

*Clarksburg*

September 1968

THE MARYLAND-  
NATIONAL CAPITAL PARK &  
PLANNING COMMISSION

PLEASE RETURN TO:

OFFICE OF PLANNING POLICIES  
101 MONROE STREET, 4TH FL.  
ROCKVILLE, MD 20850

# Master Plan Clarksburg and Vicinity



MASTER PLAN

Clarksburg  
*and*  
Vicinity

*An amendment to the General Plan for the Physical  
Development of the Maryland-Washington Regional District.*

SEPTEMBER 1968

CERTIFICATE OF ADOPTION

THIS IS TO CERTIFY THAT AMENDMENTS TO THE MASTER PLAN FOR CLARKSBURG AND VICINITY HAVE BEEN ADOPTED BY THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION, PURSUANT TO THE PROVISIONS OF CHAPTER 780, LAWS OF MARYLAND, 1959, AS AMENDED, BY RESOLUTION OF AUGUST 28, 1968, AFTER BEING DULY ADVERTISED, SUBJECTED TO PUBLIC HEARING AND APPROVED BY THE DISTRICT COUNCIL FOR MONTGOMERY COUNTY, MARYLAND.

*Thomas A. Banigan* *W. C. Dutton, Jr.*  
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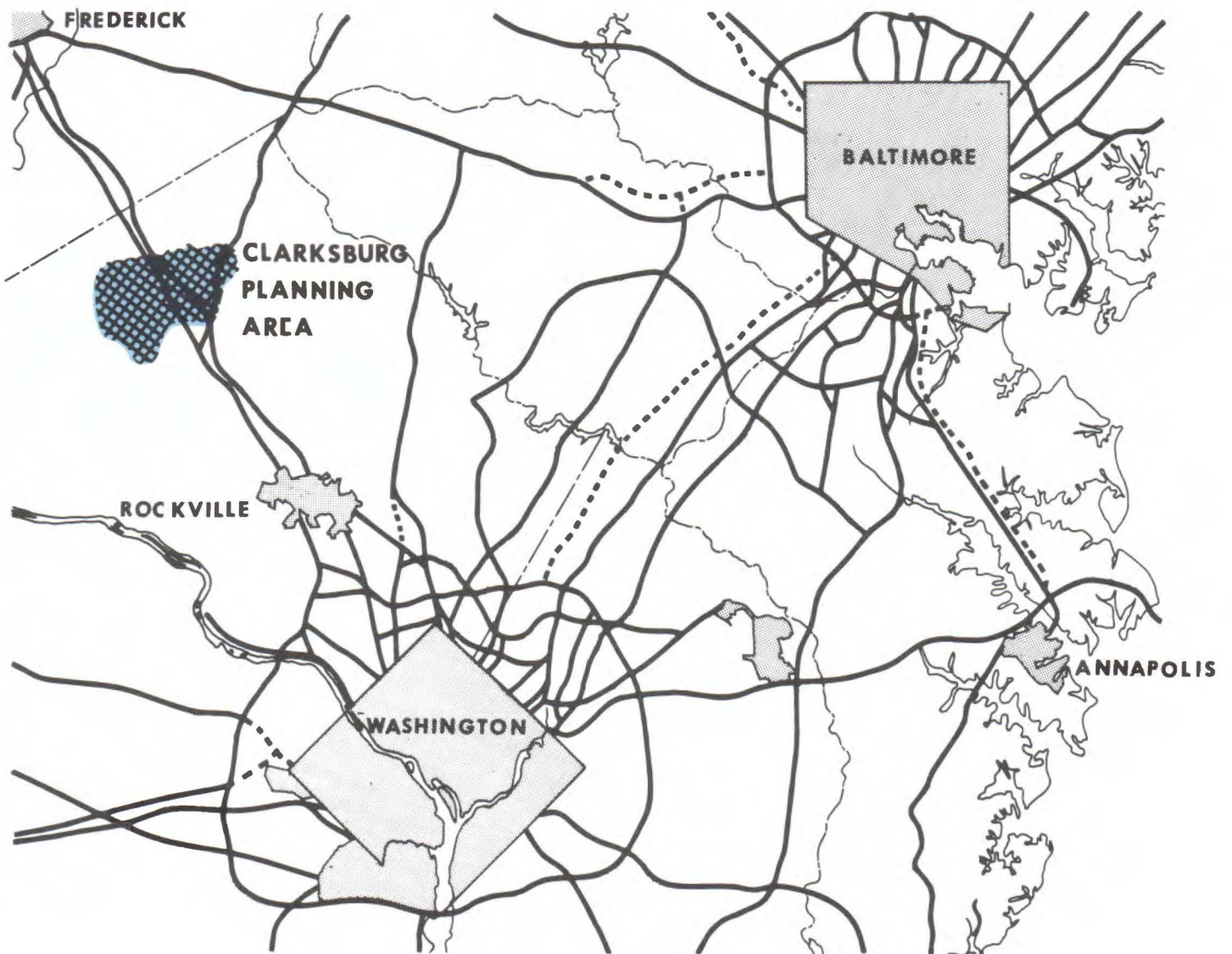
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# The Region



# BACKGROUND

## The Setting

### Location and Boundaries

The Clarksburg Planning Area lies along Interstate Highway 70-S in upper Montgomery County, Maryland, about 20 miles from the District of Columbia. It is 13 miles from Rockville, the county seat, and 15 miles from Frederick to the northwest. The area is defined approximately by the watersheds of Ten Mile Creek, Cabin Branch, and Little Seneca Creek. Its southern edge lies along the proposed Little Seneca Creek Park, and it is partially bounded on the north by the proposed Little Bennett Creek Park. The Baltimore and Ohio Railroad passes along its southern boundary.

The focal point of the area is the Town of Clarksburg, at the intersection of State Highways 121 and 355. Several smaller settlements lie along its edges: Cedar Grove, Brink, Burdette, Boyds, Slidell, Thompson's Corner, and Miles Corner. The Planning Area totals about 17.7 square miles (11,300 acres).

### History

Two centuries ago the Clarksburg area was the home of the Seneca Indians. Route 355 was once the old Sinequa trail; and its intersection with another Indian trail became the site for a trading post erected by William Clarke, after whom the town was named.

The first settlements appeared about 1735. The old Sinequa trail, which was later known as the Georgetown-Fredericktown Road, became the main stagecoach line to the west; all stages stopped at one of Clarksburg's three taverns. General Braddock stayed in Clarksburg, and President-elect Andrew Jackson dined here en route to his Inauguration in Washington. There were two tanneries in Clarksburg

prior to the Civil War, and an education academy was erected in 1833. After the War the lands around Clarksburg were planted with tobacco. The Catawba grape was first cultivated here. Later, when the Baltimore and Ohio Railroad changed its proposed line from Clarksburg to Boyds, many citizens moved away.<sup>1</sup> The area has remained rural in character, and the town today serves as a small trading center for adjacent lands.

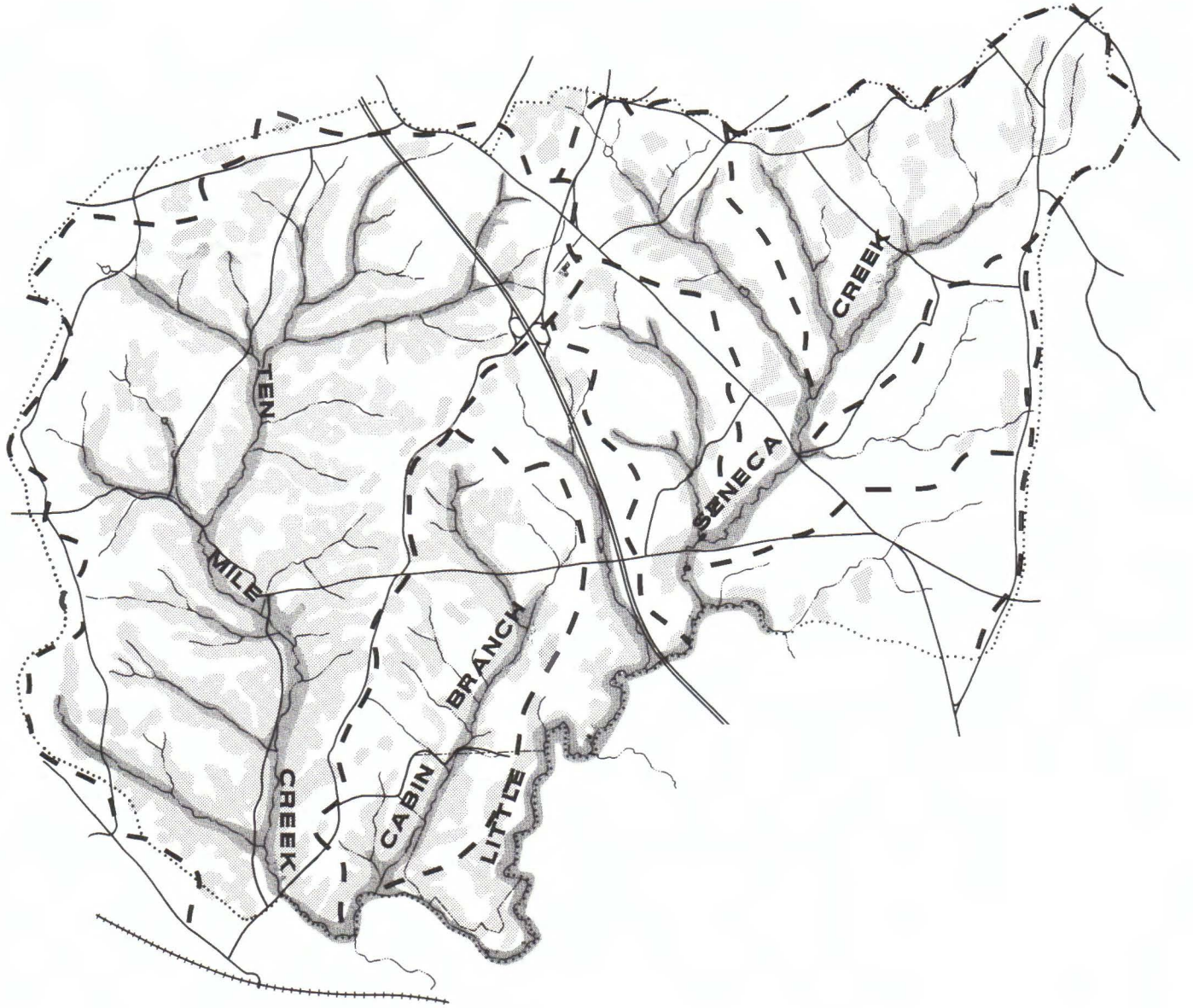
### Natural Environment

The Clarksburg Planning Area lies within the Piedmont Plateau. Topography is rolling and elevation reaches a height of over 700 feet above sea level, almost the highest point in the County. The drainage system includes the Little Seneca Creek and two of its branches: Ten Mile Creek and Cabin Branch. The Little Seneca drains into the Potomac River which discharges into Chesapeake Bay. A small portion of the Little Bennett Creek watershed is included next to the Little Bennett Park. Floodplains occur mainly along the Little Seneca and Ten Mile Creeks.<sup>2</sup> The Ten Mile Creek floodplain is unusually wide.

Only about a third of the Planning Area has soils suitable for septic tank use, mainly east of Highway 70-S and Stringtown Road and land along Little Seneca Creek which is proposed for park acquisition by The Maryland-National Capital Park and Planning Commission. The remainder either consists of floodplains or must be used conditionally. The unsuitable soils are concentrated around the intersection of Routes 355 and 121 in the center of Town and along the east side of Ten Mile Creek Road. Steep slopes (over 15 percent) occur along the Ten Mile Creek floodplain, Cabin Branch, and Little Seneca Creek.

The climate is moderate, with average seasonal temperatures ranging from 34.5° in the winter to 73.4° in the summer. Rainfall averages 38.5 inches per year and snowfall 19.7 inches.

# Clarksburg Planning Area Map



**NATURAL FEATURES**  
FLOODPLAINS  
STEEP SLOPES  
RIDGELINES

# Existing Conditions and Development Trends

## Private Development

### *existing land use*

Agricultural land use predominates in the Clarksburg Planning Area (see Table I), although the number of farms has been decreasing since World War II for various reasons, including the labor shortage, the owners' ages, rising land costs, and the opportunity to sell. There are 63 land parcels, a total of about 5500 acres, classified as farms for preferential assessment purposes. The average farm size in the County has increased from 170 acres in 1960 to 217 acres in 1965.<sup>3</sup>

All residential development is in low-density single-family homes, with the exception of three multi-family structures (totaling eight units) around the intersection of State Routes 355 and 121. The gross density is about 5.4 persons per acre. About 73 of the 515 single-family houses in the Planning Area are farm dwellings. In the last five years about 40 new housing units have been constructed.<sup>4</sup>

Commercial development is centered around the Route 355 and Route 121 intersection, a half mile from Highway 70-S, and in Cedar Grove. Clarksburg's commerce includes two general stores (groceries, antiques, and gasoline), a fabric store, real estate office, post office, electric storage building, and gasoline station. Cedar Grove contains a grocery store (which provides feed and paints in addition to groceries), a gas station, and a swimming pool construction business. There is a grocery store near Thompson's Corner and there is a beauty salon on Ten Mile Creek Road. No shopping center presently exists. A 26-acre center in Damascus will be under construction soon; this will be the nearest large center to Clarksburg.

The existing industrial land use consists of that part of the Communications Satellite Corporation (COMSAT) under development, an auto junkyard, and a truck storage site.

There are presently five churches within the Plan boundaries, including Methodist churches in Cedar Grove and at the intersection of Routes 355 and 121; Baptist churches on Route 355 and at Miles Corner; and a Church of God just north of the Planning Area by Little Bennett Creek Park. The Church of God congregation is presently seeking a new location. The Jehovah's Witnesses denomination is active in the area but has no church building. An old Methodist church structure at the Route 355 and Route 121 intersection

is currently used for the previously mentioned commercial electric storage operation. The only cemeteries in the area are those on three of the church properties.

TABLE I: EXISTING LAND USE WITHIN THE CLARKSBURG PLANNING AREA, 1968

|   | <i>Acres</i> |
|---|--------------|
| Single-Family Residential .....   | 488          |
| Farm .....  | (116)        |
| Non-Farm .....  | (372)        |
| Duplex Residential .....  | 2            |
| Multi-Family Residential .....  | 1            |
| Commercial .....  | 8            |
| Industrial .....  | 160          |
| Public and Quasi-Public (Schools, Park, Recreation Center, State Fishing Pond, Post Office, Churches, and Cemeteries) ..... | 181          |
| Roads, Freeway 70-S, and Interchange .....  | 220          |
| Utility Lines and Substation .....  | 80           |
| Agriculture and Vacant .....  | 10,160       |
| Total .....   | 11,303       |

### *historic preservation*

There are no remaining structures of historical significance within the Planning Area. A boulder now marks the site of Old Dowden's Ordinary of the pre-Civil War era. One old house, at the western corner of the intersection of Route 355 and the elementary school road, was constructed by one of William Clarke's relatives and is in a well-preserved condition with interior restoration.

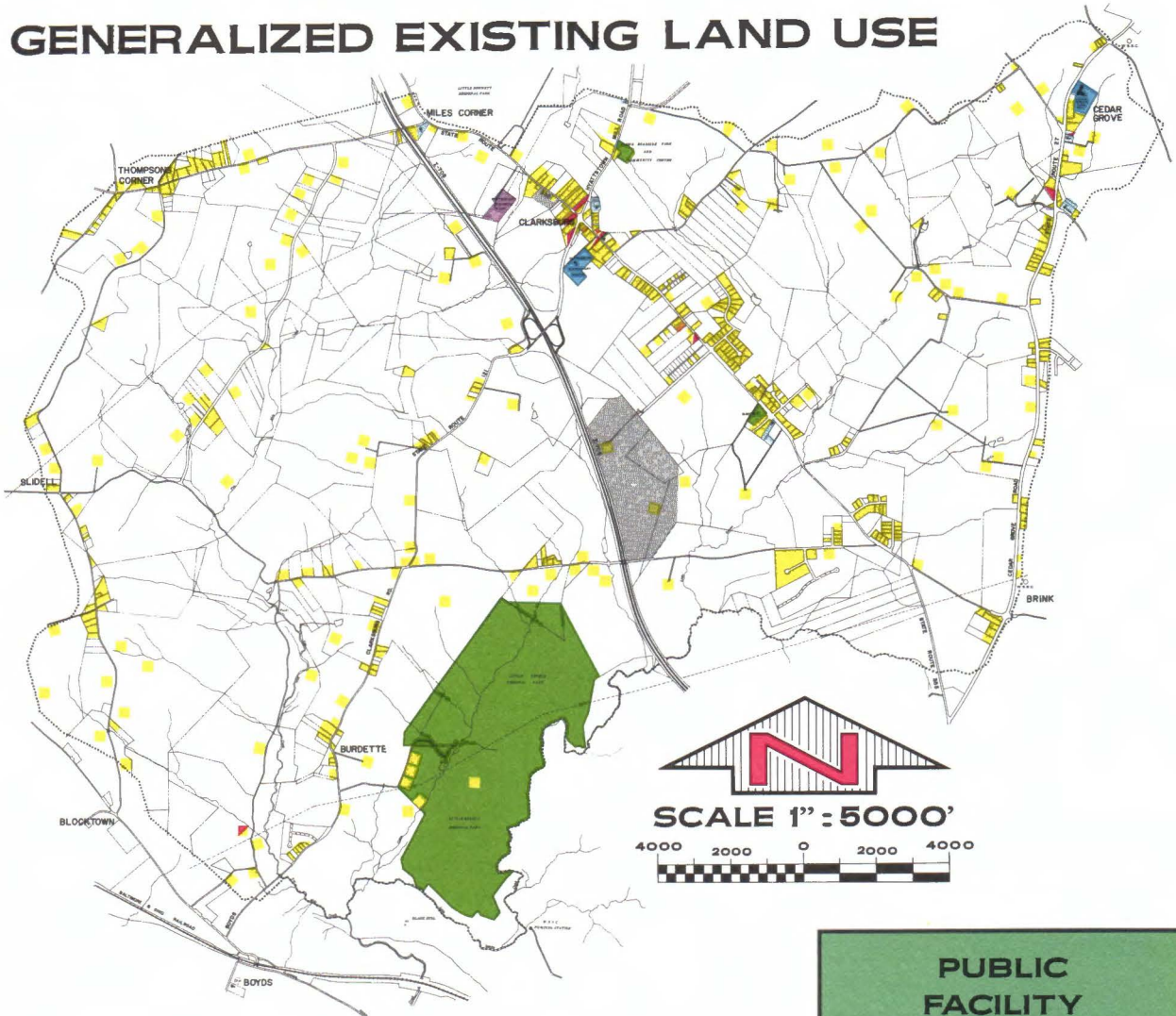
Another old building, very small in size, located a short distance north of the Route 355 and Route 121 intersection on Route 355, was once a milliner's shop. Two old schoolhouses within the Little Bennett Creek Regional Park have historic value and may be restored by MNCPPC, but they are outside the Planning Area. An old house at the intersection of Route 355 and Stringtown Road may be worthy of preservation for its architecture and setting.

