

Resolution No.: 20-1069
Introduced: December 9, 2025
Adopted: March 24, 2026

**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: County Council

SUBJECT: Approval of the *Clarksburg Gateway Sector Plan*

1. On December 19, 2025, the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft of the *Clarksburg Gateway Sector Plan*.
2. The Planning Board Draft of the *Clarksburg Gateway Sector Plan* contains the text and supporting maps and figures for a comprehensive amendment to a portion of the approved and adopted 1994 *Clarksburg Master Plan & Hyattstown Special Study Area* (the 1994 Plan) and a portion of the 2014 *Ten Mile Creek Area Limited Amendment* (the 2014 Plan). It also amends *Thrive Montgomery 2050*, as amended; the 1979 *Master Plan for Historic Preservation*, as amended; the 2025 *Master Plan of Highways and Transitways*, as amended; the 2018 *Bicycle Master Plan*, as amended; the 2022 *Corridor Forward: The I-270 Transit Plan*, as amended; and the 2023 *Pedestrian Master Plan*, as amended.
3. On January 21, 2026, the County Council held a public hearing on the Planning Board Draft of the *Clarksburg Gateway Sector Plan*; the Plan was referred to the Council's Planning, Housing and Parks Committee for review and recommendations.
4. On February 2, February 11, and February 23, 2026, the Planning, Housing and Parks Committee held a worksession to review the Planning Board Draft of the *Clarksburg Gateway Sector Plan*.
5. On March 3, 2026, the County Council, sitting as the District Council, reviewed the Planning Board Draft of the *Clarksburg Gateway Sector Plan* and the recommendations of the Planning, Housing and Parks Committee.

Action

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District lying within Montgomery County, Maryland, states as follows:

The Planning Board Draft of the *Clarksburg Gateway Sector Plan*, dated December 2025, is hereby approved with revisions. District Council revisions to the Planning Board Draft of the *Clarksburg Gateway Sector Plan* are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. Montgomery County Planning Department staff may make additional, non-substantive revisions to the Sector Plan before its adoption by The Maryland-National Capital Park & Planning Commission.

All page references in this section are consistent with the page numbering in the print version of the Planning Board Draft of the *Clarksburg Gateway Sector Plan*.

Page 10: Add an appendix reference to end of the second paragraph under *F. Community Engagement, Community Listening Sessions* as follows:

(See Appendix C: Community Feedback Report for a summary of feedback received during the community kickoff, door-to-door canvassing, and listening session phases. See Appendix M: Outreach and Engagement Summary for a comprehensive report on the Plan's community engagement approach and its influence on plan recommendations.)

Page 13: Add an appendix reference to the end of the fifth paragraph under *G. Racial Equity and Social Justice* as follows:

([For details on the Sector Plan Team's outreach and engagement efforts, see the Community Engagement section and] See Appendix C: Community Feedback Report for a summary of feedback received during the community kickoff, door-to-door canvassing, and listening session phases. See Appendix M: Outreach and Engagement Summary for a comprehensive report on the Plan's community engagement approach and its influence on plan recommendations.)

Page 20: Amend the first bullet under *Section 2.B, Concept Framework Plan*, as follows:

- The **Community Center** is envisioned as a compact, medium-density, mixed-use activity center, with building heights between three and seven stories; safe, comfortable, and attractive streetscapes and pedestrian realms; and activated ground floors, parks, and open spaces. Structured and surface parking areas should be located to the side or rear of public streets and wrapped by storefronts or other building entryways, architectural or artistic treatments, and/or landscape screening, where [feasible]practicable.

Page 25: Amend the first sentence of the paragraph under *D. Maryland Planning Principles, Resilience* as follows:

This plan seeks to integrate resiliency measures that will minimize the impacts of rapid and unexpected natural- and human-caused threats to communities from global climate change by recommending that new development achieve the highest

practicable levels of green building, tree canopy coverage, stormwater best management practices, and [biophilic]nature-centered design.

Page 32: Add a fourth bullet under 3. *Plan-Wide Recommendations, Section A. Land Use Goals* as follows:

- Support economic development that provides increased employment opportunities particularly with respect to redevelopment of the COMSAT property.

Page 33: Revise *Figure 9: Recommended Zoning Map* to reflect the change in zoning from CRT-0.75 C-0.25 R-0.75 H-65 to CRT-1.0 C-0.25 R-1.0 H-65 for the properties at 22600 Observation Drive, 13101 Shawnee Lane, and 13099 Shawnee Lane.

Page 34: Amend Recommendation 4.e. under 3. *Plan-Wide Recommendations, Section A. Land Use Recommendations* as follows:

- e. Incorporate sustainable features into site design, such as [biophilic]nature-centered design, environmental site design techniques (including minimizing grading, maximizing on-site vegetation retention, and using green stormwater management techniques), enhanced green roof, bird-friendly design, pervious pavement materials, and adaptive reuse of an existing structure.

Page 35: Amend the second paragraph under 3. *Plan-Wide Recommendations, Section B. Transportation, Street Network* as follows:

The transportation recommendations in this plan support transit-oriented, compact growth by establishing street designs that address the needs of people who walk, bike, drive, or take transit (consistent with Complete Streets principles), anticipating the conversion of general-purpose travel lanes to dedicated transit lanes as part of a planned enhanced bus transit route on Observation Drive, and avoiding roads with four or more travel lanes where [feasible]practicable.

Page 41: Amend Recommendation 2. under 3. *Plan-Wide Recommendations, Section B. Transportation Recommendations, Public Transportation* as follows:

2. MCDOT should study the feasibility of adding or re-routing a Ride On local or express service onto Observation Drive Extended in advance of the planned enhanced bus Clarksburg-Milestone Corridor Connector service with dedicated lanes. Bus service on Observation Drive should take advantage of new or existing park-and-ride facilities to allow riders to reach the service from surrounding neighborhoods. The results of this study may help determine if the interim design of Observation Drive includes dedicated bus lanes or if the outside lanes are used for another purpose in the interim condition (see recommendation #12). Either way, dedicated bus lanes are recommended for the final condition of Observation Drive.

Page 41: Amend the first sentence of Recommendation 3. under 3. *Plan-Wide Recommendations, Section B. Transportation Recommendations, Public Transportation* as follows:

3. [Develop]Consider a Capital Improvements Program to make the following upgrades to existing local bus services:

Page 45: Amend the second sentence of Recommendation 8. under 3. *Plan-Wide Recommendations, Section B. Transportation Recommendations, Street Network* as follows:

If an interchange is not [feasible]practicable, the plan supports a bridge over I-270 at Little Seneca Parkway Extended.

