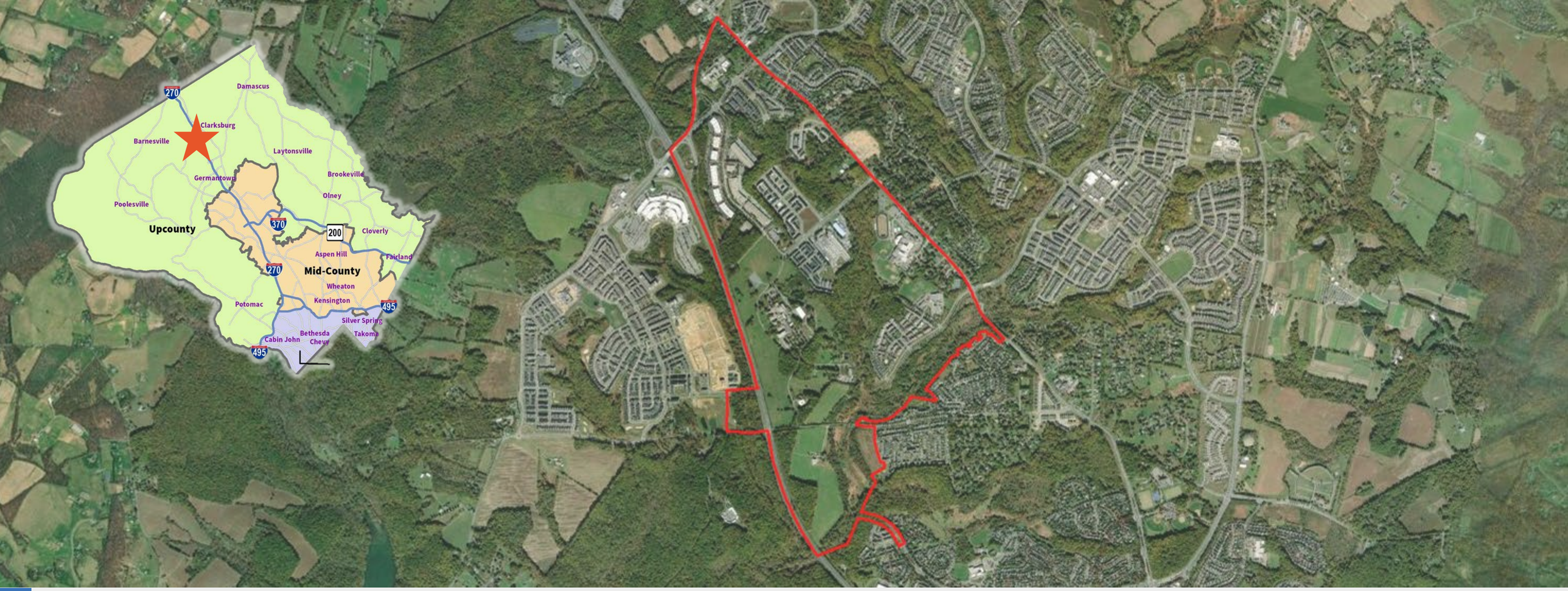


Montgomery Planning Upcounty Division

June 5, 2025

Clarksburg Gateway Sector Plan

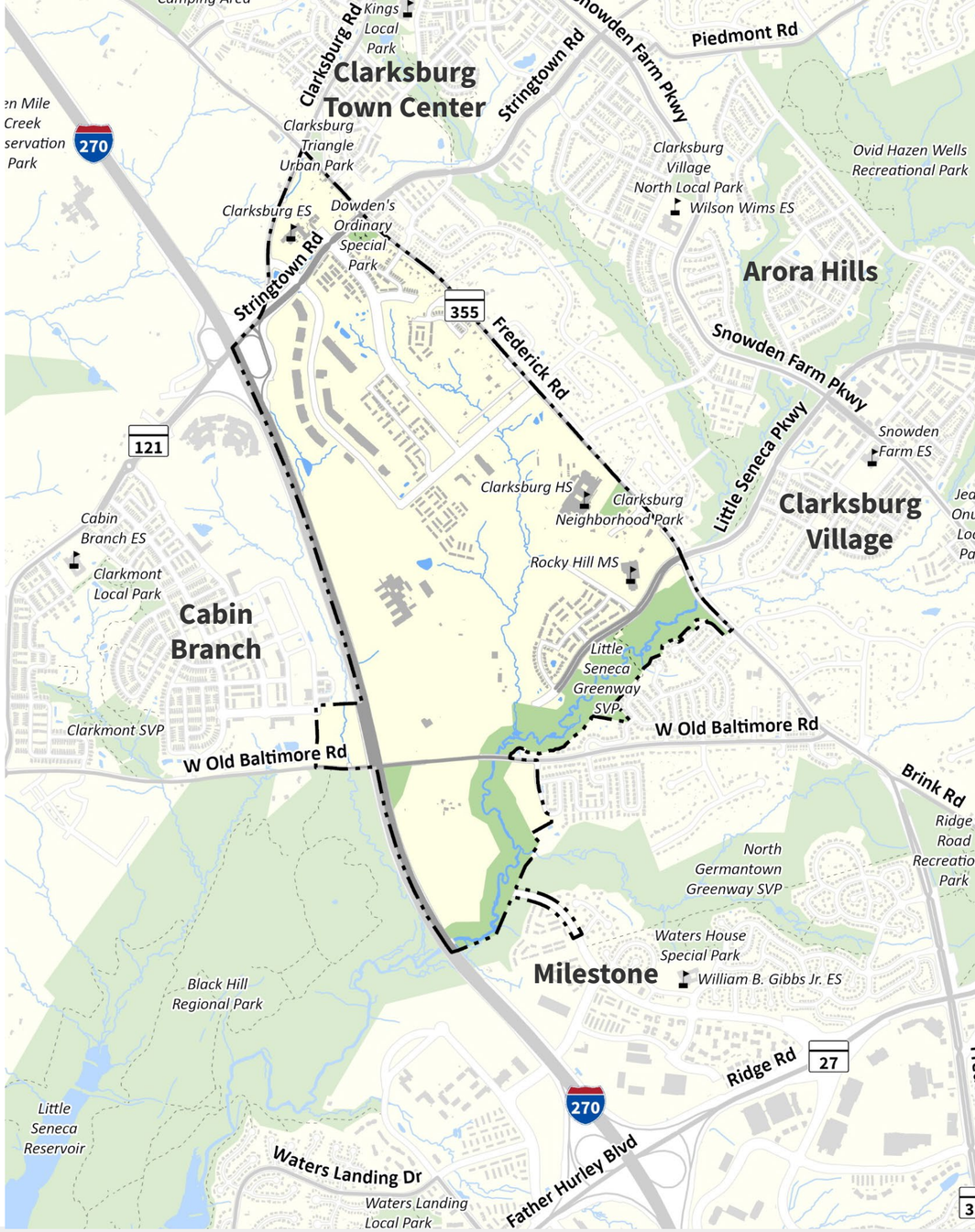
Preliminary Recommendations Briefing

Preliminary Recommendations

- Land Use and Zoning
- Transportation (Auto, Transit, and Walk-Bike-Roll)
- Community Design
- Environment
- Housing
- Parks, Recreation and Open Space
- Historic Preservation
- Public Facilities
- Neighborhood Districts

DRAFT Plan Vision

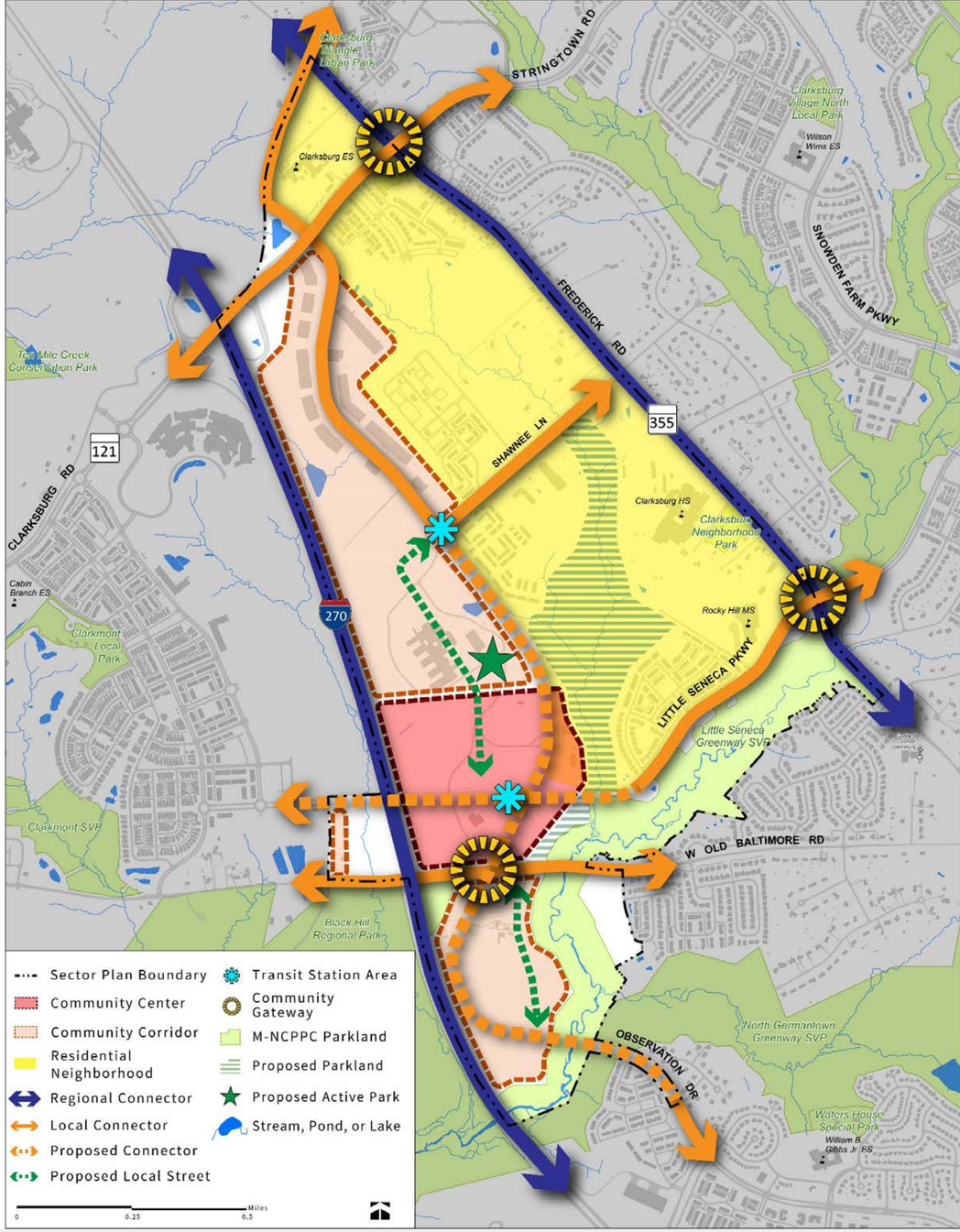
The Clarksburg Gateway Sector Plan envisions a balance between compact, sustainable development and natural resource preservation while fostering active, connected, and resilient neighborhoods that enhance quality of life for all residents, workers, and visitors.



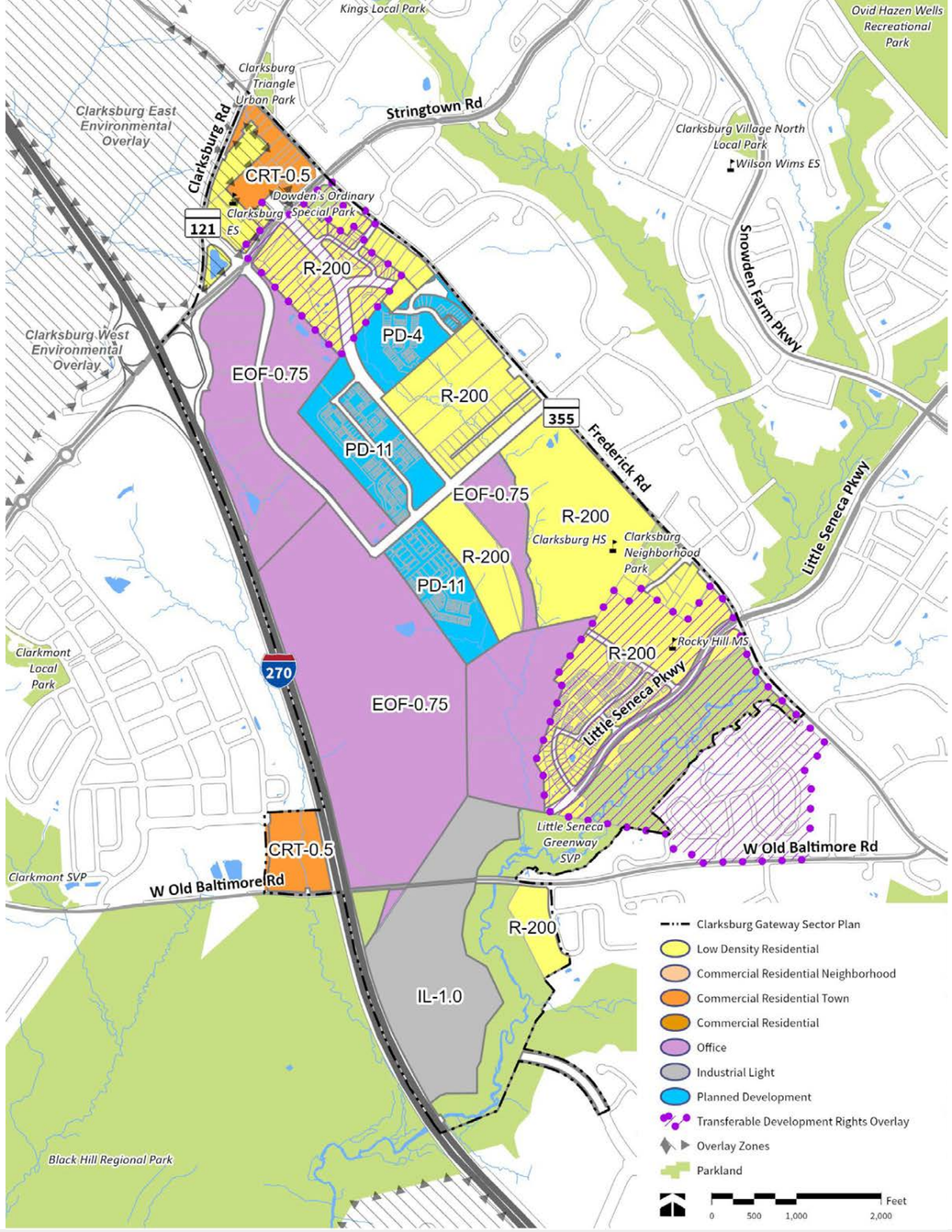
DRAFT
Concept Framework Plan

- Community Center
- Community Corridor
- Residential Neighborhood
- Transit Station Area
- Community Gateway
- Proposed Parkland
- Proposed Public Park

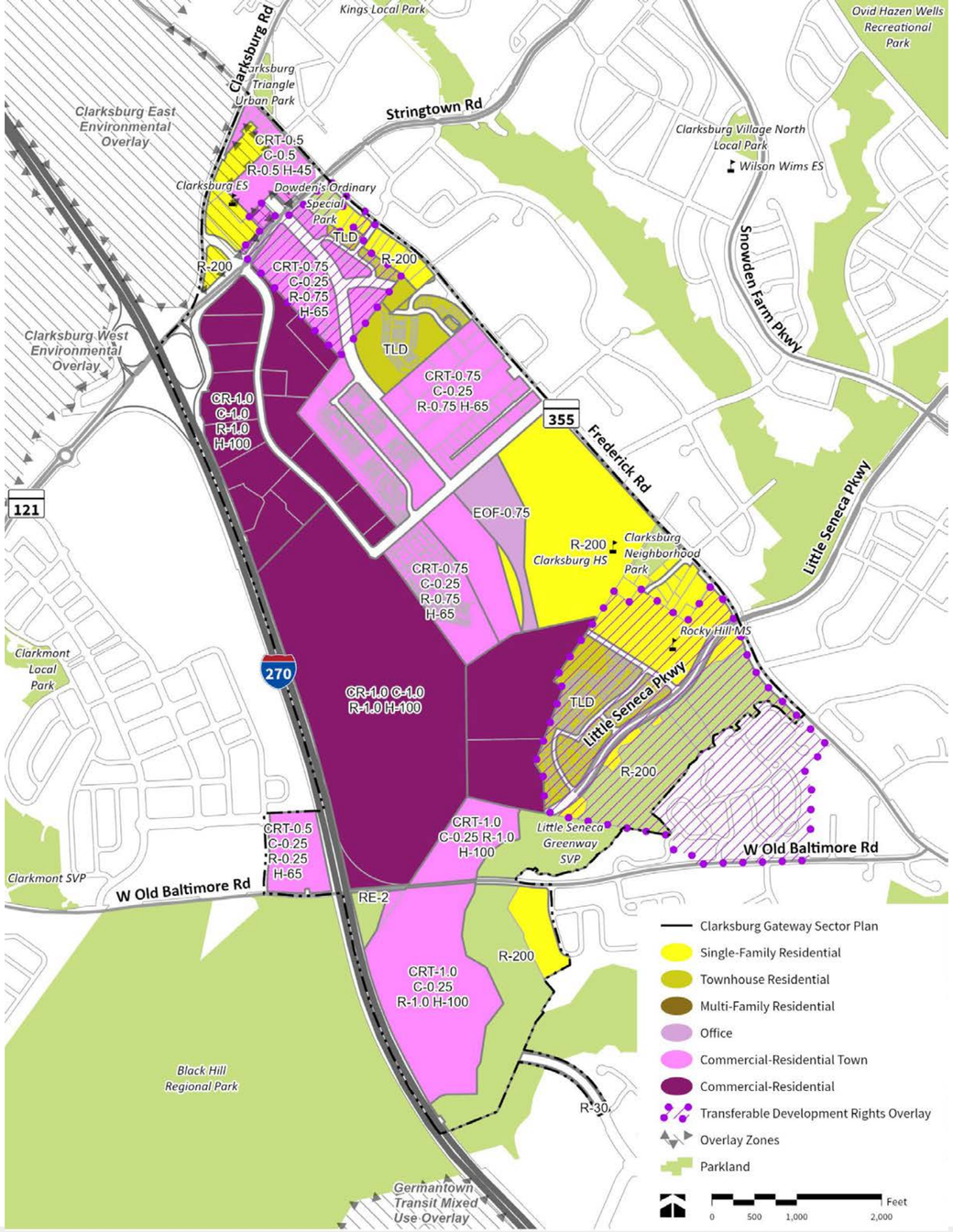
Proposed Local Connector ( ) and
Local Street ( )



