing sidewalk and sidepath data	Upon implementation, please share any new sidewalk or shared-use path data with MDOT.	Staff will share any new sidewalk, shared use path, or trail data will MDOT upon implementation of these facilities, including geographic map information, user data, etc., as available.	
22	Written	D	MDOT	Transportation (3.B)	-	Bicycle and Pedestrian maintenance needs	Consider the ongoing maintenance needs of bicycle and pedestrian facilities throughout the Plan area. Coordinate maintenance needs with the planned MD 355 Bus Rapid Transit (BRT) corridor.	Staff appreciate the need to anticipate consistent and timely maintenance of bicycle and pedestrian facilities, and their coordination with the MD 355 Flash BRT line, throughout the plan area, yet these considerations are not typically the purview of master plans. Generally, capital project funding, design, construction, and maintenance is the responsibility of other public agencies.	
23	Written	D	MDOT	Transportation (3.B)	-	Prioritize SRTS improvements	Continue to prioritize Safe Routes to School (SRTS) engineering improvements to the three schools located in the Plan area in the Plan's implementation and through the County's SRTS program.	Staff acknowledges this comment.	
24	Written	D	MDOT	Transportation (3.B)	-	Coordinate for bicycle and pedestrian improvements	The MDOT recommends coordinating with Luis Gonzalez, Chief of the SHA Active Transportation Division for pedestrian and bicycle accommodations along MD 355 (Frederick Road).	Staff will reach out to Mr. Gonzalez to coordinate pedestrian and bicycle accommodations on MD 355 (Frederick Road)	

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25	Written and Public Hearing	E	Karen Burditt (HPC Chair)	Historic Preservation (3.G.11)	84	Preserve the COMSAT building as a historic site in the Master Plan for Historic Preservation.	<p>On January 22, 2025, the Historic Preservation Commission voted unanimously to recommend the designation of the COMSAT Laboratories to the Master Plan of Historic Sites as part of the Clarksburg Gateway Sector Plan. The Commission proposes a 33.47 acre environmental setting out of the 205 acre property. The HPC vote came after hearing the staff's report that COMSAT Laboratories meets 6 of the 9 designation criteria, after the testimony from local preservation groups, individuals and the property owner, and a lengthy discussion among the Commissioners.</p> <p>The Historic Preservation Commission recommends that the COMSAT Laboratories be added to the Master Plan of Historic Preservation based on its singular historic significance to commercial satellite communications in the County and for the United States.</p> <p>Cautions the Planning Board against using existing real estate conditions as a basis for making decisions about historic properties and their potential for adaptive reuse, but envisioning the COMSAT building as a future adaptive reuse potential. Several examples of buildings once thought not adaptable that are now cherished buildings were cited during the Public Hearing.</p> <p>Additionally, the Main Entry/Lobby/Display Tower, and the south facing corridor to be preserved and the four original Laboratory wings be adaptively reused. If feasible the high bay satellite test building be adaptively reused to display satellite and telecommunication technology, past-present-future for the benefit of the community.</p>	<p>The Public Hearing Draft acknowledges the historic and architectural significance of COMSAT Laboratories. Montgomery Planning undertook both design and economic feasibility studies to explore potential adaptive reuse scenarios for the building. However, the findings of the economic analysis indicated that there is no viable path forward for the adaptive reuse of COMSAT Laboratories in the short or medium term while achieving other plan objectives. The Plan includes mitigation to honor the site's significance including the establishment of a grant program, documentation, interpretative elements, and opportunities for public art.</p>	
26	Written	F	County Executive (CEX) - cover letter	General	-	Remove all plan recommendations that would affect the overlapping 2014 Ten Mile Creek Plan Area	<p>The boundaries of the draft plan include part of the land in the 2014 Ten Mile Creek Plan “for the purpose of reconsidering previous plan recommendations there” (page 2). Remove all recommendations that would affect that land.</p>	<p>The sector plan's boundary was drawn to include the 'triangle' of land between Clarksburg Road, Stringtown Road, and Frederick Road in order to consider alternative roadway alignments of the planned Observation Drive Extended south of Clarksburg Road. There are no substantive changes recommended by the draft plan (including zoning, housing development, or environmental protection) that would affect the strong environmental protections adopted by the 2014 Ten Mile Creek amendment and implemented under the Ten Mile Creek Environmental Overlay Zone. On the contrary, the draft plan recommends changes in the master planned roadway network that would avoid such impacts. Any anticipated additional community development that would occur as a result of the plan's recommendations would not take place within the small area of overlap between the 2014 Plan Area and the current sector plan area.</p>	
27	Written	F	CEX - cover letter	Travel Analysis (Appendix K)	-	Ensure that planned growth is accompanied by adequate public facilities	<p>The Department of Transportation concludes that the Draft's transportation recommendations will not support the recommended population growth. "... the Plan will reduce overall job accessibility, increase travel time, and increase vehicle miles traveled (VMT) in an area of the county that already experiences 'some of the longest travel times across all modes and experiences significant job and services accessibility challenges'."</p>	<p>What the travel analysis model does not show is that additional housing in the Clarksburg area will reduce travel times and increase job accessibility for people who will now have housing options that did not exist before. These people may currently live in farther outlying areas or be new entrants to the region. They may also choose to relocate to Clarksburg from another part of the county because they prefer a larger or newer house and don't mind extra commuting time.</p> <p>The reason Clarksburg has “some of the longest travel times across all modes and experiences significant job and services accessibility challenges” is because it is located farther away from the major regional job centers than any other community in the county. The Clarksburg plan cannot move Clarksburg to a more convenient location.</p> <p>Current and future Clarksburg residents make trade-offs between location and other housing characteristics like size, cost, and building age. All recent master plans have emphasized adding housing so that current and future residents have more options to reconcile competing desires for location, accessibility, amenities, and house size and quality.</p> <p>Additionally, Clarksburg residents expressed the desire for more local-serving retail and services. The area currently lacks these amenities because Clarksburg lacks the population to support them. If additional population does spur new businesses, they will provide local jobs for residents and shorten trip times to access these amenities.</p>	
28	Written	F	CEX - cover letter	Environment (3.E)	-	Address environmental health and water quality in the Sector Plan.	<p>Proposed changes to land cover would have a major impact on the health of an already vulnerable high-quality stream system that is part of an essential water-supply network. since 2017, the Little Seneca Creek watershed has had the greatest increase in the percentage of impervious surfaces of any watershed in the County. Additionally, while forest cover Countywide has increased, it has declined in the Plan area by several percentage points. These are red flags that should be addressed unless you are willing to accept continued degradation of the water supply and some of the most pristine watersheds in the County. Reconsideration of elements of the Plan “presents a timely and important opportunity to reverse these trends and demonstrate how development can be aligned with ecological restoration and protection.”</p>	<p>Staff acknowledges this comment. See stream quality recommendation 3.E.6.a-c. See afforestation recommendation 3.E.5. Also see Recommendation 3.E.9 which seeks tree preservation along I-270.</p>	

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29	Written	F	CEX - cover letter	Housing (3.C)	-	Guarantee affordable housing with any proposed re-zoning	The Plan's focus on rezoning employment uses for additional housing offers no guarantee that new development will meet the need for housing that is affordable to a range of income levels.	<p>The Plan increases the standard MPDU requirement to 15%, which is a guarantee that 15% of additional new units will be available to families with incomes roughly 65% to 70% of Area Median Income. Thus, the Plan will provide more affordable housing to more people than is currently available in Clarksburg.</p> <p>Second, there is no land use mechanism to “guarantee” that housing is affordable to all income levels. Planning offers incentives to developers to provide additional affordable units, and if the County wants to dedicate additional funding to deeply affordable housing or pass a law that requires it, they are welcome to do so.</p> <p>New housing for a broad range of income groups is surely preferable to no new housing at all. If all housing development is prohibited until it provides units for every conceivable family size and income level, then not only will there be no new housing for very low-income people—there won't be new housing for anyone else either.</p>	
30	Written	F	CEX - cover letter	Travel Analysis (Appendix K)	-	Avoid degradation of transportation performance metrics as growth occurs	Based on an analysis of four scenarios provided in Appendix K of the Plan, the Department of Transportation concludes that even with the full buildout of the BRT/Corridor Connector network, areawide connectivity and travel time will degrade significantly and the Draft's transportation recommendations will not support the recommended population growth	Much of the difference in the metric performance is due primarily to the land use differences between the existing master plan (baseline 2045) and the rest of the scenarios. However, the land use in the baseline 2045 scenario no longer represents the vision for the plan area.	
31	Written	F	CEX - cover letter	Community Facilities (3.H)	-	Ensure adequate public safety service response as population growth occurs	The Montgomery County Police Department cautions about its potential inability to meet the service demands of the proposed population growth. The anticipated population growth is expected to result in a higher volume of calls for service, which would likely impact response times unless there are increases in staffing levels and resource allocation	Staff acknowledges that expected additional growth in Clarksburg's residential population, supported in part by draft zoning recommendations for properties that currently allow limited or no residential development, may add to the public safety service demands than might occur without such recommendations. However, we believe that this incremental growth is not significant relative to the current and future size of the Clarksburg population beyond the plan's boundaries. Master plans are unable to estimate or effectuate increases in public safety staffing levels and resources allocation, however, it should be noted that new housing and residents contribute property and income tax revenue that can be directed towards additional police officers.	
32	Written	F	CEX - Department of Environmental Protection (DEP) letter	Environment (3.E)	#VALUE!	Seek ways to accommodate growth while maintaining the health of streams, the extend of forest cover and tree canopy, and low imperviousness.	<p>Land cover has a major impact on the health of streams. Imperviousness, forest cover, and tree canopy are significant cover types that influence stream health. The Clarksburg Gateway Sector Plan area lies almost entirely within the Little Seneca Creek watershed, with a small portion in the Ten Mile Creek watershed. Between 2017 and 2023 the Little Seneca creek watershed had the greatest increase in the percentage of impervious surfaces of any watershed in the County. In the Sector Plan area, the impervious surface has already increased from 19.9% to 22.3% over that period and will increase substantially under the suggested development scenario. Additionally, between 2008 and 2023, forest cover Countywide increased, but within the Sector Plan area it declined by several percentage points. Over that same period, tree canopy remained steady across the County but declined by several percent in the Sector Plan area (see table in Testimony Exhibit).</p> <p>The Clarksburg Gateway Sector Plan area lies entirely within two Special Protection Areas (SPAs), with the majority located in the Clarksburg SPA. Despite this designation, it appears that the SPAs are not effectively safeguarding key land cover elements that influence stream and environmental health. As noted, all three previously discussed indicators have worsened—both from a stream health perspective and in terms of broader ecological integrity.</p> <p>While some increase in impervious surfaces is expected with development, the loss of forest cover and tree canopy is not inevitable. With thoughtful planning and design, it is possible to accommodate growth while maintaining—or even increasing—these critical natural resources. It is essential that forest cover and tree canopy in the plan area do not continue to decline. In fact, they must increase to support long-term environmental resilience.</p> <p>The Clarksburg Gateway Sector Plan presents a timely and important opportunity to reverse these trends and demonstrate how development can be aligned with ecological restoration and protection.</p>	<p>Staff acknowledges this comment. Stream valleys located on the site would be conserved by easement or by expanding parkland. Also see recommendations 3.B.5.c., 3.E.6.a, 3.E.6.c., 3.E.16., and 4.D.2. The plan also recommends moving Observation Drive Extended out of the Coolbook Stream Valley in recommendations 3.B.6.a and 3.B.6.b</p> <p>The plan recommends minimizing the impact to forested land in recommendation 3.B.5.c and 3.E.6.a. and maximizing on-site trees in recommendations 3.E.2.c and 4.B.12</p>	
33	Written	F	CEX - DEP letter	Introduction (1.E) and Environment (3.E)	7	Include reference to BioNET areas for biodiversity and forest interior species habitat in the plan area	<p>The Natural Environment heading: The plan notes that “Others are identified as Targeted Ecological Areas... These areas must be carefully considered for protection and enhancement within the master planning process.” In addition to this, Maryland has also identified BioNET Areas Significant for Biodiversity Conservation and Forest Interior Dwelling Species (FIDS) habitat within the plan area. These areas warrant the same level of careful consideration for protection and enhancement.</p> <p>To avoid losses and the continued decline of critical habitat, the plan should include more specific mechanisms and strategies to ensure meaningful protection and enhancement of these ecologically valuable areas.</p>	<p>Staff agrees with the comment that a reference to existing BioNET and FIDS areas should be added in the discussion of existing environmental settings, including in the plan Introduction's Natural Setting heading, Environment chapter context section, and Environment chapter map exhibits. The Planning Board Draft for transmittal to the County Council will include these references.</p> <p>The Public Hearing Draft strikes a balance between recommending environmental protection measures (in some ways beyond those required by county Forest Conservation Law and Environmental Guidelines), while allowing for reasonable flexibility to support future development and community building.</p>	Add reference to BioNET and FIDS areas in the Introduction (Natural Setting heading), Environment chapter context section, and Environment chapter map exhibits.
34	Written	F	CEX - DEP letter	Plan Vision (2.B) and Environment (3.E)	20	Identify areas in the Concept Framework Plan for forest protection	Recommend identifying areas in the Concept Framework Plan (Figure 4) for forest protection, including forested area upstream of Shawnee Ln (which includes a Targeted Ecological Area) and upland forest area just south of COMSAT building.	Identifying specific forest stands for protection would not be appropriate for the purpose of the Concept Framework Plan as a high-level illustration of the plan's vision. The draft plan provides general recommendations to minimize impacts to forested land from proposed new development and roadways (3.B.5.c), maximize the retention of on-site trees (3.E.2.c), and especially within the COMSAT and Linthicum Neighborhoods (4.B.12, 4.C.7).	