### *building conditions*

Dwellings in the area are generally in good condition. Many are new dwellings in new subdivisions; the farm-houses are older. A few isolated structures along Old Baltimore Road, Route 355, and in Blocktown are in poor condition; but there are no pronounced areas of blight. The building condition survey reveals that, of the 515 dwellings in the Planning Area, about 85 percent are in sound condition, 11 percent have minor deterioration, three percent have major deterioration, and only one percent are dilapidated.



# GENERALIZED EXISTING LAND USE



SCALE 1" : 5000'



**PUBLIC FACILITY**

**SINGLE FAMILY**

**INDUSTRIAL**

**CHURCH AND CEMETERY**

**MULTIPLE FAMILY**

**PUBLIC PARK**

**UTILITY**

**COMMERCIAL**

**SCHOOLS**

**VACANT AND AGRICULTURAL**

# EXISTING ZONING



**RURAL  
RESIDENTIAL**

**LOCAL  
COMMERCIAL**

**LIGHT  
INDUSTRIAL**

**MULTIPLE - FAMILY  
LOW-DENSITY  
RESIDENTIAL**

**GENERAL  
COMMERCIAL**

**INDUSTRIAL  
PARK**



*parcel characteristics*

About three-fourths of the land in the Planning Area is in large parcels. There are 62 parcels of over 50 acres, and about 37 of these are over 100 acres in size. These large land parcels comprise 8200 acres of the total 11,300 acres in the Planning Area.

*trends*

Upper Montgomery County has been developing rapidly since World War II with the location of such major government and science industry facilities as the Atomic Energy Commission, the National Bureau of Standards, International Business Machines, and Fairchild Hiller along the 70-S corridor. COMSAT is now constructing a large building within the Planning Area. The 70-S interchange in Clarksburg has opened up the development potential of the Planning Area. Zoning and subdivision activities have appeared in Clarksburg in the last few years.

Toward the end of World War II (1944), a large subdivision of land was recorded in Clarksburg—33 lots on about 150 acres. No further activity occurred until 1955, when two lots were subdivided. From 1958 on, land subdivision increased until 1962, when 47 lots, or about 30 acres, represented the peak year of activity. Thereafter, subdividing declined until 1964 and then began to climb again in 1965. In total, about 220 lots, covering 265 acres of land, have been recorded since 1944, although public sewers and water have been absent. Today 120 houses exist on these 220 subdivi-

ded lots. Most of the subdivision activity has occurred along Route 355. Other areas of less activity include Old Baltimore Road, Thompson's Corner, and Burdette.

Little rezoning activity occurred in the Clarksburg Planning Area prior to 1958, when MNCPPC zoning jurisdiction was extended to cover the Upper County. Only a small amount of C-1 zoning existed in Clarksburg and Cedar Grove. All other land was classified in the R-R, Rural Residential Zone (see Table II). The commercial and higher density residential rezonings are centered around the Route 355 and Route 121 intersection; the industrial districts, along the west side of the 70-S freeway north and south of Comus Road.

Two applications for rezoning are now pending: one for 0.9 acre of C-2 and one for a Planned Neighborhood Zone covering 373.8 acres.

TABLE II: EXISTING ZONING WITHIN THE CLARKSBURG PLANNING AREA

|                                      | <i>Acres</i> |
|--------------------------------------|--------------|
| Rural Residential (R-R) .....        | 11,087       |
| Low-Density Residential (R-30) ..... | 5            |
| Local Commercial (C-1) .....         | 7            |
| General Commercial (C-2) .....       | 15           |
| Light Industrial (I-1) .....         | 19           |
| Industrial Park (I-3) .....          | 170          |
| Total .....                          | 11,303       |

*Note:* Immediately adjacent to the Planning Area are an additional 129 acres of I-3, 15 acres of I-1, and 1 acre of C-1.

## Public Development

### *roads*

The MNCPPC Master Plan of Highways classifies roads in four main categories: freeways, parkways, major highways, and arterials. These categories are defined as follows:

**Freeway:** A four- to eight-lane, divided highway with limited access and a right-of-way varying from 200 feet to 400 feet. A freeway has a carrying capacity in a rural area of about 1500 vehicles per lane per hour, according to the Master Plan of Highways.

**Parkway:** Same as a freeway but limited to non-commercial traffic and located in a park or park ribbon.

**Major Highway:** A four- to six-lane, divided highway which may or may not have controlled access. Rights-of-way vary from 100 feet to 300 feet. Carrying capacity is about 900 vehicles per lane per hour.

**Arterial Road:** An 80-foot right-of-way, 48-foot pavement width, undivided road with a carrying capacity of 600 vehicles per lane per hour.

Additional categories, used by MNCPPC for roads of lower classification, are defined as follows:

**Industrial Road:** An 80-foot right-of-way, 48-foot pavement width, undivided road.

**Business Street:** An 80-foot right-of-way, 48-foot pavement width, undivided street.

**Primary Residential Street:** A 70-foot right-of-way, 24- to 36-foot pavement width, undivided street.

**Secondary Residential Street:** A 60-foot right-of-way, 20- to 26-foot pavement width, undivided street.

**Park Road:** No specified right-of-way but pavement width of 24 feet.

Using these categories, existing roads in the Planning Area include:<sup>5</sup>

**Freeway:** Highway 70-S, an interstate route with a 1967 average daily traffic of 16,300 vehicles. Traffic has been increasing, due to the growth of industrial employment centers along 70-S to the south of Clarksburg. The Preliminary Master Plan of Highways, on which a hearing was held on May 22, 1967, proposes that 70-S remain a limited access freeway with an increase in the number of lanes to six when warranted by traffic.

**Parkways or Major Highways:** No highways with these classifications exist in the Planning Area.

**Arterial Roads:** State Route S-27, Cedar Grove Road, is presently an arterial road, with two lanes and a 1967 average daily traffic of 4850 vehicles. Route 27 follows the eastern border of the Planning Area, connecting 70-S, Germantown, and Brink to Damascus and 70-N to the north. On the Maryland State Roads Commission 20-Year Plan, Route 27 is designated to be widened to four lanes and resurfaced. The Preliminary Master Plan proposes this route to be reclassified as a major highway at an unspecified future date.

State Route S-355, the Frederick Pike, passes

through the center of Clarksburg, linking Gaithersburg, Germantown, and Brink to Miles Corner and Hyattstown. Average daily traffic on this route in 1967 was 1425 vehicles. It has recently been resurfaced. The Preliminary Master Plan of Highways proposes Route 355 to be a major highway; a portion near Brink is proposed as an arterial highway. Route S-355 has historic value as the old stagecoach route to the west.

State Route S-121, called Hyattstown Road, north of the 70-S interchange and Boyds-Clarksburg Road south of the interchange had a 1967 average daily traffic of 1775 and 825 vehicles, respectively, on the two sections. The County Master Plan proposes the Boyds-Clarksburg section for a major highway and the Hyattstown section as an arterial. The State Plan proposes that Route 121 be resurfaced and rehabilitated.

**Rural Roads:** Route S-95, Comus Road, links Clarksburg to Comus and had a 1967 average daily volume of 325 vehicles. No change is proposed.

Old Baltimore Road is a partially paved, two-lane County road, running through the center of the Planning Area in an east-west direction. No paving date has been set. The new Preliminary Master Plan of Highways designates Old Baltimore Road as an arterial highway.

Ten Mile Creek Road is also an unpaved, two-lane County road, over which Ten Mile Creek passes hindering access after rainstorms.

Shiloh Church Road is a paved, two-lane County road.

Slidell Road and Ridge Road are paved, two-lane County roads, paralleling the Ten Mile Creek Road and Shiloh Church Road to the west.

Stringtown Road, New Cut Road, Johnson Road, and Burdette Road are all paved, two-lane County roads lying east of 70-S.

Additional roads include paved culs-de-sac in residential subdivisions, the paved school street in the southern quadrant of the Route 355 and Route 121 intersection, the paved Church Street in the eastern quadrant, unpaved Black Hill Road leading to the Little Seneca Regional Park, and unpaved access drives leading to farm properties in isolated locations.

### *utilities*

Electrical service is provided to the Planning Area by the Potomac Edison Company. Natural gas is distributed by the Washington Gas Light Company.

There is no sewer service in the Planning Area, and none is proposed in the "Fiscal Year 1969-1973 Sewer Program" of the Washington Suburban Sanitary Commission (WSSC). A recently installed water line along Route 27, from Brink to Damascus, supplies part of the Planning Area. Water services will be expanded when the line along Route 355, from Brink to Linthicum Road,<sup>6</sup> proposed for 1969, is installed.

In the future, the Dulles Airport-Potomac River interceptor sewer, now under construction, will transport sewage from the upper Montgomery County area

to the Blue Plains Treatment Plant. The Potomac and Patuxent Rivers are sources of water supply for WSSC in Montgomery County.

### *parks*

Residents of the Clarksburg Planning Area will be served by a number of nearby regional parks. State regional parks will include the Patuxent State Park and the Hawlings River Park, lying east of the Route 355 and Route 121 intersection about eight and nine miles, respectively. Another is the Seneca Creek State Park, which forms a greenbelt "wedge" between Germantown and Gaithersburg, about six miles to the south-east. The Triadelphia Lake recreation area, owned by WSSC, lies about ten miles east of the intersection; but it has limited recreational use because of its main function for water supply. The Department of the Interior has suggested a recreational park along the Potomac shoreline where Seneca Creek meets the Potomac, about 13 miles southwest of the Route 355 and Route 121 intersection. The site was originally considered for a Corps of Engineers dam and impoundment. The State Department of Game and Inland Fish has a community pond on Route 121, north of the intersection at Route 355.

Three regional parks are being acquired by MNCPPC on the Planning Area border. The Little Bennett Regional Park will include 3300 acres, over 2600 acres of which have already been acquired. Development is scheduled to begin in 1969. Proposed development includes a 260-acre lake for boating and fishing and facilities for picnicking, camping, golfing, skiing, tobogganing, ice skating, riding, archery, and field sports.

An additional 26 acres of land for the Damascus Regional Park, lying on Kings Valley Road at the northeastern edge of the Planning Area, are to be acquired by MNCPPC. The ultimate park area will be 158 acres.

The Little Seneca Regional Park lies within the Planning Area border to the south. It will include 1168 acres of land, when fully acquired. About 617 acres are presently owned by MNCPPC. A recreational park lake is proposed in the Germantown Plan to border the eastern edge of the park. It may be developed by private interests, MNCPPC, or both, and would require the relocation of a newly constructed WSSC pumping station and houses in the Germantown area.

Goshen Regional Park lies about a half mile to the east of the Planning Area, along Davis Mill Road. To date 180 acres of the ultimate 222 acres have been acquired.

Although regional parks in proximity to the Clarksburg Planning Area are abundant, local parks

are not. The MNCPPC provides a four-acre recreation center for the Clarksburg community on Route 355, southeast of the Route 355 and Route 121 intersection. Sixteen additional acres of park are proposed for adjacent land. The site will contain ballfields, tennis and basketball courts, and picnic tables. A recreation building is under construction. Sites for local parks at Thompson's Corner, Slidell, Boyds, Germantown, and Brink are proposed by MNCPPC in the current budget. Proposed acreages are 10, 10, 20, 20, and 20, respectively. Only the first is within the Planning Area. In local park acquisitions, sites next to elementary schools are given priority, to allow joint use of facilities.

Stream valleys within the Planning Area are proposed for different treatment, depending on their importance. The largest stream valleys (Little Bennett and Little Seneca) are being acquired; several others are to be regulated by conservation measures. Stream valley parks are to be used for both conservation and recreation.

### *schools*

The Montgomery County school system is organized on a 6-3-3 basis and includes a kindergarten program. The middle school concept is currently under consideration. Optimum planning standards are as follows:

New elementary schools include specialized instruction rooms and air-conditioned libraries. New secondary schools include, in addition, auditoriums and vocational laboratories, but the Board recently vetoed the inclusion of swimming pools. The decision as to whether to rehabilitate existing schools or to replace them with new schools depends on several factors, such as building age, adequacy of educational space, changes in the educational program, cost, timing, and school site considerations. Schools are budgeted three years in advance, and enrollment estimates are based on specified zoning densities.

Two elementary schools exist in the Planning Area. The Clarksburg Elementary School consists of an old, wooden building (to be replaced) flanked by new brick additions. It is on a 9.9-acre site; contains 16 classrooms (including one special classroom for handicapped children); and has a total capacity of 415 pupils. Class size is 26 pupils per classroom. Enrollment in 1967 was 350 pupils; the 1968 enrollment is estimated to be 339 pupils. The service area is bounded roughly by Old Baltimore Road, Ridge Road, the Frederick County line, and a line halfway between the two elementary schools. The Cedar Grove Elementary School is on a 9.6-acre site; contains 14 classrooms (including two special classrooms); and has a 353-pupil capacity, with a 25-pupil-per-classroom ratio. Enrollment in 1967 was 280 pupils; the 1968 enroll-

ment is estimated to be 299 pupils. The service area extends to roughly half the distance between surrounding elementary schools: Clarksburg, Damascus, Woodfield, Laytonsville, and Germantown.

Children living in the Clarksburg Planning Area south of Old Baltimore Road must attend either the Taylor or Germantown Elementary Schools, the dividing line being slightly east of the Boyds-Clarksburg Road. No new elementary schools are currently proposed within the Planning Area.

The feeder pattern sends children attending Cedar Grove Elementary School to the Damascus Junior High School and then to the Damascus Senior High. Children attending Clarksburg go on to attend Montgomery Village Junior High and then Gaithersburg Senior High Schools. The children from Taylor attend Poolesville, Montgomery Village, and Gaithersburg Junior High Schools and Poolesville and Gaithersburg Senior High Schools. The children from Germantown attend Montgomery Village Junior High and Gaithersburg Senior High School. No secondary schools are currently proposed for the Planning Area.

There are no parochial or private schools within the Planning Area. Approximately 18 percent of the total Montgomery County school-age population attends nonpublic schools.<sup>7</sup>

TABLE III: SCHOOL BUILDING AND SITE STANDARDS

|                                    | No. of Rooms | No. of Pupils    | Acreage Requirements | Room Capacity |
|------------------------------------|--------------|------------------|----------------------|---------------|
| Elementary<br>(5-11 years) .....   | 24           | 728 <sup>1</sup> | 10 <sup>2</sup>      | 28            |
| Junior High<br>(12-14 years) ..... | 48           | 1000-1200        | 20                   | 25            |
| Senior High<br>(15-18 years) ..... | 72           | 1500-1800        | 30                   | 25            |

<sup>1</sup> Kindergarten classroom capacity, when used for two groups daily, is counted as 56; special classrooms, as 12-15.

<sup>2</sup> The minimum requirement for a park-school is 18 acres.

### libraries

The Clarksburg Planning Area is presently served by a bookmobile in Cedar Grove, bookmobile service to the Town of Clarksburg having been discontinued because of insufficient response. Libraries are proposed in both the Germantown and Damascus plans. The Damascus Library is scheduled for the 1970-71 Capital Improvement Program. A library may be built in Germantown in 15 or 20 years, but none is planned for the Clarksburg area. Library buildings are not constructed unless there are at least 15,000 people within 1.5 to 2 miles of the proposed location. Presently one library building

is constructed each year, and a number of high-priority projects will take precedence over those for the Clarksburg area.<sup>8</sup>

### medical facilities

The Planning Area does not contain a hospital or health center. The nearest hospitals are Suburban in Bethesda with 350 beds; Holy Cross in Silver Spring with 232 beds; Washington Sanitarium and Hospital in Takoma Park with 282 beds; Montgomery General in Olney with 77 beds. Montgomery General is planning to expand. Frederick Memorial and Sandy Springs, near Damascus, are additional facilities.