Existing Zoning



DRAFT Proposed Zoning



Land Use – Development Projections

Clarksburg Gateway Sector Plan Area	Households	Population	Jobs
Built Conditions (2015)	821	2,101	2,125
Maximum End-State Development Build-Out Potential of **Current Zoning** (by 2045)	1,386	3,473	3,830
Maximum End-State Development Build-Out Potential of **Proposed Zoning** (by 2045)	5,038	12,335	6,412
Potential growth from 2015 to 2045 through proposed new zoning	***+ 4,217***	***+ 10,234***	***+ 4,287***

Land Use and Zoning

Key Preliminary Recommendations

- Prioritize Optional Method of Development project public benefits:
  - Provide greater than the minimum master plan-recommended level of **Moderately Priced Dwelling Units** (MPDUs).
  - Include **three-bedroom or larger units**.
  - Provide **mitigation** for full or partial demolition of the former COMSAT Laboratories building.
  - Provide neighborhood serving uses, space for community meeting rooms and events, or a **major public facility** like a recreation center.
  - Incorporate **sustainable features** into site design. (e.g., biophilic design, environmental site design (ESD), enhanced green roof, bird friendly design, pervious pavement, and adaptively reusing existing structure)

Community Design and Placemaking

Key Preliminary Recommendations (Streets)

- Establish an interconnected hierarchy of streets and limit service and parking access from secondary, tertiary, or alley streets.
- Avoid single points of access and ‘cul-de-sac’ design for new development.
- Add new streets to existing residential developments to increase connectivity, where feasible.
- Provide ample on-street parking on all new local streets.

Community Design and Placemaking

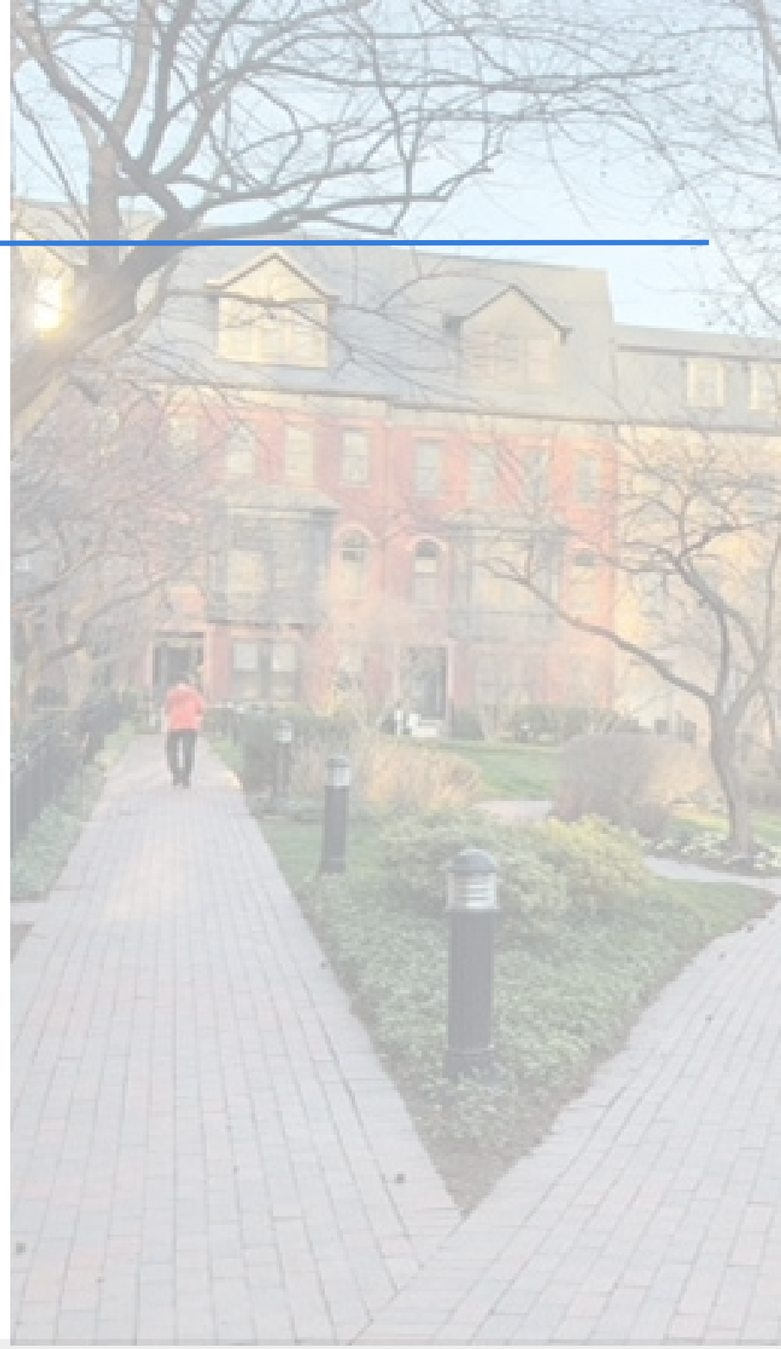
Key Preliminary Recommendations (Blocks)

- Provide multiple intersections within a ¼- to ½ -mile radius for new development to promote multiple routes of connectivity.
- Where larger blocks are necessary, provide mid-block connections, such as paths, mews, and paseos.
- Establish an alley system with new development to locate parking and services away from street frontages.

Community Design and Placemaking

Key Preliminary Recommendations (Open Spaces)

- Locate and design open spaces in coordination with the street and public park systems, with accessible programming and design.
- Establish publicly-accessible and contiguous open spaces as a central feature of new development.
- Provide shaded areas within all public gathering spaces.
- Open spaces with stormwater management facilities should not be dominated by them.
- Provide clear and seamless streetscape transitions between the public, semi-public, and private realms.



Community Design and Placemaking

Key Preliminary Recommendations (Buildings)

- Place new buildings close to the street, with consolidated parking and services located behind, to the sides of, or lined by buildings.
- Orient primary building façades, including entrances, toward streets or publicly-accessible open spaces.
- Design new neighborhoods for a variety by building type and ensure consistent spacing of buildings along streetscapes.
- Avoid front-loaded driveways or garages for new detached and attached residential developments.
- Provide activating features for new developments with ground-floor commercial, mixed-use, or higher-density residential uses that face the public realm.

Environment – Site Design

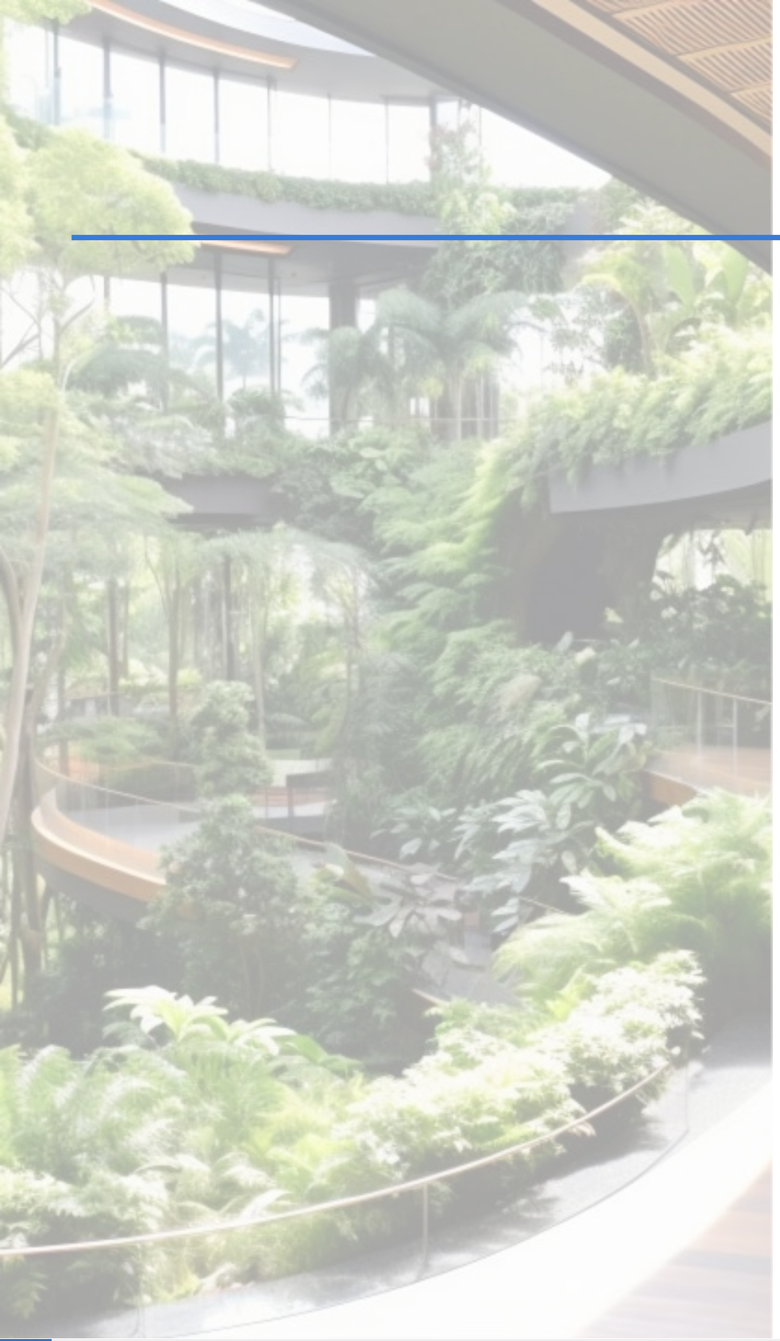
Key Preliminary Recommendations

- Meet or exceed county **environmental design and protection techniques**, especially applicable to Ten Mile Creek and Clarksburg Special Protection Areas.
- Design and construct new buildings, structures, roadways, and other impervious surfaces to **avoid environmental impacts** on Little Seneca Creek and Ten Mile Creek tributaries, wildlife habitats, and other sensitive or established natural resources.
- Use of **underground, tuck-under, or structured parking** is *strongly* encouraged to limit impervious surfaces. Surface parking should provide ≥ 50% tree canopy across the parking lot area.

Environment
Natural Resource Protection and Enhancement

Key Preliminary Recommendations

- Prioritize **afforestation, reforestation, or other natural habitat restoration** where gaps exist between established tree canopy and other natural habitats.
- Protect and enhance **stream and stream valley conditions** through conservation easements or parkland, reduction and treatment of stormwater discharge into streams, and stream and forest restoration projects.
- **Plant native and locally adaptive** trees, shrubs, and herbaceous vegetation to increase climate and species resiliency while increasing wildlife value.
- **Preserve or plant a native tree and landscape buffer** of at least 100-feet in width between new development and Interstate 270, or between any solid screening or soundwall and new development.



Environment – Building Design

Key Preliminary Recommendations

- Provide a **minimum of 35% green cover** of a new development's total site, excluding existing forest cover
- New development should **plant shade trees** and use **high-reflectivity materials** on buildings and hardscapes, such as 'cool' roofs, green roofs, and 'cool' pavements.
- Encourage new development and improvements to existing development to **exceed the County's minimum energy standards** and strive for net-zero, net positive, and/or Living Building standards

Housing

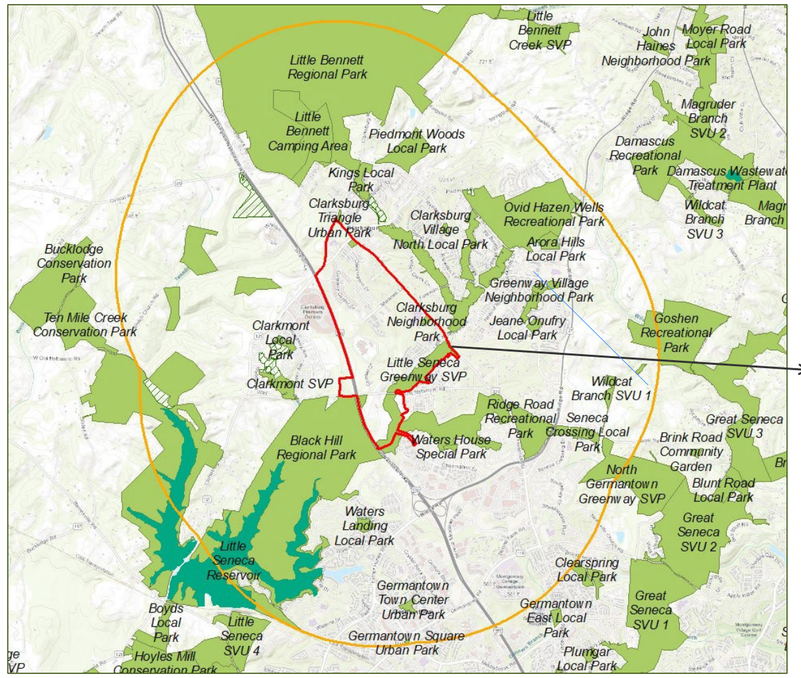
Key Preliminary Recommendations

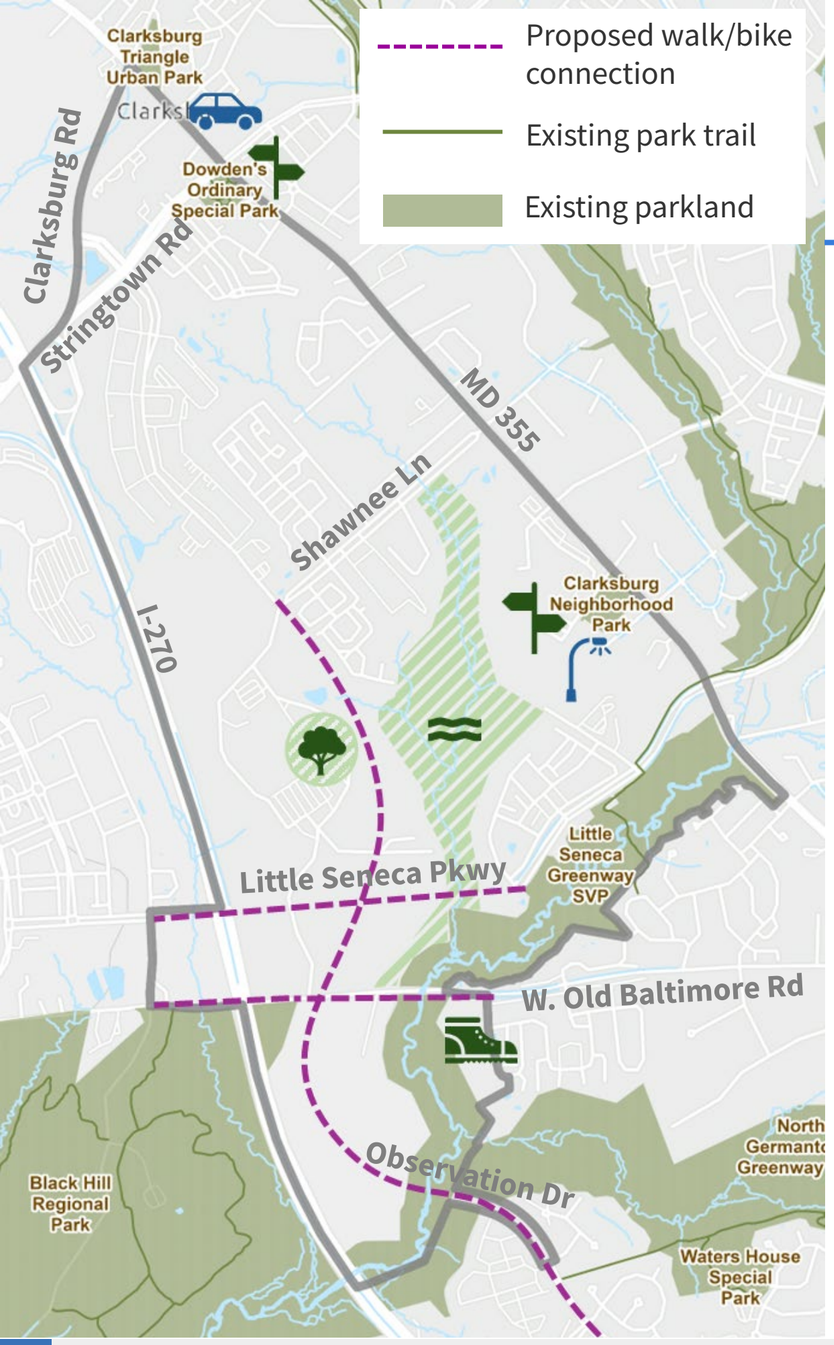
- New developments should provide **15% Moderately Priced Dwelling Units**.
- **Add more units to the housing inventory**, including more diverse types of housing.
- **Prioritize additional MPDUs** as a public benefit for the Optional Method of Development.
- **Prioritize family-sized housing units** as a public benefit for the Optional Method of Development.
- Affirmatively further **fair housing**.