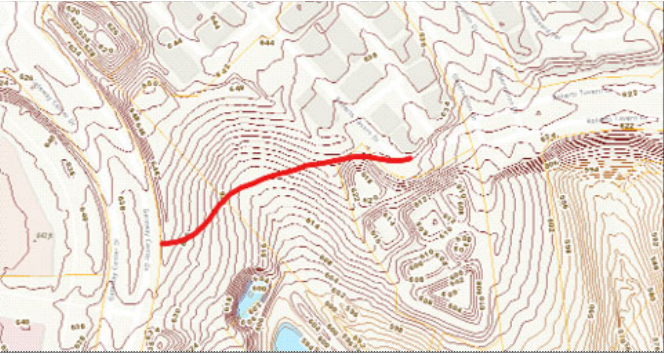


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35	Written	F	CEX - DEP letter	Environment (3.E)	62	Preserve mature forest stands south of the COMSAT building	<p>It is strongly recommended that the large, forested area directly south of the COMSAT building be prioritized for preservation. This area consists primarily of mature to old age forest—over 75 years in age—which is typically of higher ecological quality. Although it is not riparian, it still provides substantial water quality and environmental benefits. Its non-riparian status may also make it more vulnerable to removal during development. Old age forests offer unique ecological functions that younger forests cannot replicate and given the current challenges and long timelines associated with reforestation, this forest is, for all practical purposes, irreplaceable.</p> <p>The current design concept, which depicts the complete removal of this forest, is concerning. It would be preferable to omit a design concept altogether than to present one that suggests total deforestation.</p> <p>Alternatively, revising the concept to incorporate preservation of this forest could serve as a compelling example of how development can coexist with more complex conservation goals—transforming a challenge into a central amenity and asset for the site and community.</p>	<p>The draft plan does not identify specific upland forest stands for preservation due to the uncertainty of future development characteristics, but instead recommends in the draft plan that new developments, "maximize the retention of on-site trees and vegetation, especially on properties with Forest Interior Dwelling Species areas and within the Priority Urban Forest areas," (Rec. 3.E.2.c, p. 67) and to, "prioritize afforestation and reforestation where gaps in contiguous forest corridors exist, especially within stream buffers and between high-quality forest stands" (Rec. 3.E.5, p. 67). For the COMSAT property specifically, the draft plan recommends to, "preserve existing open space, topography, mature shade trees, and forest stands as part of the planned development in [the COMSAT] neighborhood where feasible" (Rec. 4.B.12, p. 95).</p> <p>The draft plan's Community Design Concept Illustration is not intended to reflect the size and scale of actual development on the COMSAT and Linthicum Family property, but instead illustrates the design intentions of the Community Design chapter. (See Figure 24, p. 62) This is explained in the 'disclaimer' language below the illustration in the draft plan.</p>	
36	Written	F	CEX - DEP letter	Environment (3.E)	64-65	Discuss BioNET and FIDS habitat in discussion about existing forests	Much of the forest in the plan area is also BioNET Areas Significant for Biodiversity Conservation and FIDS habitat.	[See staff's response to testimony comment #33]	
37	Written	F	CEX - DEP letter	Environment (3.E)	66	Preserve Coolbrook Tributary upstream of Shawnee Lane	Recommend preserving forest areas along Coolbrook Tributary for preservation upstream of Shawnee Ln in addition to the area downstream. To maintain established forest and prevent forest cover loss it is important to protect areas outside of stream buffer widths as well as the areas within buffers.	Staff acknowledges this comment. Please see Recommendation 3.E.15	
38	Written	F	CEX - DEP letter	Environment (3.E)	67-69	Consider additional environmental recommendations to enhance environmental protection	<p>This section presents a strong set of environmental recommendations. Many align with existing requirements in the Maryland Stormwater Design Manual and other regulatory frameworks. However, several go beyond baseline standards—particularly those that include specific, measurable targets—which are likely to be the most effective in advancing environmental protection and enhancement. For example, proposed requirements such as 50% tree canopy coverage over parking lots and 35% site green space represent meaningful strategies for mitigating environmental impacts. Given that the entire plan area lies within Special Protection Areas (SPAs) and continues to experience tree canopy and forest loss, there is a strong case for incorporating additional, more ambitious measures.</p> <p>Additional recommendations to consider include:</p> <ul style="list-style-type: none">• Requiring 50% overall tree canopy coverage per site;• Identifying and preserving key forest areas through conservation easements;• Preserving all mature forests (75+ years old) that are at least 1 acre in size, and at least 75% of mature forests that are 2 acres or larger;• Prohibiting stormwater management waivers within SPAs, consistent with the heightened environmental sensitivity of these areas. <p>These enhancements would strengthen the plan's environmental integrity and demonstrate a proactive approach to long-term ecological resilience.</p>	Staff acknowledges this comment.	
39	Written	F	CEX - Department of Housing and Community Affairs (DHCA) letter	Housing (3.C)	-	Support for plan recommendations	<p>As the plan states, over 97% of the housing units in the area are built after the year 2000, and tend to be newer, larger and with a higher median sale price. Given this, DHCA supports the following plan recommendations:</p> <ul style="list-style-type: none">• Attention should be given to a diversity of housing types for a range of incomes. A majority of units in Clarksburg are admittedly Single-Family. A mix of unit types, which include work force housing, multi-family, apartments, duplexes, multiplexes, and accessory dwelling units should be added to accommodate all income and opportunity levels. This should include accessible units for the ageing and differently abled populations. Small micro units should be added as well as larger 3 bedrooms and above.• As the plan states, supportive housing should be developed for those at risk or experiencing homelessness.• DHCA fully supports the recommendation in the plan to increase the addition of income restricted affordable units as well as providing 15% or more total residential units set aside as MPDUs.• Work with developers to create units that reduce energy demands for the residents/consumers and create units that are accessible and sustainable.• Create more walkable communities that offer proximity to commercial corridors.	Staff acknowledges this comment. Housing recommendations C.4 - C.7 acknowledge the need for a mix and diversity of housing types for a variety of population needs.	
40	Written	F	CEX - DHCA letter	Housing (3.C)	-	Additional recommendations are suggested for new housing	<p>DHCA recommends the additional recommendations that are not in the Clarksburg Gateway Sector Plan:</p> <ul style="list-style-type: none">• Private developers should be encouraged to collaborate with non-profit organizations as well as DHCA to reach maximum affordability.• Encourage "active" play space for children in developing new housing.• While Clarksburg is different in that the majority of housing in the community is newer, all efforts should be made to also reinvest in older units to ensure safety and nondisplacement of current residents, while maintaining a "no net loss" approach.	<p>Staff acknowledges this comment. However, in regards to the third bullet - 97% of the housing units in the Plan Area are built after 2000, and there are no multifamily rental units in the Plan Area.</p> <p>The draft plan addresses Privately Owned Public Space (POPS) for new development in recommendation 3.F.23 and in the Linthicum Neighborhood Section in C.6.</p>	


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41	Written	F	CEX - Department of Permitting Services (DPS) letter	Environment (3.E)	-	Promote renewable energy generation	<p>Beginning in 2025, new construction over 20,000 square feet must provide 33% of its energy needs through renewable energy, which is often met with photovoltaic systems. In the coming code cycles, this number will increase to 66% and ultimately 100%. As of now, we allow projects to procure off-site renewable energy at a 1:1 ratio, but it should not be expected to be that way in the future.</p> <p>We anticipate lowering the “value” of offsite renewable energy to promote onsite renewable energy by reducing that ratio to as low as .5:1. It is critical to inform future developers of these requirements, as they will impact rooftop space, and potentially push developers to install ground-mounted solar arrays (potentially over parking). Consideration should be given to allow public and shared spaces to “host” development solar installations in which projects can participate, helping them meet their energy code requirements.</p>	Staff acknowledges this comment.	
42	Written	F	CEX - DPS letter	Environment (3.E)	-	Maximize solar exposure through roadway and building lot orientation	All new residential zones need to be oriented to maximize solar exposure. The residential energy code will continue to advance towards net-zero energy-ready goals, which will require significant roof space and more importantly, roof orientation (ESE, SE, S, SW, WSW, with South being optimal). When roadways and neighborhoods are being developed, it is critical for building plots to have a more solar-oriented design and a less “flowing” design. This information should also be provided in any design guidelines to avoid conflict between planning desires and code requirements.	The draft plan recommends that, "site designs and building locations and orientations should be optimized to take advantage of seasonal solar angles and prevailing wind directions, where feasible, to mazimize energy efficiency, energy conservation, and solar access and energy generation" (Recommendation 3.E.12, p. 69). Staff believes this policy is more appropriate	
43	Written	F	CEX - Department of Transportation (MCDOT) letter	Transportation (3.B.6.a)	40	Maintain the existing Little Seneca Creek bridge crossing for the Observation Drive alignment	MCDOT recommends that the plan maintain the existing Little Seneca bridge crossing alignment to limit design changes to current bridge plans, to environmental impacts, and to property needs. The remainder of the alignment north of the bridge should respect topography, natural resources, property boundaries, and redevelopment potential while providing a direct path of travel to minimize vehicle-miles-traveled and transit travel time.	This is the intent of the draft plan recommendation. Staff suggests adding language under Recommendation 3.B.6.a indicating that Observation Drive Extended should maintain the existing Little Seneca Creek bridge crossing alignment to limit design changes to current bridge plans, environmental impacts, and property needs.	Add language under Recommendation 3.B.6.a indicating that Observation Drive Extended should maintain the existing Little Seneca Creek bridge crossing alignment to limit design changes to current bridge plans, environmental impacts, and property needs.
44	Written	F	CEX - MCDOT letter	Transportation (3.B)	43	Promote parallel north-south street connections along Observation Drive to provide adequate network capacity	Observation Drive Cross Section: The Plan proposes to limit the cross section of Observation Drive to two travel lanes and two dedicated bus lanes (one travel lane and one bus lane in each direction). The prior configuration included four travel lanes (two in each direction). The reduced capacity of Observation Drive may limit its utility as by-pass of MD 355, as prior plans had imagined. MCDOT will await traffic analysis to ensure this lane reduction will not result in a meaningful degradation in area-wide through movement. With this recommended capacity reduction for Observation Drive, MCDOT recommends that the plan include parallel north-south road connectivity through the proposed street grid to provide additional capacity and redundancy for this area. This concept appears to be implicit in the proposed framework, but a secondary corridor is not explicitly identified. We suggest that multiple smaller roads are more effective than one larger road.	In addition to the master planned streets of the draft plan are recommendations for non-master plan streets to contribute to an expanded local street grid. Additionally, the Community Design Concept Illustration (Figure 24, p. 62) will guide the establishment of complementary street grid to the plan's master planned streets. Planning Staff is open to discussing whether any additional master planned streets should be recommended to realize the plan's vision of a connected street grid.	
45	Written	F	CEX - MCDOT letter	Transportation (3.B)	43	Support for interim travel lanes prior to dedicated express bus lanes on Observation Drive	As an interim condition, Planning Staff is recommending that the bus lanes be used as parking lanes until BRT/express bus operations are initiated, at which time the lanes could be switched to dedicated bus lanes. MCDOT supports an interim approach that allows either parking or travel lanes based on our experience with lane repurposing elsewhere. A similar approach was implemented in the Crown area of Gaithersburg both on Fields Road (a County road) and Decoverly Drive (a City street). In both cases, development fronts the road and additional width for on-street parking is provided. The resulting sections have worked well for repurposing of the rightmost travel lane as a bus-only lane.	Staff understands the concern about establishing interim road especially with the uncertainty of future transit service and demand. We propose to remove the interim cross section A/B on page 47 and instead add language to Recommendation 3.B.9 as follows: "At the time of design or construction, the outer lanes may be designated as interim parking or drive lanes, as appropriate, in advance of future dedicated bus lanes."	

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46	Written	F	CEX - MCDOT letter	Transportation (3.B.5.d)	39	Retain the planned I-270 interchange (Exit 17)	<p>The Plan proposes to remove the interchange between Little Seneca Parkway and I-270. Instead, Little Seneca Parkway is proposed to extend as a two-lane bridge to the Cabin Branch community. MCDOT does not support this recommendation at this time; instead, we suggest that the plan maintain the interchange recommendation and explore a range of interchange options that can work with present and future constrained conditions. Additionally, a connection across I-270 is already possible a short distance to the south using West Old Baltimore Road. The cost of constructing the overpass without an interchange does not appear justified if it does not facilitate connectivity to I-270.</p> <p>Maintaining the interchange is important to support potential commercial use in this plan area. The additional connectivity to I-270 will also reduce traffic pressure on the MD 121 interchange to the north and the Father Hurley Boulevard interchange to the south and will reduce north-south travel on Observation Drive, reinforcing the recommendation to reduce its cross-section. Increased connectivity to I-270 will also reduce vehicle-miles traveled through residential and proposed town center areas both within and outside this plan area, resulting in improved safety and reduced negative impacts from through traffic flow.</p> <p>The plan should consider a range of configuration options for this interchange that aim to maximize benefit while minimizing impacts and costs. The footprint of the interchange should be minimized to avoid impacts to adjacent streams, forest and developable areas. The reduced-footprint interchange should convey a “local road” character for Little Seneca Parkway to serve the planned new community and existing Cabin Branch community. Options should consider a minor realignment of southbound I-270 within its right-of-way to increase the space available. A compact diamond interchange, possibly with roundabout ramp terminals may be appropriate. A partial example of this type of interchange can be found at Old Columbia Pike and US 29, just to the north of Burtonsville.</p>	<p>The Public Hearing Draft recommends removing the planned Exit 17 I-270 interchange from the Master Plan of Highways and Transitways (MPOHT) as part of the plan's overall vision to establish complete, compact development along the planned Observation Drive corridor. Staff believes a new highway interchange does not support this vision of future development and placemaking.</p> <p>The travel demand model analysis and intersection LOS analysis performed for the plan demonstrated that the value of the interchange was limited in terms of transportation benefits. Additionally, Staff questions whether the costs, environmental impact, and the character of the community's built environment that highway-oriented development would encourage justifies the limited benefits of a new interchange. Further investment in highway infrastructure encourages more highway use and undermines the county's long-range goal of reducing private vehicle dependence and GHG emissions.</p> <p>Furthermore, retaining the planned interchange might lead the Clarksburg community to believe that it will eventually be built. However, the planned interchange is not currently included on any MDOT SHA plans, even financially unconstrained plans.</p>	
47	Written	F	CEX - MCDOT letter	Transportation (3.B)	34	Consider reducing allowable residential density to reduce imperviousness	<p>The only proposal to reduce imperviousness is to remove travel lanes. The number of residential dwelling units should also be considered to be reduced so that the roads don't become congested. The suggested notion that having transit will make people take it, won't work as you will never achieve the level of congestion and the area is too far out of where people work.</p>	<p>Achieving impervious surface reductions are recommended by the draft plan from more than just from travel lane reductions, though this is one way the plan anticipates reducing impervious surfaces.</p>	
48	Written	F	CEX - MCDOT letter	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17)	<p>I-270 interchange should be left in the plan to allow for future development. Without it, all you get are homes with no way to get around due the existing roads being congested. No one wants to build a bridge that doesn't bring additional economic prosperity. The ramps should remain. (HP - Concur and also note that unlike other roadway capacity improvements, this would likely only advance if funded by MD or FHWA as part of the I-270 Phase 2 improvements. Additionally, this interchange would transfer VMT from local roads to the interstate and therefore allow local roads to be safer and more hospitable to transit/walking.)</p>	<p>[See staff's response to testimony comment #46]</p>	
49	Written	F	CEX - MCDOT letter	Plan Framework (2.B) and Transportation (3.B)	19-20	Replace reference to "BRT" with "express bus"	<p>The Plan refers to BRT and Enhanced Stations along Observation Drive. This is unlikely to be BRT, but instead some sort of express bus. The term 'BRT' should be removed from the text and framework graphic as it not actually going to be Flash BRT. The planned MD 355 Flash service will operate along Stringtown Road.</p>	<p>Staff suggests that all references to Bus Rapid Transit (BRT) along the planned Corridor Connector be revised to say "enhanced bus service", including the Concept Framework Plan language and graphic on page 19-20. The MD 355 Flash BRT will still be so named. 'Express' bus service means something else than a rapid local bus service.</p>	<p>Replace all references to BRT along the Corridor Connector to read, "enhanced bus service"</p>
50	Written	F	CEX - MCDOT letter	Travel Analysis (Appendix K)	K 18	Request for interim development travel model analysis	<p>Planning notes that Scenarios 1-3 perform very similarly, and "land use changes alone generally drive the direction of metric differences between the baseline 2045 and the scenarios." The magnitude of land use changes makes it difficult to compare between the scenarios. MCDOT would like to see how the scenarios perform in an interim or reduced growth outlook. We'd be interested in understanding how the various scenarios perform in the event of 25% or 50% of buildout.</p>	<p>Planning will run a scenario that tests a partial build-out of the draft plan's projected land use development with the Scenario 1 transportation network. This analysis is expected to highlight how sensitive the travel analysis is to land use variables compared to the difference in the transportation network between the Baseline and Test Scenarios. Additionally another scenario was modeled to look at the baseline network with the S1-S3 land use which shows that most metrics are tied to land use changes.</p>	
51	Written	F	CEX - MCDOT letter	Travel Analysis (Appendix K)	K 16-17	Concern over regional travel model performance metrics	<p>Overall, all metrics move significantly in the wrong direction. The number of jobs accessible goes down by 20K-40K from baseline. Transit travel time increases, even with significant additional transit service assumed, meaning buses are stuck in traffic. MCDOT is concerned that there is not transportation capacity to accomodate the proposed land use changes. Given the distance of Clarksburg from other destinations in the region and the jobs/housing imbalance in the Clarksburg area, we are concerned that the level of population growth proposed will lead to unacceptable levels of congestion for many key routes. Even with growth focused on transit corridors, transit cannot reasonably accommodate the growth due to limited capacity of buses and large distances between O/D.</p> <p>The only metric that appears to be driven by transportation infrastructure assumptions is the auto accessiblity, which performs significantly better under Scenario 2, likely due to the added interchange.</p>	<p>All scenarios generally performed worse than the baseline scenario. However, the land use assumed in the baseline scenario is no longer consistent with the vision for the plan area. As noted, the only metric that appears to be drive by the transportation infrastructure assumptions is auto accessibility. Scenario 2 did perform better from an auto accessibility standpoint. However, we would not agree that this is likely due to the added interchange, as there are other transportation network differences that likely also had an impact, for example more lanes on MD 355 were assumed under this scenario.</p>	