A Community Services Center, to be located on Route 118 in Germantown, will be the upper County regional health center. When a waterline is constructed to serve this area, some health services will be provided by the County at a nursing home now on the site. Construction of a new building is scheduled to commence in 1973. The date of construction is indefinite for a new hospital near the Germantown interchange.<sup>9</sup>

### police facilities

The Rockville Police Precinct presently serves the Clarksburg area. One or two additional facilities will be needed in the next five years in Upper Montgomery County above Gaithersburg, but the locations have not been determined. Demand is based on such factors as population, business and residential development, new roads, and accident and crime statistics.<sup>10</sup>

### fire facilities

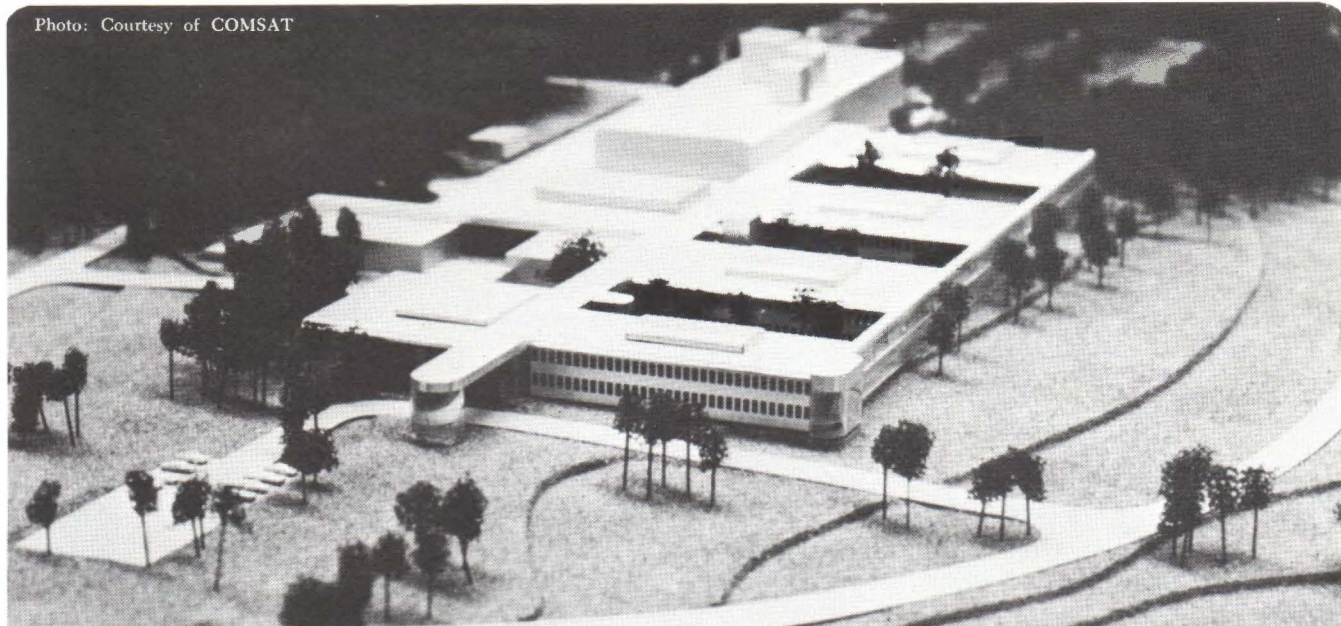
The entire Planning Area is served by a volunteer fire department in Hyattstown, supported by taxes, benefits, and local contributions.

## Economic Conditions and Trends<sup>11</sup>

### The Metropolitan Population and Economy

The Clarksburg area is essentially undeveloped now, and future growth will depend on the extension of growth in the Washington Standard Metropolitan Statistical Area (SMSA) and on the manner in which this community competes with others in the area in population and employment growth. Therefore, metropolitan growth must be studied as a background for the growth of Clarksburg.

Photo: Courtesy of COMSAT



### *employment growth*

For many years, metropolitan Washington has grown rapidly and steadily. Its economy has been based primarily on the Federal government and government-related activities which have employed large numbers of people and generated a substantial consumer market, giving Washington one of the Nation's most active and stable regional economies. There were 1,793,600 jobs in the region in 1968—311,600 in Federal activities and 1,482,000 in non-Federal activities.

Between 1960 and 1968, Federal jobs increased by 74,847,<sup>12</sup> or 32 percent; non-Federal jobs increased in the same period by 663,913, or 81 percent. Thus, nine out of every 10 jobs generated by the local economy were in non-Federal activities—a healthy diversification from the traditional Federal dominance.

Total Federal employment will continue to grow, as the national population grows; and the range of required Federal service must expand. Increased dependence on the private sector by the government and the growing importance of service activity in the economy will contribute to an accelerated rate of growth in non-Federal jobs. It has been estimated that, between 1966 and 1975, an average of 42,000 jobs will be added in the Washington metropolitan area each year and that, beyond 1975, the growth will be even more rapid.

### *population growth*

Washington's substantial gain in jobs will generate rapid population growth. In 1960, the region's population was 1,989,000, having grown by more than one-half million in the previous decade. Since 1960 the

rate of population growth has increased. In July 1968, the SMSA population was 2,879,600, an increase of 39.5 percent since 1960.

It is expected that by 1975, the metropolitan area's population will have reached 3,439,000, an annual average gain of over 100,000 persons.

## **The County's Population and Economy**

Montgomery County has been one of the most rapidly growing portions of the metropolitan area, maintaining and strengthening its role as a "bedroom community" for high-income, central city workers and their families. But the County is also taking on a new role—that of an employment center in its own right—and a balanced economic community is beginning to develop within the County.

### *employment growth*

There were 112,000 jobs in the County in 1965, which was about 12 percent of the metropolitan total. The rate of employment growth since 1960 has been over 63 percent—far above the metropolitan area increase of 33 percent and the 43 percent increase in other suburban areas. A large proportion of this growth has been in industrial, research-and-development, and government activities, centering on the Interstate 70-S corridor. The rapid rate of increase is expected to continue, with an estimated annual increase of 8000 jobs, mostly in the high- and moderate-income salary ranges.

### *population growth*

There were 494,000 persons living in Montgomery County on January 1, 1968, an increase of 31 percent since 1960. The average annual growth during this period was 19,100 persons. If this continues, it will result in a County population of 627,000 by January 1, 1975. This would be 20 percent of the metropolitan growth, about the same share that the County experienced during the last several years.

The recent rapid growth in the County is significant for its location, as well as for its rate. An analysis has been made of population growth in terms of peak-hour driving time from central Washington. This study shows that land within 30 minutes' time of the central area was almost totally built up as early as 1960. Most of the growth since 1960 has been in areas between 30 and 45 minutes from downtown, with substantial growth beyond that distance. The growth pattern shows clearly that Washington area workers are facing ever increasing commuting times. It is estimated that nearly one-third of all housing units built in the next decade will be at least 45 minutes driving time from downtown Washington.

In accord with the County's adopted development policy, the "Wedges and Corridors" Plan, much of this recent growth has been channelled into locations near points of access to the expressway system. About 40 percent of the new housing units built in Montgomery County in 1963, 1964, and 1965 were constructed in the area closely related to Interstate 70-S. This tendency is expected to continue, because of both the good access provided by the freeway to central Washington and the new employment centers that are being established in this corridor.

### **Growth in Clarksburg**

County growth trends indicate that growth will be occurring in Clarksburg. The Planning Area lies astride Interstate 70-S and contains an interchange. A factor affecting the development potential in the Clarksburg area is the nature of the real estate development and speculation in Montgomery County generally and specifically in Clarksburg. Most of the land in Clarksburg, and virtually all of the large tracts, is owned by speculators and developers. These people are well aware of trends in Montgomery County and realize the inevitable future growth of Clarksburg as growth pressures move outward and sewers are made available. They are holding their land while values are rising, and the increasing land values which accompany each new transaction make pre-sewer development less and less likely.

The inability of the soil in some sections to adequately percolate will prevent large-scale development

with septic tanks. Until sewers which will permit higher density development are extended—and none are now programmed—there will likely be no significant increase in the recent rate of growth. But many developers are anxious to build; and, when sewers are constructed, there should be an upsurge of new construction.

### *population*

In the period from 1950 to 1964, Clarksburg's population grew slowly, increasing less than 500 persons over the period. But in 1965 and 1966, the period within which three large employers were established in the Interstate 70-S corridor, the rate of growth increased substantially. The growth rate will make even greater increases in the future, once sanitary sewers have been provided.

The average household size (persons per household) in Clarksburg at present is about 3.7. In Montgomery County a household size closer to 3.5 has been more characteristic of developing areas. It is estimated that this lower household size will exist in Clarksburg by 1975.

In recent years, there has been a dramatic shift in housing structure type towards apartments in Montgomery County. In 1960, 17 percent of all housing units in the County were apartments. Since that time, over 40 percent of the new housing units built have been apartments, and this has raised the total County share to over 23 percent. Although this shift has been brought about directly by County zoning policies, it also reflects an increasing public acceptance of apartment living. This trend has been felt in the developing areas of the County, as well as the older, built-up areas.

### *income*

Montgomery County's per-family income is the highest in the metropolitan area. Clarksburg's, however, is lower than the County average because of the Planning Area's rural character. Average income per family in Clarksburg is expected to rise from about \$6,900 now to approximately \$8,600 in 1975.

### *clarksburg's economy*

Future economic activities in Clarksburg will be of two major types: basic activities serving a demand located primarily outside the Planning Area and service activities having a market largely within the area.

Land along Interstate 70-S is excellent for basic establishments in the form of large industrial employers which require good access and visibility from major transportation routes. The Communications Satellite Corporation is presently building on a site bordering Interstate 70-S.



# Influences on Future Growth

Development is inevitable in the Clarksburg Planning Area because of its location in the path of employment growth along the 70-S corridor and because of the presence of the freeway interchange. Land ownership is in large parcels, which reduces assemblage problems; and, because of the area's rural character, land values along 70-S are lower in the Planning Area than are those closer to Washington, providing added inducements to new industry. Not only does the lack of development offer attraction for major large-scale employment centers, but it also offers an opportunity for public planning with few constraints. Open space may be preserved before the land is encroached upon by development and proper land use relationships and circulation patterns may be established.

Current zoning is already far in excess of present needs and those of the near future. Commercial zoning is beginning to form strip development which can become unsatisfactory along Route 355, and industrial zoning in large acreages has been established in areas which probably will not be sewered for many years.

Another problem is the absence of public services, due to the small current population. The use of wells and septic tanks is becoming increasingly unsatisfactory as population density increases; because the area's rocky geologic structure and impermeable soil encourage the mixture of septic tank effluent with well water and could, eventually, create a major health problem. Lack of sewers acts as a deterrent to economic growth and restricts choice in site selection for development. Public services are needed to improve rural roads, and Interstate 70-S is already overcrowded in peak hours as far north as Germantown. Secondary schools, playfields, a library, a health center, and police and fire facilities are absent.

There is a great need in Montgomery County for housing in the moderate range (\$18,000-\$23,000). Clarksburg, with its relatively low land costs and its accessibility to employment areas, presents an opportunity for development of this type of housing.

Low-cost housing also is needed. In responding to this need, the County has a program which will provide 500 public-housing units over a short-range period and 1500 over a long-range period. The closest sites to Clarksburg include one with 50 units near Germantown and two sites with 50 and 55 units near Gaithersburg. The Community Renewal Program shed some light on the magnitude of the need for low-cost housing. A 1967 field survey revealed 1486 dilapidated and 2506 deteriorating structures in the County. Reasonable proximity to jobs of the types for which low-income families are qualified is an important criteria in locating

sites for public housing. If there is an expansion of jobs of these types in the 70-S corridor, perhaps some public housing units will be located in Clarksburg.

Two proposed regional public improvements which will have a major effect on the Planning Area are the MNCPPC regional parks in the area and the Ten Mile Lake.

The first regional improvement is the MNCPPC land acquisition for Little Seneca and Little Bennett Regional Parks. These parks will serve a regional population and could attract new residents to the area. Another is a lake in the valley of the Ten Mile Creek, which will have a similar effect. This lake may take one of the following forms: (1) a lake wholly within the Ten Mile Creek watershed with a dam somewhere in the vicinity of the Boyds-Clarksburg Road (Route 121) or (2) a very large lake formed by damming the Little Seneca Creek below its confluence with the Ten Mile Creek. The larger lake would include the currently proposed Little Seneca and would have branches extending up Cabin Branch and Ten Mile Creek. A decision on the creation of this lake must be made by the County Council or private interests before sewers are constructed in the Ten Mile Creek watershed. Creation of the lake is topographically possible with existing contours and stream flow, but additional studies will be made to determine the feasibility and desirability before any definite commitment is made to proceed with construction of the lake.

The proposed lake will be a recreational resource for the 70-S corridor and an emergency source of water supply and could increase the value of surrounding lands by five to ten times.<sup>13</sup> The site has been identified by the Soil Conservation Service as feasible for lake construction. Natural areas and land improvements will not be measurably affected, and only a handful of structures will have to be acquired within the park area.

Two road projects being studied by the State Roads Commission will affect Clarksburg in varying proportions, depending on the location and types of facilities which are built. A consultant to the State Roads Commission, in studying the 70-S corridor to determine the amount of relief warranted now and in the future, has recommended a freeway to the northeast of, and generally parallel to, 70-S and an arterial generally parallel to the southwest of 70-S. The arterial will probably have the characteristics of a controlled-access major highway. As for the Patuxent Freeway which will cross the county in a general east-west direction, the State Roads Commission has stated that it has not determined the type of facility warranted from 70-S to the Potomac River. As for the general location, the State Roads Commission has

stated that it should not be farther north than Clarksburg and that, if a freeway link is not provided north of Rockville, it should be moved toward Germantown.

Widening of 70-S would not cause a significant impact on Clarksburg. Should a parallel road or roads be built, they probably will be on the fringes of or beyond the Planning Area. In either case, the impact

on Clarksburg will be less than the impact of 70-S. With the Little Bennett Regional Park adjacent to Clarksburg on the north and extending to Frederick County, it will be difficult to find a satisfactory location for the Patuxent Freeway north of Clarksburg. A location between Clarksburg and Germantown would mean a location in the general vicinity of Old Baltimore Road.

# THE PLAN

## Land Use Determinants

The Clarksburg Planning Area's natural features, geographical setting, and existing and currently planned development, which have been described in the foregoing section, are important determinants of its future development pattern.

## Natural Determinants

Steep slopes, impermeable soils, floodplains, and the drainage pattern will have important effects. The relatively steep slopes occurring mainly west of 70-S along the Ten Mile Creek will discourage intensive development in this area. The land has a potential for residential use, but it will probably be the last in the Planning Area to develop.

The drainage pattern determines the service areas of sewer and storm drainage facilities and, therefore, will influence the sequence of growth of the higher-density activities which will need public sewers. Floodplains along Ten Mile, Cabin Branch, and Little Seneca Creeks cannot contain structures which would obstruct water flow during storms.

## Man-Made Determinants: Existing

As previously mentioned, development in the Planning Area is inevitable due to the employment growth in the 70-S corridor and the central location of the 70-S interchange.

## *transportation routes*

Major circulation routes have differing effects on land development patterns. Limited access highways normally generate intensive development near their interchanges with major roads. In recent years, also, large employment facilities have tended to locate along these routes, where access is not available. These facilities benefit primarily from their high visibility from the heavily traveled freeways, rather than from their access to such highways. Main roads without limitations on access usually attract all types of development because of the high level of access and—for the commercial activities—exposure that they provide.

## *public utilities*

Sewer lines will open areas to higher density development. The Little Seneca Creek Watershed, which serves approximately one-half the Planning Area and is delineated on the Natural Features map, should be sewer first.

Ten Mile Creek and Cabin Branch Watersheds should not be approved for sewer service until there are good indications that residential development of a magnitude that will make the project economical will follow within a relatively short time. Lack of sewer lines in the Little Bennett Creek Watershed will necessitate the extension of lines over the watershed ridge in the north quadrant of the Route 355-Route 121 intersection. Because this quadrant lies in the Little Bennett Watershed and because of the presence of steep slopes and

impermeable soils, it is suitable only for low-coverage development to prevent excessive runoff and erosion.

The majority of the land parcels in the Planning Area are large. Land assemblage for large residential, industrial, or commercial developments, therefore, is less difficult; and the development is more likely to occur here than in similar areas where ownerships are smaller.

### *land use*

Existing land use does not offer much of a constraint on the future land-use pattern, because the Clarksburg Planning Area presently is relatively undeveloped. Most buildings are of frame construction and will eventually be replaced. Commercial establishments are mainly in converted dwellings, and no substantial industrial land use exists other than the COMSAT property, which is now being developed.

### *zoning*

Existing zoning does pose a constraint, however, because it is more extensive and because of the difficulty involved in "down-zoning" property. Most of the commercial zoning exists around the intersection of Routes 121 and 355, near but not at the interchange. Since this location appears to be one of the best for the Planning Area's main commercial center for a number of reasons, this commercial zoning has been incorporated wherever possible into the proposed pattern.

Existing industrial zoning west of 70-S, near Comus Road, is not in the best location with respect to timing of construction; but it will be appropriate in the more distant future because of its excellent exposure to Route 70-S.

## **Man-Made Determinants: Current Plans**

### *land use plans*

Preliminary and adopted plans for adjacent areas also may affect Clarksburg's future land-use pattern. The MNCPPC "Wedges and Corridors" Plan for Montgomery and Prince George's Counties is based on the "Year 2000 Plan" for the National Capital Region. The latter envisions downtown Washington as the major regional employment center, with future growth occurring along several radiating corridors. Interstate Highway 70-S is within one of these. Each corridor is to be served by freeways and rapid transit, with major transit stations providing the major focuses of new communities. These communities are planned to include employment centers, public services, and a variety

of housing types. Areas outside of the corridors will be of low density to conserve rural resources.

The "Wedges and Corridors" Plan suggests that the corridor cities be spaced at four-mile intervals, with rapid-transit stops two miles apart at the centers and edges of each city. Each would have a dense central core containing multi-family housing, shopping facilities, and offices within easy walking distance and social, cultural, and educational activities. Residential communities, with their own shopping, educational, and recreational facilities, will surround the core. However, the rapid transit indicated in this Plan stops in the vicinity of Boyds in the Germantown Planning Area. The "Wedges and Corridors" Plan designates Germantown as a corridor city, but the Clarksburg Planning Area is proposed to remain substantially less dense. However, the Plan does state that "Considerable room for expansion northward into still another corridor city will be available in the Clarksburg area even after the Year 2000."<sup>14</sup>

Plans have been prepared for three communities adjacent to the Clarksburg Planning Area; these plans are the Germantown Master Plan, the Damascus Master Plan, and the Boyds Sketch Plan.

Elements of the Germantown Plan which directly affect the Clarksburg Planning Area include the Little Seneca Creek Lake and the smaller lake to the north near Brink; the MNCPPC Little Seneca Regional Park, which extends along the creek from Boyds to Brink in both Planning Areas; the rapid transit line; and proposed road connections, Routes A-19 and A-22, from the Germantown area to Old Baltimore Road.

The only portion of the Damascus Master Plan contiguous to the Clarksburg Planning Area is the Damascus Regional Park at Cedar Grove. About one-half mile north of the Clarksburg Planning Area boundary at Cedar Grove, a low-density residential land use (1.4-2.2 dwelling units per gross acre) is proposed. Route 27, proposed as a major highway, is the only road connection to the Clarksburg Planning Area.