Parks, Recreation, & Open Space

Recommendations seek to expand available park and recreation amenities within the Plan area while improving access to the great existing resources just outside of the plan area.

	Strengths	Gaps
Public Feedback	• Peace and quiet • Natural environment	• Limited amenities • Walkability and connectivity
Analysis	• High-quality parks and amenities within two miles of the plan area o e.g. 20 parks (over 4000 acres), 46 miles of trails	• Limited parks and amenities within plan area or walking distance o e.g. limited athletic courts, playgrounds, picnic shelters, trails • Parks within two miles mainly accessible by car-only





Park & Recreation Amenities

Dowden's Ordinary Special Park

- Gathering space (historic significance)
- Signage and wayfinding
- Co-located public parking

Clarksburg Neighborhood Park

- Signage to Rocky Hill MS & Clarksburg HS
- Additional space & amenities
- Lighting at Rocky Hill MS

Linthicum East Elementary School Site

- Park-owned, reserved for future school
- Interim park uses for public enjoyment

Coolbrook Stream Valley Park (NEW)

- Conservation purpose, possible trail across the stream valley

Clarksburg Gateway Local Park (NEW)

- Centrally located, easily accessible by all transportation modes (includes some parking)
- Multiple amenity types in one park experience
- Active recreation emphasis
- 8 to 10 acres, options for flexible configuration

Clarksburg Regional Recreation Center (NEW)

- Department of Recreation's highest priority area for a new recreation and/or aquatic center

Bridges & Wildlife Crossings through Parks

Proposed walk/bike connection

Proposed bridge

Proposed Underpass

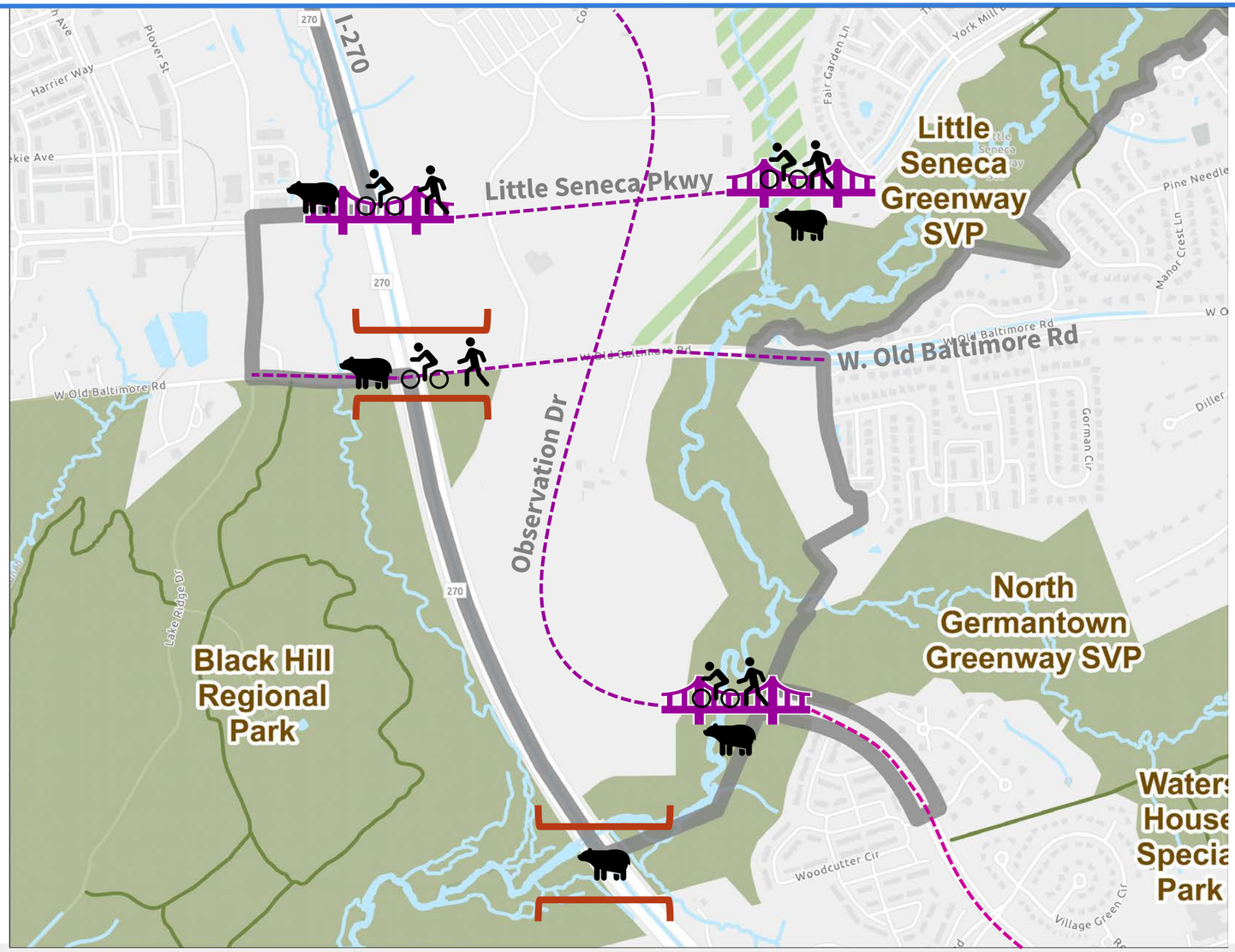
Cyclists & Pedestrians

Wildlife

Proposed Parkland (Coolbrook Tributary)

Existing Parkland

Existing park trail



Access to Parks

Proposed walk/bike connection

Proposed intersection safety improvements

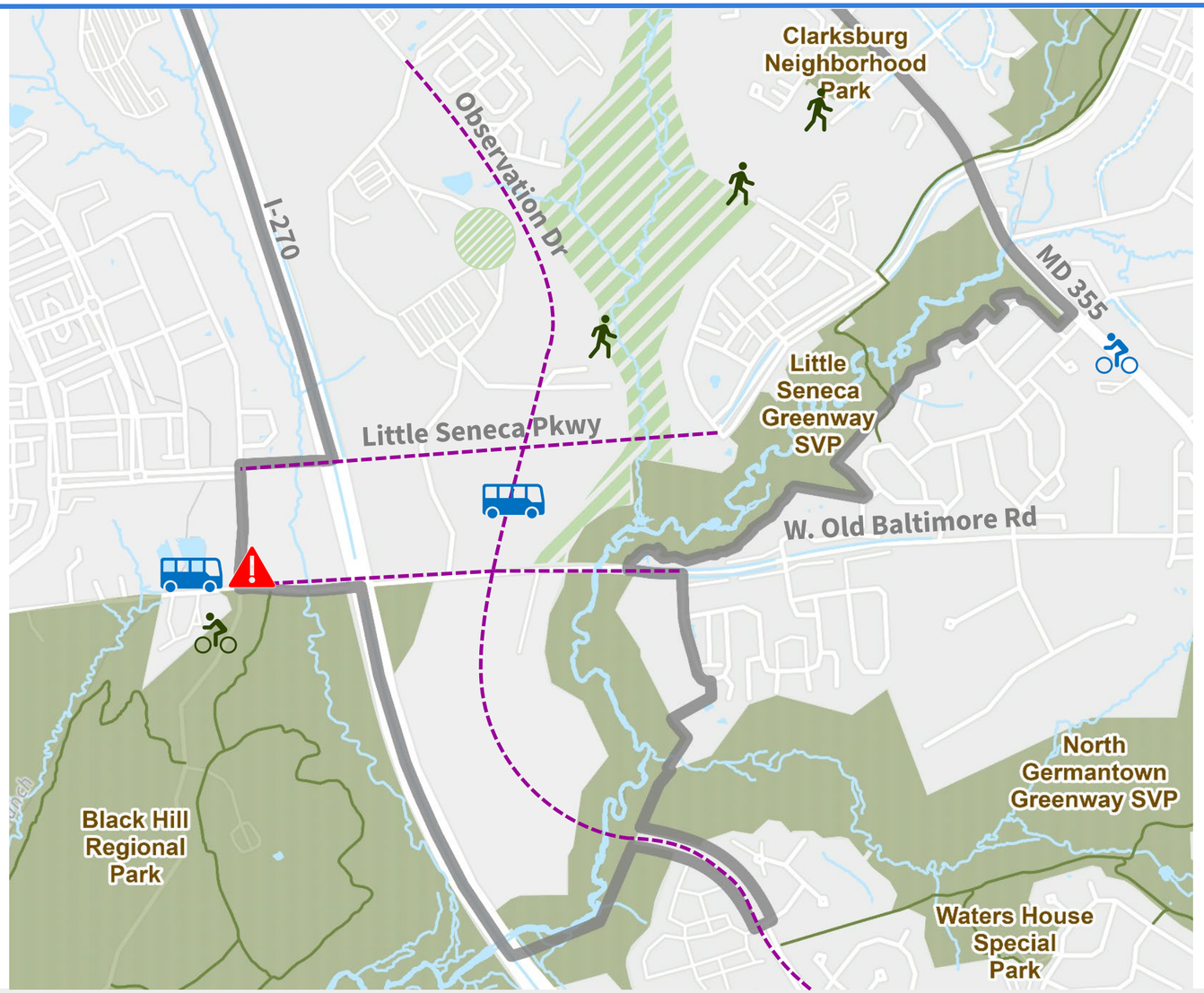
Proposed bus service

Proposed cyclist or pedestrian connection

Proposed Parkland

Existing Parkland

Existing park trail



Historic Preservation – Historic Designation

Key Preliminary Recommendations

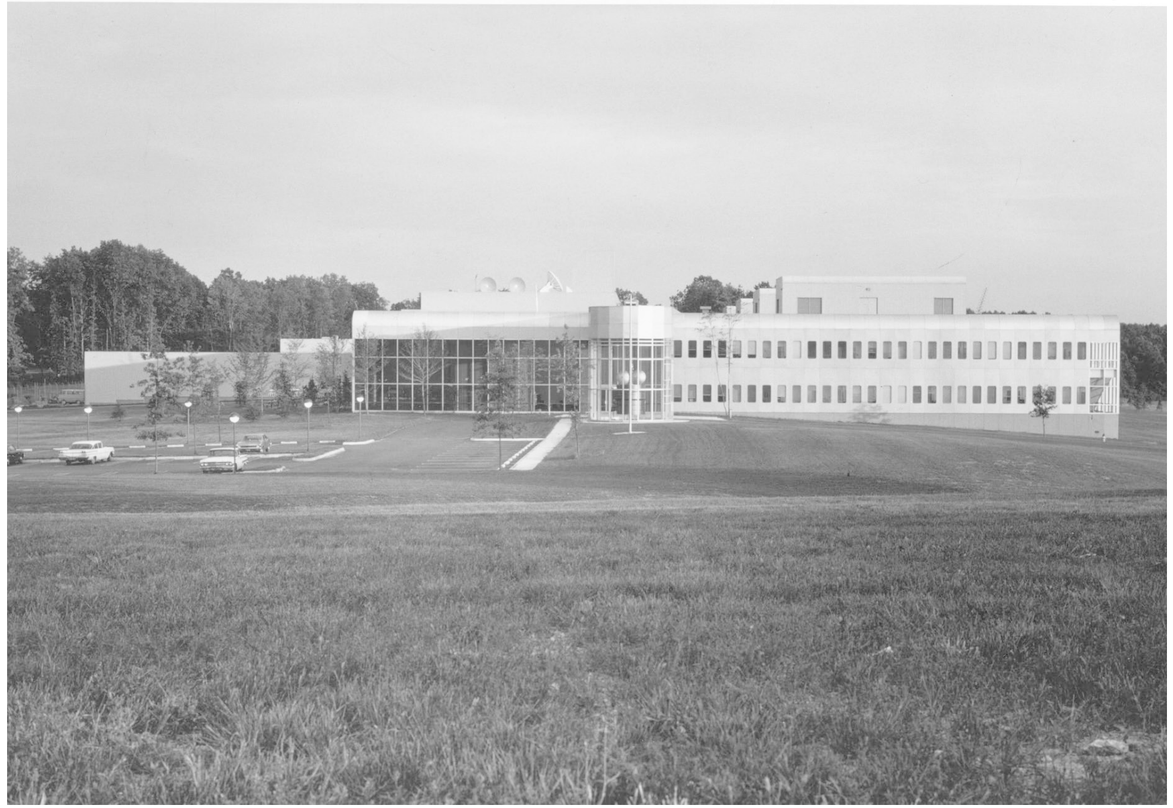
- Designate the Community of Faith United Methodist Church & Cemetery Site and Clarksburg Heights District in the *Master Plan for Historic Preservation*

Aerial image of the Community of Faith United Methodist Church & Cemetery site (noted with the red pin) and the Clarksburg Heights district (outlined in yellow) (left image). Views of the church (center) and examples of houses in the Clarksburg Heights district (right, top and bottom).

Historic Preservation – Historic Designation

Key Preliminary Recommendations

- Finds that the subject property continues to satisfy six designation criteria as listed in §24A-3(b), Historic Resources Preservation, Montgomery County Code. This recommendation aligns with the findings of the Planning Staff and the Historic Preservation Commission (HPC) as part of their review of the property in 2005.
- Staff does not recommend the designation of the former COMSAT Laboratories building or property as a Historic Site in the *Master Plan for Historic Preservation*.



View of the north elevation of COMSAT Laboratories, ca. 1969.
Source: Montgomery Planning Archives.

Historic Preservation – Historic Designation

Key Preliminary Recommendations

- Require mitigation commensurate to the loss of the historic resource if the former COMSAT Laboratories building is proposed for full or partial demolition.
- Staff (in coordination with the property owner) recommends the following mitigation:
    1. Historic Preservation Grant Fund
    2. Documentation of COMSAT Laboratories
    3. Historic Interpretation
    4. Public Art and Placemaking

View of the interior of the hi-bay at COMSAT Laboratories, 1969.
Source: Montgomery Planning Archives.

Public Facilities

Key Preliminary Recommendations

- Improve **wayfinding and safe access to schools**.
- Explore the feasibility of **lighting tennis and basketball courts and athletic fields** at Rocky Hill Middle School.
- As part of future capital projects, explore **connecting Redgrave Place to Stringtown Road** to improve traffic access and circulation for Clarksburg Elementary School.
- Provide **directional signage and safe crossings** to Dowden's Ordinary Special Park from the future Clarksburg Library.
- Design and install **new water or sewer connections** in a way that minimizes environmental impacts.
- **Underground existing and relocated utilities**, where feasible.
- **Expand service and close coverage gaps** for cellular, public wireless, and broadband internet service.

Transportation – Streets

Key Preliminary Recommendations

- Connect **Observation Drive** from existing terminus at Water's Discovery Lane to Gateway Center Drive on an updated alignment .
- Connect **Little Seneca Parkway** between its existing termini on either side of I-270.
- Little Seneca Parkway should **cross I-270 as a multimodal bridge**, instead of an interchange.
- Explore **safety interventions and operational improvements** at key intersections.