Page 45: Amend the last sentence of Recommendation 8. under 3. *Plan-Wide Recommendations, Section B. Transportation Recommendations, Street Network* as follows:

If a full movement interchange is not [feasible]practicable, a limited movement interchange may be considered to serve anticipated primary I-270 traffic movements.

Page 51: Amend Recommendation 12. under 3. *Plan-Wide Recommendations, Section B. Transportation Recommendations, Street Network* as follows:

12. Establish an interim lane configuration for Observation Drive Extended that allows for preservation of the full master planned right-of-way yet allows the street to be constructed ahead of the future enhanced bus service. The interim design should occupy the entirety of the master planned right-of-way width and include the full bridge section and bike and pedestrian facilities at the time of construction. The interim design [does]may not establish dedicated bus lanes at the time of construction if bus service is not anticipated to use the new roadway soon after construction is complete but reserves space between the curbs to more efficiently modify the roadway to accommodate dedicated bus lanes in the future. At the time of design or construction, the outer lanes may be designated as interim [parking,] bus lanes[,] or drive lanes, as appropriate, in advance of future dedicated bus lanes. The interim configuration should be designed to achieve a Target Speed of 25 miles per hour and include temporary medians to reduce interim travel lane width. Additionally, the interim design should be constructed to allow future dedicated bus lanes to be added with limited construction cost.

Page 51: Amend Recommendation 13a. under 3. *Plan-Wide Recommendations, Section B. Transportation Recommendations, Street Network* as follows:

13. New local, non-master planned streets should be public streets that achieve the following design standards:

- a. Local roads serving mixed uses should largely conform to the Town Center Street typology. Separated bikeways are not recommended on these streets if a parallel or alternative bikeway is established on a nearby road unless planned density and land use would generate a level of traffic and bicycle activity that would warrant separated bike lanes.

Page 54: Amend Recommendation 23. under 3. *Plan-Wide Recommendations, Section B. Transportation Recommendations, Active Transportation* as follows:

- 23. [Pursue capital funding to c]Complete missing sidewalk segments along both sides of Frederick Road (MD 355) within the Clarksburg Historic District and along Redgrave Place, with a preference for materials consistent with the historic character of the district.

Page 54: Delete Recommendation 25. under 3. *Plan-Wide Recommendations, Section B. Transportation Recommendations, Active Transportation* as follows:

- [25. Conduct a feasibility study to determine whether a separated sidepath could be accommodated within the existing West Old Baltimore Road/I-270 underpass, between Lakeridge Drive west of I-270 and the existing shared use path on the south side of West Old Baltimore Road east of I-270 (at Seneca Ayr Drive). Any necessary right-of-way expansion or shift in the roadway should be on the north side of West Old Baltimore Road to avoid encroachment on environmentally sensitive parkland in Black Hill Regional Park south of West Old Baltimore Road. (See also Parks, Open Spaces, and Recreation recommendations.)]

Page 61: Amend Strategy S3. under 3. *Plan-Wide Recommendations, Section D. Community Design Recommendations* as follows:

- S3. Seek opportunities to add new streets to existing residential developments to increase connectivity within the Plan Area, where [feasible]practicable.

Page 61: Amend Strategy S4. under 3. *Plan-Wide Recommendations, Section D. Community Design Recommendations* as follows:

- S4. All new Town Center Streets, Neighborhood Connectors, and Neighborhood Streets should accommodate on-street parking, where [feasible]practicable and appropriate to the context of the street character and adjacent land uses, to help provide short-term access to nearby businesses and residences.

Page 62: Amend Strategy K4. under 3. *Plan-Wide Recommendations, Section D. Community Design Recommendations* as follows:

K4. To supplement the street network, establish an alley system within blocks of new developments to ensure that parking and services are located away from street frontages to the extent [feasible]practicable.

Page 62: Amend Strategy K4.b. under 3. *Plan-Wide Recommendations, Section D. Community Design Recommendations* as follows:

K4.b. Off-street parking and alley entrances should be as narrow as [feasible]practicable, concealed by landscaping and/or site walls. In addition, the ends of alleys that do not extend to streets should be screened from the public realm.

Page 63: Amend Strategy O3. under 3. *Plan-Wide Recommendations, Section D. Community Design Recommendations* as follows:

O3. Design publicly accessible open spaces and residential common areas as central features of new developments, framed by active frontages and streets, including community amenities. These spaces should provide shade through trees or structures to reduce heat, and where [feasible]practicable, incorporate compact stormwater management facilities to maximize land use while preserving functionality and appeal (see Figure 21 and Figure 22).

Page 65: Amend Strategy B8.b. under 3. *Plan-Wide Recommendations, Section D. Community Design Recommendations* as follows:

b. In the case of front-loaded attached units, group front door entries where [feasible]practicable to allow for larger tree planting boxes.

Page 65: Amend Strategy B11. under 3. *Plan-Wide Recommendations, Section D. Community Design Recommendations* as follows:

B11. When [feasible]practicable, building utilities (e.g., air conditioning units, meters, electrical boxes) should be grouped or ganged and placed in a location that allows for landscape screening while not impeding pedestrian travel or alley experience. (See also Community Facilities, Public Facilities recommendations for guidance on public utility placements.)

Page 71: Amend Recommendation 2.d. under 3. *Plan-wide Recommendations, Section E. Environment, Environmental Site Design* as follows:

d. Minimize the extent of impervious surfaces. Where hardscapes are necessary, use pervious surfaces if appropriate. In addition, use compact and/or clustered site design and building forms where [feasible]practicable to minimize impervious land cover.

Page 71: Amend Recommendation 3. under 3. *Plan-wide Recommendations, Section E. Environment, Environmental Site Design* as follows:

3. Use structured, tuck-under, or underground parking as an alternative to surface parking lots, where [feasible]practicable, to limit impervious surfaces and achieve compact development.

Page 72: Amend Recommendation 6. under 3. *Plan-wide Recommendations, Section E. Environment, Environmental Site Design* as follows:

6. Preserve or plant a native tree and landscape buffer at least 50 feet in width between new development and I-270, or between any solid screening or soundwall and new development, to allow adequate width to support a viable forest stand and to provide air pollution mitigation, heat impact reduction, and a visual buffer from the highway. The Planning Board may approve exceptions or variations to this buffer where visibility from I-270 is requested, or for other reasons deemed appropriate to proposed development. In granting the exception, the Planning Board should consider a 125-foot setback from the I-270 right-of-way for any residential use.