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52	Written	F	CEX - MCDOT letter	Travel Analysis (Appendix K)	K 16-17 24	Negative estimated travel impacts from removing I-270 / Little Seneca Parkway Interchange	<p>Compared to the Baseline all scenarios:</p> <ul style="list-style-type: none">- Worsen auto job accessibility- Worsen transit job accessibility- Worsen auto travel times- Worsen transit travel times- Worsen VMT per capita <p>The only metric that appears to improve is NADMS, which is somewhat moot alongside the increases in VMT. Furthermore, Scenario 1 (the Recommended Scenario) appears to fare the worst of all the scenarios. This implies that this current plan does not meet the transportation adequacy goals established by Council.</p>	Most the metric performance is due primarily to the land use differences between the existing master plan (baseline 2045) and the rest of the scenarios. However, the land use in the baseline 2045 scenario no longer represents the vision for the plan area. Planning can provide some additional analysis to try and better isolate the land use impact.	
53	Written	F	CEX - MCDOT letter	Transportation (3.B)	42	Skepticism over curbless and shared street recommendation	While curbless and shared streets are an interesting concept we want to advance, it seems unlikely Street A would work as such. Being the continuation of a significant street and providing access to the commercial core, this is likely to be quite heavily trafficked. Without dedicated bike facilities, it will likely be a very high stress environment.	Downgrading the classification of Shawnee Lane (Boulevard to Neighborhood Connector) may limit the traffic volume on Street A that MCDOT is concerned about as a Shared Street. However, in response to their concern, staff suggests that either the Shared Street concept be recommended on a short street section wherever a commercial retail center is established on the COMSAT property, without a definite location or, if a third north-south master planned street is recommended per MCDOT comment #2, perhaps it makes sense for one of the streets to be a shared street, instead.	A Commercial Shared Street could be recommended on a short street segment wherever a commercial retail center is established on the COMSAT property, without a definite location
54	Written	F	CEX - MCDOT letter	Transportation (3.B)	43	Provide additional width for on-street parking and loading where development is proposed on Observation Drive	We recommend that additional width for on-street parking and loading be provided where development is proposed to front Observation Drive. The parking lane reduces loading/drop-off and bus lane obstructions and the bus lane reduces conflicts with parking and stopping maneuvers. In other areas, where this additional space for parking and loading is not provided, we have observed greater conflicts with the repurposed bus lanes. A parking lane is not needed in areas where this interaction with adjacent land use does not occur.	See Response to MCDOT comment #45.	
55	Written	F	CEX - MCDOT letter	Transportation (3.B)	34	Existing streets are unlikely to be rebuilt to master plan recommendations	Most of this area is newly built. MCDOT or any other developer will not rebuild any of these streets and most already meet complete streets. New roads should be constructed to enhance people's mobility until more transit options are funded and operational.	Staff is unsure how to respond to this comment in the draft plan.	
56	Written	F	CEX - MCDOT letter	Transportation (3.B)	37	Observation Drive should be designed as an alternative to MD 355	Observation Drive should be considered an alternative to MD 355 and should be designed to be economical where it does not represent something that is infeasible to be built due to environment or construction costs.	Staff is unsure how to respond to this comment in the draft plan.	
57	Written	F	CEX - MCDOT letter	Transportation (3.B.2.d)	38	Caveat recommended circulator bus route for feasibility	A Circulator type route may infeasible to operate unless there is clear demand from Clarksburg residents. This simply may not connect enough residents to destinations. There should be a caveat, such as "if further study warrants this service".	Staff believes that the draft plan recommendation already considers the question of feasibility and further study for this sort of transit service: "Explore the feasibility of a circulator bus loop throughout Clarksburg that focuses on local needs and connects with the planned enhanced bus service routes." (p. 38)	
58	Written	F	CEX - MCDOT letter	Transportation (3.B)	39	Add a street network goal for efficient vehicle travel	Consider adding a goal to street network "Efficiently and safely direct vehicles traveling outside of Clarksburg to I-270 and major arterials to reduce traffic volumes on local roads."	This comment would be an operational recommendation, which master plans typically seek to avoid.	
59	Written	F	CEX - MCDOT letter	Transportation (3.B.29)	52	Consider viability of expanding dockless service area	We can expand a dockless service area but it's not clear there's a viable business model for dockless in Clarksburg, given the distance for vendors to maintain. The County may prefer to prioritize location incentives to areas with greater equity needs.	Staff suggests modifying the recommendation to say: " <u>Consider expanding</u> the West County Dockless Vehicle Service Area boundary to include the Clarksburg community to complement the planned Maryland 355 Flash BRT and enhanced bus Corridor Connector routes, and provide the opportunity for dockless vehicles to service the community." (p. 52)	Modify recommendation 3.B.29 to say: "Consider expanding the West County Dockless Vehicle Service Area boundary to include the Clarksburg community to complement the planned Maryland 355 Flash BRT and enhanced bus Corridor Connector routes, and provide the opportunity for dockless vehicles to service the community." (p. 52)
60	Written	F	CEX - MCDOT letter	Travel Analysis (Appendix K)	K 25	Question about travel modeling assumptions and results	MCDOT questions some of the O/D assumptions, in that we believe that Scenario 2 should pull traffic off of local roads and onto 270. The Gateway Center/Stringtown intersection shows much better performance under Scenario 2 (we don't know what the mitigation is for Scenario 1).	Staff can provide the outputs to MCDOT from the travel model that were referenced when developing the metrics and LOS analysis. Please provide further information on what data you'd like to review from the travel demand model.	
61	Written	F	CEX - MCDOT letter	Travel Analysis (Appendix K)	K 27	Question about travel modeling assumptions and results	MCDOT believes that the Cabin Branch area (and potentially other TAZ) would have travel time savings from the interchange.	This was not the result demonstrated in the travel model results. The Cabin Branch TAZ (Traffic Analysis Zone) may be too large to capture fine-grained variations for travel time savings for a portion of Cabin Branch closest to the interchange.	
62	Written	F	CEX - MCDOT letter	Travel Analysis (Appendix K)	K 20	Question about travel modeling assumptions and results	We assume that the NADMS goals are driven by greater pedestrian and bike connectivity, as well as increased transit? It would be interesting to learn more about how this changes from current.	Staff believes that travel analysis performance metrics on Non-Auto Driver Mode Share (NADMS) are driven more by the draft plan's land use assumptions than any other factor. The travel model doesn't have pedestrian and bike connectivity as an input and transit was relatively stable across all scenarios.	
63	Written	F	CEX - MCDOT letter	Travel Analysis (Appendix K)	K 3	Question about travel modeling assumptions and results	Would we be able to understand the types of changes made to O/D within the TAZs? Were these held consistent between scenarios? What changed from the baseline?	Land Use assumptions were held constant across all Master Plan Test Scenarios 1-3. The Test Scenarios projected a different level of development than the Baseline scenario, which was more heavily focused on employment uses than residential uses due to the existing zoning districts upon which the Baseline scenario was based.	
64	Written	F	CEX - MCDOT letter	Transportation (3.B)	40	Clarify letter references in Planned Roadways map	It's not really clear what the bold letters on the Master Planned Roadways Network Map refer to	Staff suggests that the plan could make it more clear that the letters refer to cross-section title letters for the typical sections on pages 43 - 47.	Clarify what the map letters represent

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65	Written	F	CEX - MCDOT letter	Transportation (3.B.7)	39	Growth Corridor Limits	Consider providing a map to show how exactly this would work. Does this imply that the MD 355 Growth Corridor ends abruptly at MD 118, where it shifts over to continue on Observation?	The draft plan recommends maintaining the existing Boulevard classification for Frederick Road (MD 355) between Dowden's Station Way and Little Seneca Parkway, and designating Observation Drive Extended as a Town Center Boulevard street classification. However, Staff suggests that the plan could also clarify that it does envision that the Thrive designated growth corridor would shift to Observation Drive, instead of along Frederick Road as is the case south of the plan area at Ridge Road (MD 118). This policy designation is more due to the expected land use character on Observation Dr. Extended vs. Frederick Rd. rather than direction functional design of the roadways.	
66	Written	F	CEX - MCDOT letter	Transportation (3.B.7)	39	Growth Corridor Classification	Just to confirm: is this only a "Growth Corridor" insofar as a Thrive designation, and now a street classification? The map on p40 shows Observation as a Town Center Boulevard.	The draft plan recommends maintaining the existing Boulevard classification for Frederick Road (MD 355) between Dowden's Station Way and Little Seneca Parkway, and designating Observation Drive Extended as a Town Center Boulevard street classification. However, Staff suggests that the plan could also clarify that it does envision that the Thrive designated growth corridor would shift to Observation Drive, instead of along Frederick Road as is the case south of the plan area at Ridge Road (MD 118). This policy designation is more due to the expected land use character on Observation Dr. Extended vs. Frederick Rd. rather than direction functional design of the roadways.	
67	Written	F	CEX - MCDOT letter	Transportation (3.B)	42, 46	Commercial Shared Street	<p>While the Code does use Residential & Commerical Shared Street as placeholders, since the publication of the Curbless & Shared Streets Design Guide (and also in the pending Ch.49 Regs about to be published in the Register) we are going to be using "Curbless Street" and "Shared Street" into the future.</p> <p>Consider changing all references of "Commercial Shared Street" to "Curbless Street", which appears to correspond to the size, alignment, traffic loading, and target speed of the roadway.</p>	Staff can replace any reference to "Commercial Shared Street" to the current terminology, "Shared Street", where such street recommendations apply.	Replace any reference to "Commercial Shared Street" to the current terminology, "Shared Street", where such street recommendations apply.
68	Written	F	CEX - MCDOT letter	Transportation (3.B)	44	Cross-Sections	<p>RE: Cross-Section D, Little Seneca Pkwy Ext</p> <p>Consider whether a median is necessary.</p> <p>If it is: the 4' median should be shown as monolithic concrete, as that is what would be constructed in such a narrow width. If greenery is desired within the median it needs to be at least 6' wide.</p>	Staff suggests that a 4-foot median is not necessary for Little Seneca Extended. Instead removing the median and reallocating the remaining right-of-way width to 8-foot total tree buffer areas and new 2-foot building frontage zones on both sides of the street is recommended, as well as narrowing traffic lanes from 12 to 11 feet.	Remove 4-foot median; replace with 8-foot tree buffers and 2-foot building frontage zones on both sides; narrow travel lanes to 11 feet.
69	Written	F	CEX - MCDOT letter	Transportation (3.B)	45	Cross-Sections	<p>RE: Cross-Section F, W Old Baltimore Rd</p> <p>7' parking lanes are substandard and not acceptable for a master planed facility such as this.</p> <p>Either identify a means of widening to 8', or consider the need for the parking lanes in the first place.</p>	Staff recommends removing on-street parking from the master planned typical street section for West Old Baltimore Road, adding a 2-foot building frontage zone next to the 11-foot sidepath on the south side of the road, modifying both tree buffers to a total of 11-feet in width to accommodate either a street buffer or on-street parking (depending on proposed land use), and narrowing the overall recommended right-of-way by 6 feet, or a total of 74 feet as shown below.	Remove on-street parking; add 2-foot building frontage zone next to 11-foot sidepath on south side (note sides on cross-section); increase tree buffers to 9 feet; narrow overall ROW to 70 feet
70	Written	F	CEX - MCDOT letter	Transportation (3.B)	45	Cross-Sections	<p>RE: Cross-Section G, New Street A</p> <p>The Bike Master Plan (and reaffirmed by Complete Streets and the Ch.49 regs about to be published in the Register) specify that bikeways should be within the Active Zone; not the Street.</p> <p>As this is essentially a greenfield site we should not be planning for substandard facilities.</p>	Staff suggests that the typical street cross-section be revised to recommend a 3-foot buffer between the sidewalk and bike lane to separate variable speed modes of walking and biking, with the 6-foot tree buffer moved toward the centerline, between the bike lane and parking lane	Establish a 3-foot buffer between sidewalk and bike lane and move 6-foot tree buffer to between bike lane and parking lane
71	Written	F	CEX - MCDOT letter	Transportation (3.B)	47	Cross-Sections	<p>RE: Cross-Section A/B, Observation Dr Interim</p> <p>The text notes on p46 constructing the Active Zone facilities along Observation Dr in their ultimate location, but the interim cross-section does not reflect this.</p> <p>The interim has an 8' Street Buffer on the west side, and a 7' Street Buffer on the east side. The 105' Typical has an 8.5' Street Buffer on the west, and a 6.5' Street Buffer on the east.</p> <p>It's an easy fix: just move 0.5' from one side to the other. I suggest moving it in the Interim from the east side to the west side.</p>	Per staff's response to Comment #45, staff recommends removing any cross-section for the recommended interim treatment of Observation Drive and instead adding language allowing flexibility for any interim bus lanes for either driving or parking lanes.	Remove cross-section AB, instead add language allowing flexibility for any interim lanes prior to dedicated bus lanes as either travel or parking lanes.
72	Written	F	CEX - MCDOT letter	Transportation (3.B.20)	48	Street Names	<p>RE: #20, renaming portions of the old Observation alignment</p> <p>Consider at some point also, for consistency, renaming Gateway Center Dr to Observation Dr.</p>	If Observation Drive Extended is realigned as recommended by the draft plan, Staff intends Gateway Center Drive to be renamed to Observation Drive. If this is not clear in the plan, it should be recommended in the plan. Renaming the existing sections of Observation Drive north of Shawnee Lane is also recommended (see Rec. #20, p. 48) to avoid confusion with new segments of Observation Drive Extended.	Add a recommendation to rename Gateway Center Drive (between Shawnee Lane and Clarksburg Road) as Observation Drive when Observation Drive is completed to avoid confusion.Add language about re-naming Gateway Center Drive as Observation Drive when Observation Drive is completed.
73	Written	F	CEX - MCDOT letter	Transportation (3.B.24)	49-50	Additional Trail Connections	Consider extending Roberts Tavern Dr as a trail to Gateway Center Dr (approx 750').	Staff suggests adding this trail connection to the list of potential trails to be established on private property, under recommendation #24 (p. 49), as well as the Planned Bikeways Network Map (Figure 13) with the caveat that they be designed to minimize environmental impacts, are sensitive to the context of the property through which they pass, and may be either paved or natural surface as conditions recommend.	Add a new planned trail between Roberts Tavern Dr. and Gateway Center Drive under Rec. #24 and on the Planned Bikeways Network Map, with the proposed caveats.