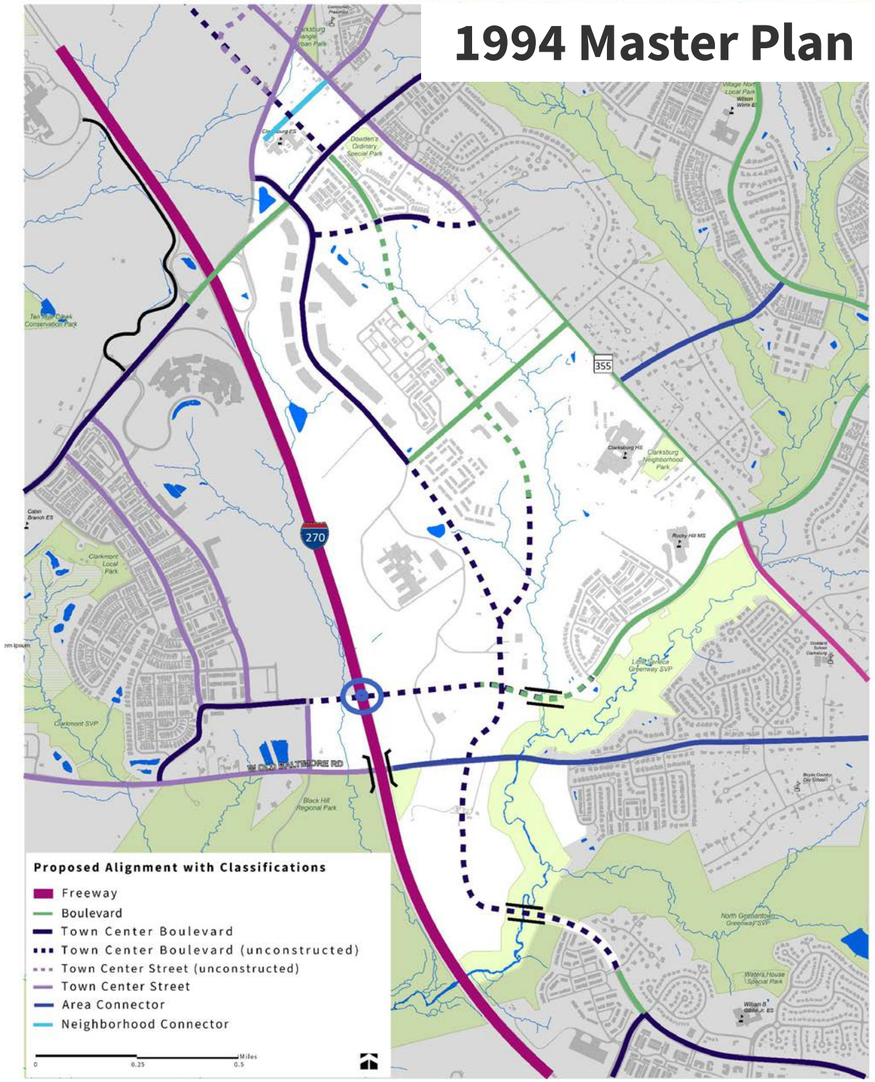
Transportation – Streets

Key Preliminary Recommendations

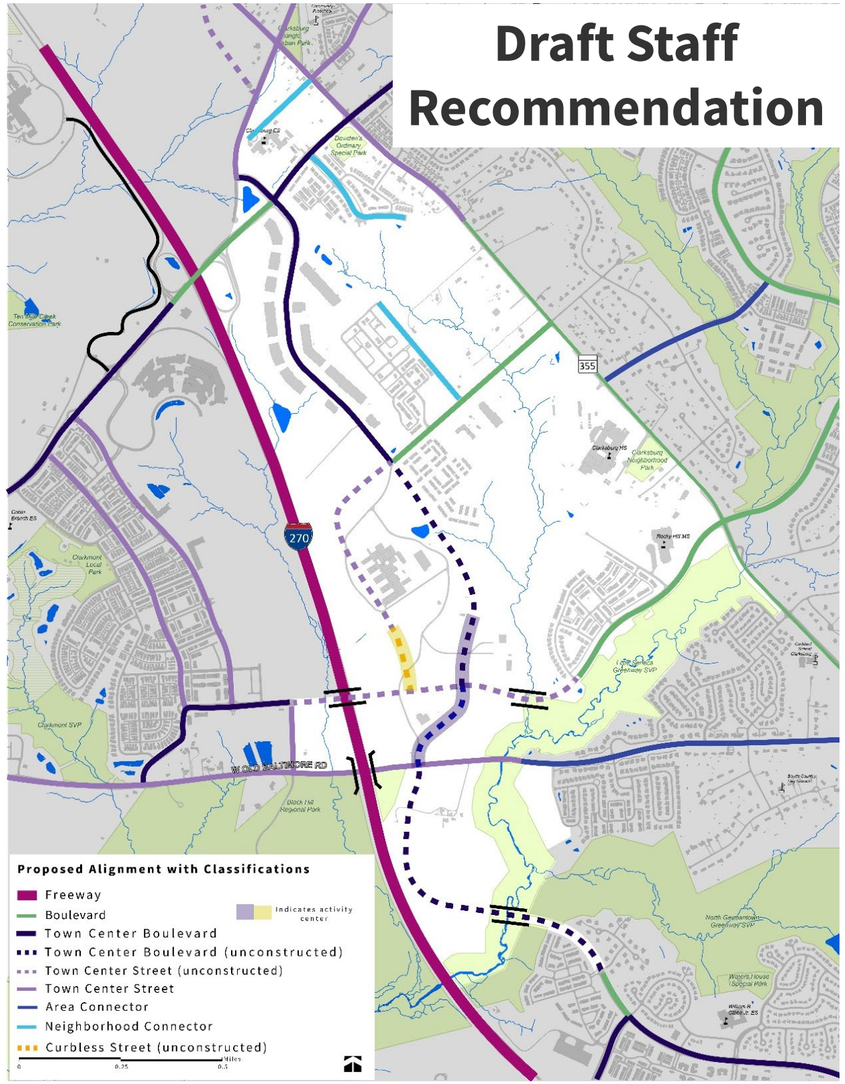
- New master planned streets and bridges should:
  - Support efficient public transit service and active transportation options.
  - Respect property boundaries while complimenting planned development and activity centers.
  - Achieve safe intersections by following standards established by the Complete Streets Design Guide.
  - Minimize impacts to forested land, streams, stream valley lands, public parkland, and regional water quality.
  - Respect existing topography and minimize land disturbance and grading.
  - Include green stormwater management elements within the public right-of-way.

Transportation – Proposed Street Network

1994 Master Plan



Draft Staff Recommendation



Transportation – Transit

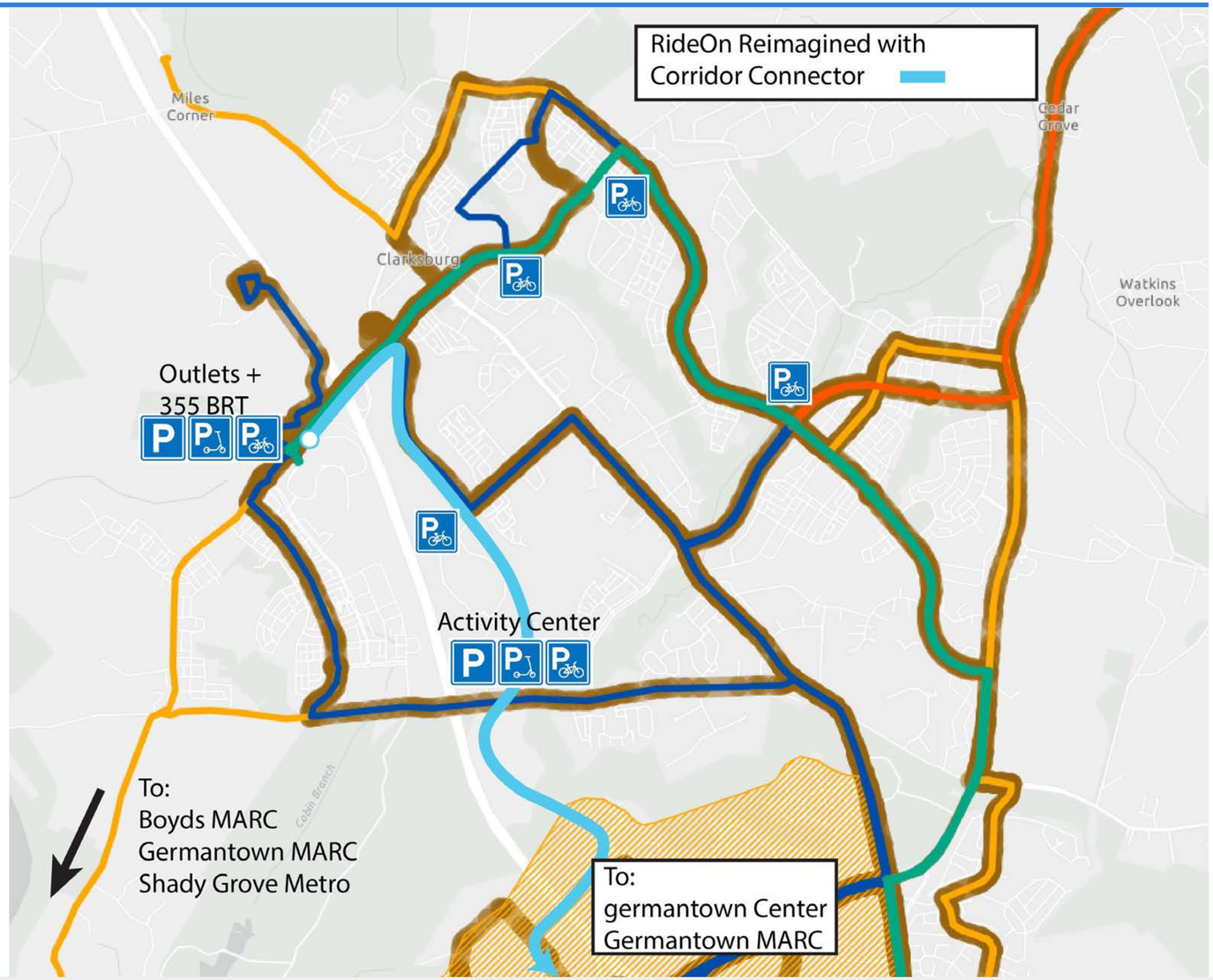
Key Preliminary Recommendations

- Construct Observation Drive to accommodate **dedicated transit lanes.**
- Recommend **Corridor Connector stations at the activity center** (Observation & Little Seneca) and north of the former COMSAT site (near Shawnee & Gateway Center).
- **Co-locate activity center stop with publicly-accessible civic space** and create opportunities to for park & ride at any major public facility.

Transportation – Mass Transit Connections

Park and ride access is a key transit integration:

1. Vehicle parking opportunities at Activity Center Corridor Connector Route
2. Enhanced bike parking recommendation at all 355 BRT and Corridor Connector Routes.



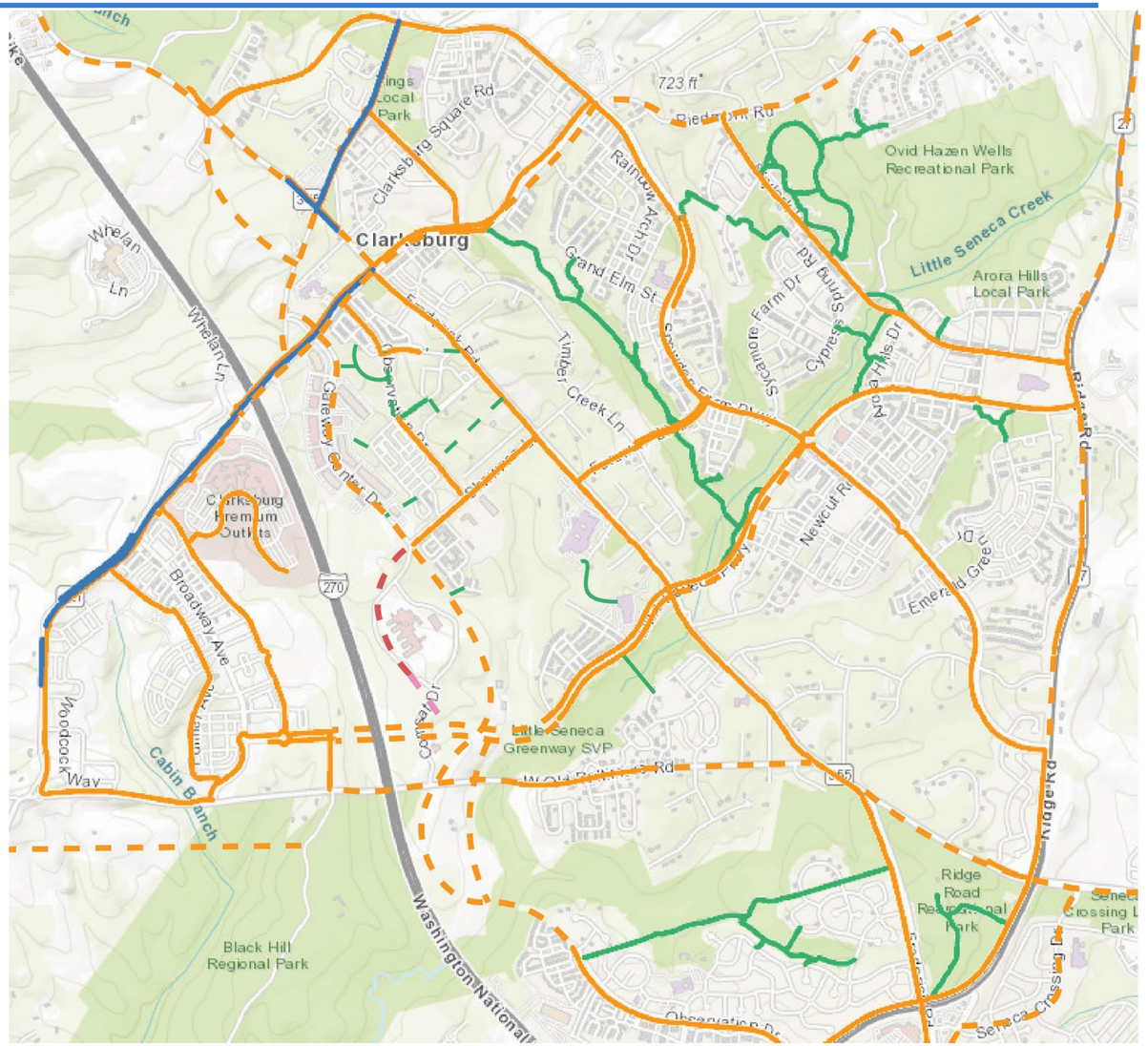
Transportation – Active

Key Preliminary Recommendations

- **Complete the recommended bike network** with modifications to West Old Baltimore Road, Clarksburg Road overpass, and the internal main street.
- **Establish footpath connections** between neighborhoods and roadways to increase walkability.
- Develop and **implement a Clarksburg wayfinding program** to promote local biking and walking for recreation, commuting, and daily trips.

Transportation – Proposed Bikeway Map

Existing	Proposed	
		Trails
		Sidepaths
		Separated Bike Lanes
		Striped Bikeways
		Bikeable Shoulders
		Shared Roads
		Curbless Shared Street



Transportation – The "Big Picture"

Transportation Gaps and Community Needs

1. There are gaps in the street and path network within the Plan Area that hinder local travel by car, bus, and bike.
2. Residents desire alternatives to driving on MD 355 and I-270 to reach central and southern Montgomery County.
3. Current transit service in Clarksburg does not serve the community well for frequent, rapid access to nearby activity centers and Shady Grove Metro station.