Page 72: Amend Recommendation 9. under 3. *Plan-wide Recommendations, Section E. Environment, Natural Resource Protection and Enhancement* as follows:

9. All new street and landscape tree plantings should provide at least the minimum soil volume per tree, consistent with applicable zoning, forest conservation ordinances, and Green Streets recommendations in the *Complete Streets Design Guide*. Plantings should exceed these standards where [feasible]practicable.

Page 73: Amend Recommendation 11. under 3. *Plan-wide Recommendations, Section E. Environment, Climate Change Resilience and Sustainability* as follows:

11. New development should provide a minimum of 35% green cover over a property's [total developed area, calculated on a net tract area basis]tract area, excluding [roadway dedication areas and]environmental buffers and any land dedicated for I-270. This green cover area is intended to ensure adequate green and/or shaded areas within the built environment for the health and enjoyment of people. Green coverage may include the following areas, either individually or in combination. These areas may be located on private property, parkland, or on land dedicated to public rights-of-way [or parkland](with the exception of right-of-way dedicated for I-270:
 - a. Intensive green roof (6 inches or deeper; must be built in place—tray systems are not allowed).
 - b. Tree canopy cover (excluding environmental buffers).

- c. Vegetative cover or landscaped areas deeper than 6 inches.
- d. Rain gardens, bioswales, and other pervious stormwater management areas.
- [e. Landscaped parkland, Privately-Owned Public Spaces (POPS), and other open space and recreation areas.]

Page 73: Amend Recommendation 12. under 3. *Plan-wide Recommendations, Section E. Environment, Climate Change Resilience and Sustainability* as follows:

- 12. New development and improvements to existing development should plant shade trees and use highly reflective materials on buildings and hardscapes, such as “cool” roofs, green roofs, and “cool” pavements, where [feasible]practicable, to reduce Universal Thermal Climate Index and to cool summer stormwater flowing into streams.

Page 73: Amend Recommendation 13. under 3. *Plan-wide Recommendations, Section E. Environment, Climate Change Resilience and Sustainability* as follows:

- 13. Site designs and building locations and orientations should be optimized to take advantage of seasonal solar angles and prevailing wind directions, where [feasible]practicable, to maximize energy efficiency, energy conservation, and solar access and energy generation.

Page 74: Amend the second bullet of Recommendation 14. under 3. *Plan-wide Recommendations, Section E. Environment, Climate Change Resilience and Sustainability* as follows:

- [Encourage]Support adaptable use buildings for unique, large, or architecturally outstanding buildings instead of complete demolition and reconstruction. Adaptable building modifies and repurposes a building, allowing it to adapt to changing needs and market conditions rather than doing major demolition and reconstruction. Essentially it extends the building’s lifespan and promotes sustainability by minimizing resource consumption.

Page 78: Amend Recommendation 9. under 3. *Plan-wide Recommendations, Section F. Parks, Open Spaces, and Recreation, Existing M-NCPPC Parks, Black Hills Regional Park* as follows:

- 9. Montgomery Parks should investigate potential appropriate uses such as active recreation, natural-surface trail, conservation use, and stormwater management for the small portion of parkland east of I-270, especially as adjacent properties develop or redevelop.

Page 79: Amend Recommendation 12. under 3. *Plan-wide Recommendations, Section F. Parks, Open Spaces, and Recreation, Recommended M-NCPPC Parks, Constellation Park* as follows:

12. In response to the community's input on parks and in accordance with the 2022 PROS Plan, this Sector Plan recommends creating Constellation Park(s) to serve the growing Clarksburg community. Establishing new public parkland and recreation amenities will meet community needs by contributing to a high-quality, community-defining set of facilities and spaces. These amenities should be designed to integrate with and contribute to the successful redevelopment of the Plan Area.
- a. Design. The new recreation amenities may be implemented as either a single public park or as a network of connected public parks with distinct uses that achieve the goals described in this chapter of the Plan.
 - The park(s) should be centrally located in the Plan area, along or near the new alignment of Observation Drive, and to the extent possible should be proximate to residential development.
 - Alternative configurations may be approved by the Parks Department and Planning Board.
 - Park elements should be configured to complement the Plan's goals for public and private development. They should be connected to one another and the surrounding community, readily accessible by people walking, biking, and rolling, and give the feeling of a truly integrated park experience.
 - The recreation elements should include a variety of amenities that encourage physical activity and social interaction, as described in the following Amenities and Implementation Process sections.
 - b. Amenities. The delivery of adequate park amenities will be crucial to the overall success of new development in the Plan Area. The most important measure of success for the park(s) recommended in this Plan is the delivery of high-quality active amenities and experiences.
 - Recreation amenities within the Constellation Park(s) should be connected to each other and adjacent neighborhoods by high-quality and attractive multi-use paths. Navigation into and between park amenities should be both intuitive and inviting to visitors from the surrounding community.
 - At a minimum, the following amenities should be included [in the new park, or] across the network of connected parks, to ensure that sufficient park amenities are provided to serve the community, and the park areas [must be] are large enough to accommodate these amenities. These elements may be modified by Parks staff at the time of the development review process.
 - A medium or large dog park
 - Pickleball courts
 - Basketball courts
 - One or more playgrounds for differing age groups
 - A skate park or adventure park

- Community garden
 - Walkways or paths
 - In addition to these amenities, supporting elements such as lighting, signage, drinking fountains, shelters/shade structures, seating, restrooms, and parking should be included as part of the overall park plan.
- c. Implementation. The scale, form, location, and configuration of Constellation Park(s) will be determined by the Planning Board during the development review process with the ultimate goal of 8 acres of new parkland provided as a “constellation” of parks across the Plan Area. [Likewise, t]The final design and location of the parkland will depend on the intensity and mix of uses ultimately approved in the Plan Area as part of any new development.
- The manner of implementation envisioned through this Plan for parkland and park amenities listed above includes some combination of land dedication/conveyance, construction of park infrastructure, and/or installation of park amenities by private developers, as determined by the Planning Board during the development review process.
 - The complete network of park(s) and amenities on each development site must be designed and incorporated with the first regulatory plan for proposed development on the site.
 - The design should prioritize delivering parks during the early phases of the projects’ development. Each property owner within the centrally located area along or near the future Observation Drive within the Plan Area must provide a proportional contribution toward new parkland and amenities as part of their development projects.