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73	Written	F	CEX - MCDOT letter	Transportation (3.B.24)	49-50	Additional Trail Connections		[image row for Comment #73]	
74	Written	F	CEX - MCDOT letter	Transportation (3.B.24)	49-50	Additional Trail Connections	<p>Consider extending the existing north section of Observation Dr as a trail southeastward from the Clarksburg Square community to Brick Haven Way, linking the area to the schools -- something frequently requested during community meetings. This may also double as a recreational trail within the forested area. This might be implemented by MCDOT or by Parks.</p> <p>This detail does not need to be in the plan, but for impact & cost estimating: This would be a length of approx 2450' and include one bridge across the Coolbrook Stream, likely spanning from the steep west bank directly to the top of the east bank by the high school's athletic fields (a 400' long gap).</p>	<p>The draft plan recommends exploring the feasibility of a trail connection across the Cool Brook Tributary, should the stream valley become public parkland, between the former COMSAT Laboratories property, Clarksburg HS, Rocky Hill MS, Clarksburg Neighborhood Park, and the Meadows at Hurley Ridge neighborhood, but does not mention a potential connection to Shawnee Lane. Staff suggests revising Recommendation 3.F.14 (p. 76) to indicate that a potential future trail could include a connection to Shawnee Lane, as well. Parks Staff does not recommend that a potential trail crossing Cool Brook Tributary be shown on any map in the draft plan due to the uncertainty of the feasibility of any specific alignment.</p>	
74	Written	F	CEX - MCDOT letter	Transportation (3.B.24)	49-50	Additional Trail Connections		[image row for Comment #74]	
75	Written	F	CEX - MCDOT letter	Transportation (3.B.24)	49-50	Additional Trail Connections	<p>Consider extending Wims Rd as a trail westward from Brick Haven Way to the new Observation Dr alignment to link the schools and the new activity center -- something frequently requested during community meetings. This may also double as a recreational trail within the forested area. This might be implemented by MCDOT or by Parks.</p> <p>This detail does not need to be in the plan, but for impact & cost estimating: This would be a length of approx 1800' and include one or two bridges across the Coolbrook Stream. It might generally follow existing grades on the east bank, either crossing with a bridge of about 380' to the west bank or using a shorter bridge over the stream and using switchbacks on the west bank.</p>	<p>The draft plan recommends exploring the feasibility of a trail connection across the Cool Brook Tributary, should the stream valley become public parkland, between the former COMSAT Laboratories property, Clarksburg HS, Rocky Hill MS, Clarksburg Neighborhood Park, and the Meadows at Hurley Ridge neighborhood, but does not mention a potential connection to Shawnee Lane. Staff suggests revising Recommendation 3.F.14 (p. 76) to indicate that a potential future trail could include a connection to Shawnee Lane, as well. Parks Staff does not recommend that a potential trail crossing Cool Brook Tributary be shown on any map in the draft plan due to the uncertainty of the feasibility of any specific alignment.</p>	
75	Written	F	CEX - MCDOT letter	Transportation (3.B.24)	49-50	Additional Trail Connections		[image row for Comment #75]	
76	Written	F	CEX - MCDOT letter	Transportation (3.B.24)	49-50	Additional Trail Connections	<p>Consider extending Shawnee Ln as a trail westward across I-270 to Petrel St &/or the Outlets parking lots, more directly linking this plan area with Cabin Branch. This would be implemented by a mixture of new development (the east side) and MCDOT/SHA (strcutures & west side)</p> <p>This detail does not need to be in the plan, but for impact & cost estimating: This would be a length of approx 1850'-2500' and include between 1 to 3 structures across I-270, Cabin Branch, and Little Seneca Creek. The above image shows three segments (the lower segment with two different potential alignments), of which only 1 or 2 segments would be necessary for connectivity.</p>	<p>Staff suggests adding this trail connection to the list of potential trails to be established under recommendation #24 (p. 49), as well as the Planned Bikeways Network Map (Figure 13) with the caveat that they be designed to minimize environmental impacts, are sensitive to the context of the property through which they pass, and may be either paved or natural surface as conditions recommend.</p>	<p>Add a new planned trail between Shawnee Lane and the Cabin Branch neighborhood, across I-270, under Rec. #24 and on the Planned Bikeways Network Map, with the proposed caveats.</p>

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76	Written	F	CEX - MCDOT letter	Transportation (3.B.24)	49-50	Additional Trail Connections		[image row for Comment #76]	
77	Written	F	CEX - MCDOT letter	Transportation (3.B.24)	50	Show Trail Connections	Show the trail connections from p49 also on the map on p50.	Staff suggests adding suggested trail connections from Comment #73 and 76 to the Planned Bikeways Network Map (Figure 13) with the caveat that they be designed to minimize environmental impacts, are sensitive to the context of the property through which they pass, and may be either paved or natural surface as conditions recommend.	Add all suggested trail connection to the Planned Bikeways Network Map (Figure 13) with the proposed caveats.
78	Written	F	CEX - MCDOT letter	Transportation (3.B)	50	Bicycle Parking Stations	Figure 13 shows several Bicycle Parking Stations, but there is no accompanying narrative describing these. Pull info for these from the Bike Master Plan and add into this section.	Staff suggests adding clarifying language in the Active Transportation recommendations about the intended purpose of Bicycle Parking Stations of the Planned Bicycle Network Map, such as, "Secure long-term bike parking adjacent to anticipated transit stations to support access to transit from a larger capture area."	Add a new recommendation under Active Transportation to read, "Secure long-term bike parking adjacent to anticipated transit stations to support access to transit from a larger capture area."
79	Written	F	CEX - MCDOT letter	Community Design (3.D.S4)	57	On-Street Parking Priority	RE: S4, "All new streets should accommodate on-street parking, where possible" Consider whether this is intended to affect Complete Streets' Prioritization, which generally assigns Parking (Curbside Zone) a Low or Medium Priority. Parking areas are often among the first to be cut from a cross-section when necessary to achieve other purposes, such as larger Active Zones. Is it the intent of the plan that in such cases: parking be preserved & Active Zone elements be narrowed?	Planning Staff does not intend to affect the Complete Streets' Prioritization policy with this recommendation, but that the sector plan should provide guidance on context-sensitive design for new streets. New streets will not have the same constraints as existing streets when considering competing priorities and the plan's recommended typical cross-sections indicate where on-street parking is expected on master planned streets. Consistent with comments elsewhere, Planning Staff suggests changing "possible" to "feasible" to allow a degree of flexibility and practicability under the Complete Streets' Prioritization policy. Additionally, staff suggests that the plan should clarify that non-master planned Neighborhood Streets should also accommodate on-street parking where feasible to provide adequate facilities for residents and visitors. A lack of resident parking is a community concern in other nearby areas of Clarksburg.	clarify that non-master planned Neighborhood Streets should also accommodate on-street parking where feasible
80	Written	F	CEX - MCDOT letter	Community Design (3.D.K4.c)	58	Alley Landscaping	RE: K4c, "Incorporate landscaping within alleys to help soften their utilitarian purpose" Is it the intent that alleys have landscaping *within* their cross-section, or *along* their cross-section? I suggest changing this to "along" If it is indeed within: note that the 16' Residential and 20' Non-Residential Alley cross-sections do not allow any space for landscaping. Additional ROW will need to be dedicated to implement this recommendation.	Staff agrees with the need to maintain unobstructed alley widths. It was the intent of the draft plan to encourage landscaping in alleys, but not obstructive to their minimum clear dimensions. Staff suggests the following revision to recommendation K4.c: "Provide landscaping in alleys, especially in the space between unit driveways and outside of alley rights-of-way, to help soften the alley's utilitarian purpose."	
81	Written	F	CEX - MCDOT letter	Implementation (5.C)	100	Blank table	The CIP table is empty; this should include all new large-scale projects (particularly the little seneca extension, large bike/ped projects, and wildlife bridges)	Staff has prepared a CIP table based on the draft plan. Any changes from the Planning Board to planned capital projects will be reflected in this table and shared with the Planning Board during work sessions for inclusion in the Planning Board Draft for transmittal to the County Council.	Include a CIP table in the Implementation section to reflect the changes directed by the Planning Board
82	Written	F	CEX - MCDOT letter	General	-	Glossary	Consider including a Glossary of Terms. Previous master plans have done some good work drafting these; consider copying from examples such as the Veirs Mill Plan and updating as needed with any new terms.	Staff will update the Definitions section from in the Public Hearing Draft Appendices to reference definitions in the department-approved Glossary and will include this in future draft versions as part of the plan instead of the Appendix for easier reference	Make sure our glossary is complete and consistent with department definitions
83	Written	F	CEX - MCDOT letter	Transportation (3.B.21)	49	Traffic Calming	In general, master plans should not be recommending operational studies or interim facilities. Recommendations need to conform with Planning's role.	Staff suggests revising Recommendation #14 to read, "Reduce traffic speeds on Shawnee Lane through such measures as narrowing the roadway, installing traffic calming measures, converting outer drive lanes to on-street parking, etc." and to delete the last sentence in the paragraph that reads, "Prior to the addition of any traffic calming measures, or reconstruction of the road to conform to the master planned street type, MCDOT should consider an interim approach to calming traffic on Shawnee Lane, such as by converting outer travel lanes to parking lanes."	Revise Recommendation #14 to read, "Reduce traffic speeds on Shawnee Lane through such measures as narrowing the roadway, installing traffic calming measures, converting outer drive lanes to on-street parking, etc." and to delete the last sentence in the paragraph that reads, "Prior to the addition of any traffic calming measures, or reconstruction of the road to conform to the master planned street type, MCDOT should consider an interim approach to calming traffic on Shawnee Lane, such as by converting outer travel lanes to parking lanes."
84	Written	F	CEX - MCDOT letter	Transportation (3.B.25)	52	Brick Pavers	Brick pavers are not recommended due to accessibility and maintenance concerns.	Staff suggests removing the reference to 'brick pavers' as a potential paving material.	Remove "brick pavers" as potential paving material for new sidewalks in the Clarksburg HD under Rec. 3.B.25

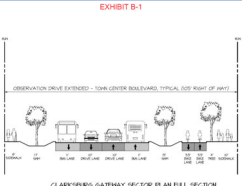
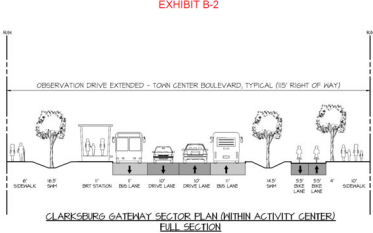
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85	Written	F	CEX - MCDOT letter	Parks, Open Spaces, and Recreation (3.F)	77	Wildlife Passage Separation	RE: "Wherever possible, the roadway should be separated from the wildlife passage by fencing or jersey barriers" Consider rephrasing this to "The roadway should be separated from the wildlife passage, such as with fencing or jersey barriers" Rationale - There may be many different means of separation, and jersey barriers might be consider both unsightly as well as rather ineffective at wildlife separation. Also removing a use of "possible"	Agreed. Staff supports the suggested revision.	Revise the plan as suggested
86	Written	F	CEX - MCDOT letter	General	-	Possible vs Feasible	Review all uses of the word "possible". The word "possible" implies something that is fiscally unconstrained. Consider replacing with the word "feasible" which more clearly establishes bounds. Some specific examples to consider are: - p57, #S4 - "All new streets should accommodate on-street parking, where possible" - p68, #7 - "exceed standards where possible" - p77, left column, last paragraph - "Bridges should be as long as possible" - p77, right column, top paragraph - "culverts should be as large as possible" - p77, right column, top paragraph - "Open-bottom culverts with natural substrate should be utilized when possible." - p77, right column, last paragraph - "Where a 150-foot buffer is not possible"	Staff has replaced "possible" with "feasible" where appropriate and as suggested by MCDOT.	Confirm all tracked changes from "possible" to "feasible" in the Planning Board Draft
87	Written	F	CEX - MCDOT letter	Travel Analysis (Appendix K)	K 23, 33-95	Observation & Ridge	How is traffic being distributed without the interchange? What are is heading south toward Observation/Ridge as compared to north toward Clarksburg/Stringtown? It's a surprise that Observation/Ridge is functioning at D/D. Confirm the traffic distribution doesn't disproportionately weight toward the Clarksburg/Stringtown, minding that travelers may be pre-disposed to go south toward Ridge if their ultimate destination is southward.	The intersection analysis utilized the travel model results to develop future turning movement volumes used in the intersection LOS analysis. Based on the model volume differences between Scenario 1 and Scenario 2, it appears that volumes just north of West Old Baltimore are actually higher in Scenario 2. The volumes on the link just south of Clarksburg Road decrease in Scenario 2 compared to Scenario 1, suggesting that without the interchange there is a higher demand to access to the interchange at Clarksburg Road versus the intersections to the south.	
88	Written	F	CEX - MCDOT letter	Travel Analysis (Appendix K)	K 27-29	Cabin Branch Travel Time Deltas	In the figures showing the change in travel times with/without and interchange: why doesn't Cabin Branch benefit? Given their proximity it is a surprise that they show no changes. Is it due to the Transportation Analysis Zone being too large & encompassing all of Cabin Branch?	The shortest path under both scenarios uses the interchange at Clarksburg Road. This could be partially due to the size of the TAZ. Portions of the Cabin Branch area may have a reduction in travel time if the TAZ had been split, but likely the travel time savings would be limited to the areas to the east and not to the north or west	
89	Written	F	CEX - MCDOT letter	Environment (3.E)	27, 34, 63, 67	Impervious Surfaces	Consider how impervious limits are tallied insofar as planned infrastructure. These limits should not restrict the implementation of master planned infrastructure, noting past difficulties with building new bikeways within the Ten Mile Creek area.	Agreed, however, the Clarksburg SPA (where planned infrastructure is situated) does not have an impervious surface cap, nor does the draft plan recommend one. Instead, the draft plan recommends that roads, paths, and the built environment minimize impervious surface as much as feasible. Staff does not believe this intention would restrict planned infrastructure.	
90	Written	F	CEX - MCDOT letter	Travel Analysis (Appendix K)	K 4	Travel modeling assumptions and results	Agree with long-term project assumptions listed on page 4.	Thank you for your comment.	
91	Written	F	CEX - MCDOT letter	Transportation (3.B)	36	PLOC Map	Consider resizing Figure 9 (the PLOC Map) onto its own page to improve legibility.	Staff can increase the size of Figure 9 to fit to the full width of the page.	Increase the size of Figure 9 to fit to the full width of the page
92	Written	F	CEX - MCDOT letter	Transportation (3.B)	38	Lakewood Dr	Is Lakewood Dr the correct street? I'm not recalling where this is nor finding it online, but I'm guessing it's either Lake Ridge Drive, or the future extension of Cabin Branch Ave?	This typo will be corrected to refer to Lake Ridge Drive, not Lakewood Drive.	Correct all typos for Lake Ridge Drive spelling
93	Written	F	CEX - MCDOT letter	Transportation (3.B.8)	39	Reference Errors	RE:##8 - Fix the two reference errors	These references will be corrected to refer to Figure 11 and Table 1	Correct all reference errors
94	Written	F	CEX - MCDOT letter	Parks, Open Spaces, and Recreation (3.F)	73	State Highway Assc	Under #8, change "State Highway Association" to "State Highway Administration"	This will be corrected.	Make this correction
95	Written	F	CEX - MCDOT letter	Community Facilities (3.H.13)	88	Cell phone service coverage	The plan notes that residents expressed concerns about spotty cell phone service. Is this something that is regularly in a master plan? If so, should the plan recommend areas for additional towers?	The recommendation to ensure adequate cellular coverage may not be a typical policy of county master plans, yet it is a concern consistently heard from community members. Staff suggests that the recommendation remain to raise awareness of this issue and potentially support future action by public or private entities.	