The proposals for the northern area, covered by the Boyds Sketch Plan, are superseded by the Clarksburg Master Plan.

### *attitudes and intentions*

The attitudes of the residents and landowners in the area comprise another land-use determinant. A number of interviews were held with persons representing various groups concerned with Clarksburg's development, and a public meeting followed for members of the Clarksburg community. The purpose of the interviews and hearing was to obtain background information on the problems and opportunities of the Planning Area

and an expression of opinion about how the Area should develop in the future from informed residents. These opinions were considered in the formulation of many of the proposals included in the Clarksburg Plan.

### **Optimum Land Use Locations**

Other determinants of the land-use pattern are the locational characteristics of the various land uses. Land near the interchanges and intersections which is sewerable and relatively flat is favorable for commercial and industrial development, because it is accessible and has highway visibility. Lands away from the interchanges and intersections have characteristics favorable to single-family residential use: less traffic, noise, dust, cheaper land, and more possibility for adjacent amenities such as lakes, parks, and schools. Land favorable for higher-density residential use lies somewhere between. It should have accessibility to major routes to direct excess traffic away from single-family areas and yet it should not be located on such heavily traveled routes where the hazards and nuisances resultant from traffic would, in a sense, expose more people to the very same hazards and nuisances avoided in the single-family home locations. Higher-density residential developments can support the higher prices of accessible land; however, such development should also be near shopping facilities and other community amenities. Topography poses less problems for higher-density residential development than for commercial and industrial land use. The residential locations, in turn, act as determinants for school and park locations.

The foregoing determinants are not absolutes; they may be disregarded, if doing so is worth the extra costs in time, money, and effort to achieve for the Planning Area the best future form.

### **Bases for the Plan: Assumptions, Objectives, and Policies**

The objectives of the "Wedges and Corridors" Plan are incorporated in the Clarksburg Plan. The assumptions, objectives, and policies are stated as follows:

#### **ASSUMPTIONS**

- (1) It will be possible at the appropriate time to serve all portions of the Planning Area with public sewerage.
- (2) Upon the provision of sewers, Clarksburg will experience a faster rate of growth.
- (3) As growth occurs, other required public services, such as schools, parks, and roads, will be provided at a rate sufficient to adequately serve the new population.
- (4) Rail rapid transit will eventually be extended at least to Germantown from central Washington.

#### **OBJECTIVES**

- (1) A safe, healthful, and attractive living environment—The Planning Area should be designed to provide the best possible living, working, and recreational environment.
- (2) Efficient use of land—Development should be compact, rather than scattered in a "leapfrog" pattern, in order to prevent land waste and to decrease the cost of public facilities and services.
- (3) An efficient transportation system, harmonious with the land-use pattern—Circulation should be direct, safe, and not disruptive to the land-use pattern.
- (4) Efficient and effective public utilities—The whole area must be provided with effective water supply and waste disposal.
- (5) Protection of natural resources and provision of open space for recreation in urbanized areas—Unique resources should be preserved. Open space in developed areas offers visual relief from the concentration of buildings and absorbs runoff from land covered by structures and pavement.
- (6) A variety of living environments—A choice of housing types should be available for persons in all stages of the human life cycle and all income levels. Single-family dwellings, townhouses, garden apartments, and mobile homes should be accommodated in proper locations.
- (7) The location within the area of a variety of employment and commercial services for area residents, in a form which is harmonious with residential development—Nuisances and hazards should be prevented so that no type of land use either injures or is injured by another.
- (8) Land uses located to maximize their interests, consistent with the general welfare—Wherever possible, commercial and industrial sites should be chosen to maximize profits; residential, recreational, and educational sites should be chosen to provide amenity and encourage human development.

#### **POLICIES**

The following policies are recommended to implement the objectives of the Plan. They should guide public programs throughout the planning period.

- (1) Transportation efficiency will be facilitated by encouraging and controlling high-density development close to major transportation routes and interchanges, by improving existing roads, and by adding new ones. Employment centers should have access to major transportation routes, but development should not be so intense as to cause congestion. Strip commercial development, impending traffic flow, should be prevented. Transit service to 70-S employment centers should be used, where possible.
- (2) Light industry will be encouraged in the Planning Area in a harmonious relationship with nearby residential uses. Heavy industry will not be encouraged within the Clarksburg Planning Area. Heavy industry should be accommodated along the B & O Railroad in the Boyds area outside the Planning Area. The industrial circulation pattern, landscape buffers, and performance standards of the I-3 (Industrial Park) Zone will control industrial uses and prevent adverse effects on nonindustrial land uses.

- (3) As wide a variety of commercial facilities as is economically feasible will be encouraged in the Planning Area.
- (4) A choice in living accommodations located near amenities, such as parks, schools, and cultural facilities will be offered. Townhouses and garden apartments will be encouraged, as well as single-family development. Tools such as "cluster zoning" should be used to provide amenities. Health hazards and public service costs should be minimized in location. A special effort should be made to provide housing in the middle- and lower-cost ranges, consistent with employment opportunities.
- (5) Public schools will be accessible and near related facilities. Schools should be centrally located in relation to the population—with safe access by foot or vehicle—and adjacent to parks, playfields, libraries, and cultural facilities. Residential areas should be protected by buffers from the nuisance effects of schools and street design.
- (6) Ecological balance will be maintained by keeping stream valley floodplains and steep slopes free from development and distributing open space throughout the Planning Area. Structures in floodplains hinder stream flow during storms. Erosion results where ground absorption of precipitation is hindered by structures and pavement and impermeable soils.
- (7) Unique resources will be preserved and multiple use of these resources permitted where not detrimental. Land with conservation or recreation value should be publicly acquired or controlled before the encroachment of development and rising land values preclude this possibility. It should be used for recreation only if proper safeguards are employed to protect the resource.
- (8) A variety of recreational facilities serving all age and interest groups will be provided. Opportunities for land- and water-oriented activities of all kinds should be available in local and regional parks, provided by public, private, and commercial interests.

## The Master Plan

This Plan will provide a base from which sound public and private decisions can be made and actions can be taken to guide the growth of Clarksburg from its present rural character into the form of a small town. The rate at which this transformation takes place is dependent upon various factors. Population expansion rates in the metropolitan area and the County will obviously affect growth in Clarksburg. Expansion in employment is also quite important and, in turn, affects population growth. Very closely related to Clarksburg itself, is the installation of public facilities, especially sewers. Improvement of roads can give an impetus to new construction.

In approving this Master Plan, the County Council stated that the R-60 zoning classification is an interim measure or transitional "holding" zone until future designations are made to more intensive uses with acceptable mixtures of housing varieties and densities. A method

of implementing this might be called a planned multi-family zone providing for site plan review.

The distribution of land uses with the theoretical population and the number of housing units is shown in Table IV. A year 2000 population of 11,100 for the Clarksburg Planning Area is estimated in the General Plan. Varying circumstances could accelerate this, but it will be a long time after the year 2000 before the theoretical population of 42,000 is attained.

### *controls on private development*

The Plan provides for about 20 acres of commercial land in and next to the present center of Clarksburg. Most of this land is already zoned for this use. The area is sufficiently large to accommodate local shopping and local office needs for a number of years.

Industrial zoning is proposed exclusively along Route 70-S. Three of these areas are proposed: one, already zoned in 1966, in the north between Shiloh Church Road, Comus Road, and 70-S; one east of 70-S between Route 121 and Old Baltimore Road, which includes the COMSAT site and an additional area north of it; and one west of 70-S and south of Route 121. The I-3 district is considered the most appropriate for 70-S frontage, which will presumably be occupied mostly by the "prestige" activities requiring highly visible sites.

TABLE IV: PROPOSED LAND USE

|                                | <i>Acres</i>  | <i>Population</i> <sup>2</sup> | <i>Housing Units</i> <sup>2</sup> |
|--------------------------------|---------------|--------------------------------|-----------------------------------|
| Residential <sup>1</sup> ..... | 7,562         |                                |                                   |
| R-E .....                      | 4,058         | 13,513                         | 3,652                             |
| R-R .....                      | 2,519         | 15,377                         | 4,156                             |
| R-150 .....                    | 307           | 2,501                          | 676                               |
| R-90 .....                     | 305           | 3,497                          | 945                               |
| R-60C .....                    | 373           | 7,050                          | 1,865                             |
| Commercial .....               | 23            |                                |                                   |
| C-1 .....                      | 9             |                                |                                   |
| C-2 .....                      | 14            |                                |                                   |
| Industrial .....               | 1,070         |                                |                                   |
| I-1 .....                      | 9             |                                |                                   |
| I-3 .....                      | 1,061         |                                |                                   |
| Public .....                   | 2,089         |                                |                                   |
| Parks .....                    | 1,602         |                                |                                   |
| Schools .....                  | 485           |                                |                                   |
| Fire Station .....             | 2             |                                |                                   |
| Roads .....                    | 549           |                                |                                   |
| <b>Total .....</b>             | <b>11,293</b> | <b>41,938</b>                  | <b>11,294</b>                     |

<sup>1</sup> This is the net residential acreage, that land which is zoned residential but will be used for public purpose is excluded.

<sup>2</sup> Population and housing units are calculated on net acreage.

North of the business core is an area designated "low coverage zone." This area is in the watershed of the Little Bennett Creek and drains into the Little Bennet Regional Park. Development in this area must have two characteristics: (1) it must have public sewers draining into the Little Seneca system to avoid pollution of the Little Bennett Creek; and (2) it must have low ground coverage to avoid excessive runoff into Little Bennett Creek and the accompanying silting, uneven flow, and other adverse effects. Since the area is near the central core of the Planning Area, there will eventually be pressure there for fairly intensive development. To meet these problems, the Plan suggests a special zone, specifying both low ground coverage and service by public sewers. For the time being this zone is proposed to be R-R with cluster development (which requires sewer service). The area very possibly could be developed at a higher density, but this density could not be determined without expert judgements on the

amount of runoff which can be tolerated, considering slopes, soils, and the effect of different degrees of runoff on the Little Bennett Creek.

It is recommended that development of the area be postponed until studies of soils and other conditions make such judgements possible. This should not cause hardships, because the area cannot be developed in any case before sewers reach Clarksburg.

### *public developments*

In terms of the number of sites, the schools will comprise the largest public development. Seventeen new elementary schools, in addition to the one in Clarksburg and the one in Cedar Grove, will be required to serve the potential population capacity. Four junior high schools and three senior high schools will be required. At the elementary level, the park-school concept is proposed for every new school, except one

TABLE V: RECOMMENDED HIGHWAY AND STREET IMPROVEMENTS

| <i>Name</i>               | <i>Limits</i>                                      | <i>Right-of-Way</i> | <i>Recommended Ultimate No. of Lane or Paving Width</i> |
|---------------------------|--|---------------------|---|
| <b>FREEWAYS</b>           |  |                     |   |
| F-1 I-70S                 | From northwest of Comus Rd. to Little Seneca Creek | 200'                | 6   |
| <b>MAJOR HIGHWAYS</b>     |  |                     |   |
| M-27 Cedar Grove Rd.      | From M-83 to north of Cedar Grove                  | 120'                | 6   |
| M-57 Boyds Clarksburg Rd. | From north of Barnesville Rd. to M-83              | 120'                | 4-6   |
| M-83 Proposed             | From northwest of Comus Rd. to Cedar Grove Rd.     | 120'                | 4-6   |
| <b>ARTERIAL HIGHWAYS</b>  |  |                     |   |
| A-7 Old Baltimore Rd.     | From west of Slidell Rd. to Route 355              | 80'                 | 4   |
| A-19 Proposed             | From M-83 to Little Seneca Creek                   | 80'                 | 4   |
| A-21 Route 355            | From M-83 to north of Waters Rd.                   | 80'                 | 4   |
| A-22 Proposed             | From Boyds Clarksburg Rd. to Little Seneca Creek   | 80'                 | 4   |
| A-27 Hyattstown Mill Rd.  | From Route 355 to north of Burdette Rd.            | 80'                 | 4   |
| A-251 Route 355           | From M-83 to New Cut Rd.                           | 120'                | 5   |
| A-257 Burdette Rd.        | From Hyattstown Mill Rd. to Cedar Grove Rd.        | 80'                 | 4   |
| A-258 Slidell Rd.         | From Comus Rd. to north of Barnesville Rd.         | 80'                 | 4   |
| A-250 Comus Rd.           | From west of Slidell Rd. to Route 355              | 80'                 | 4   |
| A-260 Proposed            | From M-83 to Burdette Rd.                          | 80'                 | 4   |
| <b>PRIMARY STREETS</b>    |  |                     |   |
| P-1 New Cut Rd.           | From M-83 to Johnson Rd.                           | 70'                 | 24'   |
| P-2 Johnson Rd.           | From Burdette Rd. to Cedar Grove Rd.               | 70'                 | 24'   |
| P-3 Shiloh Church Rd.     | From Comus Rd. to Old Baltimore Rd.                | 70'                 | 24'   |
| P-4 Linthicum Rd.         | From A-19 to Route 355                             | 70'                 | 36'   |

which will have complementary facilities close by in the Little Seneca Regional Park. By combining the neighborhood or local park and the elementary school into an integral unit, the largest of the three groups of school-age children will have immediate access to the park. These schools have an additional room for multi-purpose recreational activities.

Topographic conditions throughout most of the Planning Area are more severe than those of the more developed parts of the County. In locating tentative school sites, the topography was studied to indicate what appeared to be a reasonable site, given the topographic conditions, without a detailed site analysis. Even by choosing the best available sites, the cost of site preparation will probably be higher than normal.

In addition to the local parks, the Little Seneca Regional Park, with an eventual 1168 acres, will provide esthetic and recreational features to the future residents of this area. Combined with this park, there will be a stream valley park along Ten Mile Creek. It is recommended that a lake complex be established combining the lake shown on the Germantown Plan with a lake on Ten Mile Creek. Final dam locations and pool levels will be determined by engineering studies to be undertaken in concert with adjacent property owners to determine their feasibility and desirability.

A 25-acre site adjacent to the commercial center

will be acquired by the MNCPPC. The site is proposed to be developed with a variety of civic uses, such as parks, library, and a community center.

A site for a fire station is recommended in the western quadrant of the intersection of Frederick Road and the new arterial road A-19. According to the Maryland Fire Underwriters Rating Bureau, a fire station should be within three-quarters of a mile of commercial and industrial areas. The recommended site will adequately serve the commercial area and its accompanying apartment areas and the industrial land on the northeast side of 70-S.

In addition to new roads, a number of existing roads are proposed for upgrading and realignment. Most of the existing roads also will require upgrading in terms of widening and resurfacing. The Frederick Road or Route 355 realignment around the commercial area and the realignment of Route 121 northeast of the interchange are the major realignments. For safety purposes, a number of minor realignments will be necessary. Two new arterial roads are proposed—A-19 and A-22. Connecting to the road network in Germantown, these arterials will parallel 70-S on the northeast and southwest sides, providing an important link between the two communities and providing access to the industrial land along 70-S. Table V details the road proposals.

## IMPLEMENTATION OF THE PLAN

Putting the Plan for Clarksburg into effect will involve a number of different public programs. The most important of these will be the administration of the Zoning Ordinance and Subdivision Regulations and the construction of roads, sewerage and water supply systems, and other public works.

### Staging

The Zoning Ordinance will be a principal control over private land development in the Planning Area. A process of rezoning must inevitably take place in Clarksburg, as it must in all areas undergoing rural-urban change. A method or system for orderly zoning change must be evolved. This could consist of an explicit series of criteria for rezoning to any of the districts in the Zoning Ordinance. These criteria would be concerned with such factors as the capacities of

existing and programmed sewerage, water supply, and road systems, schools, and other public services, in consideration of soil conditions and capabilities and compatibility of the proposed development with its surroundings. These criteria should be developed on the basis of experience with traffic-generating characteristics of development in zoning districts, with projected water use and sewage discharge by different types of development, with soil conservation practices, and with other relevant factors. They should be explicit in order to guide the Planning Board and the County Council in rezoning decisions and to provide prospective developers with a correspondingly explicit statement of the County's policy on land development. Although much of the knowledge needed for deriving such criteria now exists, it has not yet been organized in usable form; this should be a continuing subject of research by the Commission staff.

In approving this Plan, the Montgomery County Council stated in Resolution No. 6-1433 (July 24, 1968):

*“Approval of the Plan by the District Council is predicated on the assumption that the Commission will promptly undertake the necessary studies and promulgate for future amendment to the Plan a staging program for its implementations with particular emphasis upon the staging of the construction of all community facilities. Such staging program shall be related spacially to areas of the Plan, and the timing and elements of each stage of construction of public facilities. Such studies to identify the total estimated capital improvement costs, the agency or agencies responsible for such improvements, the sources of funding and the methods of financing. Upon approval of the staging elements relating to water and sewer facilities, the proposed lakes, the Land Use and Highway Plan Map shall be amended to designate such facilities thereon.”*

The Capital Improvement Program (CIP) will detail the Plan implementation and staging program. When the County has a CIP developed, the needed information on staging of projects will be available in one comprehensive document. This statement of the County's development policy will set priorities on projects over a period of several years, with an annual review of priorities and addition of new projects. The CIP will be very important to private developers. In telling them when various public facilities will be available, they will know when to develop their properties; they will also know when requests for rezoning in conformance with a plan will receive favorable reaction.

### **Other Development Controls**

The numerous methods by which Montgomery County can influence or control development within it have been discussed at some length in other publications of the Commission and continue to be the subject of considerable discussion. Those which are the most relevant to development in the Clarksburg area are: the subdivision regulations which insure the proper design of residential subdivisions with roads and public utilities provided in them; housing and building codes which, judiciously used, should be the only instrumentalities necessary to insure the adequacy of individual structures in this area; and equitable tax policies to make land development in conformity with the Plan economically feasible, while discouraging pure land speculation.

### **Public Acquisition and Development**

Acquisition of land and construction of facilities by public agencies will have varying amounts of influence on the location and character of land development in the area. The strongest effect, of course, will be that of the public sewerage system; other powerful influences will be the road and public water supply systems; and lesser impacts will be felt from the location of schools, a firehouse and other facilities.