Page 84: Amend the note following Recommendation 15.c. under 3. *Plan-wide Recommendations, Section F. Parks, Open Spaces, and Recreation, Roadway Impacts to Existing and Recommended Parks, Wildlife Crossings* as follows:

*Note: Where bridges are not [feasible]practicable, culverts should be large, with a minimum height of eight feet and an openness ratio of at least 1.0 when the following formula is applied: width of opening * height of opening / length of culvert. Open-bottom culverts with natural substrate should be utilized.*

Page 84: Amend Recommendation 15.d. under 3. *Plan-wide Recommendations, Section F. Parks, Open Spaces, and Recreation, Roadway Impacts to Existing and Recommended Parks, I-270 Crossings* as follows:

- d. [A new passage over the bridge, at the planned extension of Little Seneca Parkway over I-270.]With the recommended I-270 interchange at Little Seneca

Parkway Extended or an alternative overpass design, provide wildlife passage under or over I-270, as practicable.

Page 86: Amend Recommendation 16. under 3. *Plan-wide Recommendations, Section F. Parks, Open Spaces, and Recreation, Recreation Facilities, Community Recreation Center* as follows:

16. This plan supports the development of a recreation center in or near the Plan Area. The Linthicum East Elementary School Reservation Site at 21830 Seneca Ayr Drive, which is currently owned by M-NCPPC, should be considered as a potential location for this facility. [Relevant]In addition, relevant county departments should be consulted about the viability of such a facility as part of the development review process for any proposed development within the Plan Area.

Page 86: Amend Recommendation 18. under 3. *Plan-wide Recommendations, Section F. Parks, Open Spaces, and Recreation, Recreation Facilities, Public School Facilities* as follows:

18. MCPS, the Montgomery County Department of Recreation, and Montgomery Parks should coordinate to consider temporary uses for the Linthicum East Elementary School Reservation Site that could provide public use and enjoyment prior to building [a school]on the site, depending on the anticipated need and timing [for constructing school uses]of new construction.

Page 91: Amend the second paragraph under 3. *Plan-wide Recommendations, Section G. Historic Preservation, New Sites and Districts Evaluated for Historic Designation, Community of Faith United Methodist Church and Cemetery Site (22420)* as follows:

The Historic Preservation Commission and the Planning Board find the Community of Faith United Methodist Church and Cemetery site meets three of the designation criteria as listed in §24A-3(b), Historic Resources Preservation, Montgomery County Code. For more information, see Appendix G: Clarksburg Heights and Community of Faith United Methodist Church and Cemetery Staff Report to Historic Preservation Commission and Appendix I: Community of Faith Master Plan Historic Site Designation Form.

Page 91: Delete Recommendation 6. under 3. *Plan-wide Recommendations, Section G. Historic Preservation, New Sites and Districts Evaluated for Historic Designation, Community of Faith United Methodist Church and Cemetery Site (22420)* as follows:

- [6. Find that the Community of Faith United Methodist Church and Cemetery site meets three of the designation criteria as listed in §24A-3(b), Historic Resources Preservation, Montgomery County Code.]

Page 92: Amend the third paragraph under 3. *Plan-wide Recommendations, Section G. Historic Preservation, New Sites and Districts Evaluated for Historic Designation, Clarksburg Heights District (12700-12712 Running Brook Drive)* as follows

The Historic Preservation Commission and the Planning Board find that the Clarksburg Heights District meets three of the designation criteria as listed in §24A-3(b), Historic Resources Preservation, Montgomery County Code. For more information, see Appendix G: Clarksburg Heights and Community of Faith United Methodist Church and Cemetery Staff Report to Historic Preservation Commission and Appendix H: Clarksburg Heights Master Plan Historic District Designation Form.

Page 92: Delete Recommendation 9. under 3. *Plan-wide Recommendations, Section G. Historic Preservation, New Sites and Districts Evaluated for Historic Designation, Clarksburg Heights District (12700-12712 Running Brook Drive)* as follows:

[9. Find that the Clarksburg Heights District meets three of the designation criteria as listed in §24A-3(b), Historic Resources Preservation, Montgomery County Code.]

Page 92: Amend the fourth paragraph under 3. *Plan-wide Recommendations, Section G. Historic Preservation, New Sites and Districts Evaluated for Historic Designation, COMSAT Laboratories (22300 Comsat Drive)* as follows:

In acknowledgment of the historic significance of COMSAT Laboratories, Montgomery Planning [coordinated]is working with the property owner to establish appropriate mitigation for the anticipated demolition of the resource,¹ which will be recorded in a binding agreement. [Prior to the adoption of the Sector Plan, the property owner and M-NCPPC will execute a binding agreement recording mitigation obligations.] (See Appendix E: COMSAT Adaptive Reuse Feasibility Report and Appendix F: COMSAT Laboratories Staff Report to the Historic Preservation Commission for more information.)

Page 93: Delete Recommendation 12. under 3. *Plan-wide Recommendations, Section G. Historic Preservation, New Sites and Districts Evaluated for Historic Designation, COMSAT Laboratories (22300 Comsat Drive)* as follows:

[12. Find that the former COMSAT Laboratories building and property meet six of the designation criteria as listed in §24A-3(b), Historic Resources Preservation, Montgomery County Code.]

Page 100: Amend Recommendation 9. under 3. *Plan-wide Recommendations, Section H. Community Facilities, Community Facilities Recommendations, Community Facilities* as follows:

9. Consider developing a recreation center in or near the Plan Area. [Consult] The Linthicum East Elementary School Reservation Site at 21830 Seneca Ayr Drive, which is currently owned by M-NCPPC, should be considered as a potential location for this facility. In addition, relevant county departments should be consulted about the viability of such a facility as part of the development review process for any proposed development within the Plan area. (See also Parks, Open Spaces, and Recreation recommendations.)

Page 100: Amend Recommendation 10. under 3. *Plan-wide Recommendations, Section H. Community Facilities, Community Facilities Recommendations, Public Utilities* as follows:

10. Design and install new water or sewer connections in a way that minimizes environmental impacts. New connections should follow street rights-of-way, connect to nearby existing pipelines where [feasible] practicable, and avoid crossing or running along streams, stream valleys, forested or natural areas, and other sensitive environmental areas. Pursue alternatives to gravity sewer connections to avoid environmental impacts where necessary.

Page 100 Amend Recommendation 12. under 3. *Plan-wide Recommendations, Section H. Community Facilities, Community Facilities Recommendations, Public Utilities* as follows:

12. While all new utilities are undergrounded where practicable, any existing and/or relocated aboveground utilities (e.g., power, telecommunications, internet) should also be undergrounded, where [feasible] practicable, and placed toward the rear of the property, along alleys, or in a location that does not conflict with stormwater facilities, trees and landscaped areas, and other necessary streetscape elements.