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96	Written and Public Hearing	G & AA	Steve Robins and Bob Elliott (River Falls LLC)	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17)	<p>Commenter claims that the Comsat site needs direct access to I-270 (via Exit 17) to reach its full potential and that, without the possibility of the interchange, the property owner will struggle to market the site to any major commercial, retail, and life science tenants.</p> <p>Comment states that removing the planned interchange would be devastating for attracting tenants who can bring jobs and retail to the area. Eliminating the possibility of an interchange would also put unnecessary stress on the local road network, require costly and disruptive intersection widening that could jeopardize Vision Zero goals, and potentially jeopardize the prospects for dedicated bus lanes on Observation Drive.</p> <p>Written testimony Exhibit AA includes a letter dated September 25, 2025, from Tommy Cleaver, CBRE, Executive Vice President, Mid-Atlantic Life Sciences Leader, addressed to Artie Harris, Chair, and Members of the Planning Board, commenting on CBRE's efforts to market the Comsat property and the key elements of the Sector Plan needed to unlock the site for a major opportunity in Montgomery County.</p> <p>Written testimony Exhibit AA includes a memorandum from RCLCO to Lantian Development LLC, dated September 23, 2025, regarding the importance of the planned Exit 17 interchange and its potential to unlock market opportunities for the Comsat property.</p> <p>Written testimony Exhibit AA includes a memorandum from Will Zeid, PE of Kimley Horn dated October 3, 2025, discussing examples of how an interchange can be phased with an initial bridge construction and ramp construction to follow separately, if needed.</p>	[See staff's response to testimony comment #46]	
97	Written and Public Hearing	G & AA	Steve Robins and Bob Elliott (River Falls LLC)	Land Use (3.A), Environment (3.E), and COMSAT Neighborhood (4.B)	-	Development constraints from multiple proposed requirements	Staff's proposed requirements (i.e., environmental, transportation, urban design, and recreational) result in huge land constraints significantly reducing the available land for development to less than one-quarter of the property. Without more land, there will be limited opportunities to meet the desired levels of development and economic growth that the Plan aims for and needs to achieve. The Plan must dial back the amount of land constrained because every acre we lose to these constraints results in housing that does not get built, priority economic development that goes elsewhere, transit riders who forego riding public transportation, and jobs that, once again, are not created. Instead of seizing the rare opportunity of a 200-acre site under the control of a single owner, the Plan pares down the development acreage to just under 50 acres.	<p>Staff disagrees with the assertion that the remaining "development acreage" of the COMSAT property is 50 acres or less due to the draft plan's recommendations.</p> <p>The total tract area for the COMSAT property is approximately 203.8 acres. However, Staff estimates that the buildable area of property is approximately 94.3 acres. This is due to development constraints that apply to the property regardless of the Sector Plan's adoption: the Coolbrook tributary stream buffer and adjacent open space (22.5 acres and 18.8 acres, respectively), dedication area of a future I-270 interchange (if retained, 1.6 acres) and an anticipated 75-foot ROW dedication to I-270 to accommodate the full 350-foot master planned highway ROW (6.7 acres).</p> <p>Portions of the COMSAT property that would be undevelopable because of the plan's recommendations include the recommended Clarksburg Gateway Local Park (10 acres), the right-of-way of the extensions of Observation Drive and Little Seneca Parkway (13.1 acres), recommended 200-foot setback for residential uses only (18.3 acres), and upland forest preservation, if saved in their entirety (18.5 acres).</p> <p>Any area of development needed for internal roads, alleys, public open space, street tree canopy, and forest preservation is considered buildable area, as these areas would be required of any development of this scale. They should not be calculated as cumulative non-buildable area.</p>	
98	Written and Public Hearing	G & AA	Steve Robins and Bob Elliott (River Falls LLC)	Environment (3.E.10)	69	Remove 35% green cover recommendation	Imposing a minimum green cover area of 35% over the property's developable area is a burden on viable development that is not appropriate for this part of the county.	Staff acknowledges this comment. See recommendation 3.E.10 which gives broad parameters on how the 35% Green cover could be applied through a combination of multiple methods.	
99	Written and Public Hearing	G & AA	Steve Robins and Bob Elliott (River Falls LLC)	Historic Preservation (3.G.11)	84	Do not designate the COMSAT building as historic	<p>Supports draft plan recommendation to not designate the COMSAT building or property as a historic site.</p> <p>Written testimony Exhibit AA includes a letter dated September 25, 2025, from Tommy Cleaver, CBRE, Executive Vice President, Mid-Atlantic Life Sciences Leader, addressed to Artie Harris, Chair, and Members of the Planning Board, commenting on CBRE's efforts to market the Comsat property and the key elements of the Sector Plan needed to unlock the site for a major opportunity in Montgomery County.</p>	The Public Hearing Draft recommends against designation of COMSAT Laboratories in the <i>Master Plan for Historic Preservation</i> .	
100	Written and Public Hearing	G & AA	Steve Robins and Bob Elliott (River Falls LLC)	Parks, Open Spaces, and Recreation (3.F.12)	74-75	Implement the Constellation Parks String of Pearls concept	Comment suggests that the plan should consider a coordinated series of public open spaces and/or parks instead of the draft plan's recommended 8- to 10-acre, centrally located and designed Clarksburg Gateway Local Park. Recommends sharing public facility responsibilities across properties, removing park dedication language, and utilizing existing locations for public parkland and open space (i.e., Linthicum East School Reservation Site).	Staff recommends changes to the Clarksburg Gateway Local Park recommendation in the draft plan that addresses this comment by providing additional flexibility in terms of park delivery while still serving community recreation needs.	Revise the plan per Planning Board direction to allow for either a single park or a series of connected park spaces with recreation amenities along Observation Drive
101	Written and Public Hearing	G & AA	Steve Robins and Bob Elliott (River Falls LLC)	Plan Vision (2.B), Land Use (3.A), and Community Design (3.D)	-	Create a plan for market-ready development types	<p>Create a plan for market-ready development types. Include surface parking (rather than structured parking) and horizontal formats (rather than vertical, mixed-use construction) that can succeed and enable a more vertical typology to develop over time.</p> <p>Written testimony Exhibit AA includes a memorandum from RCLCO to Lantian Development LLC, dated September 23, 2025, discussing the infeasibility of a high-density development scenario on the Comsat property.</p>	The draft plan establishes a vision for community development over the plan's 20-year planning horizon. Any plan assumes that development will be realized incrementally over time and may not meet the plan's ultimate vision, nor every applicable plan recommendation, all at once. Whether and how property develops is determined by individual property owners, applicants, development review staff, and the Planning Board at the time of application. Nevertheless, in response to this testimony, Planning Staff suggests that this be stated clearly in the Plan Vision and Framework chapter, as well as in the Implementation chapter.	
102	Written and Public Hearing	G & AA	Steve Robins and Bob Elliott (River Falls LLC)	Environment (3.E.4)	67	Remove 50% parking lot tree canopy recommendation	Remove the draft plan's 50% tree canopy recommendation for parking lot coverage.	Staff acknowledges this comment. Recommendation 3.E.4 is not required and states if the standard cannot be achieved then to consider other alternatives.	

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103	Written and Public Hearing	G & AA	Steve Robins and Bob Elliott (River Falls LLC)	Land Use (3.A) and COMSAT Neighborhood (4.B)	-	Maintain job and retail visibility while prioritizing economic development	Maintain visibility for jobs and retail from I-270 while establishing a framework for economic development as a top priority that considers multiple land use development options rather than master plan policies applicable to specific development typologies.	The Public Hearing Draft is a long-range planning document that is expected to realize its multiple visions of economic development, community placemaking, diverse and affordable housing, multi-modal transportation, parkland expansion and amenities, environmental protection, and more over its 20-year planning horizon. The draft plan recommends a maximum scale for future development through its FAR limits for different zones and suggests desirable development block arrangements, building types, densities, parking configurations, etc. that could fit within that maximum envelope. However, how or when specific properties propose to meet this master plan vision is determined primarily by the applicant of a development proposal, in conversation with regulatory review staff at the time of application.	
104	Written	H	Raju Chidambaram	Historic Preservation (3.G.11)	84	Preserve the COMSAT building as a historic site in the Master Plan for Historic Preservation.	The architecture and history both recommend this building as worthy of preservation. More than that, I think it is worthy of preserving as an active institution such as a technical school, museum.	The Public Hearing Draft acknowledges the historic and architectural significance of COMSAT Laboratories. Montgomery Planning undertook both design and economic feasibility studies to explore potential adaptive reuse scenarios for the building. However, the findings of the economic analysis indicated that there is no viable path forward for the adaptive reuse of COMSAT Laboratories in the short or medium term while achieving other plan objectives. The Plan includes mitigation to honor the site's significance including the establishment of a grant program, documentation, interpretative elements, and opportunities for public art.	
105	Written	I	Maury Mechanick (President, COMSAT Alumni and Retiree Association (COMARA))	Historic Preservation (3.G.11)	84	Preserve the COMSAT building as historic. If not, at least preserve the front lobby portion of the building as a public use space, such as a pavilion	<p>During the time period from 1969 through 2001, COMSAT Labs was one of the premier research and development facilities in the world, and the research and development performed there was instrumental in the development and growth the satellite industry, and that seminal research and development also laid the foundation for many of critical elements of today, including solar energy and the transmission of digital data, which is at the core of today's Internet.</p> <p>We were very pleased when the Historic Preservation Commission Preservation staff that COMSAT Labs satisfied six designation criteria for historic resources preservation in Montgomery County. Similarly we were quite alarmed and distressed when the Planning Staff chose to disregard this recommendation and instead indicated that such designation would not be appropriate, fundamentally on a rationale of convenience. It is for that reason that we are strongly re-advocating at this time that the COMSAT Labs building is definitely deserving of such historical preservation status.</p> <p>If for any reason the Planning Board declines to accept such a designation in full, at a minimum the measures taken to preserve the COMSAT Labs legacy must extend beyond a mural or two and a placard on the history of the site. It would at a minimum seem appropriate the front lobby portion of the building could be preserved in full as a pavilion for public access for whatever other use is made of the property.</p>	The Public Hearing Draft acknowledges the historic and architectural significance of COMSAT Laboratories. Montgomery Planning undertook both design and economic feasibility studies to explore potential adaptive reuse scenarios for the building. However, the findings of the economic analysis indicated that there is no viable path forward for the adaptive reuse of COMSAT Laboratories in the short or medium term while achieving other plan objectives. The Plan includes mitigation to honor the site's significance including the establishment of a grant program, documentation, interpretative elements, and opportunities for public art.	
106	Written and Public Hearing	J	Anne Cinque (President, Friends of Ten Mile Creek and Little Seneca Reservoir (FOTMC)) - via John Parris and Roberta Steinman	Environment (3.E)	-	Protect and restore the health of the streams, conserve the forests, and ensure a clean drinking water supply in the Little Seneca Reservoir watershed	<p>FOTMC's primary concerns are to protect and restore the health of the streams, conserve the forests, and ensure a clean drinking water supply. This requires that the Clarksburg Sector Plan:</p> <ul style="list-style-type: none">• Safeguards water quality in the two main tributaries that originate in the Sector Plan area and flow to the Little Seneca Reservoir, which serves as a reservoir that provides additional water flow to the Potomac River, a public water supply, during drought periods.• Conserves the remaining 285 acres of forest occurring within the 969-acre sector plan boundary• Avoids the construction of new roadways through forests, parks, streams, stream valleys, and wetlands• Limits development, and hence limits impervious surfaces, on the site of the historic COMSAT building, and• Protects the health of the Little Seneca Reservoir by protecting Little Seneca Creek, which is the largest tributary feeding into Little Seneca Lake Reservoir.	<p>Staff acknowledges this comment. Stream valleys located on the site would be conserved by easement or by expanding parkland. Also see recommendations 3.B.5.c., 3.E.6.a, 3.E.6.c., 3.E.16., and 4.D.2. The plan also recommends moving Observation Drive Extended out of the Coolbook Stream Valley in recommendations 3.B.6.a and 3.B.6.b</p> <p>The plan recommends minimizing the impact to forested land in recommendation 3.B.5.c and 3.E.6.a. and maximizing on-site trees in recommendations 3.E.2.c and 4.B.12</p>	
107	Written	J	Anne Cinque (FOTMC)	Transportation (3.B.6.a)	39	Supportive of current master planned alignment of Observation Drive	Supports the draft plan's elimination of the Master Plan Alignment for the extension of Observation Drive south to West Old Baltimore Road. This decision will preserve many acres of forest and avoid substantial environmental impacts on the Cool Brook Tributary and, consequently, on Little Seneca Creek.	Staff acknowledges this comment.	
108	Written	J	Anne Cinque (FOTMC)	Transportation (3.B.6.b/c)	39	Supportive of removal of Clarksburg/MD 355 bypass roads	Supports the draft plan's removal of the Clarksburg/355 Bypass from the plan. This means the elementary school will remain and the headwaters, forests and wetlands of both Ten Mile Creek and the Cool Brook Tributary can be spared additional insults.	Staff acknowledges this comment.	
109	Written	J	Anne Cinque (FOTMC)	Transportation (3.B.6.d)	39	Supports removal of planned I-270 interchange (Exit 17)	Supports the draft plan's removal of the I-270 Interchange from the plan. The I-270 Interchange was the most destructive alternative for access to the sector plan area and unnecessary as two interchange access points, to the north and south, already provide this access.	Staff acknowledges this comment.	
110	Written	J	Anne Cinque (FOTMC)	Parks, Open Spaces, and Recreation (3.F.13/14)	76	Supportive of recommended Cool Brook Stream Valley Park	Supports the draft plan's recommendation to turn the Cool Brook forested area into Cool Brook Stream Valley Park, with all natural surface trails.	Thank you for your comment.	
111	Written	J	Anne Cinque (FOTMC)	Parks, Open Spaces, and Recreation (3.F.12)	74	Supportive of 8- to 10-acre recreational park	Support the draft plan's recommendation to set aside 8 to 10 acres of open area of the COMSAT property for community use, such as a local park, community gardens and other community-oriented facilities to support educational, recreational, and cultural activities.	Thank you for your comment.	

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112	Written	J	Anne Cinque (FOTMC)	Land Use (3.A.3)	31	Supportive of min. 200-foot building setback and 50-foot tree buffer from I-270	Supports the draft plan's recommendation for a minimum 200-foot building setback from I-270, including a minimum 50-foot native tree buffer, to help minimize noise and air pollution impacts on residents from the highway. (FOTMC encourages an even greater setback based on studies that show harmful effects of air pollution at much greater distances.)	Staff acknowledges this comment.	
113	Written	J	Anne Cinque (FOTMC)	Transportation (3.B.5)	38-39	Supportive of narrow master plan roads	Supports the draft plan's narrowing of planned roadways, if new roads are built.	Staff acknowledges this comment.	
114	Written	J	Anne Cinque (FOTMC)	Environment (3.E) and COMSAT Neighborhood (4.B.12)	95	Preserve forest stands within the Priority Urban Forest area of the sector plan area, especially on the COMSAT property	In addition to preservation of the forests within the stream buffer along the Cool Brook Tributary, we recommend the following Priority Urban Forests areas be preserved: • The four largest forested areas on the COMSAT property: (1) the forest at the northern property boundary, which is part of another forest area that is already in a Category 1 conservation easement; (2) all the forests alongside the Cool Brook Tributary; (3) all the forested area at the southern end of the COMSAT building (abutting the parking lot), which could be impacted by the southern extension of Gateway Center Drive; (4) the forest strip along the southeastern property border (abutting the Linthicum property) leading to West Old Baltimore Road, which could be impacted by the extension of the north/south Gateway Center Drive. • The forests within the proposed alignment of the northern extension of Observation Drive, east of Little Seneca Creek, is also a Priority Urban Forest, and it needs to be preserved. The northward extension of Observation Drive would devastate this forest.	[See staff's response to testimony comment #35]	
115	Written	J	Anne Cinque (FOTMC)	Environment (3.E) and Linthicum Neighborhood (4.C.7)	96	Preserve the forest abutting I-270 on the Linthicum property	Recommend preservation of the forest abutting I-270 on the Linthicum property. The Plan designates a new alignment for the northward extension of Observation Drive that would cut through the forest abutting I-270. While the Plan states that the re-alignment of Observation Drive closer to the western property line of the Linthicum Farm Property would "minimize potential adverse impacts to stream valley buffers" (p.39), it does not appear that this re-alignment really has any impact on the Little Seneca stream buffer. However, the new alignment would devastate the forest abutting I-270, which for some inexplicable reason was not designated as a Priority Urban Forest.	Planning Staff support the goal of preserving forest to the greatest extent feasible, yet we see Observation Drive Extended as a critical future connection in the transportation network for Clarksburg, for people driving, walking, cycling, rolling, and taking public transit. It's completion between Waters Discover Landing and Gateway Center Drive is a central recommendation for the draft plan. The recommended re-alignment of the planned Observation Drive away from the Little Seneca Creek stream valley and to the west closer to I-270 is intended to minimize environmental impacts and facilitate a more cohesive developable area on the Linthicum Family property. If the current master planned alignment for Observation Drive is retained, through the central portion of this property, future development would likely occur in all or a portion of the existing forest stand along I-270, rather than the entire forest stand being considered for preservation.	
116	Written	J	Anne Cinque (FOTMC)	Environment (3.E)	-	Increase stream buffer requirements in the sector plan area	Recommend for expansion of stream buffers, beyond what the SPA requires, along all waterways in the sector plan area. The adjacent Ten Mile Creek Special Protection Area offers a good model to follow. That SPA requires that buffers "on both sides of both perennial and intermittent streams, and adjacent to springs and seeps" must be a minimum of 200 feet.	Staff acknowledges this comment.	
117	Written	J	Anne Cinque (FOTMC)	Linthicum Neighborhood (4.C.7), and Parks (3.F)	-	Preserve more land along western edge of Little Seneca Creek and Cool Brook Tributary	On the Linthicum properties (north and south of West Old Baltimore Road), the County should preserve more land either through private conservation easements or public parkland dedication in the following locations to provide better stream protection: • All along the western edge of Little Seneca Creek, and • Along the western edge of the Cool Brook Tributary, above its confluence with Little Seneca Creek.	The draft plan recommends protection of the Cool Brook Tributary stream valley upstream from Little Seneca Greenway Stream Valley Park, either through conservation easement or parkland dedication, however, Parks Staff does not support an additional plan recommendation to expand Little Seneca Greenway Stream Valley Park along the eastern property line of the Linthicum Property. Preservation of any sensitive environmental areas in this location, including as protected stream buffer, forest conservation easement, or park land dedication, may be considered as part of future development review.	
118	Written	J	Anne Cinque (FOTMC)	Transportation (3.B.6.a)	39	Utilize existing roads on COMSAT campus for Observation Drive Extended, or utilize open areas to avoid forest impacts	Support a less environmentally damaging alternative for Observation Drive Extended, which is to utilize the existing roads on the COMSAT campus to provide connectivity from the southern terminus of Gateway Center Drive at Shawnee Lane, heading south to West Old Baltimore Road. This existing north-south connectivity would serve as a neighborhood connector for any development on the COMSAT property and would avoid the environmentally damaging impact to the tree-covered areas. If this road is built on the draft plan's recommended alignment, utilize the open areas to the maximum extent possible to avoid the taking of any Priority Urban Forest.	The Public Draft Plan recommends an alignment for Observation Drive Extended that avoids much of the natural and topographically challenging areas that the 1994 Clarksburg Master Plan proposed for the roadway. The recommended alignment (and additional plan recommendations for future road and bridge designs) strikes a balance between minimizing environmental impacts from this future roadway while establishing a new, efficient north-south connection in the plan area that provides space for multiple users (pedestrians, bicyclists, drivers, transit riders) and accommodates future development areas along the roadway. Following the existing alignments for internal roads and driveways on the COMSAT property would not achieve these multiple goals.	
119	Written	J	Anne Cinque (FOTMC)	Transportation (3.B.6.d)	39	Utilize (and expand if needed) West Old Baltimore for east-west connectivity instead of Little Seneca Parkway	Rather than extending Little Seneca Parkway through forests and wetlands, utilize the existing east-west transportation infrastructure – West Old Baltimore Road – that already links Route 355 to Lake Ridge Drive. West Old Baltimore Road has long-served east-west connectivity for auto transportation into and out of the Sector Plan area. The road is wide enough to add bus stops and a shared-use path for pedestrians and bicyclists, and it can be further widened.	The West Old Baltimore Road right-of-way and I-270 underpass is not sufficient to serve the traffic capacity projected in the Clarksburg area over the plan's 20-year planning horizon, nor does it allow space for continuous, safe movement by non-vehicular travel modes across I-270 (i.e., walking, biking, and rolling). Connecting the existing segments of Little Seneca Parkway on either side of I-270 will provide access for all modes between the currently disconnected communities of Cabin Branch and Clarksburg Village Center.	
120	Written	J	Anne Cinque (FOTMC)	Transportation (3.B.6.a)	39	Do not recommend extension of Observation Drive across Little Seneca Creek, south of West Old Baltimore Road	The draft plan to extend Observation Drive north to connect with Gateway Center Drive would have devastating environmental impacts on an area designated for Priority Urban Forest preservation. The northward extension of Observation Drive would cut through and destroy upland forests, cross floodplains, traverse wetlands and steep slopes, and sever the greenway park – all of which would seriously degrade the mainstream of Little Seneca Creek. In addition, the recommended alignment shows this northward extension cutting through the forest on the Linthicum property rather than traversing the open field, which is a far less destructive route. We strongly urge the planners to forego consideration of the northward extension of Observation Drive south of West Old Baltimore Road due to the extensive environmental impacts as well as the costliness of the bridge and road construction.	The Public Hearing Draft seeks to complete a critical piece in the Clarksburg transportation network with the construction of Observation Drive. Not only has the plan revised the recommended roadway alignment away from natural and sensitive environmental areas, but the draft plan also recommends a narrower right-of-way and street design than the 1994 Clarksburg Master Plan. Furthermore, the draft plan recommends that bridges over streams in the plan area be designed and constructed to minimize environmental impacts to the greatest extent possible. The recommended re-alignment of Observation Drive Extended does, in fact, pass through an existing forest stand on the Linthicum property, however, Staff believes that a portion of this forest stand, possibly all of it, would be affected by development even if Observation Drive Extended follows the current planned alignment through the middle of their property.	