Because of the great importance of preserving open space in the Clarksburg area, special attention has been given to the implementation of an open space program.

Montgomery County has three powers to use in preserving open space in the Clarksburg Planning Area: the powers to acquire property, to regulate property, and to tax property.

The County may acquire property by purchase, easement, tax foreclosure, excess condemnation, gift, or voluntary agreement. Sources of funds for land acquisition and development include:

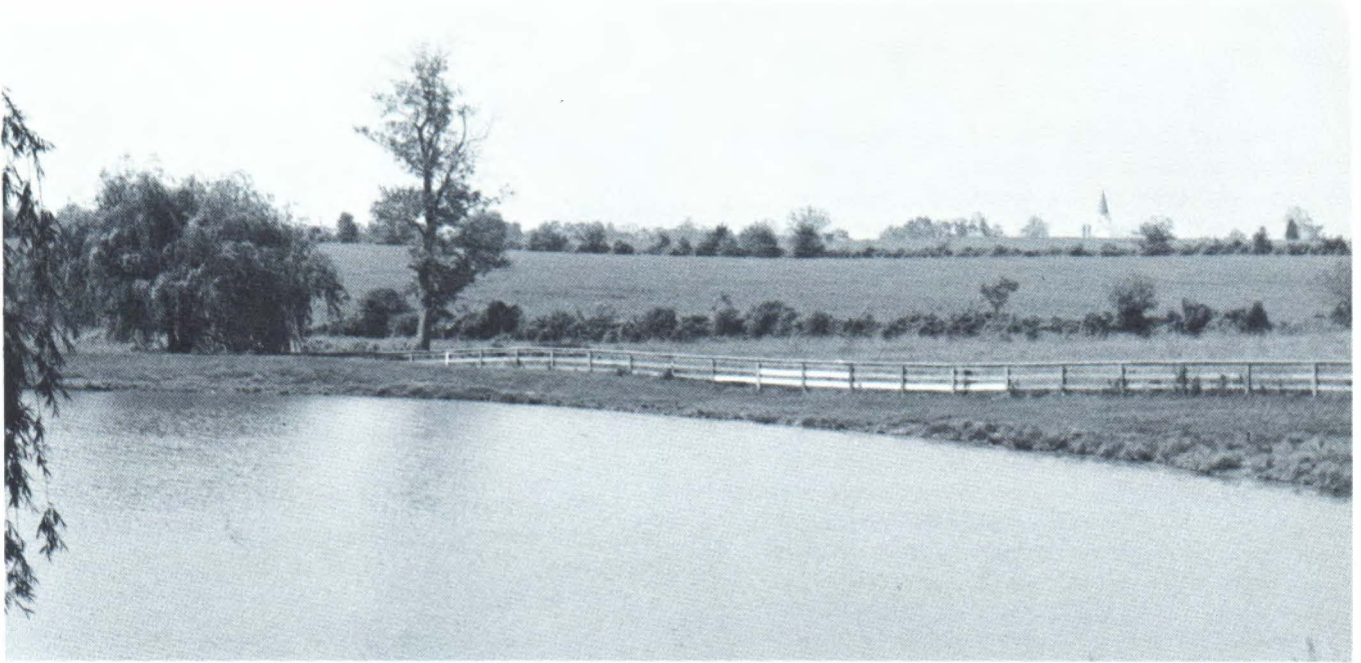
- (1) The Department of Housing and Urban Development *Open Space Land Program*, Title VII of the 1961 Housing Act as amended in 1965, which offers grants up to fifty percent for land acquisition and development;
- (2) The DHUD 1965 *Urban Beautification and Improvement Program*, offering fifty percent grants for construction of park facilities;
- (3) The DHUD *Neighborhood Facilities* grants of up to two-thirds the project cost;
- (4) The Department of Interior's 1965 *Land and Water Conservation Fund Program*, providing fifty percent Federal grants through the State of Maryland for land acquisition and development;
- (5) The Department of Agriculture's *Watershed Protection and Flood Prevention Act* of 1962, granting fifty percent Federal funds for recreational land acquisition and development at small watershed projects; and
- (6) The Department of Commerce's *Highway Beautification Act* of 1965, allocating funds to states for roadside land acquisition, landscaping, and development equal to three percent of the state's fiscal year Federal Aid Highway funds.

The MNCPPC has the authority to enter into agreements for scenic easements and development rights on private property. Conservation easements are donated because of limited funds.

The County may regulate property through zoning and subdivision controls.

- (1) The Montgomery County Zoning Ordinance now includes the requirement that a specified amount of "green area" be provided in the R-H, R-10, R-20 and R-30 Zones (all multiple-family), as well as the CP Zone, to preserve open space, tree cover, recreation areas, scenic vistas, outstanding natural features and to prevent soil erosion.





- (2) The Town Sector and Planned Neighborhood Zones have been designed to assure adequate open space in the Montgomery County Zoning Ordinance.
- (3) The recently revised Cluster Development provisions of the County Zoning Ordinance create larger areas of open space in the R-A, R-E, R-R, R-150, R-90 and R-60 Zones with only a small increase in dwelling densities.
- (4) A floodplain zone could be introduced into the County Ordinance to prevent structures within the floodway and floodway fringe areas of streams.
- (5) A conservation zone could be added to retain steep slopes (over twenty percent) in wooded areas to reduce runoff and erosion.
- (6) The Montgomery County Subdivision Regulations preserve open space by requiring the dedication of reservation of lands for parks, playgrounds, and other public purposes and for preservation of outstanding natural features and historic sites.

#### The County may tax property:

- (1) The MNCPPC presently levies a special park tax (15¢ per \$100 of assessed valuation) on private property for purposes of park land acquisition, development, maintenance, and operation.
- (2) A proposed Montgomery County tax ordinance would grant the credits for scenic easements of from fifty percent to one hundred percent. Fifty percent credit prevents intensive development. To receive 100 percent credit, the land must remain permanently open. The tax dollars over a period of years could be sufficient to purchase the land and provide full recreational use.
- (3) The County's preferential assessment procedure for farm land encourages the preservation of open space when it is combined with rural or large-lot residential zoning on the farms receiving the tax reduction. Some changes are now being considered to improve the functioning of this program.

- (4) In addition to tax reduction and preferential assessment procedures, the County could adopt the tax deferral and tax rebate methods. Tax deferral holds taxes until the land is sold for development. Tax rebate allows a percentage of the taxes to be returned each year as long as the open space regulations remain in force, with all rebated taxes falling due when the land develops.

<sup>1</sup> Source: Mr. Ralph Martz, "Two Centuries of Clarksburg," Montgomery County Historical Society.

<sup>2</sup> Source: U.S.D.A. "Soil Survey, Montgomery County, Maryland." Note that elevation at Damascus is 846', the highest in the County, according to this source and the "Gaithersburg Gazette." ("Damascus Marks 150th Year," 9/22/66.)

<sup>3</sup> Source: Mr. Dell Foster, Montgomery County Agricultural Agent.

<sup>4</sup> Source: MNCPPC Information Bulletins Nos. 6, 7, 8, 10, "Comparative Data for Census Tracts and Municipalities (1950-1965)."

<sup>5</sup> Sources: MNCPPC "Master Plan of Highways" and Maryland State Roads Commission "Highway Needs Study—20-Year Plan, 1964."

<sup>6</sup> Source: Washington Suburban Sanitary Commission, "Preliminary Water Program and Sewerage Programs, Fiscal 1967-1971."

<sup>7</sup> Source: "Budget Request Capital Expenditures for the School and Fiscal Year Ending June 30, 1968," Board of Education, Montgomery County, Maryland, and Mr. Jordan, Site Acquisition Department, Montgomery County Board of Education.

<sup>8</sup> Source: Mr. George B. Moreland, Director, Montgomery County Department of Public Libraries.

<sup>9</sup> Source: Mr. Reinhart Koch, Special Assistant to the County Health Officer, Montgomery County, Maryland.

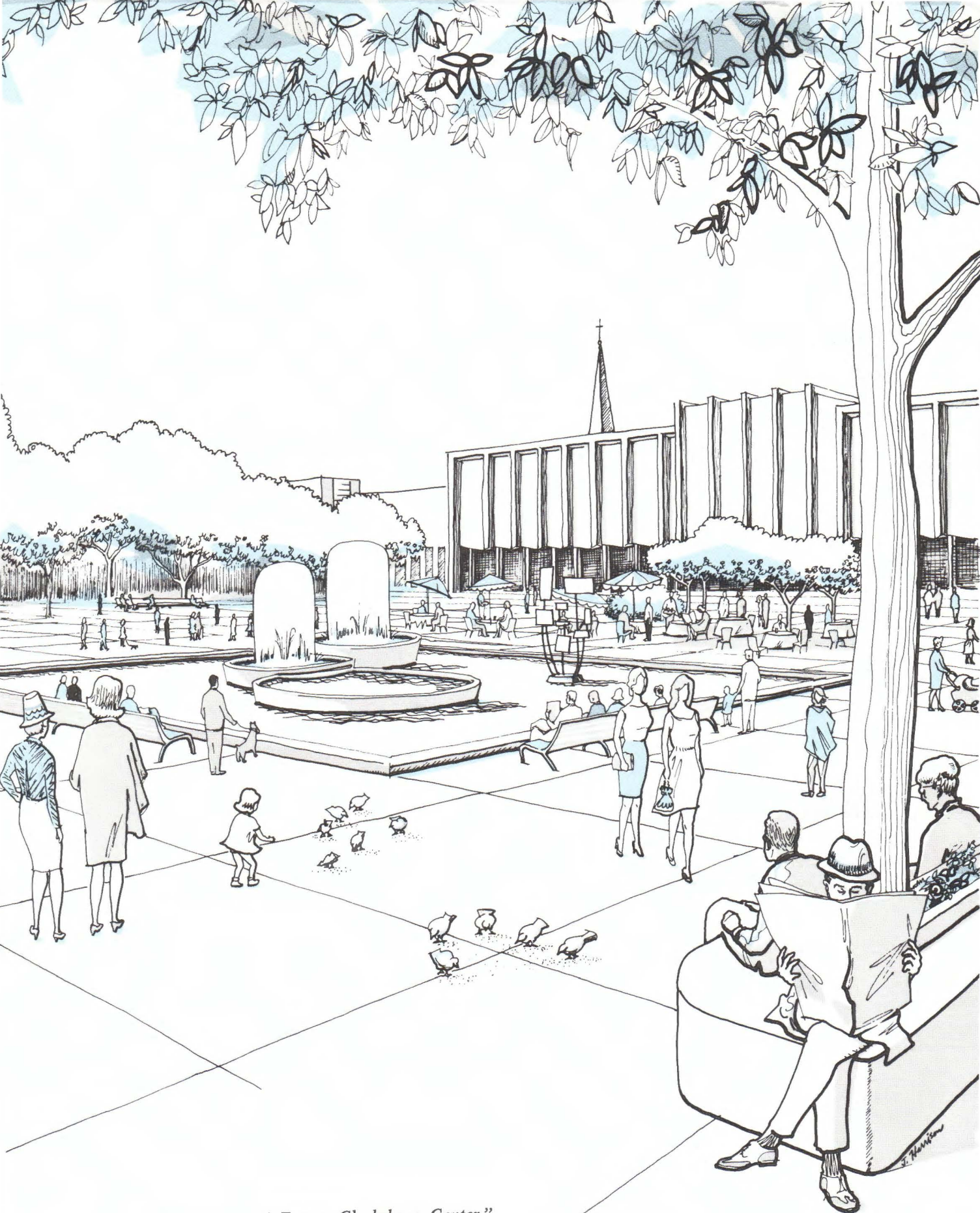
<sup>10</sup> Source: Montgomery County Police Department, Rockville Precinct.

<sup>11</sup> This section is based on a more detailed draft report submitted to The Maryland-National Capital Park and Planning Commission by Hammer, Greene, Siler Associates in January 1967, entitled "Economic and Market Studies for the Clarksburg Planning Area."

<sup>12</sup> Data from Hammer, Greene, Siler Associates, economic consultants for the Clarksburg and Vicinity Master Plan.

<sup>13</sup> Source: National Association of Home Builders, Journal of Homebuilding, "Water on Your Land Is Like Gold, Says Banker," July 1966, p. 54.

<sup>14</sup> Source: MNCPPC "... on Wedges and Corridors, a General Plan for the Maryland-Washington Regional District," January 1964, p. 26.



*"Artist's Concept of Future Clarksburg Center."*

COPY

February 29, 1968


Honorable William W. Greenhalgh  
President, Montgomery County Council  
County Office Building  
Rockville, Maryland 20851

Dear Mr. Greenhalgh:

The Maryland-National Capital Park and Planning Commission held a public hearing on June 1, 1967 on the Master Plan for Clarksburg and Vicinity, which was prepared by the consulting firm of Marcou, O'Leary and Associates.

After appropriate review of the citizens' comments, the Commission approved some modifications of the Plan and authorized its transmittal to the County Council for review and approval.

Very truly yours,

A handwritten signature in black ink, appearing to read "B. Houston McCeney". The signature is fluid and cursive, with a large loop at the end.

B. Houston McCeney  
Executive Director

EHM/msw  
Att.

cc: John Hewins

Resolution No. 6-1433

Re: Proposed Clarksburg  
and Vicinity Master Plan --  
Approved with Modifications  
and Revisions

WHEREAS, the Maryland-National Capital Park and Planning Commission conducted public hearings on the Proposed Clarksburg and Vicinity Master Plan and subsequent thereto adopted said Plan and forwarded it to the County Council for its approval; and

WHEREAS, on June 27, 1968, the County Council conducted a public hearing on the Proposed Clarksburg and Vicinity Plan and closed the record of said hearing on June 27, 1968; and

WHEREAS, the County Council has reviewed the Proposed Plan including the Proposed Master Plan Map and accompanying Text, and concurs in the Proposed Plan as adopted by the Maryland-National Capital Park and Planning Commission subject to the modifications and revisions set forth below.

NOW, THEREFORE, BE IT RESOLVED by the County Council sitting as a District Council for that portion of the Maryland-Washington Regional District within Montgomery County, that -

Pursuant to Chapter 667, Laws of Maryland 1967, the Proposed Clarksburg and Vicinity Master Plan be and it is hereby approved with the following modifications and revisions:

1. Amend the Text and accompanying Tables, and the Proposed Master Plan Map submitted as a part thereof, with respect to the Industrial Park Zone west of Route I-70S and east of Shiloh Church Road (P-3) as follows:

(a) Rounding off the Industrial Park Zone lying in the quadrant formed by Route I-70S on the east, State Route 121 (M-57) to the south, Shiloh Church Road (P-3)

on the west, and Comus Road (A-259) on the north, so as to eliminate the intrusions of R-E zoning as shown on said Map, particularly along the stream valley.

(b) Extend the boundary of the Industrial Park Zone to the easterly edge of the proposed park lands, which parallel Shiloh Church Road.

(c) Extend the boundary of the Industrial Park Zone fronting Route I-70S, by elimination of the triangular R-E Zone, and in such way, that the western boundary of Route 70S from Old Baltimore Road (A-7) up to and including Comus Road (A-259) is entirely within the Industrial Park Zone.

(d) Immediately north of Comus Road (A-259), to the northern boundary of the Plan, extend the Industrial Park Zone so as to abut the entire western boundary of Route I-70S.

2. Amend the Text and accompanying Tables, and the Proposed Master Plan Map submitted as a part thereof with respect to the proposed multi-family uses as follows:

(a) Lands designated as R-20, lying to the west of the proposed Industrial Park, and bounded in part by State Route 121, proposed Route A-19, and the park lands along Route M-83, lying somewhat south of the proposed commercial district, shall become designated as an R-60 Zone.

(b) Lands designated as R-T, lying to the west of the Industrial Park, and bounded in part by Routes A-19, A-251, and the proposed R-90 Zone which borders the park lands along Route M-83 and A-7, shall be designated as R-60.

(c) Lands designated as R-T, lying in the quadrant formed by the intersection of Routes M-83 and A-260, and further bounded by Route A-27 and Burdette Road (A-257), shall become designated as an R-60 Zone.

(d) Said amendments shall be reflected in the Text as an interim measure, or transitional holding zone, until future designations to more intensive uses with acceptable mixtures of housing varieties and densities, can be made by the County Council.

3. Amend the Text and accompanying Tables, and the Proposed Master Plan Map submitted as a part thereof so as to reflect the following changes:

(a) Public ownership of the entire shoreline abutting the proposed lake as graphically described on the Proposed Master Plan Map, and most particularly the northern shoreline lying to the west of Route M-57 and south of the Atlantic Seaboard Corporation underground pipeline.

(b) Public ownership of the entire southern shoreline abutting the proposed lake as depicted in the Proposed Master Plan Map, lying somewhat in the area bounded by Route M-57, the B and O Railroad right of way, and the extension of Route A-22.


(c) The Text and Tables be amended to reflect that further study will be made of the proposed dam sites as depicted on the Proposed Master Plan Map, as to their feasibility and desirability.

4. Revise the Text of the Proposed Master Plan as may be necessary and particularly page 49 thereof, so as to be consistent, with the following addition to the Text:

Approval of the Plan by the District Council is predicated on the assumption that the Commission will promptly undertake the necessary studies and promulgate for future amendment to the Plan a staging program for its implementations with particular emphasis upon the staging of the construction of all community facilities. Such staging program shall be related spacially to areas of the plan, and the timing and elements of each stage of construction of public facilities. Such studies to identify the total estimated capital improvement costs, the agency or agencies responsible for such improvements, the sources of funding and the methods of financing. Upon approval of the staging elements relating to water and sewer facilities, the proposed lakes, the Land Use and Highway Plan Map shall be amended to designate such facilities thereon.

A True Copy.

ATTEST:

  
David B. Collier, Clerk  
County Council for Montgomery  
County, Maryland

July 24, 1968

ANS/kc



Office of the County Council

# MONTGOMERY COUNTY, MARYLAND

COUNTY OFFICE BUILDING, ROCKVILLE, MARYLAND 20850 • 301 279-1231

Mr. Robert C. McDonell, Executive Director  
Maryland-National Capital Park & Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland

July 29, 1968

Dear Mr. McDonell:

Enclosed is a copy of a resolution approving with modifications and revisions the proposed Clarksburg and vicinity master plan and a resolution approving with modifications and revisions the Fairland-Beltsville master plan.