Proposed Solutions

1. Connect Observation Drive and Little Seneca Parkway as a public CIP project
2. Complete Corridor Connector enhanced bus service to complement the planned MD 355 BRT and existing/planned local bus services with multimodal integration.
3. Support extended MARC service with multiple bus connectors to the Germantown and Boyds MARC stations
4. Support the Dorsey Mill bridge over I-270 and coordinating Germantown Master Plan efforts

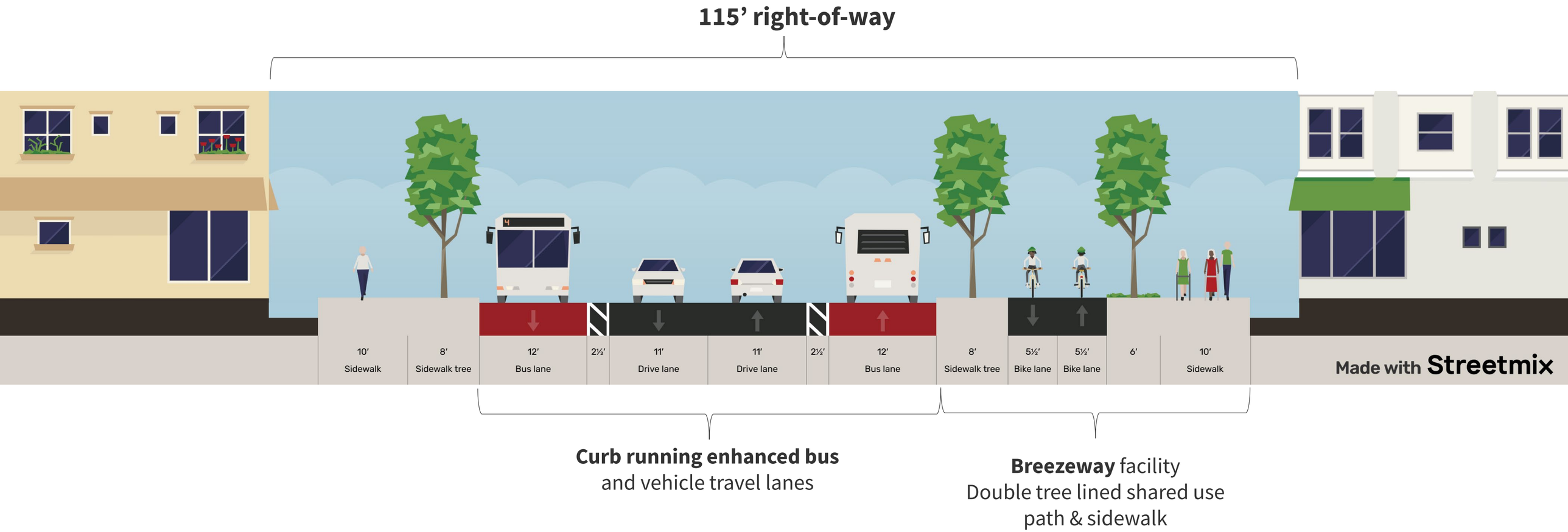
Transportation – Observation Drive

Changing expectations and needs from 1994

- Aligning with Thrive 2050 goals – environmental impact, climate goals, complete streets, multimodal emphasis, safety, & vibrancy
- Employment center to complete community – Observation Drive could be a place for living instead of a highway-like bypass or stroad
- Rail to bus service change – different ROW needs
- Achieving important network connections for all modes

Transportation – Observation Drive

Proposed Final Roadway Cross-Section



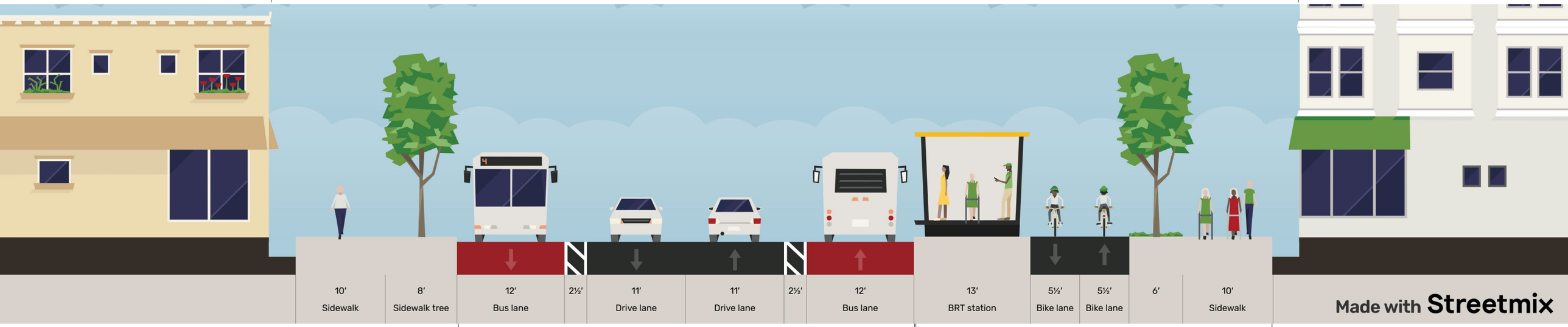
Curb running enhanced bus and vehicle travel lanes

Breezeway facility
Double tree lined shared use path & sidewalk

Transportation – Observation Drive

Proposed Final Roadway Cross-Section (with enhanced bus station)

115’ right-of-way



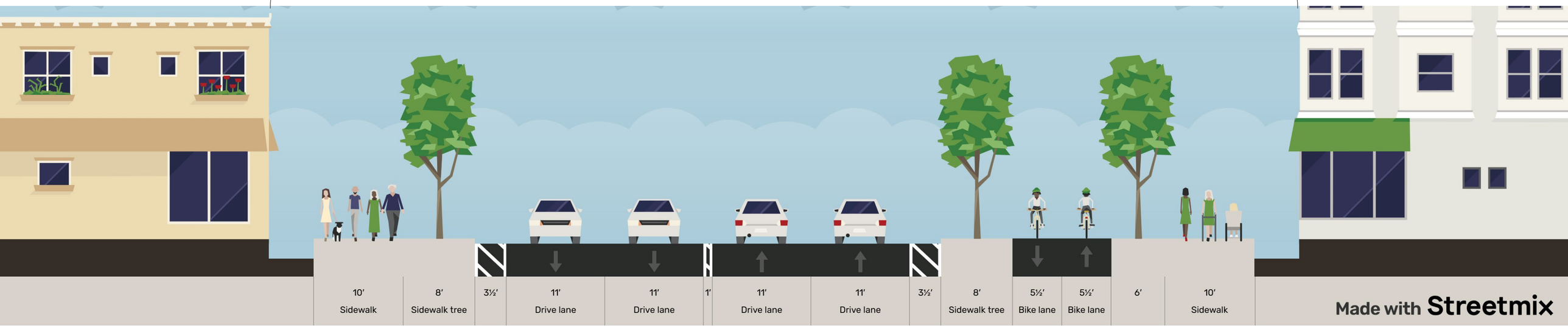
Curb running enhanced bus and vehicle travel lanes

Bus station transition similar experience to a floating bus stop

Transportation – Observation Drive

Proposed Interim Roadway Cross-Section

Same right-of-way as final condition



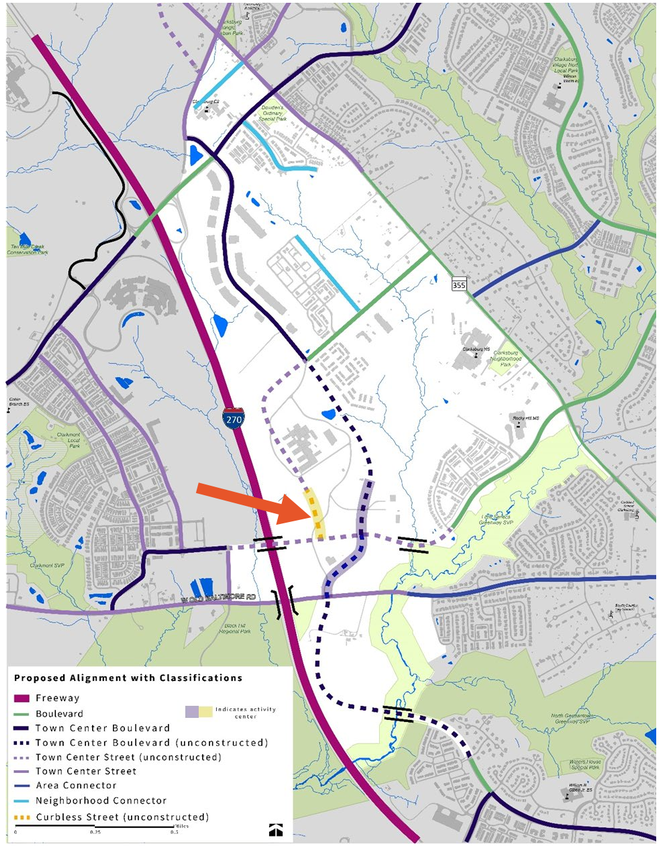
Same curb-to-curb that will be needed for future bus lanes – supports inexpensive conversion

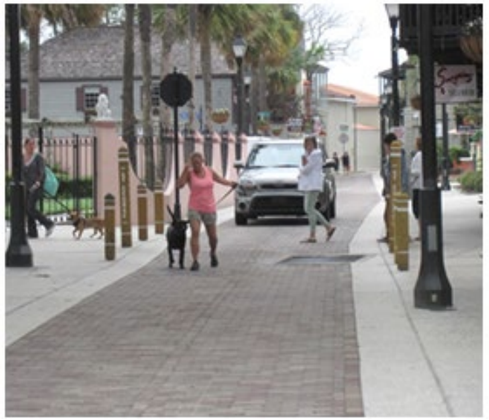
Breezeway facility
Double tree lined shared use path & sidewalk

Transportation – Observation Drive (Interim)

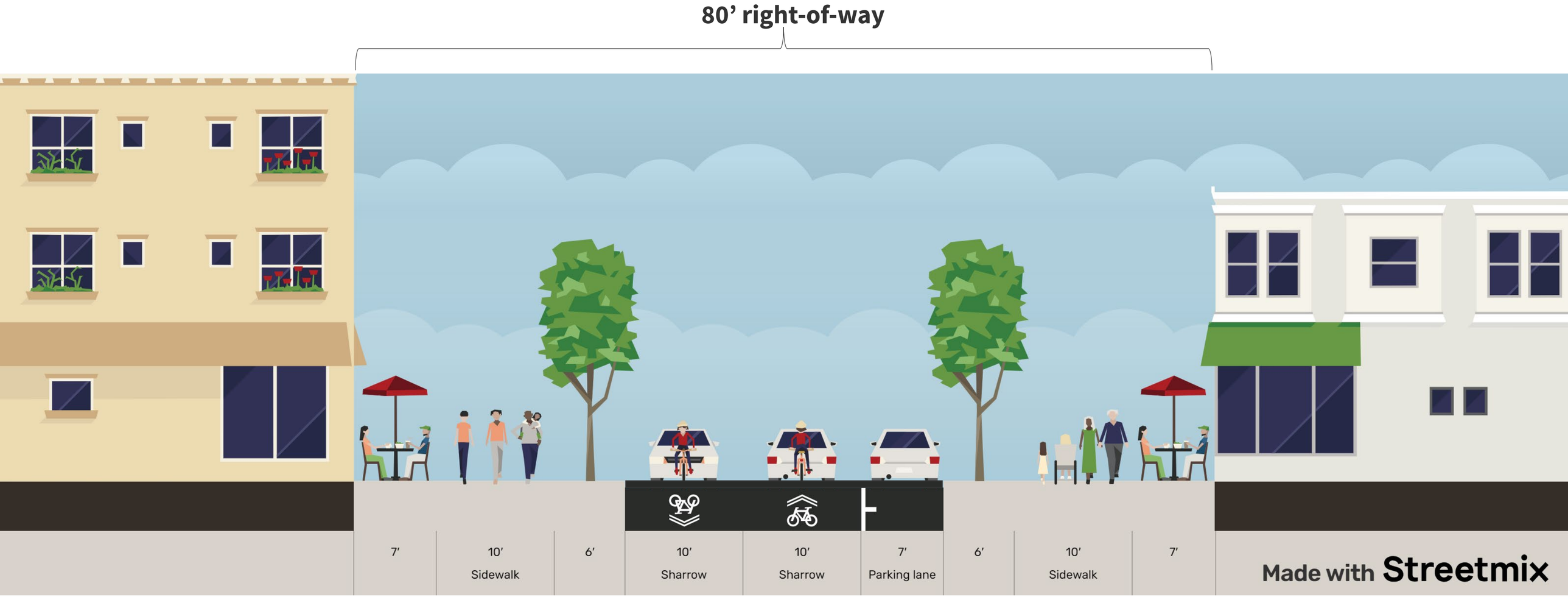
Transportation – Curbless "Main Street"

- Apply the new CSDG Curbless Street typology to support social and commercial space focused in the planned activity center.

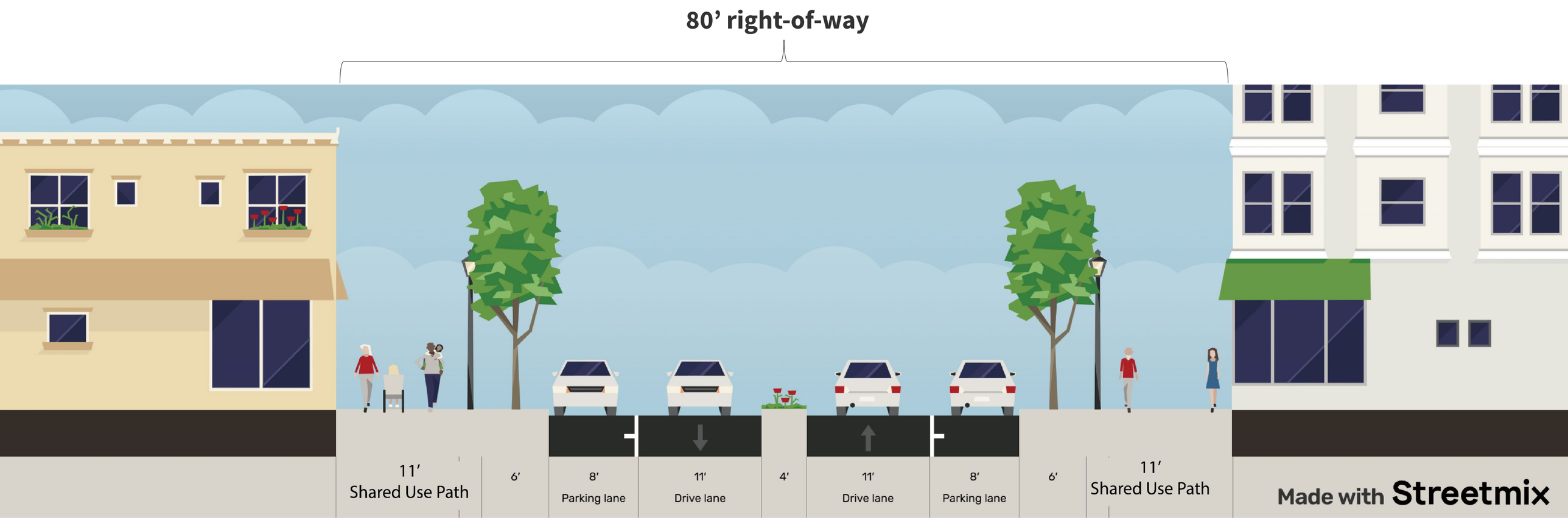




Transportation – Standard "Main Street"



Transportation – Little Seneca Parkway



Transportation – Travel Modeling

Travel/4 Model Performance Metrics

- Auto Accessibility
- Transit Accessibility
- Auto Travel Time
- Transit Travel Time
- Vehicle Miles Traveled (VMT) per Capita
- Non-Auto Driver Mode Share (NADMS) (for work trips)