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121	Written	J	Anne Cinque (FOTMC)	Land Use (3.A.5), Environment (3.E.2c-d), and COMSAT Neighborhood (4.B.3, 5, & 6)	-	Reconsider the plan's vision for the COMSAT property as a major regional destination; place development on the COMSAT property in open areas and limited to what an be supported by existing roads	<p>With the draft plan's recommendation to not designate the COMSAT Labs building for historic preservation, a large portion of the 200-acre property could be developed. Extensive redevelopment would entail considerable additional impervious cover and loss of Priority Urban Forests and other tree cover. We recommend placing development on the COMSAT property in open areas and capped to the extent that it can be supported with existing roads into and out of the Sector Plan area.</p> <p>Regardless of whether the COMSAT building is preserved, we do not support turning the COMSAT Property into a major regional destination point with an excessive amount of housing, retail, dining and additional roads. Such extensive development would destroy forests, substantially increase impervious surface cover in the Clarksburg SPA, and lead to stream degradation that would further harm the water quality of Little Seneca Reservoir. We support scaling back development of the COMSAT property to harmonize with your vision of a compact community, not a regional hub. Scaling back will also contribute to reducing congestion on the roads.</p>	While the draft plan proposes policies that guide future development to be environmentally low-impact and to preserve natural features where possible, the overal purpose and vision of the Sector Plan is to support continued compact, connected development along this northern extent of the county's I-270 growth corridor. New development that would be enabled by the plan's recommended zoning changes and other policies would be primarily located on just two properties within within the greater Clarksburg community.	
122	Written	K	William Sheehan	Environment (3.E)	-	Supports the testimony submitted by Friends of Ten Mile Creek	Strongly supports the preservation of our natural resources and endorse the stewardship principles endorsed and practiced by The Friends of Ten Mile Creek and Little Seneca Reservoir	Staff acknowledges this comment.	
123	Written and Public Hearing	L	Roberta (RG) Steinman (Friends of Ten Mile Creek (FOTMC))	Environment (3.E)	-	<p>Preserve forests, limit the extent of development and utilized existing roads</p> <p>The Sector Plan can protect these forests by avoiding the construction of new roadways through forests, parks, streams, stream valleys, and wetlands and by limiting development – and hence limiting impervious surface area – on the 200-acre site of the historic COMSAT building. There are 4 large forest groves on the COMSAT site. These forested areas are State-designated Priority Urban Forests. There is sufficient open space on this property such that any development plans (roads, houses, etc) can avoid impacting the COMSAT forest groves. Such an approach would be in harmony with the Sector Plan's compact community vision, rather than an outdated regional hub vision. Scaling back the extent of development would also contribute to reducing congestion on the roads.</p>	<p>There are 285 acres of forest within the 969-acre sector plan boundary, nearly all of which are State-designated Priority Urban Forests. These are forests that the State considers priorities for retention and protection. This designation provides the foundation to choose alternatives that cause the least damage to the environment. But unless these forested areas are actually preserved, the purpose of the Priority Urban Forest designation will not be achieved.</p> <p>The Sector Plan can protect these forests by avoiding the construction of new roadways through forests, parks, streams, stream valleys, and wetlands and by limiting development – and hence limiting impervious surface area – on the 200-acre site of the historic COMSAT building. There are 4 large forest groves on the COMSAT site. These forested areas are State-designated Priority Urban Forests. There is sufficient open space on this property such that any development plans (roads, houses, etc) can avoid impacting the COMSAT forest groves. Such an approach would be in harmony with the Sector Plan's compact community vision, rather than an outdated regional hub vision. Scaling back the extent of development would also contribute to reducing congestion on the roads.</p>	<p>Staff proposes requirements such as 50% tree canopy coverage over parking lots and 35% site green space (3.E.10) requirements that go above current environmental standards for the COMSAT property. Additionally the stream valleys located on the site would conserved by easement or by expanding parkland. See recommendations 3.B.5.c., 3.E.6.a, 3.E.6.c., 3.E.16., and 4.D.2. The plan also plans to move Observation Drive out of the Coolbook Stream Valley in recoomendations 3.B.6.a and 3.B.6.b</p> <p>The plan recommends minimizing the impact to forested land in recommendation 3.B.5.c and 3.E.6.a. and maximizing on-site trees in recommendation in 3.E.2.c and 4.B.12</p>	
124	Written and Public Hearing	M	Eileen McGuckian (President, Montgomery Preservation, Inc.)	Historic Preservation (3.G.11)	84	Preserve the COMSAT building as a historic site in the Master Plan for Historic Preservation.	Dismayed that the draft plan does not acknowledge the significance of one of Montgomery County's most important historic sites nor provide for its contribution to the stated guiding principles of this Plan update. Urges the Planning Board to take this opportunity to take pride in COMSAT's place in scientific and communications history, in the work of an internationally acclaimed architect, and how this has impacted local surrounding communities over time. Recommends revising the draft plan to recognize COMSAT as a Historic [designation] Site and for its inclusion in the future development of Clarksburg Gateway.	The Public Hearing Draft acknowledges the historic and architectural significance of COMSAT Laboratories. Montgomery Planning undertook both design and economic feasibility studies to explore potential adaptive reuse scenarios for the building. However, the findings of the economic analysis indicated that there is no viable path forward for the adaptive reuse of COMSAT Laboratories in the short or medium term while achieving other plan objectives. The Plan includes mitigation to honor the site's significance including the establishment of a grant program, documentation, interpretative elements, and opportunities for public art.	
125	Written and Public Hearing	M	Eileen McGuckian (President, Montgomery Preservation, Inc.)	Historic Preservation (3.G.6/7 & 3.G.8/9)	83-84	Support for historic designation of the Community of Faith UMC and Clarksburg Heights	Concurs with HPC's recommendations to list Community of Faith Church and Cemetery and Clarksburg Heights subdivision in the Montgomery County Master Plan for Historic Preservation.	The Public Hearing Draft recommends designating the Community of Faith United Methodist Church & Cemetery as a Master Plan Historic Site and Clarksburg Heights as a Master Plan Historic District in the <i>Master Plan for Historic Preservation</i> .	

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126	Written and Public Hearing	N	Susan Cooke Soderberg (President, Germantown Historical Society)	Historic Preservation (3.G.11)	84	Preserve the COMSAT building as a historic site in the Master Plan for Historic Preservation.	<p>The COMSAT laboratory buildings have been recommended by the Maryland Historical Trust for designation on the National Register of Historic Places based on being designed by an important architect and that it represents a national level of significance in the area of science, engineering and communications -- with the notation that it is the last surviving building by that architect in Maryland and that it may also meet the criterion of "exceptional importance." The HPC staff reports that the property meets six of Montgomery County's nine criteria for designation.</p> <p>The COMSAT building is National Register eligible and should be placed on the County's Master Plan for Historic Designation, not only because it is an example of futuristic "high technology style" architecture by a famous architect, but because it tells the true story of our nation's first venture into communication by satellites, and our first endeavor to use our technical knowledge for the benefit of all.</p> <p>Montgomery County should purchase and restore this highly important building for the benefit of all. It could be a museum, an entertainment center, a school, a local meeting place – or a combination of any or all of these. To allow this nationally significant building to be torn down is a travesty and will be a black mark on the history of Montgomery County.</p> <p>The Boyds Historical Society also supports this testimony. (submitted by Mirian Schoenbaum, President)</p>	The Public Hearing Draft acknowledges the historic and architectural significance of COMSAT Laboratories. Montgomery Planning undertook both design and economic feasibility studies to explore potential adaptive reuse scenarios for the building. However, the findings of the economic analysis indicated that there is no viable path forward for the adaptive reuse of COMSAT Laboratories in the short or medium term while achieving other plan objectives. The Plan includes mitigation to honor the site's significance including the establishment of a grant program, documentation, interpretative elements, and opportunities for public art.	
127	Written and Public Hearing	O	Mark Stunder	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17)	<p>Support for the overall vision of the Gateway Sector Plan, its emphasis on mixed-use development, environmental stewardship, and multimodal connectivity reflects thoughtful planning for Clarksburg's future. However, I respectfully request that the Planning Board:</p> <ul style="list-style-type: none">• Retain the ability to build the I-270 interchange in the plan.• Let the Upcounty traffic study (Balcombe) be completed and publicly reviewed.• Evaluate interchange alternatives that incorporate environmental safeguards and multimodal access.• Engage community stakeholders in a transparent process that reflects both mobility needs and sustainability goals after the traffic study is completed.	[See staff's response to testimony comment #46]	
128	Written and Public Hearing	Z	Soo Lee-Cho (representing JNP/Avanti Group)	Transportation (3.B.6.a)	39	Support for recommended Observation Drive re-alignment	Supports the draft plan's recommended relocation of Observation Drive west of current MPOHT (and 1994 CMP) alignment. Minimizes environmental impacts, topographic disturbance, and development limitations.	Staff acknowledges this comment.	
129	Written and Public Hearing	Z	Soo Lee-Cho (JNP/Avanti Group)	Transportation (3.B)	43	Allow for adequate SWM facilities in Observation Drive cross-section	<p>Draft plan's typical cross-sections for Observation Drive Extended do not account for adequate stormwater management facilities and do not accurately represent complete street design. Recommend that the plan provide a road section that incorporates SWM facilities within the ROW. Suggest modified road sections for the two Observation Drive Extended cross-sections in the draft plan.</p> <p>[See proposed cross-sections, below]</p>	The commenter's proposed cross-sections for Observation Drive Extended do not allow for adequate dimensions for street elements established by the Complete Street Design Guide. Furthermore, continuous stormwater management facilities along a "closed section" road (built with curb-and-gutter as opposed to an "open section" road with no edge curb to allow stormwater to flow into side swales or other collection areas) are not a consistent element of the plan's recommended typical street cross-section. The Public Hearing Draft recommends the inclusion of both shade trees and stormwater management facilities within the right-of-way of both master planned street and local, non-master planned streets (See Recommendation 3.B.5.e and 3.B.17.c)	
129	Written and Public Hearing	Z	Soo Lee-Cho (JNP/Avanti Group)	Transportation (3.B)	43	Allow for adequate SWM facilities in Observation Drive cross-section (Exhibit B-1)		[Image row for Comment #129]	
129	Written and Public Hearing	Z	Soo Lee-Cho (JNP/Avanti Group)	Transportation (3.B)	43	Allow for adequate SWM facilities in Observation Drive cross-section (Exhibit B-2)		[Image row for Comment #129]	
130	Written and Public Hearing	Z	Soo Lee-Cho (JNP/Avanti Group)	Land Use (3.A.3)	31	Concern for recommended 200-foot I-270 setback for residential uses	Concerned about draft plan's 200-foot setback. Concept for Linthicum property meets min. 75-foot setback from I-270 ROW, which is consistent with other setbacks along I-270. 700-unit plan would be impacted across the property with an estimated loss of about 150 units.	The draft plan recommends a residential building setback from the I-270 right-of-way to separate residential occupants from noise and air pollution generated by traffic on I-270. 200-feet is considered by Planning Staff to be a minimum acceptable setback to avoid these quality of life impacts, yet a more effective setback could be as much as 500 feet to avoid dangerous pollution concentrations. There is master plan precedent for such a setback in the 1989 Germantown Master Plan and subsequent 2009 Germantown Employment Area Sector Plan, which established a recommended 200-foot setback for residential development.	