Also enclosed is an excerpt from the minutes of July 23 requesting that the Planning Board priorities identified in Mr. Hussmann's memorandum be recognized by the Planning Board and that it develop its planning schedule along these lines and submit it to the Council.

Sincerely,

David B. Collier, Clerk  
Montgomery County Council

DBC/vr

Enclosures



THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
REGIONAL AND METROPOLITAN DISTRICTS IN MONTGOMERY AND PRINCE GEORGE'S COUNTIES, MARYLAND



Regional Headquarters Building  
8787 Georgia Avenue  
Silver Spring, Maryland 20907

589-1480  
Area Code 301

R E S O L U T I O N

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Chapter 780 of the Laws of Maryland, 1959, as amended, is authorized and empowered to make and adopt and, from time to time, amend, extend, or add to a General Plan for the physical development of the Maryland-Washington Regional District; and

WHEREAS, The Commission, pursuant to said laws, held a duly advertised public hearing on July 1, 1967, on a proposed plan for the Clarksburg and Vicinity planning area, said Plan being a proposed amendment of, and addition to, the Master Plan of Highways and the General Plan for the Physical Development of the Maryland-Washington Regional District; and

WHEREAS, The Commission has amended the said proposed plan for Clarksburg and Vicinity planning area in response to said public hearing; and

WHEREAS, on February 29, 1968, the Commission referred the proposed plan for the Clarksburg and Vicinity planning area to the District Council for Montgomery County; and

WHEREAS, On June 27, 1968, the District Council for Montgomery County conducted a public hearing on the proposed plan for the Clarksburg and Vicinity planning area and closed the record of said hearing on June 27, 1968; and

WHEREAS, the District Council for Montgomery County approved the Plan on July 23, 1968, subject to the modifications and revisions set forth in Resolution No. 6-1433; and

WHEREAS, the District Council of Montgomery County has submitted the approved Plan to The Maryland-National Capital Park and Planning Commission for adoption in accordance with Section 63 of the Regional District Act; and

WHEREAS, the purpose of the Plan for the Clarksburg and Vicinity planning area is to guide and accomplish a coordinated, comprehensive, adjusted, and systematic development of the Regional District through provisions for: harmonious development and arrangement of land uses, avoidance of population and traffic congestion, adequate open space and lands for public purposes and avoidance of excessive public expenditures to supply same, and, in general, to avoid development which would involve danger or injury to the health, comfort, safety, or welfare of the present



and future population and further to provide for a community form that meets the basic needs for a variety of housing, educational, recreational, worship, civic, transportation, and commerce opportunities, all to be achieved through development under an interrelated land use system based upon the wedges and corridors concept of the General Plan;

NOW, THEREFORE, BE IT RESOLVED, that The Maryland-National Capital Park and Planning Commission hereby adopts the plan for the Clarksburg and Vicinity, planning area, together with the modifications and revisions as enumerated in said resolution, said Plan, consisting of a map and descriptive matter, being an amendment of, and addition to, the Master Plan of Highways and the General Plan for the Physical Development of the Maryland-Washington Regional District; and

BE IT FURTHER RESOLVED, that these amendments and an appropriate certificate of adoption shall be recorded on the map, plan, and descriptive matter, said certificate shall contain the identifying signatures of the Chairman and the Secretary-Treasurer of this Commission; and

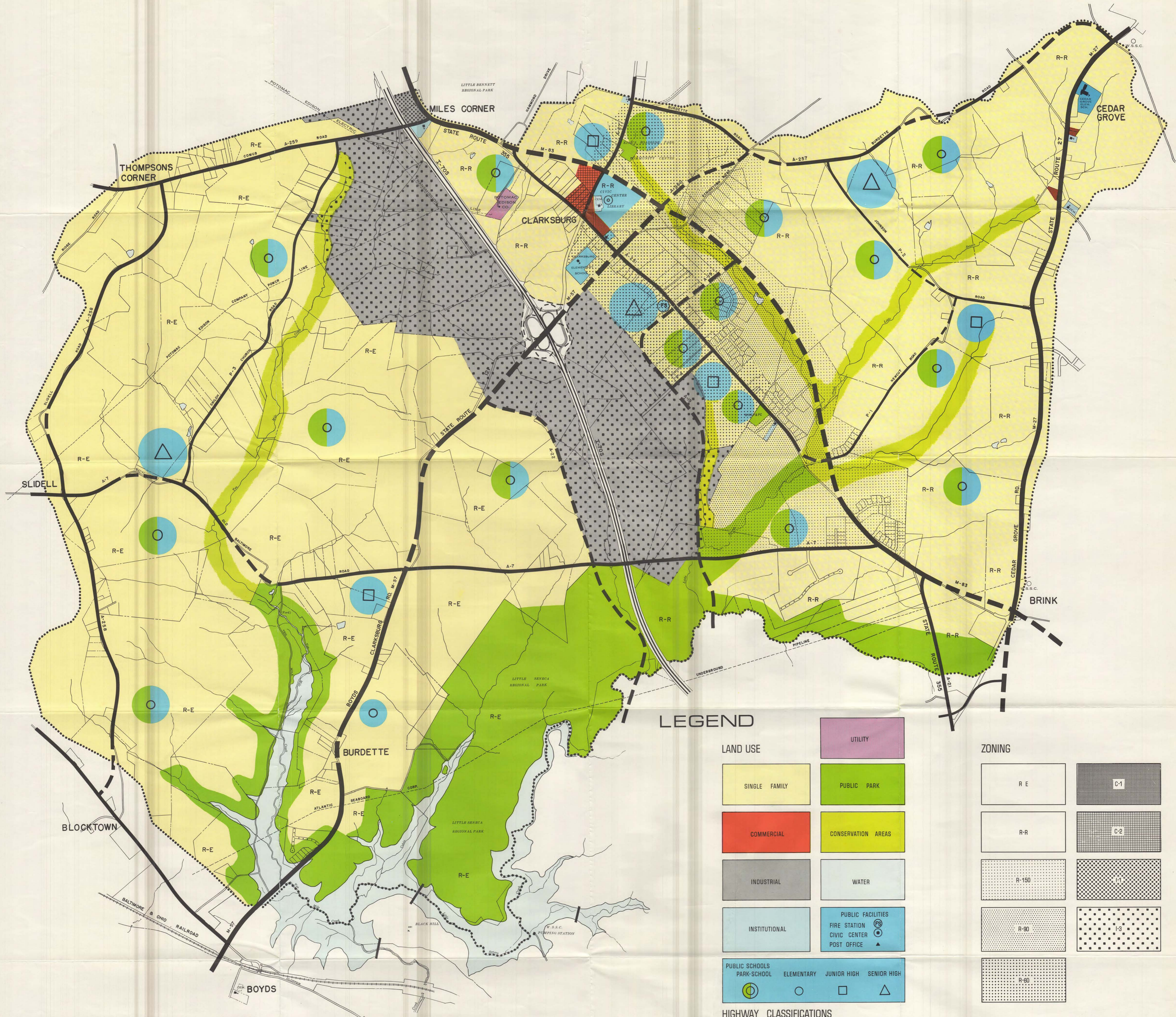
BE IT FURTHER RESOLVED, that the Plan, as amended, be and is hereby adopted, and that an attested copy of the Plan and all parts thereof shall be certified by the Commission and filed with the Clerk of the Circuit Court of Montgomery County, Maryland; and

BE IT FURTHER RESOLVED, that the Plan for the Clarksburg and Vicinity planning area, as herein adopted, is applicable to the area within the boundaries delineated on the Plan map, and consists of a map entitled "Land Use Zoning and Highway Plan," together with the descriptive and explanatory matter which is a part thereof.

\* \* \* \* \*

THIS IS TO CERTIFY that the foregoing is a true and correct copy of a resolution adopted by The Maryland-National Capital Park and Planning Commission at its regular meeting held on Wednesday, September 11, 1968 in Silver Spring, Maryland, at which meeting of the 7 members present, 3 members from Montgomery County and 3 members from Prince George's County voted affirmatively.

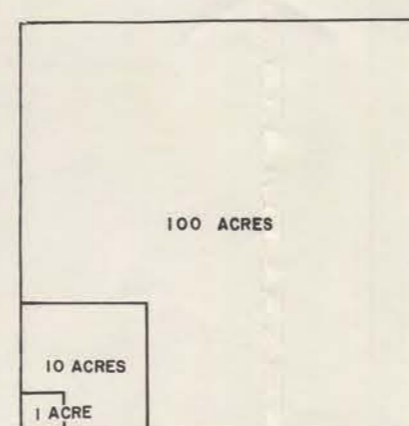
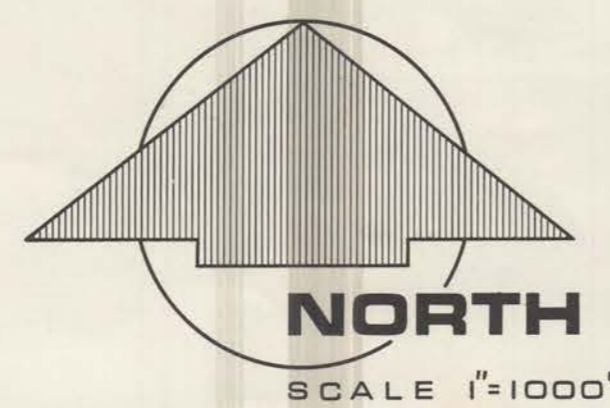
*Thomas A. Banigan*  
THOMAS A. BANIGAN (SEAL)  
Secretary-Treasurer



# MASTER PLAN FOR CLARKSBURG AND VICINITY P. A. 13

THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION

## LAND USE, ZONING AND HIGHWAY PLAN



### LEGEND

#### LAND USE

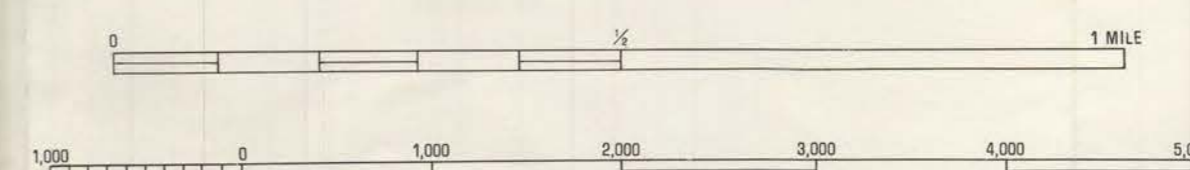
|  |  |
|--|--|
| SINGLE FAMILY  | PUBLIC PARK  |
| COMMERCIAL   | CONSERVATION AREAS   |
| INDUSTRIAL   | WATER  |
| INSTITUTIONAL  | PUBLIC FACILITIES<br>FIRE STATION (⊕)<br>CIVIC CENTER (⊙)<br>POST OFFICE (▲) |
| PUBLIC SCHOOLS<br>PARK-SCHOOL (⊙) ELEMENTARY (○) JUNIOR HIGH (□) SENIOR HIGH (△) |  |

#### HIGHWAY CLASSIFICATIONS

|                        | EXISTING | PROPOSED |
|------------------------|----------|----------|
| FREEWAY                |          |          |
| MAJOR                  |          |          |
| ARTERIAL               |          |          |
| PRIMARY                |          |          |
| PLANNING AREA BOUNDARY |          |          |

NOTE: ALL STREET RIGHTS OF WAY (NOT OTHERWISE CLASSIFIED) SHALL CONFORM TO THE REQUIREMENTS SET FORTH IN EITHER THE ZONING ORDINANCE OR SUBDIVISION REGULATIONS, WHICHEVER THE ZONING LIES ON ONE OR BOTH SIDES OF THE STREET. HIGHWAYS FOLLOWING EXISTING ROADWAYS MAY NEED WIDENING AND/OR NEW FINISH TO MEET MINIMUM STANDARDS OF THIS PLAN.

SCALE 1:12,000 OR 1 INCH = 1000 FEET



#### ZONING

|       |     |
|-------|-----|
| R-E   | C-1 |
| R-R   | C-2 |
| R-150 | I-1 |
| R-90  | I-3 |
| R-60  |     |

#### CERTIFICATE OF ADOPTION

THIS IS TO CERTIFY THAT AMENDMENTS TO THE MASTER PLAN FOR CLARKSBURG AND VICINITY HAVE BEEN ADOPTED BY THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION, PURSUANT TO THE PROVISIONS OF CHAPTER 28, LAWS OF MARYLAND, 1988, AS AMENDED, BY RESOLUTION OF AUGUST 28, 1988, AFTER BEING DULY ADVERTISED, SUBMITTED TO PUBLIC HEARING AND APPROVED BY THE DISTRICT COUNCIL FOR MONTGOMERY COUNTY, MARYLAND.

*Thomas A. Baniagan* W.C. Dutton, Jr.  
Secretary-Treasurer Chairman

MCPB  
ITEM # 7  
3/10/94



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

March 4, 1994

**MEMORANDUM**

TO: Montgomery County Planning Board

FROM: Lyn Coleman, Coordinator *Lyn*  
Community Planning Division

SUBJECT: Briefing on Signature Employment Sites Evaluation:  
Planning Board (Final) Draft Clarksburg Master Plan

---

At the last County Council PHED Committee worksession (February 28) on the Clarksburg Master Plan, Chairman William Hanna requested more information on the development potential of the signature sites under consideration by the PHED Committee. This evaluation will be the subject of discussion at the March 11 PHED Committee worksession.

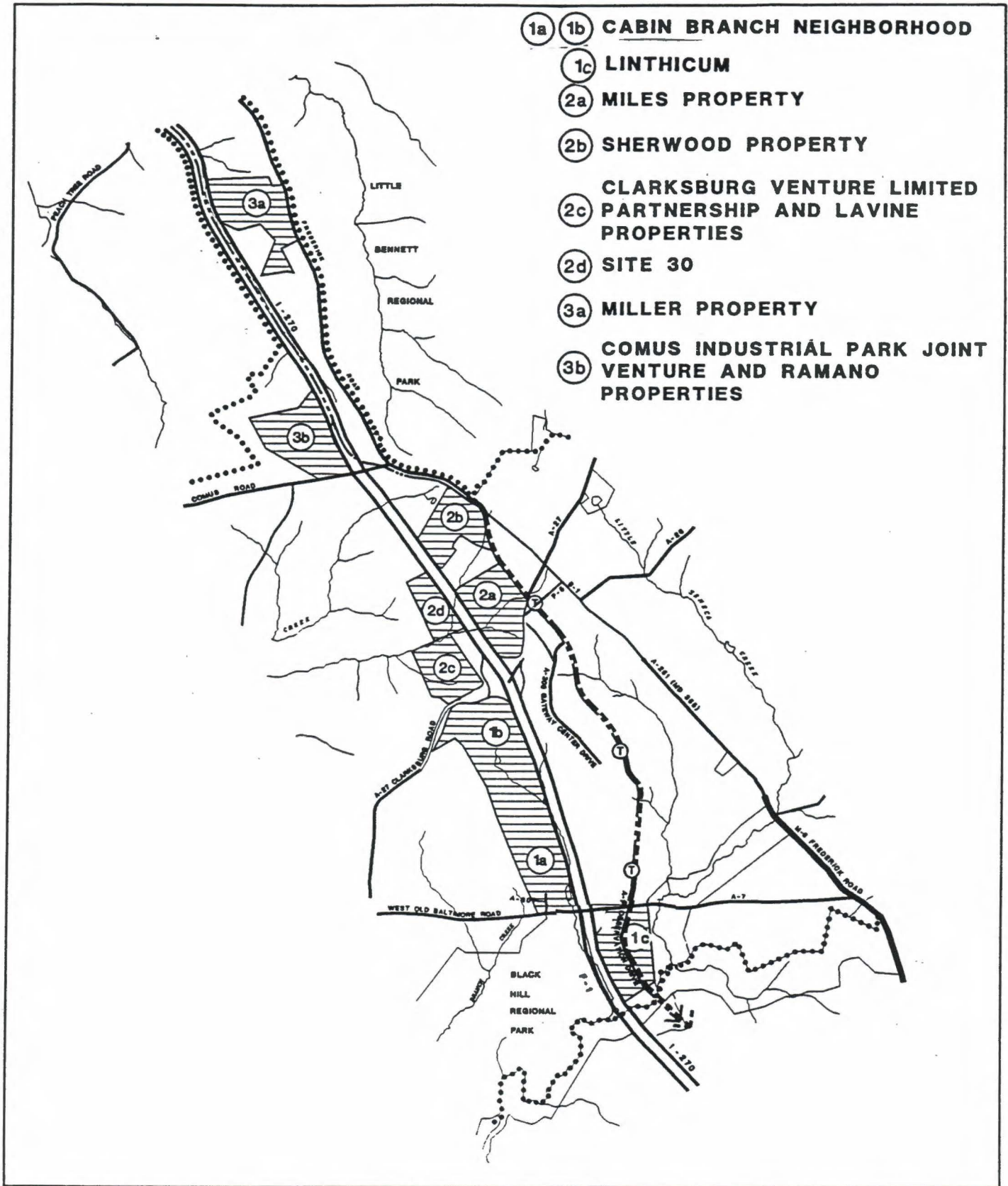
Information regarding the development potential of the sites shown on Figure 1 (attached) is being compiled by staff. Alternative roadway networks needed to serve these sites are also being reviewed.

Due to the limited amount of time available for this task, staff will present the information orally at the Planning Board's meeting on March 10.