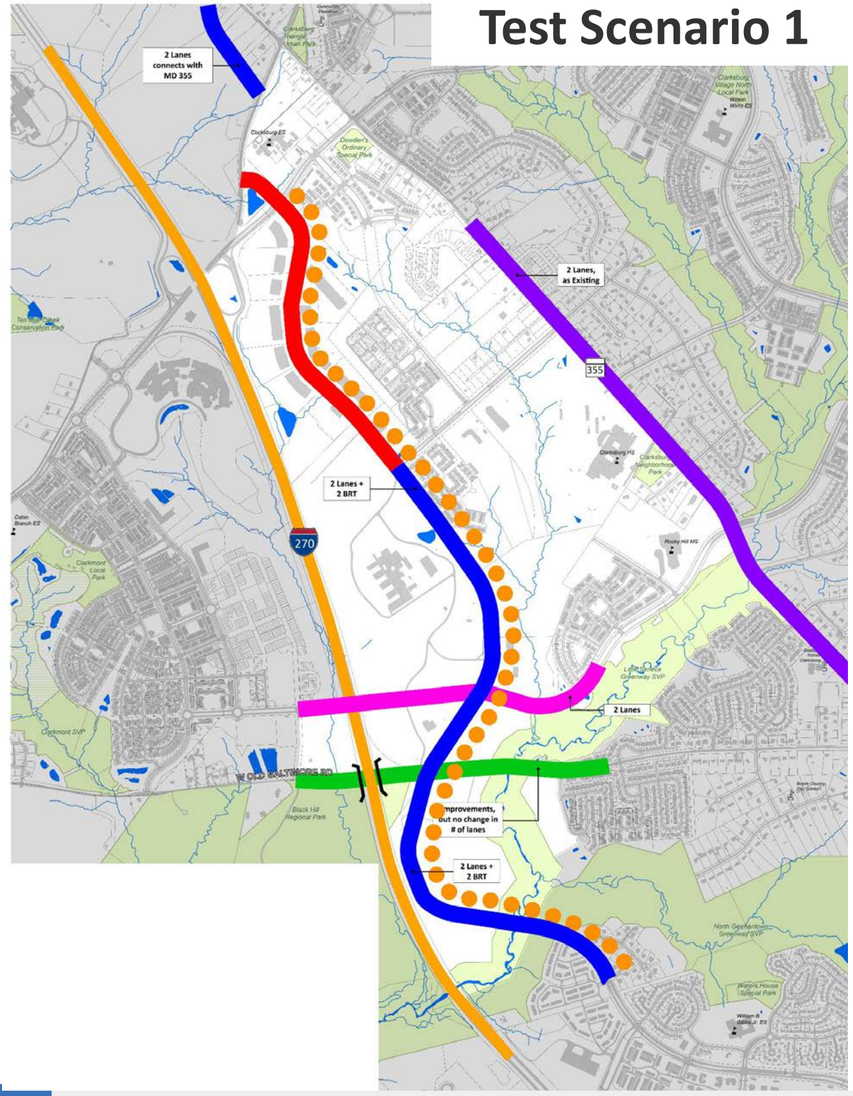
Results Highlights

- Impacts of test scenarios to current conditions
- Impact of a new interchange

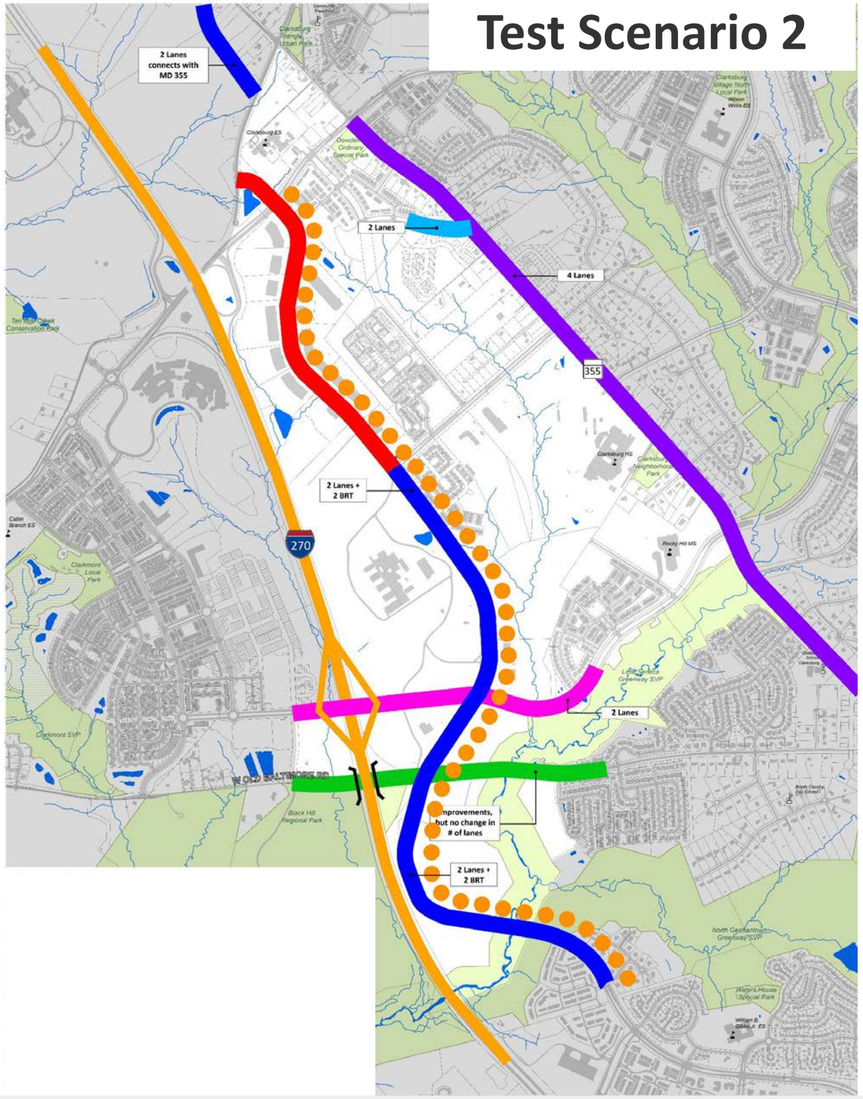
Travel Modeling Scenarios

I-270
Gateway Center Dr
Observation Dr
Little Seneca Pkwy
W Old Baltimore Rd
Frederick Rd
BRT

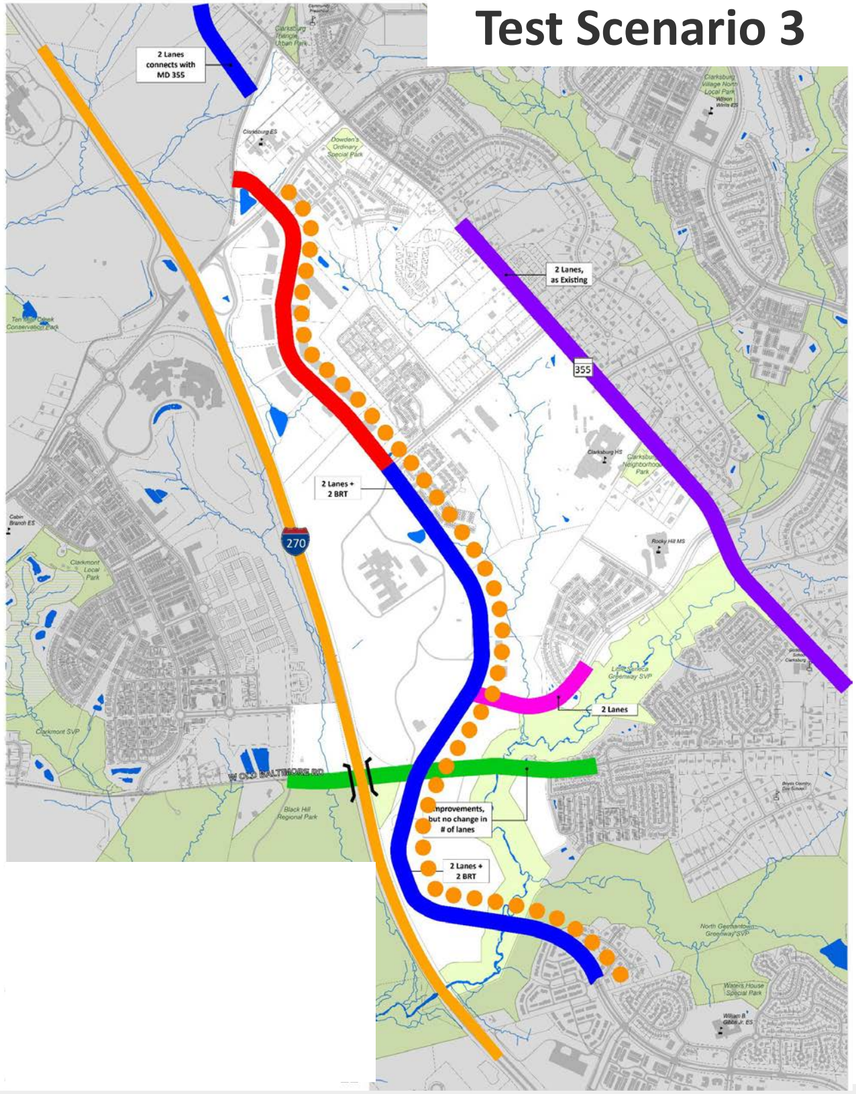
Test Scenario 1



Test Scenario 2



Test Scenario 3



Transportation – Travel Modeling Results

General Trends

All scenarios (including '94 adopted) compared to current conditions.

Green = desirable change
Orange = undesirable change

Performance Metric	Sector Plan Area	Clarksburg East & Clarksburg Town Center Policy Areas
Auto Job Accessibility	↑ 15-18%	↑ 5-15%
Transit Job Accessibility	↑ 130-160%	↑ 425%
Auto Travel Time (minute)	↑ +4 minutes	↑ +1 minute
Transit Travel Time (minute)	↑ +3 minutes	↑ +2 minutes
VMT Per Capita	↑ 6%	↑ 3-4%
NADMS (work trips)	↑ 30-60%	↑ 26%

Transportation – Travel Modeling Results

Clarksburg East and Clarksburg Town Center Policy Areas

Performance Metric	Adopted Master Plan Baseline (2045)	Test Scenario 1 (2045)	Numeric Change	Percent Change
Auto Job Accessibility	457,000	420,000	-37,000	-8%
Transit Job Accessibility	51,800	45,700	-6,100	-12%
Auto Travel Time (minute)	18 minutes	19 minutes	+ 1 minute	+5.5%
Transit Travel Time (minute)	63 minutes	66 minutes	+ 3 minutes	+5%
VMT Per Capita	15 miles	15.2 miles	+0.2 miles	+1%
NADMS (work trips)	27%	29%	+2%	+7.5%

Insights

- Change in land use assumptions and the balance of residential to employment.
- Slower speed, more activated Observation Drive instead of a larger, six-lane roadway.
- Limited impacts of removing planned interchange.

Transportation – Travel Modeling Results

Clarksburg East and Clarksburg Town Center Policy Areas

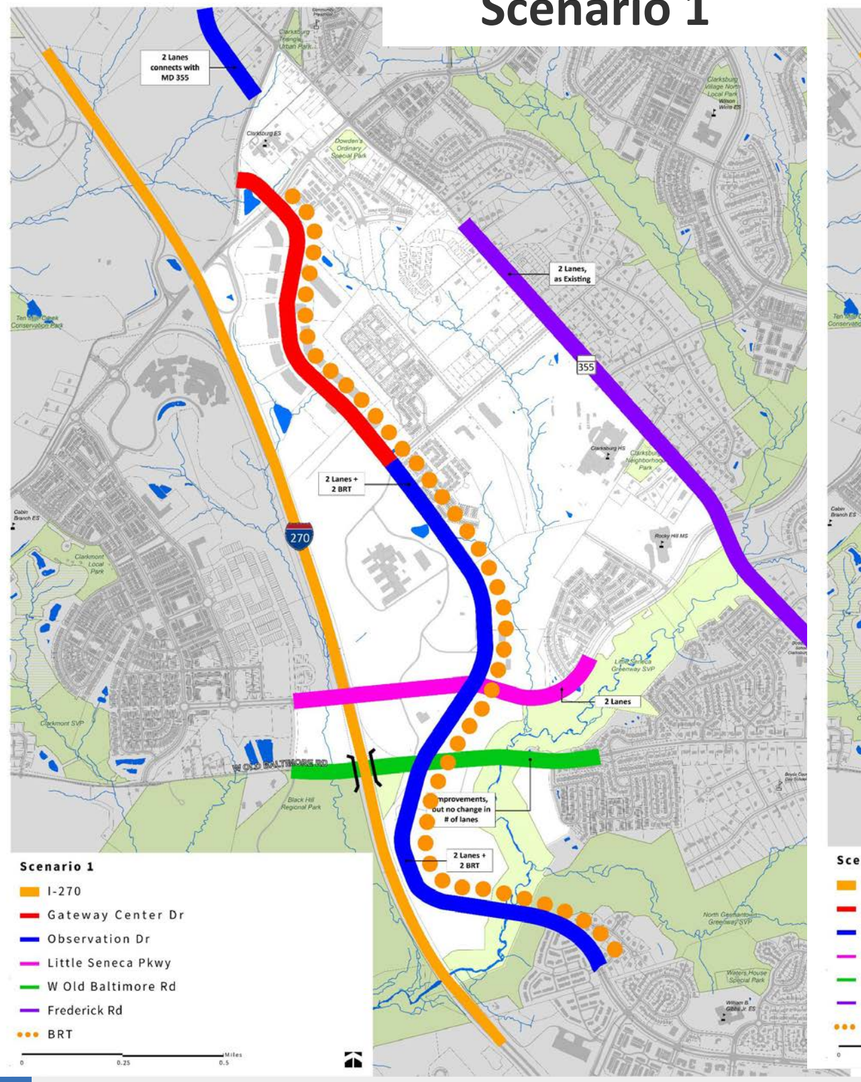
Performance Metric	Built Conditions (2015)	Test Scenario 1 (2045)	Numeric Change	Percent Change
Auto Job Accessibility	399,000	420,000	+21,000	+5.3%
Transit Job Accessibility	8,700	45,700	+37,000	+425%
Auto Travel Time (minute)	17 minutes	19 minutes	+ 2 minutes	+12%
Transit Travel Time (minute)	61 minutes	66 minutes	+ 5 minutes	+8.2%
VMT Per Capita	14.5 miles	15.2 miles	+0.7 miles	+4.8%
NADMS (work trips)	23%	29%	+6%	+23%

Insights

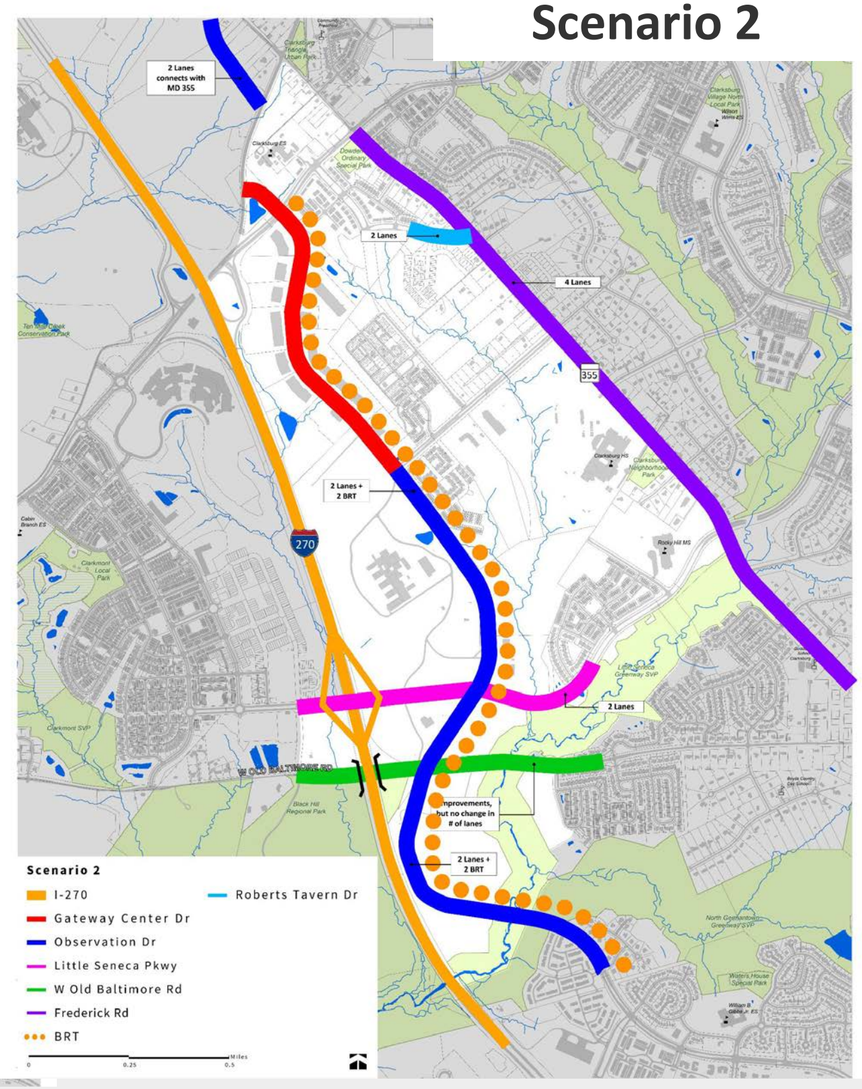
- +4,200 new jobs projected in the plan area.
- Public transit investment has a massive impact: +425%
- Population in the plan area expected to increase by about 10,000 from current conditions while the network experiences relatively mild impacts.

Testing a New I-270 Interchange (Exit 17)

Scenario 1



Scenario 2



1. Regional Model Interchange Impacts
2. Drive Time Pairs
3. Intersection Performance

Intersection Analysis - Travel Modeling Results

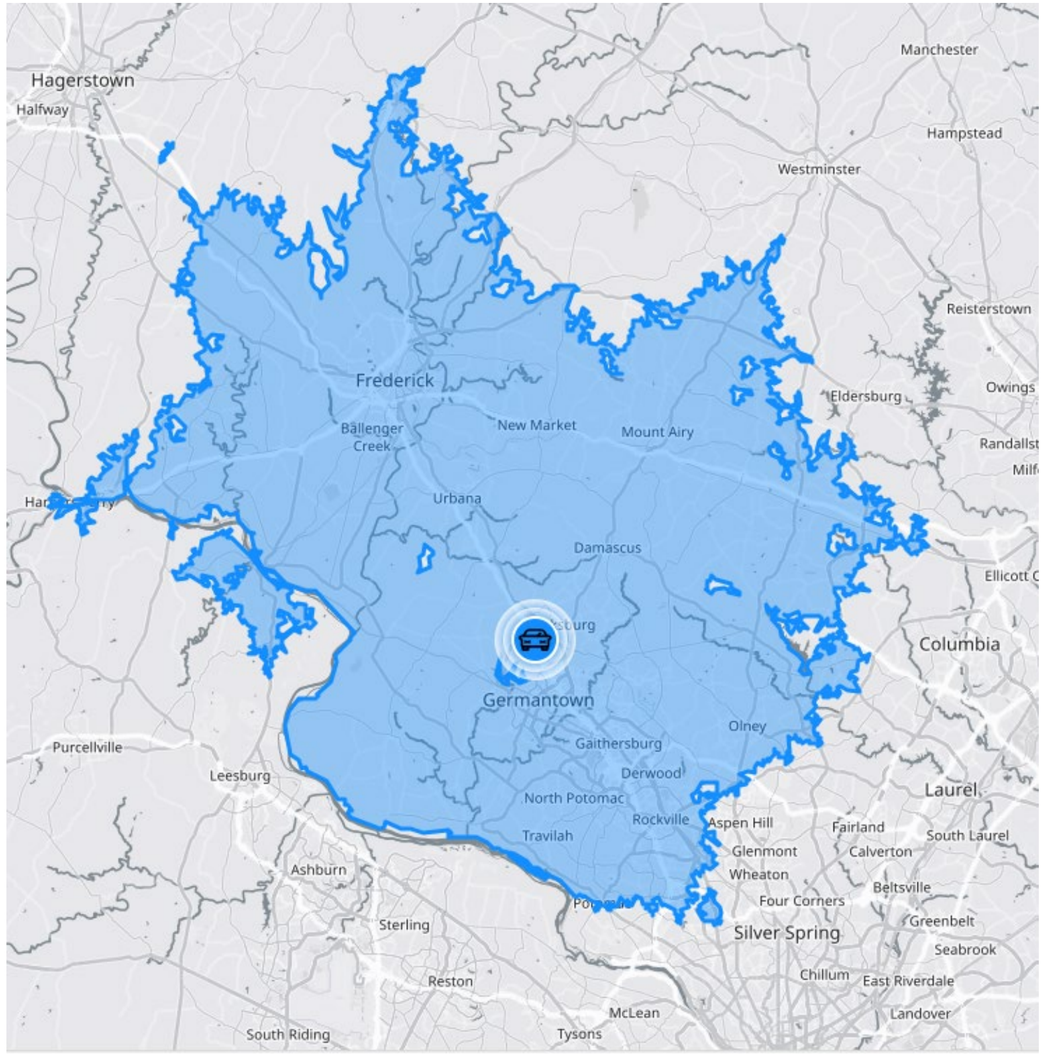
Performance Metric	2045 Test Scenario 1 (without interchange)	2045 Test Scenario 2 (with interchange)	Estimated Interchange Impact	Interchange Impact % Change from Scenario 1	Interchange Impact % Change from Current Condition
Auto Job Accessibility	420,000	440,000	+20,000	+5%	+5.21%
Transit Job Accessibility	45,700	45,700	0	0.00%	0.00%
Auto Travel Time (minute)	18 minutes	18 minutes	0	0%	0%
Transit Travel Time (minute)	66 minutes	66 minutes	0	0%	0%
VMT Per Capita	15.2 miles	15.3	+0.1	+0.7%	+0.65%
NADMS (work trips)	29%	29%	0%	0%	0%