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131	Written and Public Hearing	Z	Soo Lee-Cho (JNP/Avanti Group)	Environment (3.E.10)	69	Reduce 35% green cover requirement	35% green cover requirement is too restrictive and would impact developability and the provision of housing. Recommends either lowering the green cover requirement to 25%, similar to green cover policies in other parts of the county, or excluding forest conservation areas from the green cover calculation.	Staff acknowledges this comment. See recommendation 3.E.10 which gives broad parameters on how the 35% Green cover could be applied through a combination of multiple methods.	
132	Written and Public Hearing	X	Francoise Carrier (representing the Linthicum Family)	General	-	Consider impacts of too restrictive master plan policies on developability	Cautions that master plans set a strong standard and expectation for development review and should be crafted carefully and flexibly.	Staff acknowledges this comment.	
133	Written and Public Hearing	Q	Margaret Schoap (Transportation Alternatives for Mid-County Highway Extended (TAME))	Environment (3.E)	-	Supports the testimony submitted by Friends of Ten Mile Creek	Supports the FOTMC testimony that seeks to preserve the natural features and water quality in the Sector Plan's streams and watersheds.	Staff acknowledges this comment.	
134	Written and Public Hearing	Q	Margaret Schoap (TAME)	Transportation (3.B.1.b, 3.B.2.a/b)	37-38	Support for transit recommendations, but on existing roads	Supports transit improvements in Clarksburg (esp. 1.b, 2.a, and 2.b), yet suggests that transit routes and stations should be located on existing roadways rather than new roadways that may not be built and would cause environmental impacts.	The Public Hearing Draft recommends that new transit stations to serve the enhanced bus Corridor Connector Route on Observation Drive Extended be located on this new master planned roadway. Since the draft plan recommends an alignment for this street that diverges from the existing internal roadways and driveways on the COMSAT and Linthicum properties, planned transit stations much be located along these planned roadways.	
135	Public Hearing		Gary Unterberg (River Falls LLC)	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17)	Requests that the plan retain the planned I-270 interchange (Exit 17) as an option for highway access to the COMSAT property and Black Hills Regional Park	[See staff's response to testimony comment #46]	
136	Public Hearing		Gary Unterberg (River Falls LLC)	Environment (3.E.10)	69	Eliminate or provide exceptions for the 35% green cover recommendation	A green cover recommendation (min. 35% in the draft plan) is more appropriate to Bethesda and urban areas vs. the Sector Plan area (and COMSAT property). If retained as a recommendation, forests under easement should be included in the coverage calculation and land dedications (roads, parks, etc.) should be excluded from the net total tract area.	Staff acknowledges this comment. See recommendation 3.E.10 which gives broad parameters on how the 35% Green cover could be applied through a combination of multiple methods.	
137	Public Hearing		Gary Unterberg (River Falls LLC)	Land Use (3.A.3)	31	Remove 200-foot I-270 setback as overly restrictive	200-foot buffer from I-270 was specifically intended for the I-3 zone that no longer exists but is not appropriate for proposed CR zone, which is includes flexibility in benefits, incentives, mix of uses.	[See staff reponse to Comment 130]	
138	Public Hearing		Dan Seamens	Historic Preservation (3.G.11)	84	Preserve the COMSAT building as a historic site in the Master Plan for Historic Preservation.	Recommends that the Planning Board recommend designation of the COMSAT Laboratories building due to its significance as a location for technological development in satellite and telecommunication advancements. It should be a substantial tourist attraction. The county should consider adaptive reuse of the building in collaboration with economic development agency	The Public Hearing Draft acknowledges the historic and architectural significance of COMSAT Laboratories. Montgomery Planning undertook both design and economic feasibility studies to explore potential adaptive reuse scenarios for the building. However, the findings of the economic analysis indicated that there is no viable path forward for the adaptive reuse of COMSAT Laboratories in the short or medium term while achieving other plan objectives. The Plan includes mitigation to honor the site's significance including the establishment of a grant program, documentation, interpretative elements, and opportunities for public art.	
139	Public Hearing		John Parrish (Friends of Ten Mile Creek (FOTMC))	Transportation (3.B.6.d)	39	Supports removal of planned I-270 interchange (Exit 17)	Supports the draft plan's removal of the I-270 Interchange from the plan. The I-270 Interchange was the most destructive alternative for access to the sector plan area and unnecessary as two interchange access points, to the north and south, already provide this access.	Staff acknowledges this comment.	
140	Public Hearing		John Parrish (FOTMC)	Land Use (3.A.3)	31	Support for 200-foot setback from I-270	Supports 200-foot setback from I-270, but a greater setback should be imposed to protect people from air quality. 50-foot native tree buffer also helps, but is inadequate	Staff acknowledges this comment.	
141	Public Hearing		John Parrish (FOTMC)	Environment (3.E)	-	Avoid forest losses from roads and development	Forest cover is about 29% in the sector plan area today. New development and roads should be located on open areas, not where there are existing forests on the COMSAT property and elsewhere in the Sector Plan.	Staff acknowledges this comment. Recommendation 4.B.12 seeks to prioritize preserving the existing forest on the COMSAT property into future required open space for future development.	
142	Public Hearing		John Parrish (FOTMC)	Transportation (3.B.6.a)	31	Avoid forest loss from Observation Drive Extended alignment	Re-routing Observation Drive to the west (on the Linthicum Family property) will still impact a large forest stand. It should avoid forest impacts as much as possible.	[See staff's response to testimony comment #120]	
143	Public Hearing		John Parrish (FOTMC)	Transportation (3.B.5)	38	Support for recommended narrow new roads to reduce impervious surface	Supports the plan's recommendations to narrowing roads to reduce impervious surfaces.	Staff acknowledges this comment.	
144	Public Hearing		Laurie Babb (Montgomery County Economic Development Corporation (MCEDC))	Land Use (3.A and 4.B.4)	-	Retain the ability for COMSAT property to develop with industrial or employment uses	A major challenge in the county is employment-zoned land that allows the county to compete for economic development opportunities. Advance Manufacturing sites are hard to come by, though the industry is a growing area. COMSAT is a priority site for MCEDC and the County Executive due to its potential to serve as a campus-like commercial setting for a life sciences or advanced manufacturing user. The plan should retain the ability for the site to be developed for primarily industrial or employment uses.	Staff acknowledges this comment. Recommendation 4.B.3 supports life sciences uses for a campus mixed-use development at the former COMSAT property. In Section 4.A, the plan states the continuation of Light Industrial land uses in addition with a mixed-use development. The draft plan's zoning recommendations to change existing EOF (Employment Office) and IL (Light Industrial) zoning to the CR (Commercial Residential) zone will retain the ability for these properties to be developed for industrial and employment uses.	
145	Public Hearing		Laurie Babb (MCEDC)	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17)	Maintain the planned highway interchange on I-270 (Exit 17) to attract potential commercial tenants. Visibility from I-270 is critical, as well.	[See staff's response to testimony comment #46]	
146	Public Hearing		Mahendra Sapa (Maryland Cricket League)	Parks, Open Spaces, and Recreation (3.F)	-	Accommodate space for cricket grounds	Requests for more space for cricket grounds at a reasonable cost. Suggests repurposing existing fields that are underutilized; establishing practice grounds in small spaces; adding more cricket grounds in the Germantown area.	Thank you for your comment. Staff agree that additional cricket fields are needed in the county. While the new park(s) recommended in this Plan Area will likely not include an athletic field, the Parks department is seeking other opportunities in nearby parks to establish additional cricket fields.	
147	Public Hearing		Beth Wolff (President, Clarksburg Neighbors Alliance (CNA))	Transportation (3.B.6.a)	39	Support for completion of Observation Drive	Support completion of Observation Drive Extended as an important north-south connector in the community	Staff acknowledges this comment.	

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148	Public Hearing		Beth Wolff (CNA)	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17)	Retain I-270 interchange (Exit 17) in the plan to support the COMSAT property for development and access for Clarksburg. Preserves the option for construction if needed.	[See staff's response to testimony comment #46]	
149	Public Hearing		Beth Wolff (CNA)	Historic Preservation (3.G.11)	84	Support for land use vision of the COMSAT property without historic designation	Supports draft plan recommendation to not designate the COMSAT building or property as a historic site to enable greater mixed-use development on the site.	The Public Hearing Draft recommends against designation of COMSAT Laboratories in the <i>Master Plan for Historic Preservation</i> .	
150	Public Hearing		Beth Wolff (CNA)	Parks, Open Space and Recreation (3.F.16)	78	Support for proposed recreation center	Support a new recreation center on COMSAT or nearby site in Clarksburg to serve an unmet need for such a facility in the community.	Thank you for your comment.	Retain this recreation recommendation but remove the phrase referring to co-location with a park to align with staff revisions to the "Constellation Park" recommendation
151	Public Hearing		Beth Wolff (CNA)	Land Use (3.A.5)	-	Encourage new employment opportunities in Clarksburg, not just new homes	Support greater employment opportunities in Clarksburg. Townhouse development is not adequate. Create the conditions that welcome employers.	Staff acknowledges this comment.	
152	Public Hearing		Beth Wolff (CNA)	Transportation (3.B.1.b)	37	Plan for transit service that brings people to job centers	Transit hubs/stations along proposed Corridor Connector are not the right fit for how people travel in Clarksburg. They need to be located along transit routes that get people to jobs.	Staff believes that the transit stations proposed along the Corridor Connector route on Observation Drive are an important element of the county's broader public transit network, with the potential to provide rapid bus service between Clarksburg and Germantown. This connector route is also recommended in the Approved and Adopted 2022 Corridor Forward: The I-270 Transit Plan. The planned MD 355 Flash BRT service will be an additional rapid bus service serving Clarksburg. Staff suggests that, in addition to the planned enhanced or rapid bus services, the sector plan might recommend establishing a new or modified Express Bus service that brings Clarksburg residents to job centers in the Mid- and Downcounty areas of the county.	Recommend establishing a new or modified Express Bus service that brings Clarksburg residents to job centers in the Mid- and Downcounty areas of the county.
153	Public Hearing		Beth Wolff (CNA)	Transportation (3.B.1.b)	37	Design for safe transit stations that connect to job centers	Transit stations bring safety concerns. Design them holistically to connect them to job centers and with safety in mind.	Staff acknowledges this comment.	
154	Written and Public Hearing	AK	Cherian Eapen (Coalition for Upcounty)	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17)	Supports retention of I-270 interchange (Exit 17) for its additional highway access to the Clarksburg community and support of mixed-use development on COMSAT. Asserts that the 'county has abandoned Clarksburg' with the loss of the CCT, I-270 improvements, Mid County Highway, extension of Observation, MD 355 BRT. Planned BRT is not likely to be successful as an alternative to roadway capacity or supported by adequate ridership in Clarksburg.	[See staff's response to testimony comment #46]	
155	Written and Public Hearing	AK	Cherian Eapen (Coalition for Upcounty)	Transportation (3.B.6.a)	39	Support for recommended Observation Drive alignment	Supports the draft plan's proposed Observation Drive alignment	Staff acknowledges this comment.	
156	Written and Public Hearing	AB	Michael Ortman	Transportation (3.B.6.d)	39	Support for Little Seneca Parkway I-270 overpass, not as an interchange	Support for draft plan's recommendation of a Little Seneca Parkway overpass. Public Hearing testimony exhibit included as Written Testimony Exhibit AB	[See staff's response to testimony comment #46]	
157	Written and Public Hearing	AB	Michael Ortman	Transportation (3.B.19.e)	48	Concern for intersection safety at West Old Baltimore Road and Lake Ridge Drive	Requests that MCDOT address a pedestrian safety issue at West Old Baltimore Road (WOB) and Lake Ridge Drive. Very little to no visibility of westbound WOB from southbound Lake Ridge Drive. Westbound through and right-turn lane is combined, making lake Ridge Drive drivers uncertain and forced to move into WOB. Suggests implementation of a 4-way stop, remove mound with a new right turn lane, traffic light, or other safety improvement.	Staff acknowledges this comment. The Public Hearing Draft recommends prioritizing pedestrian and bicyclist safety and comfort at key intersections in the plan area, including the intersection of West Old Baltimore Road and Lake Ridge Drive. (Recommendation # 3.B.19.e)	
158	Public Hearing		Jason George	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17)	Supports retention of planned I-270 interchange (Exit 17) as an option for construction, especially in light of the upcoming Comprehensive transportation study between Clarksburg and Montgomery Village.	[See staff's response to testimony comment #46]	
159	Public Hearing		Jason George	Land Use (3.A.1, 5)	-	Focus new development as employment rather than residential	Clarksburg is already a primarily residential bedroom community. Additional residential development would increase traffic problems; new jobs are needed to help balance traffic movement.	Staff acknowledges this comment. Please see recommendation 4.B.3. that seeks to provide a wide range of land uses beyond residetal that would include multiple employment uses.	
160	Public Hearing		Jason George	Community Facilities (3.H)	-	Ensure adequate school capacity to serve the Clarksburg community	School capacity will continue to be an issue, especially if new residential development is supported by the draft plan.	School enrollment has a cyclical nature of ebb and flow, typically triggered by the sales and turnover of single family homes. In areas like Clarksburg where a large percentage of homes were built and sold around the same time, enrollment will show especially strong growth initially as the first occupant families' children enter the school system together. However, once the children age through and graduate from each school level, the schools may start seeing their enrollment decline rapidly since the homes where the graduating students lived in are unlikely to turnover to the next occupant families immediately. Some of the elementary schools in the Clarksburg area are already seeing this enrollment decline, and are projected to be operating at utilization levels well below the range that MCPS considers as efficient, with hundreds of surplus seats available each.	

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161	Public Hearing		Julius Cinque	Environment (3.E)	-	Protect and restore the health of the streams, conserve the forests, and ensure a clean drinking water supply in the Little Seneca Reservoir watershed	Supports testimony from FOTMC in support of elements of the draft plan that serve to minimize or avoid environmental impacts. Recommends adequate forest protection as new development occurs, avoiding construction of new roads through natural areas, and limiting new impervious surfaces.	Staff acknowledges this comment.	
162	Written and Public Hearing	P	Amy Presley	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17)	Supports retention of Exit 17 to help relieve local road congestion, making employment development possible, and future development on COMSAT. Recommends a phased implementation of the interchange	[See staff's response to testimony comment #46]	
163	Written and Public Hearing	P	Amy Presley	Land Use (3.A.3)	31	Do not require a 200-foot setback from I-270	Does not support 200-foot setback from I-270	[See staff reponse to Comment 130]	
164	Written and Public Hearing	P	Amy Presley	COMSAT Neighborhood (4.B.12) and Environment (3.E.5)	67, 95	Limit forest preservation to facilitate development	Warns against excessive land constraints on COMSAT that would hinder viable, market-ready uses. Does not support the draft plan's recommendations to retain upland forests since this could impact the development potential of the COMSAT property and others in the plan area.	[See staff's response to testimony comment #35]	
165	Written and Public Hearing	P	Amy Presley	Parks, Recreation, and Open Space (3.F.12)	74	Do not recommend a new major park on COMSAT property	Does not think a new major park is necessary on the COMSAT property as there are existing parks still in need of completion (i.e., Ovid Hazen Wells)	The draft plan aims to address long-term needs in the Clarksburg area over a twenty-year timeframe. Likewise, establishing and updating parks and park amenities is a continuous and ongoing process. There are existing unmet community recreation needs that cannot currently be met within the plan area, even if additional amenities are added to other parks nearby. Further, these unmet needs would only increase with any future housing development in the plan area.	
166	Written and Public Hearing	P	Amy Presley	Transportation (3.B.6.a)	39	Support recommended Observation Drive alignment	Supports the draft plan's recommendation for the alignment of Observation Drive	Staff acknowledges this comment.	
167	Public Hearing		Rev. Cheryl Gooden (Community of Faith United Methodist Church)	Historic Preservation (3.G.6/7)	83	Support for historic designation of the Community of Faith UMC	Supports the draft plan's recommendation to list the Community of Faith United Methodist Church and Cemetery as an Historic District in the Master Plan for Historic Preservation.	The Public Hearing Draft recommends designating the Community of Faith United Methodist Church & Cemetery as a Master Plan Historic Site and Clarksburg Heights as a Master Plan Historic District in the <i>Master Plan for Historic Preservation</i> .	
168	Public Hearing		Cecile Foreman	Historic Preservation (3.G.6/7)	83	Support for historic designation of the Community of Faith UMC	Supports the draft plan's recommendation to list the Community of Faith United Methodist Church and Cemetery as an Historic District in the Master Plan for Historic Preservation.	The Public Hearing Draft recommends designating the Community of Faith United Methodist Church & Cemetery as a Master Plan Historic Site and Clarksburg Heights as a Master Plan Historic District in the <i>Master Plan for Historic Preservation</i> .	
169	Public Hearing		Karen Walker	Historic Preservation (3.G.6/7)	83	Support for historic designation of the Community of Faith UMC	Supports the draft plan's recommendation to list the Community of Faith United Methodist Church and Cemetery as an Historic District in the Master Plan for Historic Preservation.	The Public Hearing Draft recommends designating the Community of Faith United Methodist Church & Cemetery as a Master Plan Historic Site and Clarksburg Heights as a Master Plan Historic District in the <i>Master Plan for Historic Preservation</i> .	
170	Public Hearing		Karen Walker	Historic Preservation (3.G.10/11)	84-85	Support for land use vision of the COMSAT property without historic designation	Support for general plan vision for new development on COMSAT and surroundings that does not include historic designation of the site or building	The Public Hearing Draft recommends against designation of COMSAT Laboratories in the <i>Master Plan for Historic Preservation</i> .	
171	Public Hearing		Joanne Snowden Woodsen	Historic Preservation (3.G.6/7)	83	Support for historic designation of the Community of Faith UMC	Supports the draft plan's recommendation to list the Community of Faith United Methodist Church and Cemetery as an Historic District in the Master Plan for Historic Preservation.	The Public Hearing Draft recommends designating the Community of Faith United Methodist Church & Cemetery as a Master Plan Historic Site and Clarksburg Heights as a Master Plan Historic District in the <i>Master Plan for Historic Preservation</i> .	
172	Public Hearing		Joanne Snowden Woodsen	Housing (3.C)	-	Concern for ability of existing Clarksburg residents to remain in the community	Concern for the protection of Clarksburg for long-time residents. Want to ensure that people can continue to live in the community.	Staff acknowledges this comment. The draft plan seeks to increase the availability of housing in Clarksburg with zoning recommendations that allow additional opportunities for housing development that is affordable and accessible to all.	
173	Written and Public Hearing	Z	Soo Lee-Cho (JNP/Avanti Group)	Land Use (3.A.1 and Figure 8)	32	Supports recommended zoning for subject property	Support recommended zoning for Linthicum Property from IL (Light Industrial) to CRT (Commercial Residential Town), specifically CRT-1.0 C-0.25 R-1.0 H-100	Staff acknowledges this comment.	
174	Written and Public Hearing	X	Francoise Carrier (Linthicum Family)	Land Use (3.A.1 and Figure 8)	32	Supports recommended zoning for subject property	Support recommended zoning for Linthicum Property from IL (Light Industrial) to CRT (Commercial Residential Town)	Staff acknowledges this comment.	
175	Written and Public Hearing	X	Francoise Carrier (Linthicum Family)	Transportation (3.B.6.a)	39	Support recommended Observation Drive alignment	Support the alignment for Observation Drive recommended in the Plan, which minimizes the impact of this major roadway on the stream valley abutting the Property to the east, and at the same time preserves space for a cohesive, attractive residential community by pushing the road as close as possible to I-270.	Staff acknowledges this comment.	
176	Written and Public Hearing	X	Francoise Carrier (Linthicum Family)	Land Use (3.A.3)	31	Concern for recommended 200-foot I-270 setback for residential uses	Concerned about draft plan's 200-foot setback. Concept for Linthicum property meets min. 75-foot setback from I-270 ROW, which is consistent with other setbacks along I-270. 700-unit plan would be impacted across the property with an estimated loss of about 150 units.	[See staff reponse to Comment 130]	