Page 101: Insert the following after the first paragraph under 4. *Neighborhood Recommendations*:

In addition, zoning recommendations (as shown in Figure 36: Zoning Recommendations – Map Detail A and Figure 37: Zoning Recommendations – Map Detail B, and Table 4: Zoning Recommendations – Map Detail A and Table 5: Zoning Recommendations – Map Detail B) are provided by neighborhood. The zoning recommendations for properties within the Plan Area not covered by one of the four neighborhoods are provided in a final section of this chapter.

Page 101: Insert Figure 36: Zoning Recommendations – Map Detail A and Table 4: Zoning Recommendations – Map Detail A after Figure 35, as follows:

Figure 36: Zoning Recommendations – Map Detail A

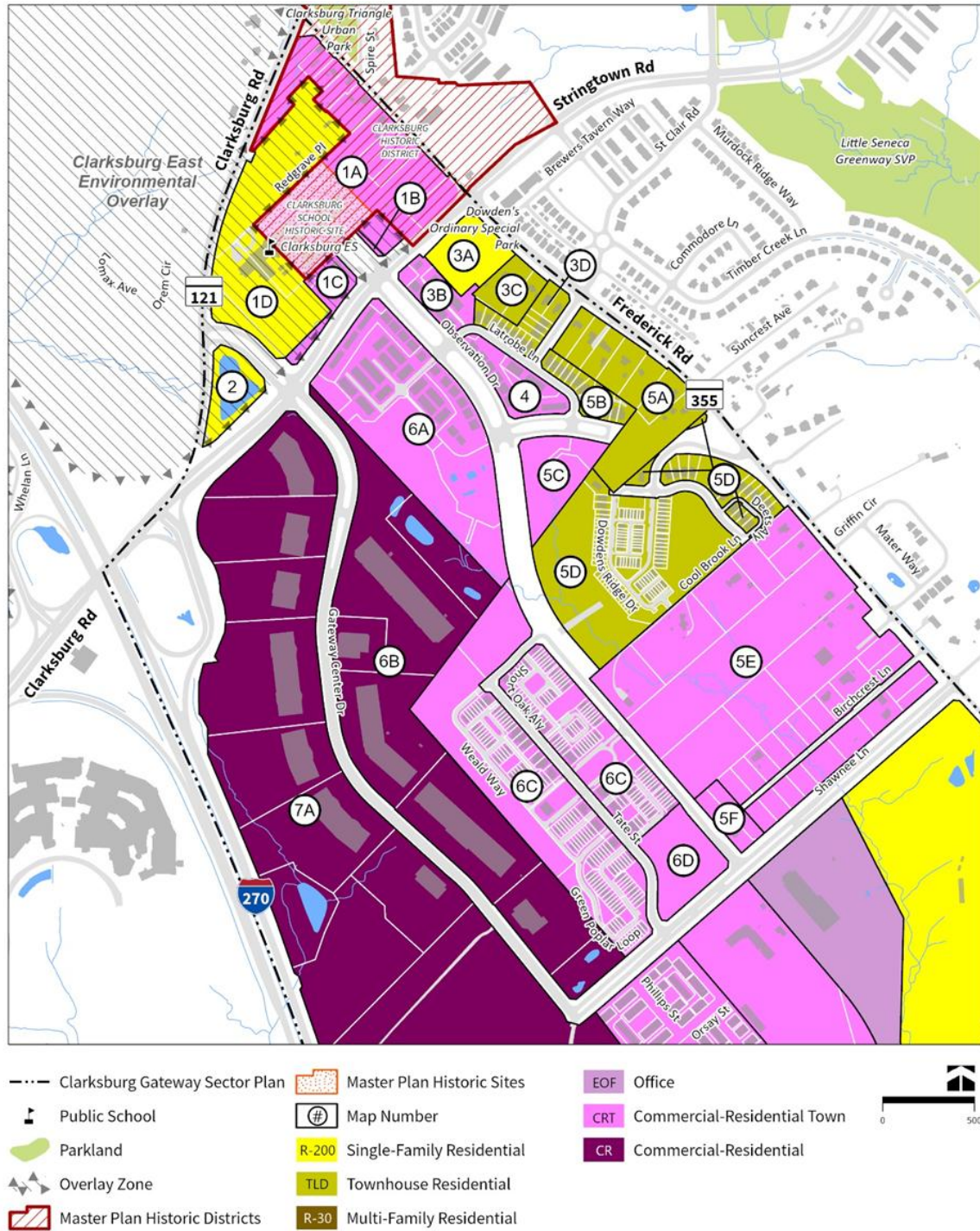


Table 4: Zoning Recommendations – Map Detail A

Map Number	Existing Zoning	Recommended Zoning
1A	CRT-0.5 C-0.5 R-0.5 H-45	CRT-0.5 C-0.5 R-0.5 H-45
1B	R-200	CRT-0.5 C-0.5 R-0.5 H-45
1C	R-200-TDR	CRT-0.5 C-0.5 R-0.5 H-45
1D	R-200	R-200
2	R-200	R-200
3A	R-200-TDR	R-200
3B	R-200	CRT-0.75 C-0.25 R-0.75 H-65
3C	R-200	TLD
3D	R-200-TDR	TLD
4	R-200-TDR	CRT-0.75 C-0.25 R-0.75 H-65
5A	R-200	TLD
5B	R-200-TDR	TLD
5C	R-200-TDR	CRT-0.75 C-0.25 R-0.75 H-65
5D	PD-4	TLD
5E	R-200	CRT-0.75 C-0.25 R-0.75 H-65
5F	R-200	CRT-1.0 C-0.25 R-1.0 H-65
6A	R-200-TDR	CRT-0.75 C-0.25 R-0.75 H-65
6B	EOF-0.75 H-100 T	CR-1.0 C-1.0 R-1.0 H-100
6C	PD-11	CRT-0.75 C-0.25 R-0.75 H-65
6D	PD-11	CRT-1.0 C-0.25 R-1.0 H-65
7A	EOF-0.75 H-100 T	CR-1.0 C-1.0 R-1.0 H-100

Page 101: Insert Figure 37: Zoning Recommendations – Map Detail B and Table 5: Zoning Recommendations – Map Detail B after Table 4, as follows:

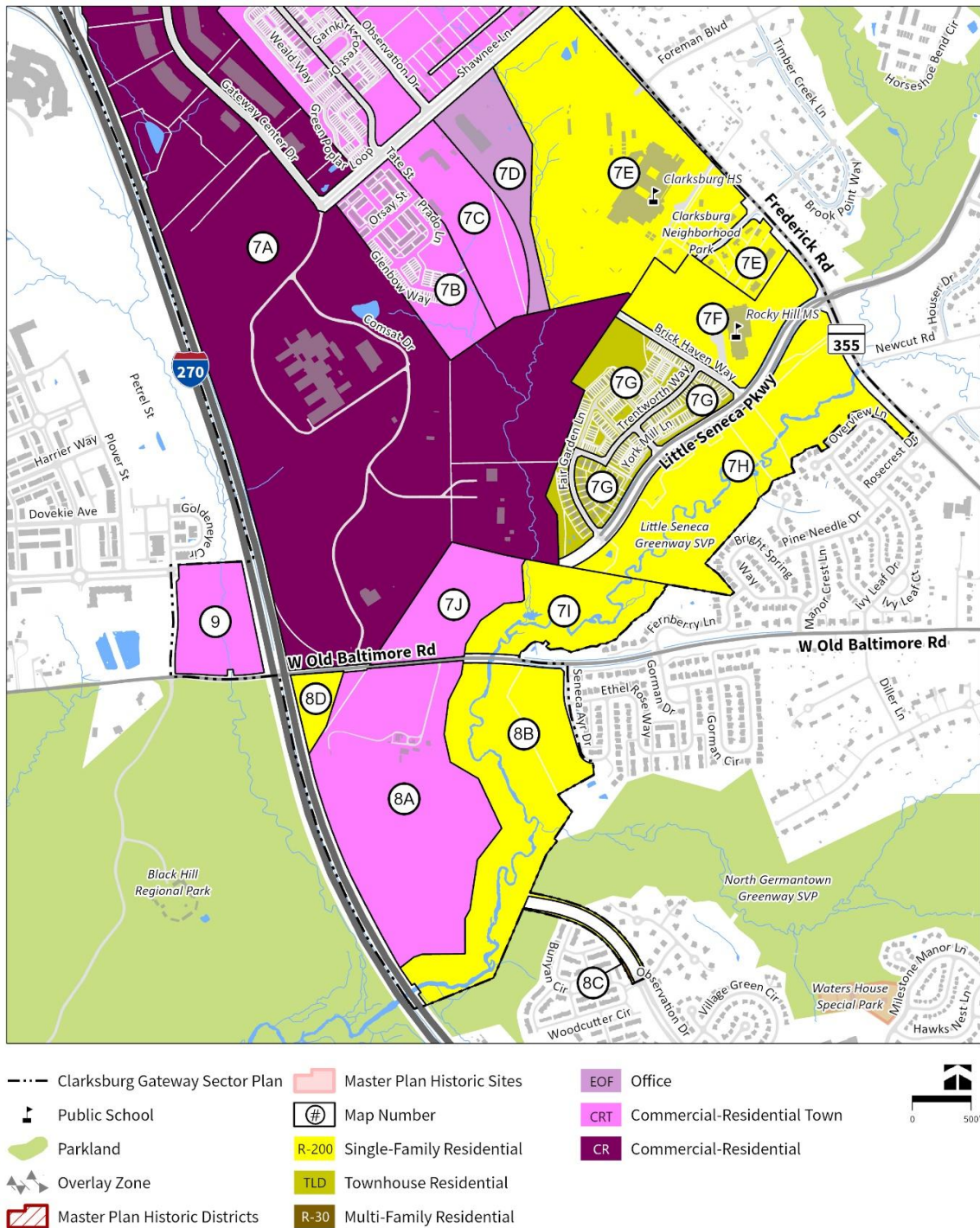
Figure 37: Zoning Recommendations – Map Detail B

Table 5: Zoning Recommendations – Map Detail B

Map Number	Existing Zoning	Recommended Zoning
7A	EOF-0.75 H-100 T	CR-1.0 C-1.0 R-1.0 H-100
7B	PD-11	CRT-0.75 C-0.25 R-0.75 H-65
7C	R-200	CRT-0.75 C-0.25 R-0.75 H-65
7D	EOF-0.75 H-100 T	EOF-0.75 H-100
7E	R-200	R-200
7F	R-200-TDR	R-200
7G	R-200-TDR	TLD
7H	R-200-TDR	R-200
7I	R-200	R-200
7J	IL-1.0 H-50	CRT-1.0 C-0.25 R-1.0 H-100
8A	IL-1.0 H-50	CRT-1.0 C-0.25 R-1.0 H-100
8B	R-200	R-200
8C	R-30	R-30
8D	RE-2	RE-2
9	CRT-0.5 C-0.25 R-0.25 H-130 T	CRT-0.5 C-0.25 R-0.25 H-65

Page 102: After Recommendation 4. under *4. Neighborhood Recommendations, Section A. Gateway Center Neighborhood*, insert the following:

The zoning blocks associated with the Gateway Center Neighborhood are 6A and 7B. The zoning recommended for both blocks is the CR-1.0 C-1.0 R-1.0 H-100 zone.

Page 103: Amend the first paragraph under *4. Neighborhood Recommendations, Section B. COMSAT Neighborhood* as follows:

The Sector Plan anticipates a range of development types on the former COMSAT Laboratories property, with a portion of the property occupied primarily by residential uses, [and] a portion occupied by a compact, mixed-use activity center with a variety of residential, [commercial,] retail, and recreational uses, and a portion occupied by professional office, manufacturing, and/or life science uses for major employers in strategic industries that could be supported by the possibility of an interchange. [The location and configuration of these development types is flexible, yet the activity center should be established in proximity to a planned enhanced bus transit station along Observation Drive Extended.]The location of the activity center should be established in proximity to a planned enhanced bus rapid transit station along Observation Drive extended. To the extent possible, office and professional uses should be integrated with the activity center and transit infrastructure.

Page 103: Amend the second paragraph under 4. *Neighborhood Recommendations, Section B. COMSAT Neighborhood* as follows:

As one of the last remaining large, undeveloped sites along the I-270 corridor in Montgomery County, the approximately 200-acre COMSAT property could attract a major institutional or commercial tenant(s), such as a life sciences company, research and development facility, or corporate headquarters. [Should such a tenant express interest in this location, this plan supports this type of development in a mixed-use format along with housing, retail, amenities, parks and public spaces, and transit, integrated with surrounding communities in a context-sensitive manner, consistent with *Thrive Montgomery 2050*.]Securing major institutional or commercial tenants for a portion of the COMSAT property should be a priority and integrating them in a mixed-use format along with housing, retail, amenities, parks and public spaces, transit and surrounding communities in a context-sensitive manner, consistent with *Thrive Montgomery 2050*, is a preferred goal of the plan.