Insights

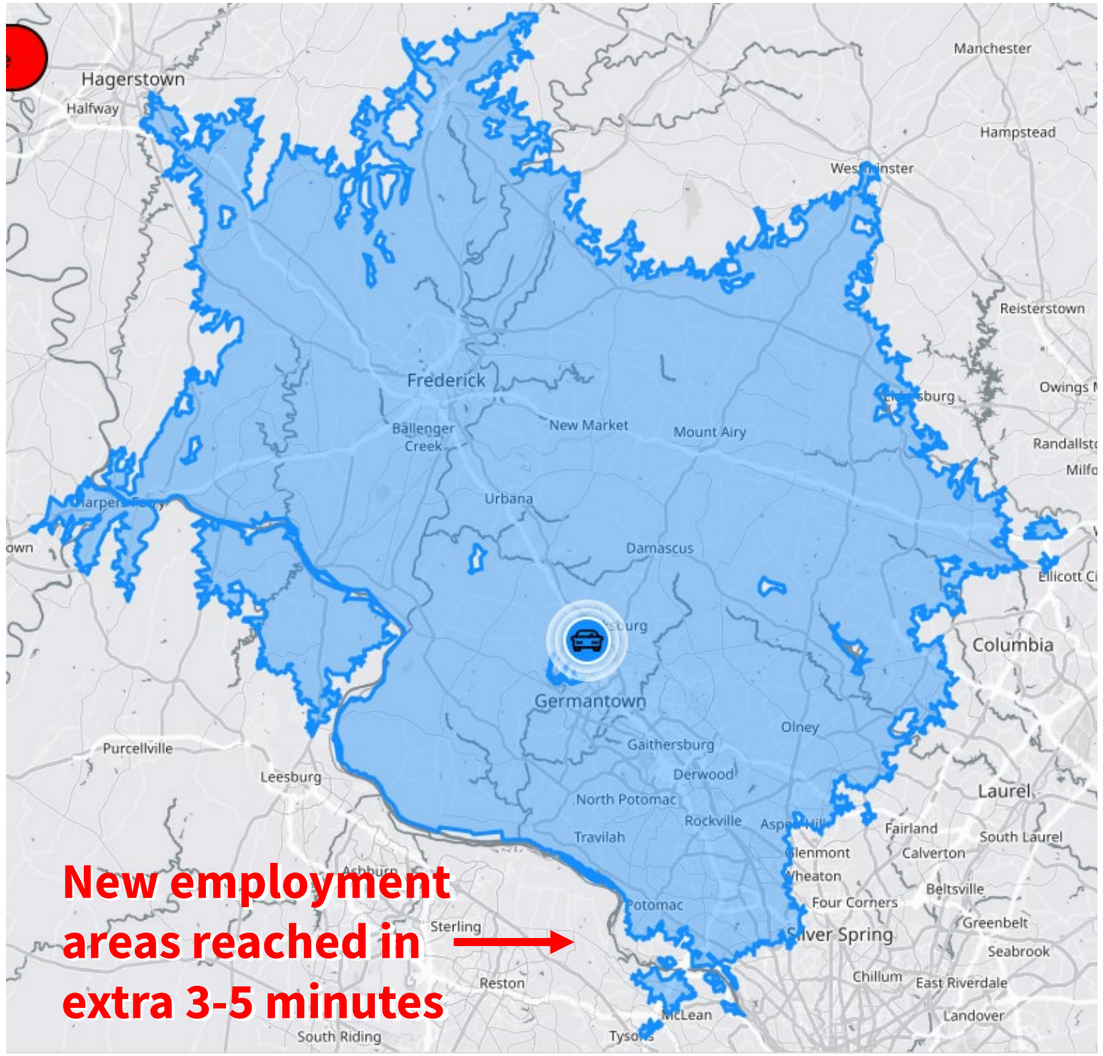
- Estimated 3 minutes faster access to I-270 with new interchange means larger 45-minute driveshed envelope.
- Impacts to other metrics not significant:
  - Impact to average auto travel time is negligible.
  - Negligible changes to VMT and NADMS

Interchange Analysis: Driveshed Job Accessibility

Without new I-270 Interchange



With new I-270 Interchange



Intersection Analysis: Drive Time Pairs

Measuring the impact of Exit 17 to the afternoon (PM) peak drive time return trip to Clarksburg.

Route: Germantown to Clarksburg
Data range: 0.0 to 3.3 minutes

★ Exit 17

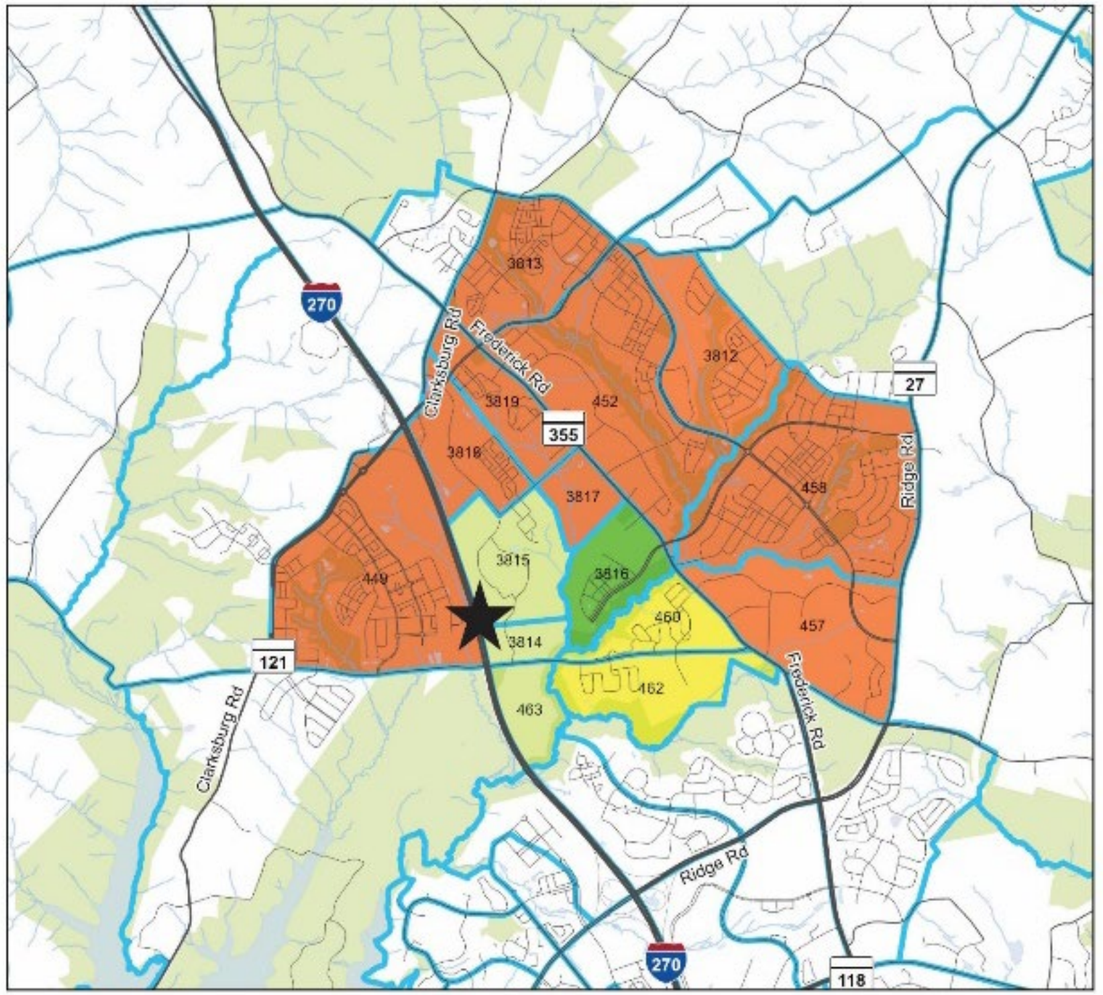
Zero Change

Less than 1.5 minutes faster

Between 1.5 - 2.5 minutes faster

2.5 - 3.3 minutes faster

Germantown to Clarksburg PM Drive Time



Intersection Analysis: Drive Time Pairs

Measuring the impact of Exit 17 to the afternoon (PM) peak drive time return trip to Clarksburg.

Route: Shady Grove to Clarksburg
Data range: 0.0 to 3.3 minutes

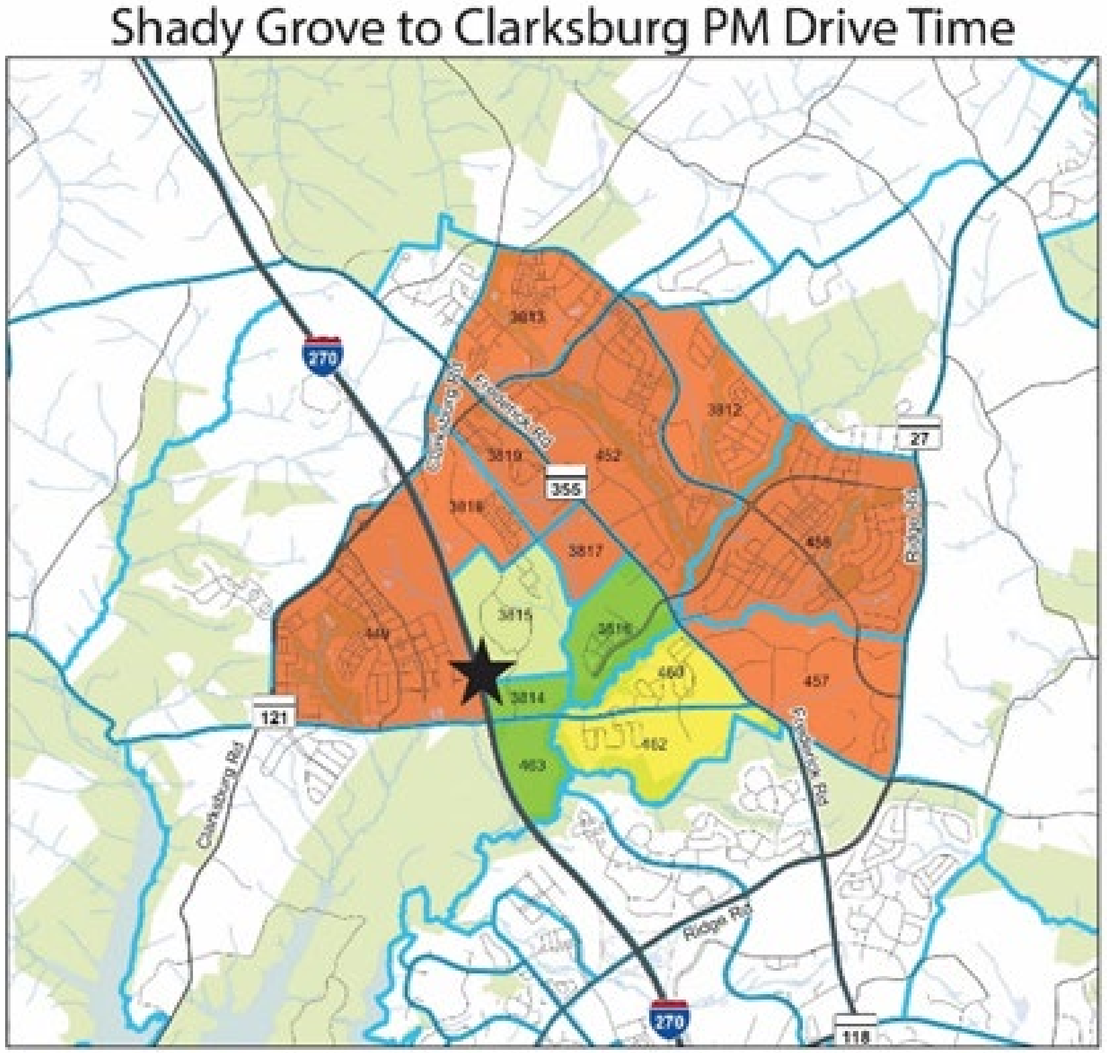
★ Exit 17

Zero Change

Less than 1.5 minutes faster

Between 1.5 - 2.5 minutes faster

2.5 - 3.3 minutes faster



Intersection Analysis: Drive Time Pairs

Measuring the impact of Exit 17 to the afternoon (PM) peak drive time return trip to Clarksburg.