LC:lc:B:sigsite/dws

Attachment

# I-270 Corridor Signature Employment Sites





**MONTGOMERY COUNTY PLANNING DEPARTMENT**

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MCPB**  
**ITEM# 11(2nd)**  
**7/7/11**

June 30, 2011

**MEMORANDUM**

**TO:** The Montgomery County Planning Board

**VIA:** John Carter, Chief, Area 3 *JAC*

**FROM:** Ronald Cashion, RA, Planner Coordinator, Urban Designer *RC*  
Area 3 (301-650-5671)

**SUBJECT:** **Montgomery County Planning Board Resolution of Adoption:  
Limited Amendment to the 1994 Approved and Adopted  
Clarksburg Master Plan & Hyattstown Special Study Area  
To Allow an Exception to the Retail Staging Provisions**

---

**RECOMMENDATION:** *Approve the Planning Board Resolution of Adoption for  
Transmission to the full Commission*

Attached for your review and approval is the Montgomery County Planning Board Resolution No.11-54 to adopt the Limited Amendment to the Clarksburg Master Plan and Hyattstown Special Study Area. On June 28, 2011 the County Council, sitting as the District Council, approved the Limited Amendment by Resolution No. 17-188 dated June 28, 2011.

**Attachments:**

- Montgomery County Planning Board Resolution No.11-54
- Montgomery County Council Resolution No. 17-188



## MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**MCPB NO. 11-51**  
**M-NCPPC NO.**

### RESOLUTION

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to procedures set forth in the Montgomery County Code, Chapter 33A, held a duly advertised public hearing on May 5, 2011 on the Limited Amendment to the 1994 Approved and Adopted Clarksburg Master Plan and Hyattstown Special Study Area to allow an exception to the Retail Staging Provision; and

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on May 5, 2011, approved the Planning Board Draft of the Limited Amendment to the 1994 Approved and Adopted Clarksburg Master Plan and Hyattstown Special Study Area to allow an exception to the Retail Staging Provision, recommended that it be approved by the District Council, and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the Planning Board Draft Limited Amendment and forwarded those recommendations and analysis to the District Council on May 10, 2011; and

WHEREAS, the Montgomery County Council sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on June 28, 2011, wherein testimony was received concerning the Planning Board Draft Limited Amendment; and

WHEREAS, the District Council, on June 28, 2011 approved the Planning Board Draft of the Limited Amendment to the 1994 Approved and Adopted Clarksburg Master Plan and Hyattstown Special Study Area as set forth in Resolution No. 17-188 .

NOW, THEREFORE BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt the said Limited Amendment to the 1994 Approved and Adopted Clarksburg Master Plan and Hyattstown Special Study Area together with the *General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*, as amended, and as approved by the District Council in the attached Resolution No. 17-188; and

BE IT FURTHER RESOLVED, that copies of said Amendment must be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

\*\*\*\*\*

This is to certify that the foregoing is a true and correct copy of a resolution # 11-51 adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission on motion of Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, with Commissioners \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_ voting in favor of the motion at its regular meeting held on Thursday, July 7, 2011 in Silver Spring, Maryland

---

Patricia Colihan Barney  
Executive Director

\*\*\*\*\*

This is to certify that the foregoing is a true and correct copy of Resolution # , adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner \_\_\_\_\_, seconded by Commissioner \_\_\_\_\_, with Commissioners \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, \_\_\_\_\_, and \_\_\_\_\_ voting in favor of the motion at its regular meeting held on \_\_\_\_\_, 2011

---

Patricia Colihan Barney  
Executive Director

Resolution No.: 17-188  
Introduced: June 28, 2011  
Adopted: June 28, 2011

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND**

---

By: District Council

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**SUBJECT:** Approval of Planning Board Draft Limited Amendment to the Clarksburg Master Plan & Hyattstown Special Study Area

1. On May 10, 2011, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Limited Amendment to the Clarksburg Master Plan & Hyattstown Special Study Area.
2. The Planning Board Draft Limited Amendment to the Clarksburg Master Plan & Hyattstown Special Study Area amends the 1994 Approved and Adopted Clarksburg Master Plan & Hyattstown Special Study Area; and The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties.
3. On May 31, 2011, the County Executive transmitted to the County Council his fiscal analysis of the Limited Amendment to the Clarksburg Master Plan & Hyattstown Special Study Area.
4. On June 28, 2011, the County Council held a public hearing and reviewed the Planning Board Draft Limited Amendment to the Clarksburg Master Plan & Hyattstown Special Study Area.

**Action**

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Limited Amendment to the Clarksburg Master Plan & Hyattstown Special Study Area, dated May 2011, is approved as **submitted** by the Planning Board. Planning Board revisions to the 1994 Clarksburg Master Plan & Hyattstown Special



Study Area are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

General: All page references are to the 1994 Approved and Adopted Clarksburg Master Plan & Hyattstown Special Study Area.

Page 190: Revise the last paragraph as follows:

This plan recognizes that retail uses are critical to the vitality of a community and can play a significant role in reinforcing the Town Center as a central focus for the entire Clarksburg area. Once a sufficient critical mass of housing units are in place to support a retail center (retailers indicate that approximately 3,500 to 4,000 dwelling units are needed to support a retail development that includes a grocery store), this Plan recommends that early retail development priority be given to the Town Center. Retail development in the Newcut Road and Cabin Branch neighborhoods should follow the development approval with a Preliminary Plan of approximately 90,000 square feet of retail uses in the Town Center.

Page 196: Revise the first paragraph as follows:

Stage 3 includes all portions of Clarksburg that do not drain into the Ten Mile Creek watershed, i.e., most development east of I-270 and the Cabin Branch Neighborhood (see Figure 54, page 215). Retail/commercial development in the Newcut Road and Cabin Branch Neighborhoods will be deferred, however, until 90,000 square feet of retail uses have been [established] approved with a Preliminary Plan in Clarksburg's Town Center.

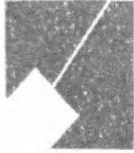
Page 196: Under "Implementing Mechanisms", revise text of 2) as follows:

2) Floating zone and project plan approvals are guided by Master Plan language that recommends that retail/commercial development in the Newcut Road and Cabin Branch Neighborhoods be deferred until 90,000 square feet of retail uses have been [established] approved with a Preliminary Plan in Clarksburg's Town Center.

This is a correct copy of Council action.

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Linda M. Lauer, Clerk of the Council



# MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB  
ITEM # 3  
3/31/11

March 24, 2011

## MEMORANDUM

**TO:** The Montgomery County Planning Board

**VIA:** John Carter, Chief, Area 3 *JAC*

**FROM:** Ronald Cashion, RA, Planner Coordinator, Urban Designer *RC*  
Area 3 (301-650-5671)

**SUBJECT:** **Staff Draft - Limited Amendment to the 1994 Approved and Adopted Clarksburg Master Plan & Hyattstown Special Study Area To Allow an Exception to the Retail Staging Provisions**

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**RECOMMENDATION:** Approve the Staff Draft as a Public Hearing Draft, and set the Public Hearing and Action for May 5, 2011.

## PROJECT DESCRIPTION

### Request from the County Council

On February 15, 2011, the County Council amended the work program for the Planning Department to prepare a limited amendment to the Clarksburg Master Plan. The sole purpose of the limited amendment is to consider a modification to the staging provisions in the Plan to allow retail in the village centers to proceed without delay.

### Project Summary

In response to the request from the County Council, the proposed Master Plan Amendment is a limited modification of the staging provisions in the Plan to allow retail development in the Newcut Road and Cabin Branch neighborhoods, and also the Town Center, to move forward. The limited Amendment changes the existing staging that requires the Town Center to be established before retail development in the village centers proceeds. The limited Amendment will:

- Support the Master Plan's overall vision
- Meet the established market demand for retail
- Allow retail development in the Planning Area to proceed
- Allow development of retail including a grocery store
- Enhance the overall potential for retail
- Address the needs of residents

## **DISCUSSION**

The staging provisions in the 1994 Master Plan require 90,000 square feet of retail/commercial uses to be established in the Town Center prior to retail/commercial development in the Newcut Road and Cabin Branch neighborhoods. The original Project Plan for the mixed use Town Center was approved in June of 1995, and the revised Project, Preliminary and Site Plans were approved in December 2008.

Continued delay of construction for the Town Center retail/commercial core will extend the delivery of much needed community serving retail uses, including a grocery store, in Clarksburg. The Amendment includes text changes in three locations in the Master Plan that acknowledge prior approvals of the Town Center and allows retail in the two village centers to move forward. The Amendment will allow retail uses, including a grocery store, in the Newcut Road neighborhood to move forward without delay.

## **ANALYSIS**

Planning staff reviewed the retail staging provisions of the 1994 Clarksburg Master Plan. The following paragraphs provide analysis.

### **Status of Current Development**

A market for retail uses has been established. The Master Plan identifies a threshold of 3,500 to 4,000 households needed to support a retail center that includes a grocery store (1994 Plan, page 190). To date, a total of approximately 5,200 residential units have been built, and a total of approximately 9,900 residential units have been approved in the Planning Area.

### **Relationship to the 1994 Clarksburg Master Plan**

The Amendment retains the vision and the ten policy guidelines included in the Master Plan (1994 Plan, pages 16 - 35) with the exception of the staging of retail. The Plan organizes future development into a series of neighborhoods including the Town Center, and the Newcut Road and Cabin Branch village centers with designated retail core areas (1994 Plan, pages 16, 17 and 38). The Amendment continues to support the Master Plan provision that proposes retail and employment uses at a pedestrian scale and oriented to the needs of residents (1994 Plan, page 28). The Amendment only modifies the timing of retail development. The following paragraphs provide additional analysis of the relationship between the Amendment and the existing Master Plan:

- **Town Center** - The Amendment does not change the recommendations for land use, density, amount of retail, design character, and mobility for the Town Center. The Town Center has been allowed to proceed with the Project Plan (approved in 1995), and the Preliminary and Site Plan (approved in December 2008). These approvals allow the Town Center to proceed before the village centers as recommended in the existing Master Plan. Although approximately 5,200 dwelling

units have been constructed, the Town Center has not proceeded with development. The Amendment recognizes that the threshold of 3,500 to 4,000 dwelling units needed to support retail development, including a grocery store, has been exceeded. The Amendment allows the retail in the village centers to proceed without delay to serve the Clarksburg community.

- **Village Centers** - The Amendment retains all recommendations for land use, densities, mix of uses, mobility, character and impact on the environment for the two village centers. The village centers are an integral part of the town scale of development recommended in the Master Plan (1994 Plan, page 18).
- **Staging** - The Amendment only changes the timing of retail development for the village centers in Stage 3. The Amendment allows the Town Center with approved plans and the two village centers to proceed at any time. The Amendment retains all other important staging provisions in the Clarksburg Master Plan.

### **Adequacy of Transportation**

The Amendment is consistent with the transportation objectives in the Clarksburg Master Plan (1994 Plan, pages 108 and 109). The Street and Highway Plan including the classification of roads, number of lanes and limits of construction remains unchanged. The transportation system that is needed to support the retail development remains unchanged from the recommendations in the Master Plan. The Amendment supports the construction of the needed transportation infrastructure including the system of bikeways, pathways and roadways to provide mobility for existing and future residents.

### **Impact on Environment**

Clarksburg has many special environmental features. The limited Amendment does not modify any recommendations for the environment in the Clarksburg Master Plan. The recommendations to create forested buffers along all streams, protect forest, and preserve wetlands that balance community development objectives with environmental preservation concerns (1994 Plan, page 137) have been retained.

### **County Council and Community Support**

The County Council requested that the Planning Department examine the potential for a limited Master Plan Amendment to address the concerns for the timing of retail development. The majority of the community supports the development of retail including a grocery store without delay to create the pedestrian oriented community envisioned in the Master Plan.

## **COMMUNITY OUTREACH**

Staff participated in discussions of the retail timing considerations at several meetings of the Clarksburg Citizens Association (CCA) Planning Committee and the monthly, full membership meetings. A majority of the attending CCA members and community residents have expressed increasing frustration that needed retail uses including a grocery store have not been developed within the planning area. The continuing delay of retail development within the approved Town Center is a consistently expressed concern by residents. The CCA submitted a letter, dated December 3, 2010, stating that "it is in the best interest of the town of Clarksburg to allow Clarksburg Village the opportunity to move forward" and to "allow any amendments necessary" to do so.

In November of 2010, a petition with names of 439 residents was completed that included expressions of support for retail to move forward in the Newcut Road neighborhood. The petition was circulated and submitted as part of the development initiatives for Clarksburg Village.

Some residents have also expressed concern about the continued delay of the Town Center and preventing the village centers from moving forward. One Town Center resident voiced frustration about extended delays of the Town Center after homebuyers had been promised planned Town Center retail shopping uses, including a grocery store, within walking distance of nearby homes.

In November 2011, a Clarksburg resident and CCA member requested that the Master Plan be modified if the community and Planning Board want to modify the staging for retail development. The statement recognized that most everyone in Clarksburg probably wants a grocery store and retail soon. The resident recommended that both sides of the issue be broadly discussed and that a proper Master Plan Amendment process include involvement of the Clarksburg community.

At the January 21, 2011 town hall meeting at the Rocky Hill Middle School in Clarksburg a majority of the attending residents expressed support for retail in Clarksburg Village moving forward with construction as soon as possible.

## **SCHEDULE**

The Montgomery County Council requested an expedited schedule for the Amendment that would (pending required reviews) allow approval before their August recess. The steps for an expedited schedule include:

- Complete the Staff Draft March 31, 2011
- Planning Board Hearing Draft May 5, 2011
- Final Work Session, and transmit to the County Executive and County Council
- County Executive Review
- County Council Public Hearing (30 days)
- Final County Council Action August 2, 2011

## **CONCLUSION**

The Master Plan recommends that 3,500 to 4,000 housing units are needed to support retail development that includes a grocery store. Approximately 5,200 dwelling units have been constructed in Clarksburg, however retail has been delayed. The proposed limited Amendment to the Clarksburg Master Plan will allow the retail development in the village centers and the Town Center to proceed. The proposed text changes to the retail staging provisions are necessary to allow retail development to move ahead without delay. The limited Amendment is consistent with the existing recommendations for land use, transportation and the environment in the Clarksburg Master Plan.

### **Attachment:**

Staff Draft - Limited Amendment to the 1994 Approved and Adopted Clarksburg Master Plan & Hyattstown Special Study Area

G:\Cashion\Clarksburg\Cbrg MP Amendmnt Staff Draft RC Final.doc

**Staff Draft**

Limited Amendment to the 1994 Approved and Adopted

# Clarksburg Master Plan & Hyattstown Special Study Area

to Allow an Exception to the Retail Staging Provisions



*March 2011*



**MONTGOMERY COUNTY PLANNING DEPARTMENT  
M-NCPPC**

[MontgomeryPlanning.org](http://MontgomeryPlanning.org)

## ***Abstract***

*This plan contains land use recommendations for retail uses in Clarksburg. It is a limited amendment to the approved and adopted Clarksburg Master Plan & Hyattstown Special Study Area, 1994. It also amends The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended.*

### **Source of Copies**

The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

### **Available online at**

[montgomeryplanning.org/community/plan\\_areas/I270\\_corridor/clarksburg/index.shtm](http://montgomeryplanning.org/community/plan_areas/I270_corridor/clarksburg/index.shtm)