Page 103: Amend Recommendation 3. under 4. *Neighborhood Recommendations, Section B. COMSAT Neighborhood* as follows:

3. New development is encouraged to establish a compact, mixed-use activity center, with multiple uses and building densities. Housing, shopping, employment, entertainment, and cultural opportunities are recommended, along with ample open space and other recreational amenities. The Plan [also supports]prioritizes life sciences, biotech, research and development, and other corporate opportunities on the property as either a campus or mixed-use development.

Page 103: Amend Recommendation 4. under 4. *Neighborhood Recommendations, Section B. COMSAT Neighborhood* as follows:

4. Taller buildings and buildings for major employers should be concentrated along the I-270 western frontage of the property, as practicable, to help provide a sound and visual buffer from the highway to lower-scale residential uses to the east, and to help support visibility of major employers on the property to the extent that is desired by potential commercial tenants.

Page 103: Amend Recommendation 6. under 4. *Neighborhood Recommendations, Section B. COMSAT Neighborhood* as follows:

6. To [help establish]create an active and attractive [pedestrian]public realm [along the planned central “main street,” orient]within the mixed-use activity center, new buildings [to front onto this]should be placed close to the street, with active store fronts and building entries, enhanced streetscapes, and [higher]varying building heights and densities[than other streets in the neighborhood]. Surface parking lots should be placed away from public view, lined with development, or adequately buffered and screened. They may be

considered an interim condition to structured parking or future infill development and designed to facilitate potential future redevelopment. (See also Community Design Recommendations for Blocks.)

Page 103: Amend Recommendation 7. under 4. *Neighborhood Recommendations, Section B. COMSAT Neighborhood* as follows:

7. Concentrate commercial uses, particularly retail uses, along the planned “main street” and near the intersection of the planned Observation Drive extension with Little Seneca Parkway, in proximity to the planned enhanced bus station, either as part of stand-alone or mixed-use development.

Page 104: Amend Recommendation 8. under 4. *Neighborhood Recommendations, Section B. COMSAT Neighborhood* as follows:

8. Proposed development on the former COMSAT Laboratories property should [establish]seek to create compatible development blocks and a connected grid of public streets [with the adjacent Linthicum Family property]that connect to Observation Drive Extended. The alignment of Observation Drive Extended should be established generally along the property line [of these]that divides the COMSAT and Linthicum properties, between Little Seneca Parkway Extended and West Old Baltimore Road.

Page 104: Amend Recommendation 9. under 4. *Neighborhood Recommendations, Section B. COMSAT Neighborhood* as follows:

9. New local streets proposed in this neighborhood should be public streets that include sidewalks, street trees, and on-street parking, with a preference for rear-loaded parking for new attached and multi-unit development, accessed from secondary service alleys, where [feasible]practicable.

Page 104: Amend Recommendation 10. under 4. *Neighborhood Recommendations, Section B. COMSAT Neighborhood* as follows:

10. Locate new recreational amenities [for the]as recommended for Constellation Park(s)[in this neighborhood as either a single public park or as a network of connected public parks]. The park(s) should be centrally located in the Plan Area, along or near the new alignment of Observation Drive, and to the extent possible should be proximate to residential development. (See also Parks, Open Spaces, and Recreation recommendation for Constellation Park(s).)

Page 104: Amend Recommendation 11. under 4. *Neighborhood Recommendations, Section B. COMSAT Neighborhood* as follows:

11. New development of public spaces should [provide]create opportunities for “third places,” publicly accessible open space available for community gatherings, events, and activities, such as a farmers or artisans’ market, outdoor movie screenings, group exercise classes, small dance and music performances, and other community gatherings. These spaces may serve multiple purposes, such as providing opportunities for active recreation, commemoration of local history, and a place for social gathering. These should also be incorporated into major employment uses so they may also serve to create opportunities that allow employees to have spontaneous and informal interactions that support innovation and a vibrant employment center.

Page 104: Amend Recommendation 12. under 4. *Neighborhood Recommendations, Section B. COMSAT Neighborhood* as follows:

12. Strive to [P]preserve existing open space, topography, mature shade trees, and forest stands as part of the planned development in this neighborhood where practicable and consistent with applicable regulatory guidance.

Page 104: After Recommendation 12. under 4. *Neighborhood Recommendations, Section B. COMSAT Neighborhood*, insert the following:

The zoning block associated with COMSAT Neighborhood is 7A. The zoning recommended for block 7A is the CR-1.0 C-1.0 R-1.0 H-100 zone.

Page 105: Amend Recommendation 4. under 4. *Neighborhood Recommendations, Section C. Linthicum Neighborhood* as follows:

4. Proposed development on the Linthicum Family property should [establish]seek to create compatible development blocks [that consider adjacent development]and a coordinated grid of public streets [with the adjacent former COMSAT Laboratories property]that connect to Observation Drive Extended. The alignment of Observation Drive Extended should be established generally along the property line [of these] that divides the COMSAT and Linthicum properties, between Little Seneca Parkway Extended and West Old Baltimore Road.

Page 105: Amend Recommendation 5. under 4. *Neighborhood Recommendations, Section C. Linthicum Neighborhood* as follows:

5. New local streets proposed in this neighborhood should be public streets that include sidewalks, street trees, and on-street parking, with a preference for rear-loaded parking for new attached and multi-unit development, accessed from secondary service alleys, where [feasible]practicable.

Page 105: Amend Recommendation 6. under 4. *Neighborhood Recommendations, Section C. Linthicum Neighborhood* as follows:

6. Public open space required as part of new development should include a [one or more] larger privately owned public space[s] or park[s] that [are]is part of the recommended Constellation Park network as well as smaller open spaces throughout the neighborhood. As part of the Constellation network, consider providing an active park space by expanding existing parkland located just south of West Old Baltimore Road, between I-270 and the future Observation Drive Extended. [These areas]Open spaces should be welcoming and foster opportunities for social connection, exposure to nature, and recreation. They should include neighborhood-serving amenities, such as community gardens, playgrounds, benches, and picnic shelters. (See also Parks, Open Spaces, and Recreation recommendation for Constellation Park(s).)