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177	Written and Public Hearing	X	Francoise Carrier (Linthicum Family)	Environment (3.E.10)	69	Reduce 35% green cover requirement	35% green cover requirement is too restrictive and would impact developability and the provision of housing. Recommends lowering requirement to 25%, similar to green cover policies in other parts of the county, as long as green cover within forest conservation easements are not excluded from this calculation.	Staff acknowledges this comment. See recommendation E.10 which gives broad parameters on how the 35% Green cover could be applied through a combination of multiple methods.	
178	Written and Public Hearing	Q	Margaret Schoap (TAME)	Transportation (3.B.6.d)	39	Supports removal of planned I-270 interchange (Exit 17)	Support removing Exit 17 as a planned interchange with I-270. Instead of extending Little Seneca Parkway, recommends that the plan enhance existing West Old Baltimore Road.	Staff acknowledges this comment.	
179	Written and Public Hearing	P	Amy Presley	Land Use (3.A.1, 5)	-	Support flexible mix of uses and sustainable design	Recommends entitling a flexible mix — life sciences, office, residential, retail, and educational/medical — supporting best-in-class sustainability.	Staff acknowledges this comment. Please see recommendation 4.B.3. that seeks to provide a wide range of land uses beyond residetal that would include multiple employment uses.	
180	Written	R	Henry Gudelsky	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17)	"Please don't close exit 17 in Clarksburg. The increase in traffic CB and commute would always certainly force us to move from Clarksburg town center. This would be terrible for the community and crush the success of the new development."	[See staff's response to testimony comment #46]	
181	Written	S	Poetry T	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17)	"County has constantly failed to support upcounty residents. Please do not remove Exit 17. This would force many residents to move out as County is becoming hopeless and worthless compared to neighboring Virginia."	[See staff's response to testimony comment #46]	
182	Written	T	Beth Wolff (on behalf of Clarksburg Church)	Land Use (3.A.1 and Figure 8)	32	Supports recommended zoning for subject property	Supports for the proposed zoning change (R-200 to CRT-0.75, C-0.25, R-0.75, H-65) for the church property at 22820 Frederick Road.	Staff acknowledges this comment.	
183	Written	T	Beth Wolff (Clarksburg Church)	Land Use (Figure 7 & 4.D.1)	30	Requests Mixed Use designation by the Planned Land Use Map	Requests a "Mixed Use" designation (instead of "Institutional/Community Facility") by the Planned Land Use Map for their parcel (22820 Frederick Road) and the four adjacent lots to the southeast along Frederick Road to not limit the ability in the future to utilize a portion of the property for single-family attached development or commercial use consistent with the CRT zoning.	Planning Staff supports applying the "Mixed Use" designation in the Planned Land Use Map (Figure 7, p. 30) to the properties identified by the testimony. While the Upper Coolbrook Neighborhood, in which these properties are located, is envisioned by the draft plan for primarily residential development in this neighborhood, with a mix of housing types and densities, it also supports opportunities for neighborhood-scale commercial development. These characteristics are supported by the recommended CRT (Commercial Residential Town) zone, as well.	Update Planned Land Use map to apply MU designation as requested. Also review map for other minor corrections.
184	Written	U	Kasane Lee	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17)	Requests that Exit 17 remain as a planned interchange with I-270	[See staff's response to testimony comment #46]	
185	Written	V	Ram Valiyil	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17)	Requests that Exit 17 remain as a planned interchange with I-270	[See staff's response to testimony comment #46]	
186	Written	W	Sharron Saunders	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17)	Requests that Exit 17 remain as a planned interchange with I-270	[See staff's response to testimony comment #46]	
187	Written	Y	Beth Wolff (on behalf of 17 Clarksburg residents)	Transportation (3.B)	-	Request for lighting along MD 355 shared use path	Multiple letters recommend addressing the lack of lighting on the Frederick Road (MD 355) shared use path, between Clarksburg High School and Cool Brook Lane, a route that middle school and high school students must use daily to get to and from school and frequented by Clarksburg residents, as well. Trash cans are also requested to be installed along the path.	Staff suggests that the plan add a new recommendation increase safety and comfort along all existing shared use paths in the plan area, including the installation of lighting, visible and context-sensitive street crossings, wayfinding, etc.	Add a new recommendation increase safety and comfort along all existing shared use paths in the plan area, including the installation of lighting, visible and context-sensitive street crossings, wayfinding, etc.
188	Written	Y	Beth Wolff (Clarksburg residents)	Transportation (3.B)	-	Request for enhanced crosswalk at Running Brook Drive and Frederick Road	Request for a Pedestrian Hybrid Beacon or similar flashing light at the Running Brook Drive crossing of Frederick Road (MD 355)	While the sector plan should not specify specific pedestrian safety treatments (this is the purview of MCDOT), staff suggests that the intersection of Running Brook Drive and Frederick Road (MD 355) should be added to the list of prioritized intersections for pedestrian and bicyclist safety and comfort improvements, Recommendation 3.B.19. This intersection may replace the currently recommended priority intersection of Wims Road and Frederick Road, since Wims Road does not continue as a public street east of Frederick Road (across the street from Clarksburg High School) and the Running Brook Drive has an existing single crosswalk across Frederick Road	Replace Wims with Running Brook Drive as a priority bike/ped safety improvement location
189	Written	Y	Beth Wolff (Clarksburg residents)	Land Use (3.A) and COMSAT Neighborhood (4.B)	-	Support for plan vision to support activity center development on COMSAT property	Support for COMSAT property to be, "developed as an area like the Rio with a lake to walk around or a park. There could be restaurants there, especially Asian restaurants."	Staff acknowledges this comment	
190	Written	Y	Beth Wolff (Clarksburg residents)	Parks, Open Spaces, and Recreation (3.F) and COMSAT Neighborhood (4.B)	-	Support for plan vision to support activity center development on COMSAT property	Letter from a second grader: "On the open field (COMSAT), I want to have a pool and activity center like the YMCA or a soccer field."	The draft plan recommends that a community recreation and/or aquatic center should be considered as a co-located facility with the new Clarksburg Gateway Local Park recommended on the former COMSAT Laboratories site (Rec. 3.F.16). To align with recommended staff revisions to the “Constellation Park” recommendation, staff recommends clarifying this recreation center recommendation with the following language: “This plan supports the development of a recreation center in or near the Plan Area. Relevant county departments should be consulted about the viability of including a facility on any appropriately-sized redevelopment site in the Plan Area.”	
191	Written	Y	Beth Wolff (Clarksburg residents)	Parks, Open Spaces, and Recreation (3.F) and COMSAT Neighborhood (4.B)	-	Support for a recreation center and library in Clarksburg	There is a lack of recreation center and library in the Clarksburg community	See Response to comment #190 about a recreation center. There is an ongoing effort to establish a new public library in Clarksburg, just beyond the Plan Area boundary at the northeast corner of Frederick Road and Stringtown Road.	
192	Written	Y	Beth Wolff (Clarksburg residents)	Transportation (3.B)	-	Concern for parking, trash, and trucks on Gateway Center Drive	Support for separate bike lanes on Gateway Center Drive and not allow abandoned trucks to be able to park along Gateway Center Drive. These cause safety concerns and are unsightly.	Staff acknowledges this comment.	

Comment #	Testimony Source	Written Testimony ID	Commenter	Plan Section Reference	Plan Page # (if applicable)	Comment Topic	Comment / Issue	Staff Response / Recommendation	Plan Revisions and Planning Board Direction
193	Written	Y	Beth Wolff (Clarksburg residents)	Transportation (3.B.6.a)	39	Support for Observation Drive connection between I-270 Exit 16 and Exit 18	Support for an alternative route to Maryland Route 355, parallel to 355 between Exit 16 and 18.	Staff acknowledges this comment.	
194	Written	AC	Prescilla Wachter	Historic Preservation (3.G.11)	84	Preserve the COMSAT building as a historic site in the Master Plan for Historic Preservation.	Save the Comsat building which is part of Clarksburg's history. This building has qualified for the National Register of Historic Places. Historic preservation is important.	The Public Hearing Draft acknowledges the historic and architectural significance of COMSAT Laboratories. Montgomery Planning undertook both design and economic feasibility studies to explore potential adaptive reuse scenarios for the building. However, the findings of the economic analysis indicated that there is no viable path forward for the adaptive reuse of COMSAT Laboratories in the short or medium term while achieving other plan objectives. The Plan includes mitigation to honor the site's significance including the establishment of a grant program, documentation, interpretative elements, and opportunities for public art.	
195	Written	AD	Roger Cochetti	Historic Preservation (3.G.11)	84	Preserve the COMSAT building as a historic site in the Master Plan for Historic Preservation.	Endorse the testimony of Mr. Serenyi and Mr. Mechanick to preserve the COMSAT Laboratories building through designation in the Master Plan for Historic Preservation	The Public Hearing Draft acknowledges the historic and architectural significance of COMSAT Laboratories. Montgomery Planning undertook both design and economic feasibility studies to explore potential adaptive reuse scenarios for the building. However, the findings of the economic analysis indicated that there is no viable path forward for the adaptive reuse of COMSAT Laboratories in the short or medium term while achieving other plan objectives. The Plan includes mitigation to honor the site's significance including the establishment of a grant program, documentation, interpretative elements, and opportunities for public art.	
196	Written	AE	Ata Birol	Land Use (3.A.1)	31	Prioritize the creation of commercial spaces, especially restaurants and grocery stores	<p>Currently, dining and grocery options in Clarksburg are very limited. Restaurants are largely chains, with few artisanal or high-end establishments, and we have no access to specialty grocers such as Whole Foods, MOM's Organic Market, or Trader Joe's. This forces residents to travel to Germantown, Gaithersburg, Rockville, or Bethesda—taking both revenue and jobs outside of Clarksburg.</p> <p>Adding to this challenge, the amount of commercial space in Clarksburg that could house dining, specialty grocery, and entertainment is already extremely limited. This hurdle can only be overcome with a sizable development plan like the Clarksburg Gateway Sector Plan. Therefore, it is essential to prioritize the creation of spaces specifically designed for these types of establishments so that residents can benefit both recreationally and economically.</p>	Through its recommendations for new zoning districts on the COMSAT property and others, the draft plan anticipates new opportunities for additional dining and grocery options in Clarksburg as a part of new development. The Planning Department is not able to determine which and how many commercial businesses are established in a community, but we can help promote the conditions under which they might be.	
197	Written	AF	Stephen Day	Historic Preservation (3.G.11)	84	Does not support historic designation of the COMSAT Laboratories building	"The labs were set up to assist with satellite technology, which included the original ability to build satellites (never utilized). Some useful technologies were developed however, including echo cancellation, nickel hydrogen batteries, technical support, etc. ... My personal opinion is that the Labs don't warrant historical preservation."	The Public Hearing Draft recommends against designation of COMSAT Laboratories in the <i>Master Plan for Historic Preservation</i> .	
198	Written	AG	Barry Fantle (President, Clarksburg Civic Association)	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17)	I would like to reiterate support for the Clarksburg Master Plan which includes the new vitally important interchange on 270. This is very important in helping with traffic. Also, COMSAT, which has sat vacant for many years, depends on this interchange for future development. Please do not remove this from the Sector Plan.	[See staff's response to testimony comment #46]	
199	Written	AH	Kiersten Greenfield	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17)	<p>I am writing to express my strong support for keeping exit 17 on I-270 in the Clarksburg Gateway Sector Plan. As you know, traffic congestion has become a serious challenge, creating delays, safety concerns, and limiting access for residents, businesses, and emergency vehicles.</p> <p>A new exit would significantly ease congestion in the town center, improve quality of life for residents, and make our community more accessible and attractive for economic growth. This is a practical and much needed step toward addressing current transportation pressures and preparing for future growth.</p>	[See staff's response to testimony comment #46]	
200	Written	AI	Seenu Suvarna	Transportation (3.B)	-	Prioritize mass transit and other transportation improvements before approving additional residential development	<p>Adding more housing without the transit systems to support it is not just shortsighted—it's detrimental to the long-term health of our region. Clarksburg residents are spending more time commuting, more money on transportation, and more energy navigating gridlock. This is not sustainable.</p> <p>I urge you to prioritize mass transit improvements before approving additional residential development. We need expanded bus service, better Metro rail connectivity, and safe, accessible options for walking and biking. These changes are essential to reduce traffic, improve quality of life, and make Clarksburg a truly connected community.</p>	Staff acknowledges this comment.	
201	Written	AI	Seenu Suvarna	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17) and deliver reliable, connected transit	We need to bring jobs to Clarksburg—not send our residents elsewhere. The former Comsat building is a prime opportunity. Consider offering incentives like one year of free rent to innovative companies willing to invest in revitalizing the space. Attracting tech and life sciences firms would boost our local economy, reduce outbound traffic, and create a vibrant hub for business and community activity. To support this we need Exit 17 to be implemented to keep traffic to the Gateway Center location manageable.	[See staff's response to testimony comment #46]	
202	Written	AJ	Anokhi Cifuentes	Transportation (3.B.6.d)	39	Retain the planned I-270 interchange (Exit 17) and deliver reliable, connected transit	<p>I appreciate the vision in this plan — new housing, parks, transit, and mixed-use areas. It sounds exciting! But what's missing is a real commitment to the infrastructure that makes all of that actually work for the people already here, and those still to come.</p> <p>We continue to lack reliable east-west connectivity and redundancy in our road network. Whether it's the removal of the planned Exit 17 interchange, incomplete local street connections, or the fact that the promised BRT system still hasn't materialized, it all sends a clear message: this community's access needs are being overlooked.</p>	[See staff's response to testimony comment #46]	

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203	Written	AJ	Anokhi Cifuentes	Transportation (3.B.6.a)	39	Support for expedited completion of the recommended realignment of Observation Drive	I urge you to expedite the realignment of Observation Drive through the plan area. This is an opportunity to build smarter, more resilient infrastructure — but it needs to happen in coordination with future development, not decades later.	Staff acknowledges this comment.	