Staff Draft

Limited Amendment to the 1994 Approved and Adopted

# Clarksburg Master Plan & Hyattstown Special Study Area

to Allow an Exception to the Retail Staging Provisions



**Prepared by the Maryland-National Capital Park and Planning Commission**  
March 2011

**Approved by the Montgomery County Council**  
Date

**Adopted by the Maryland-National Capital Park and Planning Commission**  
Date

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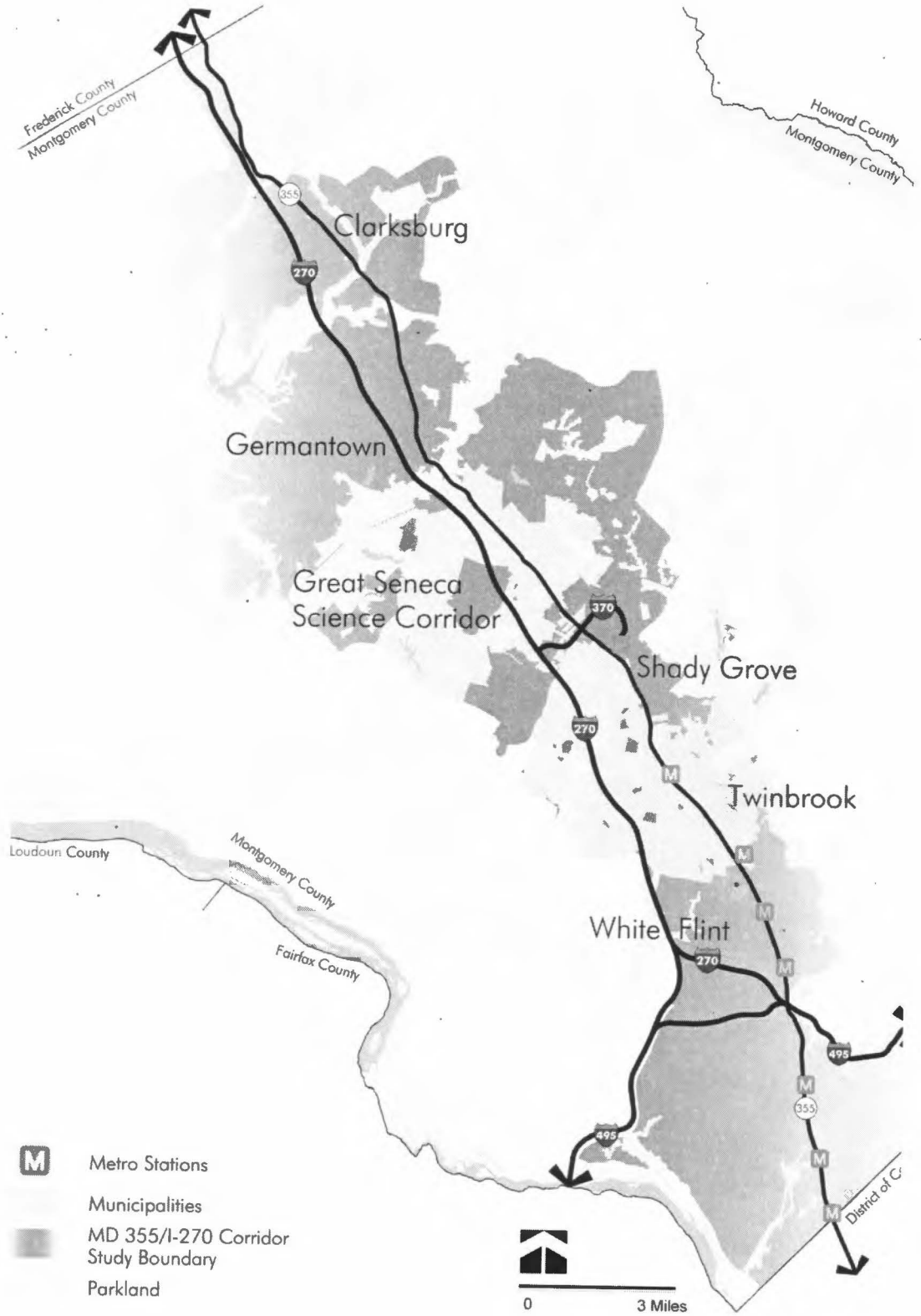
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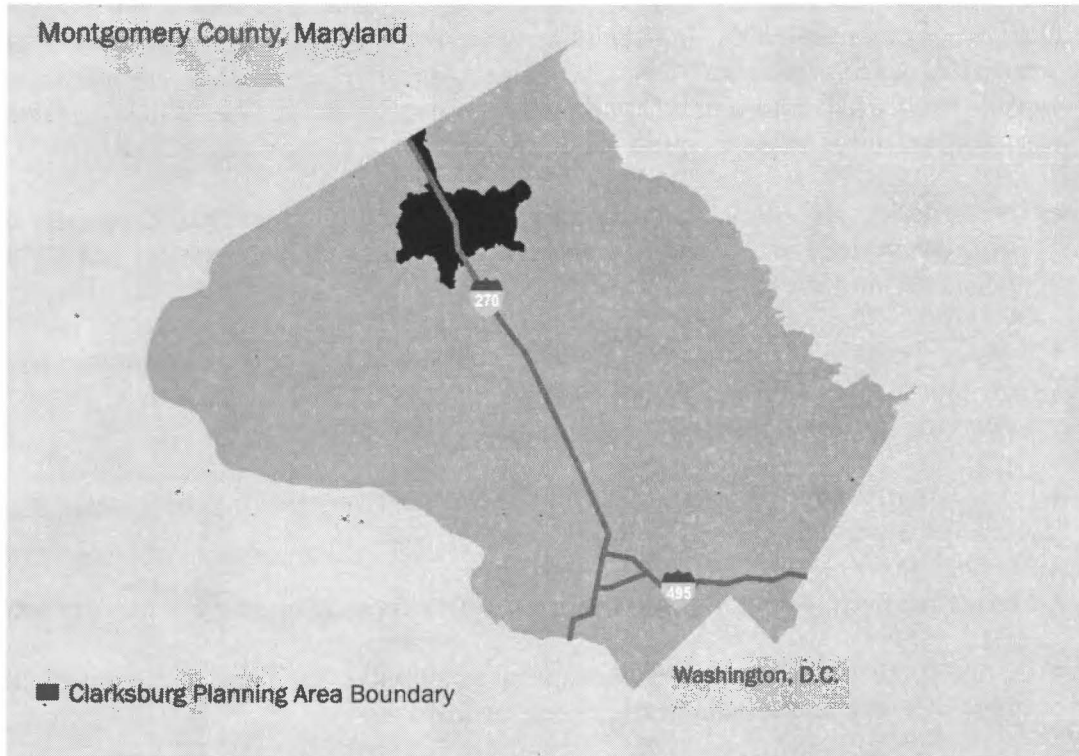
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# MD 355/I-270 Corridor



## Regional Location



### Introduction

The 1994 *Clarksburg Master Plan & Hyattstown Special Study Area* specifies that retail development in the Town Center should precede retail development in the Newcut Road and Cabin Branch neighborhood village centers. This Limited Plan Amendment changes the Plan's retail staging provisions to allow retail development in the Village Centers to proceed, after approval of a Preliminary Plan in the Town Center.

#### Timing of Retail for the Town Center and Village Centers

The 1994 Plan specifies that retail development should take place first in the mixed-use Town Center with retail in the two village centers to "follow the development of approximately 90,000 square feet of retail uses in the Town Center." (1994 Plan, page 190)

One of the Plan's development staging recommendations further specifies, "Retail/commercial development in the Newcut Road and Cabin Branch Neighborhoods will be deferred, however, until 90,000 square feet of retail uses have been established in Clarksburg's Town Center." (1994 Plan, page 196)

These staging provisions must be modified if retail uses in the Clarksburg community are to be constructed in the near future.

## **Council Directive**

On February 15, 2011, the Montgomery County Council directed the Planning Department to modify the master plan work program to allow preparation of a Limited Amendment to the 1994 Clarksburg Master Plan for the sole purpose of considering whether to amend its retail staging provisions. The following factors were considered in preparing the Amendment:

- reference to the 1994 Plan's staging recommendation for 90,000 square feet of retail in the Town Center to precede retail in the village centers (1994 Plan, pages 190 and 196)
- while the 1994 Plan's provisions for retail staging were to encourage a focus on the Town Center, it appears to have had the inadvertent effect of delaying the development of a grocery store in Clarksburg
- the Town Center developer has not moved forward with retail, including a grocery store
- other property owners have expressed an interest in building a grocery store
- whether to allow a grocery store and potentially ancillary uses outside the Town Center (in the village centers) to proceed
- there is currently no grocery store in Clarksburg and a strong demand exists.

## ***Analysis***

### **Current Development Conditions**

Although the Clarksburg Master Plan and its recommendations for retail uses in the Town Center has been approved for over 17 years, construction of the retail core, including a grocery store, has not taken place. The continued delay in implementing retail uses in the Town Center, together with market demand for a grocery store, and the approval and readiness for retail uses for the village centers, are all factors that warrant reconsidering the Plan's retail staging provisions.

### **Purpose of the Amendment**

This Amendment allows retail uses in the Newcut Road/Clarksburg Village Center and the Cabin Branch Village Center to proceed before 90,000 square feet of retail are built in the Town Center. The Amendment will:

- **support the Plan's overall vision**  
The Plan "Organizes future development into a series of neighborhoods," with mixed-use centers including the Town Center, and the Newcut Road and Cabin Branch village centers with designated retail core areas (1994 Plan, pages 16, 17, and 38). While the Plan envisioned development of the Town Center first, the mixed-use village centers are integral components of the Clarksburg community. The Amendment supports the Plan's provision that "Proposes retail and employment uses at a pedestrian scale and oriented to the needs of residents." (1994 Plan, page 28)

- **meet market demand for retail**

A market for retail uses has been created. The Plan references a threshold of 3,500 to 4,000 households necessary to support a grocery store (1994 Plan, page 190). This threshold has been achieved with approximately 5,200 dwelling units built in the Plan area, and with a total of approximately 9,900 dwelling units approved.

- **allow retail development to proceed without delay**

As an example, the Clarksburg Village Center's developer can't move forward under the Plan's current staging requirements. The required infrastructure for the Clarksburg Village Phase III mixed-use center is approved and the developer is ready to move forward with a grocery store as the anchor for a total of 109,000 square feet of neighborhood-serving retail uses. For Clarksburg Village to proceed, a change to the Plan's retail staging is necessary.

- **allow development of retail including a grocery store**

Without modification, the Plan's staging provisions requiring that retail in the Village Centers proceed only after 90,000 square feet of retail in the Town Center, will delay construction of the approved Clarksburg Village Center and the future Cabin Branch Village Center.

- **enhance the overall potential for retail**

A common practice is for grocery stores to locate near each other. With approximately 5,200 residential units already built in the Plan area, and considering the lack of grocery stores in the immediate area, the threshold of 3,500 to 4,000 households identified in the master plan has been exceeded. Since approximately 9,900 residential units have been approved, construction of a grocery store with other retail should prove to be an incentive for additional retail to follow.

- **address the needs of residents**

The majority of residents strongly believe that neighborhood-serving retail uses in Clarksburg are long overdue.

The Amendment retains the Plan's overall land use policies and objectives (1994 Plan, pages 16-34). It also retains the overall staging recommendations (1994 Plan, pages 186-193). The seven Staging Principles in the Plan provide a general framework and guidance for the future staging and timing of private development and public facilities. The Staging Principles address:

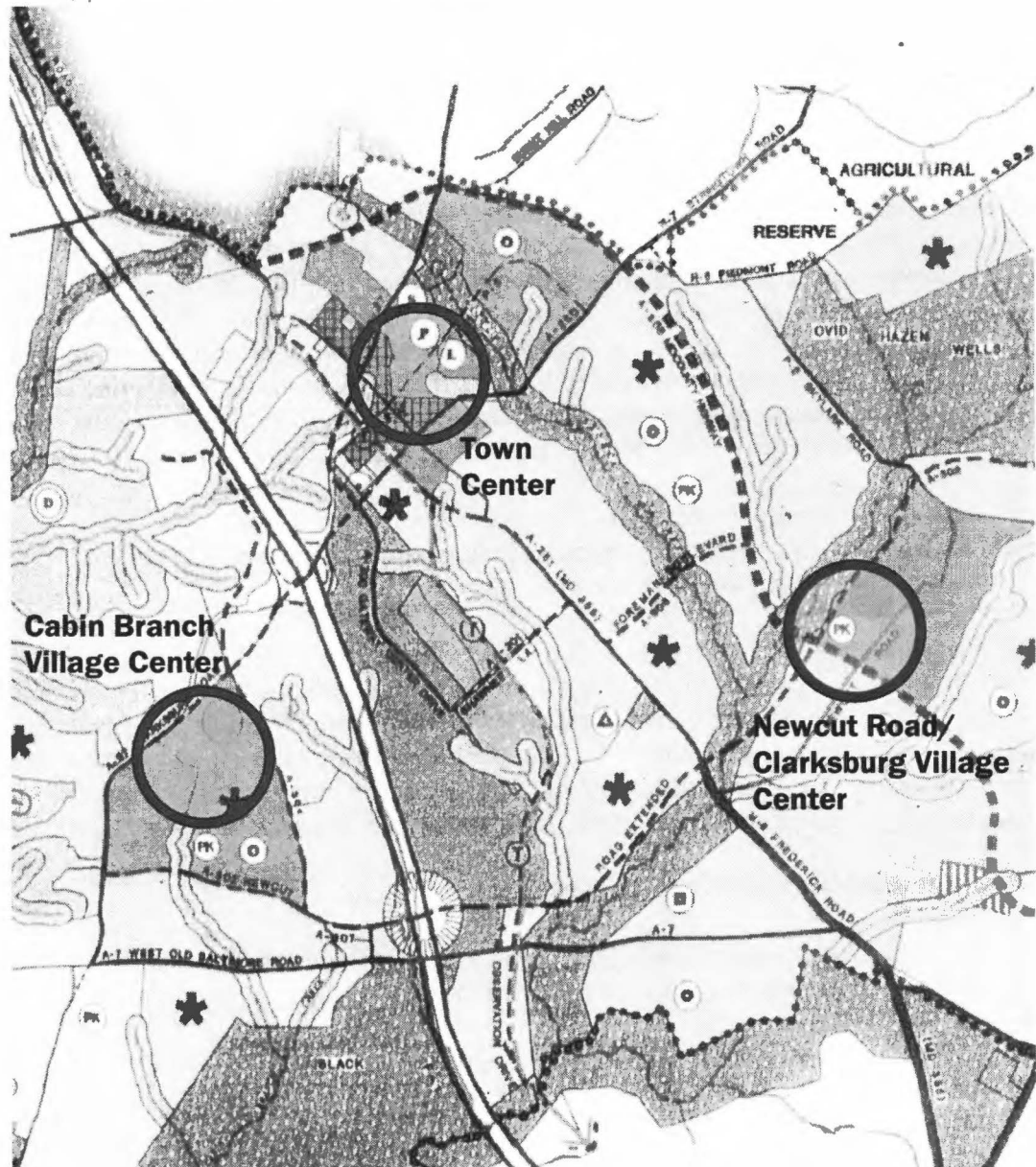
- Wastewater Treatment and Conveyance Limitations
- Fiscal Concerns
- Coordination of Land Development and Public Infrastructure
- Development of a Strong Community Identity
- Market Responsiveness
- Water Quality Protection
- Responsiveness to the Site Location of FDA.

The Amendment retains these staging principles with the sole exception of a change to the timing of retail development in the Newcut Road and Cabin Branch neighborhoods. It will also retain the Plan's transportation policies and objectives and all the recommended transportation infrastructure. The street and highway classification system remains, as does the emphasis on pedestrian access. As stated in the Plan, the timing of infrastructure to serve each village and mixed-use center will be determined at the time a Preliminary Plan is approved by the Planning Board. The Amendment therefore does not affect the Plan's balance between land use and transportation.

The Amendment will retain the Plan's environmental policies and objectives including:

- protection of Clarksburg's natural features and stream valleys
- efforts beyond current environmental guidelines to address development impacts on the high quality environment of Clarksburg.

### *Town Center and Village Centers*



## *Amendment for Retail Staging*

The following three locations for text changes amend the staging in the Clarksburg Master Plan for the limited purpose of allowing retail in the two village centers to proceed after approval of a Preliminary Plan for retail in the Town Center.

### **Text Changes to the 1994 Clarksburg Master Plan**

Chapter 9 Implementation Strategies, Staging Recommendations, Staging Principles

Principle #4: Development of a Strong Community Identity

**Page 190: Add text in last sentence of Principle #4, as noted:**

- Coordinated Residential and Commercial Development: Provide for sufficient residential units to support Town Center retail and commercial activities.

This Plan recognizes that retail uses are critical to the validity of a community and can play a significant role in reinforcing the Town Center as a central focus for the entire Clarksburg area. Once a sufficient critical mass of housing units are in place to support a retail center (retailers indicate that approximately 3,500 to 4,000 dwelling units are needed to support a retail development that includes a grocery store), this Plan recommends that early retail development priority be given to the Town Center. Retail development in the Newcut Road and Cabin Branch neighborhoods should follow the development approval with a preliminary Plan of approximately 90,000 square feet of retail uses in the Town Center.

Chapter 9 Implementation Strategies, Staging Recommendations, The Staging Sequence for Private Development, Stage 3, Description

**Page 196: Delete and Add text after "Description" as noted:**

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### **Stage 3**

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#### **Description**

Stage 3 includes all portions of Clarksburg that do not drain into the Ten Mile Creek watershed, i. e., most development east of I-270 and the Cabin Branch Neighborhood (see Figure 54, page 213). Retail/commercial development in the Newcut Road and Cabin Branch Neighborhoods will be deferred, however, until 90,000 square feet of retail uses have been ~~established~~ approved with a Preliminary Plan in Clarksburg's Town Center.

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Chapter 9 Implementation Strategies, Staging Recommendations, The Staging Sequence for Private Development, Stage 3, Implementing Mechanisms

**Page 196: Delete and Add text after "Implementing Mechanisms" as noted:**

- 2) Floating zone and project plan approvals are guided by Master Plan language that recommends that retail/commercial development in the Newcut Road and Cabin Branch Neighborhoods be deferred until 90,000 square feet of retail uses have been ~~established~~ approved with a Preliminary Plan in Clarksburg's Town Center.



## *The Plan Process*

A plan provides comprehensive recommendations for the use of publicly and privately owned land. Each plan reflects a vision of the future that responds to the unique character of the local community within the context of a countywide perspective.

Together with relevant policies, plans should be referred to by public officials and private individuals when making land use decisions.

STAFF DRAFT PLAN is prepared by the Montgomery County Department of Park and Planning for presentation to the Montgomery County Planning Board. The Planning Board reviews the Staff Draft Plan, makes preliminary changes as appropriate, and approves the Plan for public hearing. After the Planning Board's changes are made, the document becomes the Public Hearing Draft Plan.

The PUBLIC HEARING DRAFT PLAN is the formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public testimony. The Planning Board holds a public hearing and receives testimony, after which it holds public worksessions to review the testimony and revise the Public Hearing Draft Plan as appropriate. When the Planning Board's changes are made, the document becomes the Planning Board Draft Plan.

The PLANNING BOARD DRAFT PLAN is the Board's recommended Plan and reflects their revisions to the Public Hearing Draft Plan. The Regional District Act requires the Planning Board to transmit a sector plan to the County Council with copies to the County Executive who must, within sixty days, prepare and transmit a fiscal impact analysis of the Planning Board Draft Plan to the County Council. The County Executive may also forward to the County Council other comments and recommendations.

After receiving the Executive's fiscal impact analysis and comments, the County Council holds a public hearing to receive public testimony. After the hearing record is closed, the relevant Council committee holds public worksessions to review the testimony and makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board Draft Plan, as revised.

After Council approval the plan is forwarded to the Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the plan officially amends the master plans, functional plans, and sector plans cited in the Commission's adoption resolution.

Elected and Appointed Officials

## **County Council**

Valerie Ervin, President  
Roger Berliner, Vice-President  
Phil Andrews  
Marc Elrich  
Nancy Floreen  
George Leventhal  
Nancy Navarro  
Craig Rice  
Hans Riemer

## **County Executive**

Isiah Leggett

## **The Maryland-National Capital Park and Planning Commission**

Françoise Carrier, Chair  
Samuel J. Parker, Jr., Vice Chair

## **Commissioners**

### **Montgomery County Planning Board**

Françoise M. Carrier, Chair  
Marye Wells-Harley, Vice Chair  
Joe Alfandre  
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Amy Presley

### **Prince George's County Planning Board**

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Sylvester J. Vaughns, Vice Chair  
Sarah A. Cavitt  
Jesse Clark  
Colonel John H. Squire

*Staff Draft*

Limited Amendment to the 1994 Approved and Adopted

# Clarksburg Master Plan & Hyattstown Special Study Area

to Allow an Exception to the Retail Staging Provisions

*March 2011*



MONTGOMERY COUNTY PLANNING DEPARTMENT  
M-NCPPC

[MontgomeryPlanning.org](http://MontgomeryPlanning.org)



311000009



## The Maryland-National Capital Park and Planning Commission

Montgomery County Regional Headquarters  
8787 Georgia Avenue, Silver Spring, Maryland

Prince George's County Regional Headquarters  
6600 Kenilworth Avenue, Riverdale, Maryland