Page 105: After Recommendation 7. under 4. *Neighborhood Recommendations, Section C. Linthicum Neighborhood*, insert the following:

The zoning blocks associated with the Linthicum Neighborhood are 8A and 7J. The zoning recommended for both blocks is the CRT-1.0 C-0.25 R-1.0 H-100 zone.

Page 106: Amend Recommendation 5. under 4. *Neighborhood Recommendations, Section D. Upper Coolbrook Neighborhood* as follows:

5. New local streets proposed in this neighborhood should be public streets that provide for sidewalks, street trees, and on-street parking, with a preference for rear-loaded parking for new attached and multi-unit development, accessed from secondary service alleys, where [feasible]practicable.

Page 106: After Recommendation 5. under 4. *Neighborhood Recommendations, Section D. Upper Coolbrook Neighborhood*, insert the following:

The zoning block associated with the Upper Coolbrook Neighborhood is 5E. The zoning recommended for zoning block E5 is the CRT-0.75 C-0.25 R-0.75 H-65 zone.

Page 106: Under 4. *Neighborhood Recommendations*, after *Section D. Upper Coolbrook Neighborhood*, insert the following:

E. Remaining Plan-Area Properties

Properties not included in the Plan's identified neighborhoods are recommended for the following changes in zoning (Table 6):

Table 6:

Map Number	Existing Zoning	Recommended Zoning
1A	CRT-0.5 C-0.5 R-0.5 H-45	CRT-0.5 C-0.5 R-0.5 H-45
1B	R-200	CRT-0.5 C-0.5 R-0.5 H-45
1C	R-200-TDR	CRT-0.5 C-0.5 R-0.5 H-45
1D	R-200	R-200
2	R-200	R-200
3A	R-200-TDR	R-200
3B	R-200	CRT-0.75 C-0.25 R-0.75 H-65
3C	R-200	TLD
3D	R-200-TDR	TLD
4	R-200-TDR	CRT-0.75 C-0.25 R-0.75 H-65
5A	R-200	TLD
5B	R-200-TDR	TLD
5C	R-200-TDR	CRT-0.75 C-0.25 R-0.75 H-65
5D	PD-4	TLD
5F	R-200	CRT-1.0 C-0.25 R-1.0 H-65
6A	R-200-TDR	CRT-0.75 C-0.25 R-0.75 H-65
6B	EOF-0.75 H-100 T	CR-1.0 C-1.0 R-1.0 H-100
6C	PD-11	CRT-0.75 C-0.25 R-0.75 H-65
6D	PD-11	CRT-1.0 C-0.25 R-1.0 H-65
7B	PD-11	CRT-0.75 C-0.25 R-0.75 H-65
7C	R-200	CRT-0.75 C-0.25 R-0.75 H-65
7D	EOF-0.75 H-100 T	EOF-0.75 H-100
7E	R-200	R-200
7F	R-200-TDR	R-200
7G	R-200-TDR	TLD
7H	R-200-TDR	R-200
7I	R-200	R-200
8B	R-200	R-200
8C	R-30	R-30
8D	RE-2	RE-2
9	CRT-0.5 C-0.25 R-0.25 H-130 T	CRT-0.5 C-0.25 R-0.25 H-65

Page 108: Amend the fourth bullet under 5. *Implementation, B. Zoning, Optional Method Public Benefits* as follows:

- For any project type, incorporate sustainable features into the site design, such as [biophilic]nature-centered design, environmental site design techniques (including minimizing grading, maximizing on-site vegetation retention, and using green stormwater management techniques), enhanced green roof, bird-friendly design, pervious pavement materials, and adaptive reuse of the existing structure.

Page 109: Amend the text under 5. *Implementation, C. Economic Development* as follows:

[In support of this plan's vision to establish a vibrant, mixed-use activity center in the Plan Area, with opportunities for new employment development, the Sector Plan highlights economic development opportunities that are available for new and relocating businesses in Montgomery County. These county programs and opportunities include the following:

1. To attract potential new businesses
 - o MOVE Grant Program
 - o Job Creation Grant Program
 - o Discretionary Economic
 - o Development Fund Grant & Loan Program
 - o County tax credit programs
 - o Other state programs
2. To incentivize developers and/or property owners to develop a site for employment uses
 - o Consider establishing a new Tax Increment Financing district, which could be an effective tool to support development at the COMSAT site to help prepare it for a prospective end user.
 - o Energy-efficient property tax credits
 - o Potential use of Economic Development Revenue Bonds for specific projects

Additional opportunities include public infrastructure funding for roads, a recreation center, utilities, etc. to support non-residential development, possibly a public-private partnership with private developers of a site to ensure that necessary infrastructure is in place for prospective businesses.]

This plan's vision prioritizes the unique and significant economic development opportunities of the Plan Area, particularly the potential for major employers in strategic industries to locate on the COMSAT property. The County can consider strategies and incentives for realizing the unique economic development potential of the Plan Area. Such strategies may include:

1. Considering targeted land use, zoning and permitting reforms that reduce development timelines, enhance regulatory predictability, and ensure coordination between County agencies, improving the attractiveness of the Plan Area for major employers.
2. Providing targeted capital investments in the Plan Area, in partnership with the property owner, to support land development and new or upgraded infrastructure on portions of the site where a major employer in a strategic industry may locate.
3. Creating targeted financial tools that motivate a property owner to develop portions of a site for employment uses as a priority. Such incentives can have clear and specific guidelines for how they are used, allowing such tools to focus directly on the needs of major employers or industries that have been identified and have articulated specific

infrastructure requirements, such as new or upgraded transportation, water, sewer, gas, and/or electrical needs.

Page 110: Delete the following row in Table 4. Capital Improvements Program Priorities under 5. *Implementation, D. Capital Improvements Program*:

Project Name	Plan Reference	Category	Lead and (Coordinating) Agency
[Conduct a West Old Baltimore Road sidepath extension feasibility study]	[3.B.25, 3.B.26, 3.F.8.a]	[Active Transportation and Parks Access]	[MCDOT (Montgomery Planning)]

General

All illustrations and tables included in the Plan will be revised to reflect the District Council changes to the Planning Board Draft of the *Clarksburg Gateway Sector Plan*, dated December 2025. The text and graphics will be revised as necessary to achieve and improve clarity and consistency, to update factual information, and to convey the actions of the District Council. Graphics and tables will be revised and re-numbered, where necessary, to be consistent with the text and titles.

This is a correct copy of Council action.



Sara R. Tenenbaum
Clerk of the Council