Route: Bethesda to Clarksburg
Data range: 0.0 to 3.3 minutes

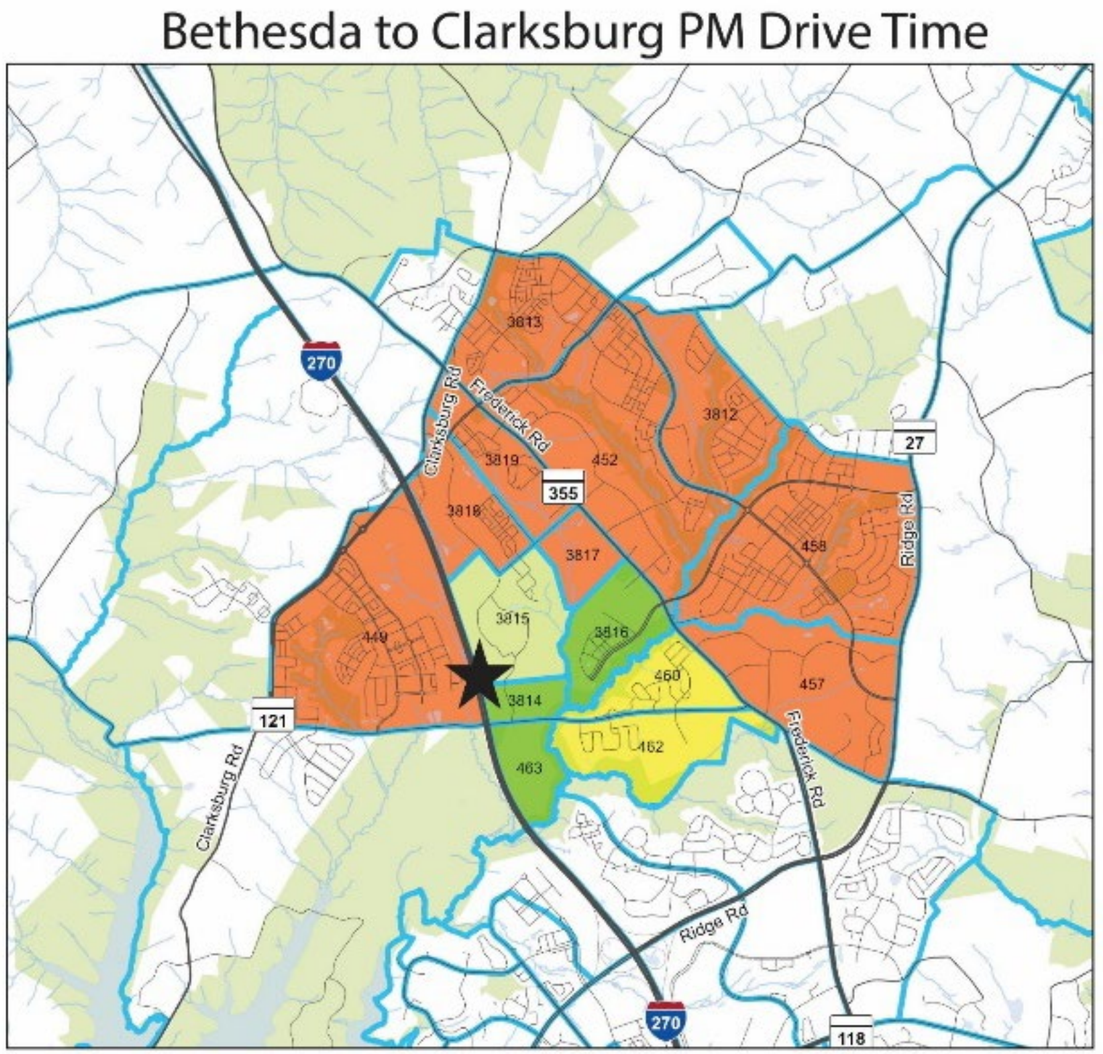
Exit 17

Zero Change

Less than 1.5 minutes faster

Between 1.5 - 2.5 minutes faster

2.5 - 3.3 minutes faster

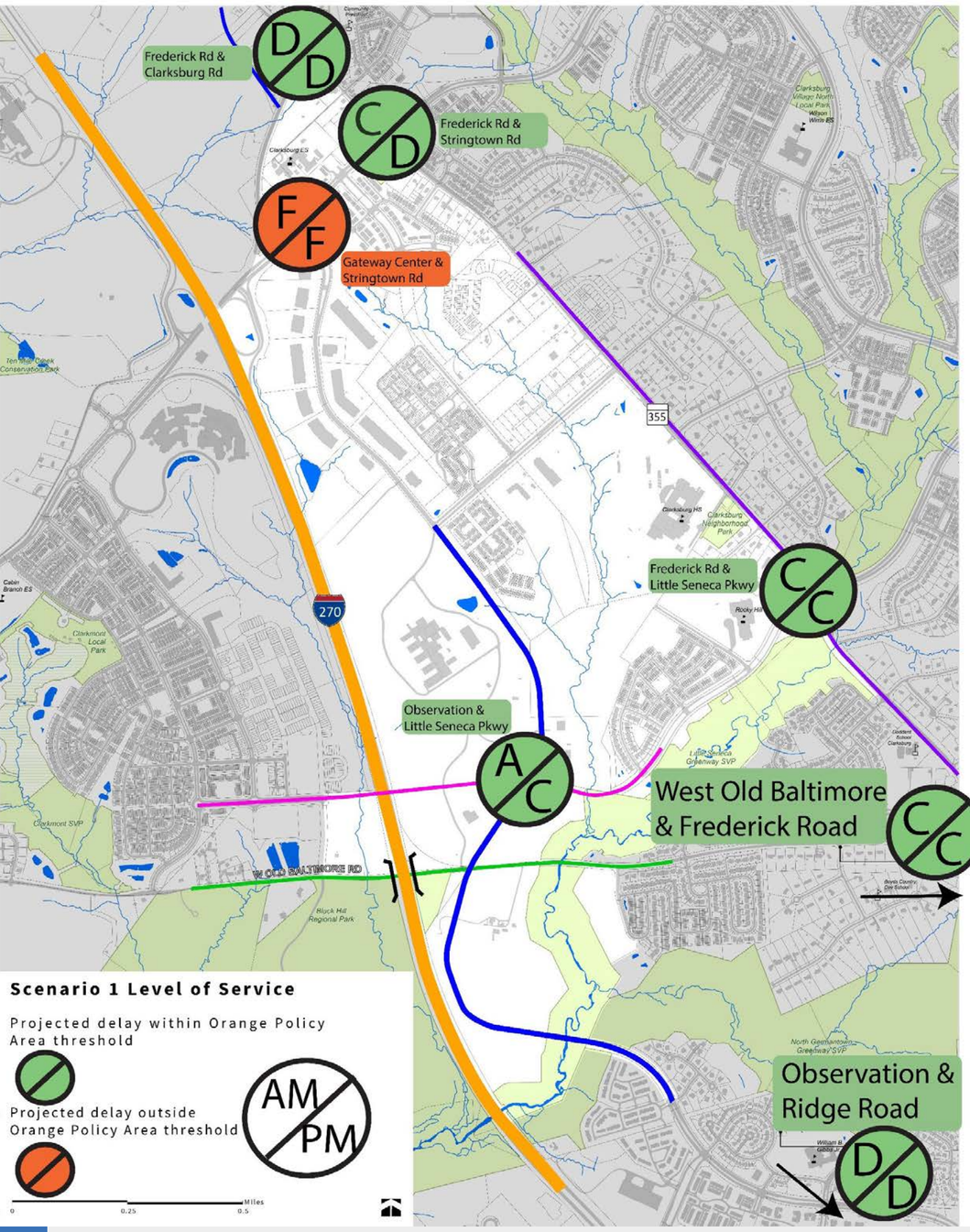


Intersection Analysis: Level of Service

Intersection Level of Service (LOS) Take-Aways:

1) Interchange has mixed positive and negative effects on intersection LOS.
2) Most intersections conform with Orange Policy Area (Corridor Focused Growth) HCM Delay threshold.
3) Problem spots (present with and w/o interchange) are candidates for intersection design and signal optimization as a preferred form of mitigation.

Intersection LOS

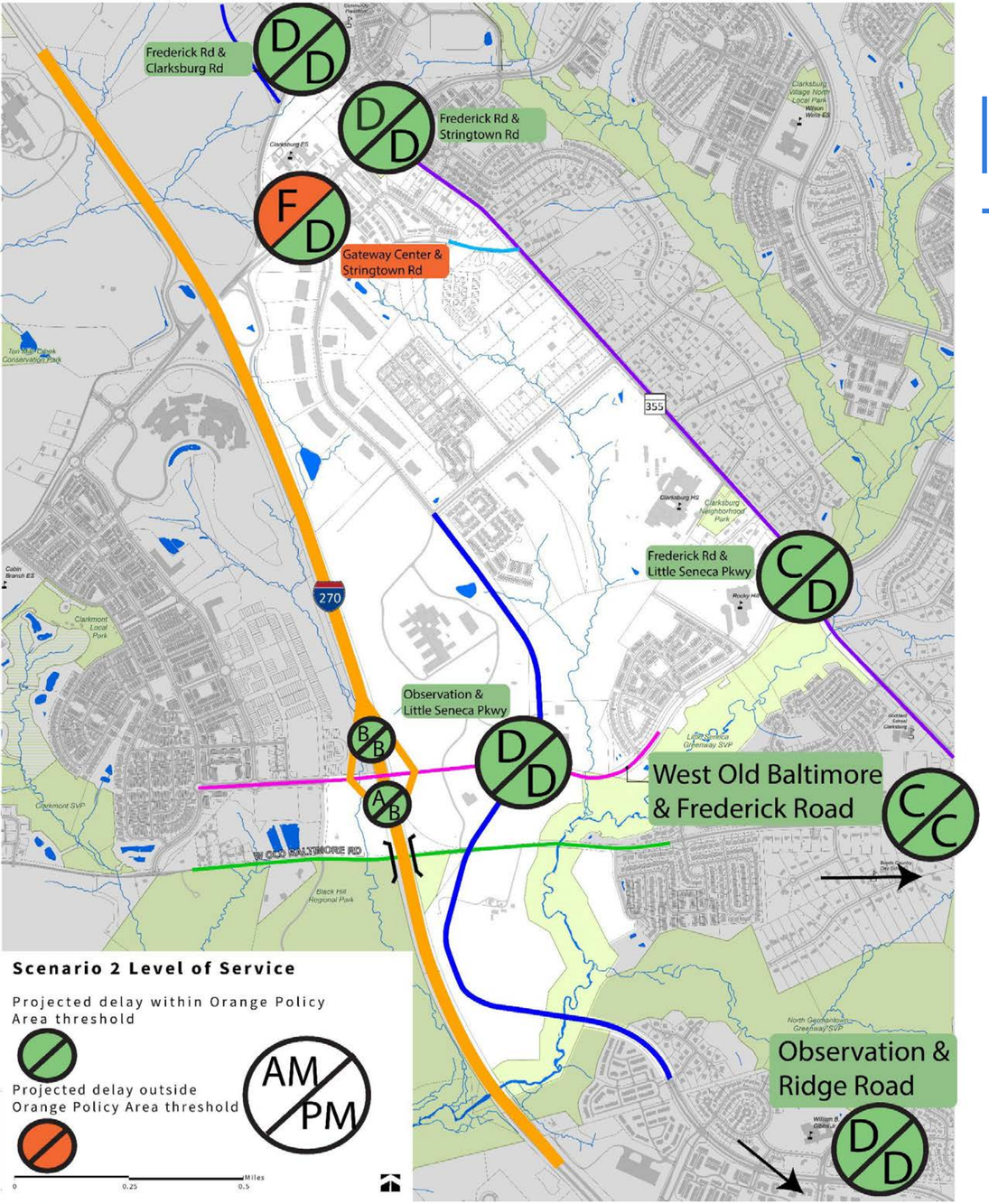


Scenario 1 – Without Interchange

Orange Policy Area delay maximum 55s

- Exploring mitigation options for F and D ratings (design and operations).

Intersection LOS



Scenario 2 – With Interchange

Orange Policy Area delay maximum 55s

- Exploring mitigation options for F and D ratings (design and operations).
- Similar performance as S1, increase in delays in some locations.

Interchange Analysis: Other Considerations

Environment

- Sensitive natural areas west of I-270 will be significantly impacted by any ramp design.

Community Character

- Master plan can influence but not control design by Maryland State Highway Administration.
- Highway-oriented development may be incompatible with compact, walkable built environment that blends with the existing Clarksburg community.

Financial Costs

- Could money be better spent to benefit/relieve this community?
- Does a major investment in automobile infrastructure further the Thrive 2050 goal of reducing auto dependency?

Uncertain Delivery

- Will the interchange be a competitive project to receive state and federal funds given the relatively low predicted transportation impact?

Neighborhoods

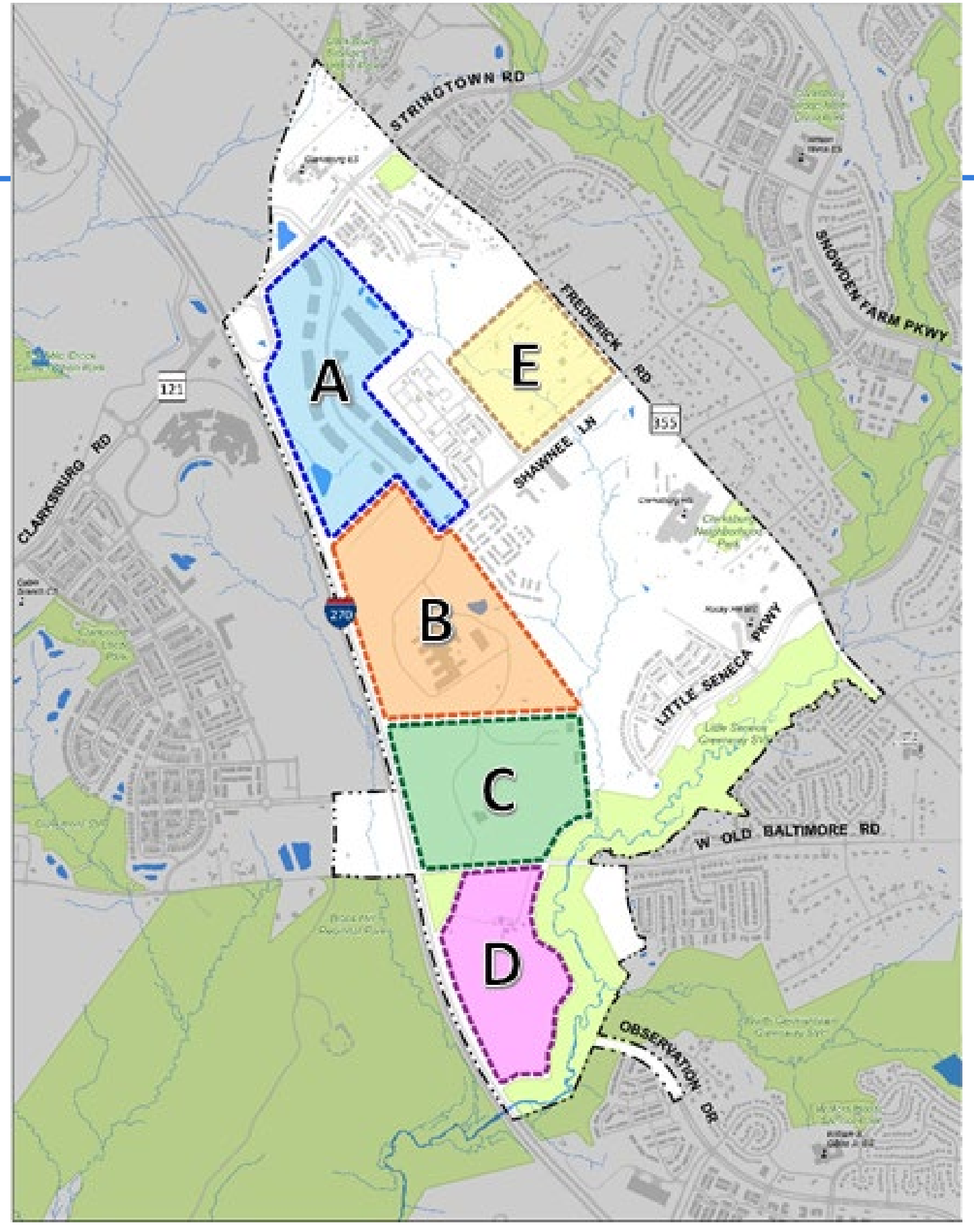
A. Gateway Center

B. COMSAT North

C. COMSAT South

D. Linthicum

E. Upper Coolbrook



Moving Forward

Spring-Summer 2025

Preparation of Working (Staff) Draft

Summer 2025

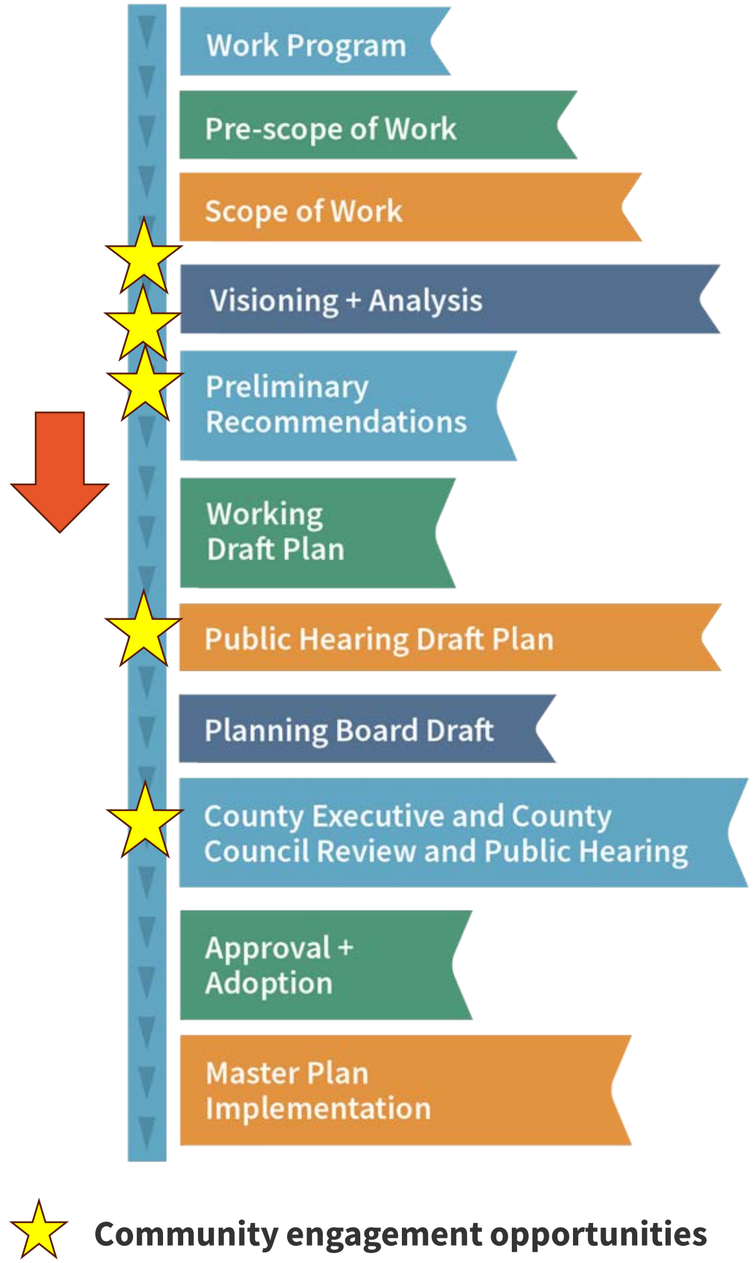
Working (Staff) Draft to Planning Board

Public Testimony Accepted on Public Hearing Draft

Fall 2025

Planning Board Work Sessions

Transmit Planning Board Draft to County Council



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Contact the project manager, Clark Larson, at:

clark.larson@montgomeryplanning.org or 301-495-1331