

23200 Strington Rd (Prelim./new construction) & relocation of house at 23329 Frederick Rd (Clarksburg HD)



ALI R. N. SOHRAB
Principal

912 Thayer Avenue • Suite 203 • Silver Spring, Maryland 20910
(301) 608-8198 • Fax (301) 608-8199 • Beeper (301) 406-4741

Robin - (Can't find
piece of paper) - gone
to show back - be back
soon - but not by 6!
Pr.



































HISTORIC PRESERVATION COMMISSION STAFF REPORT

Address: 23200 Stringtown Road Meeting Date: 4/28/99
23329[sic?] (23335) Frederick Road

Resource: Clarksburg Historic District Review: PRELIMINARY
Master Plan #13/10 CONSULTATION

Case Number: 13/10 Tax Credit: Partial

Public Notice: 4/14/99 Report Date: 4/14/99

Applicant: Aric Rudden Staff: Robin D. Ziek

PROPOSAL: New construction; Relocation of existing house RECOMMENDATIONS: Proceed to HAWP

PROJECT DESCRIPTION (NOTE: COLOR ATTACHMENT OF PAGES 26 - 32)

RESOURCE: Contributing Resources in the Clarksburg Historic District
STYLE: American four-square (#23200 Stringtown Road)
Vernacular side-gable with Craftsman details
DATE: 19th/early 20th century structures

The Clarksburg Historic District is a linear district along Frederick Road, from Stringtown Road across Clarksburg Road (Rt 121). The *Clarksburg Master Plan* was adopted in 1994 and is now being implemented (see Circle 12-20). The subject project includes the southernmost part of the historic district (P198), with the residence at 23200 Stringtown Road at the corner of Stringtown Road and Frederick Road. That parcel extends for ca. 600'+ along Stringtown Road, and spans some property which is not owned by Mr. Rudden. It abuts the rear of another platted lot (P200) which has frontage on Frederick Road.

The house at 23200 Stringtown Road is a 2-story wood frame structure with a wrap-around porch. There is one outbuilding on the property behind the house, which has vertical board siding. While the residence is in good condition and is occupied by a gardening business, the outbuilding is in poor condition with a large portion of the roofing missing. (See Circle 22)

The Clarksburg Historic District will remain prominent along Frederick Road as a new planned community is developed around it. Connecting roads are planned through the historic district (Redgrave Place extended, and "O" Street), while Stringtown Road will become a wider public road with a median strip. Bikeways and sidewalks are planned for the new community and through the historic district.

PROJECT PROPOSAL

The applicant proposes to develop the corner property as a medical office center, with a series of four building along Stringtown Road. Parking is proposed for much of the remainder of the site. The entrance to this parking will actually be designed and developed as a public road, Street "O", which will connect Stringtown Road to the new Town Center. This is intended to promote cut-through traffic to avoid Frederick Road. The character of this road is still being developed. (See Circle 30-31)

The historic residence will be preserved at its corner location, but the applicant proposes to demolish the existing outbuilding. An addition to the house is envisioned in the future, and an

addition is shown for illustrative purposes only and is not intended to indicate any final design. The HPC may wish to provide comments concerning scale, materials, location of such an addition.

In order to preserve the effect of the open side yard to the north of the existing residence, the applicant proposes to install "Grasscrete" pavers for additional parking space. This material provides a grid of alternating solids and voids, providing an opportunity for grass to grow and screen the concrete parking area. The remainder of the parking will be typical paving.

Correction: Only if they get environmental credits.
Prefer asphalt

The applicant proposes to relocate the Horace Willson house at 23335 Frederick Road to Parcel 200. Half of this parcel would also be developed with a linear commercial structure, oriented to a shared driveway leading to parking at the rear of the site. The house would appear to have a road frontage of approximately 60'. The rear yard would extend the entire length of the parcel, although it would be approximately 45' wide at the back. There would be a rear curb cut to "O" Street.

(see Circle 21)

(see Circle 32)

STAFF DISCUSSION

The proposed development is in accordance with the *Clarksburg Master Plan* (see Circle 2-20). An important feature of this plan has been the extension of a new "main street", Redgrave Place, through the historic district to make a connection with Frederick Road. The Horace Willson House lies squarely in the middle of this planned road, and the *Master Plan* stipulates that the house could be moved, but only to a comparable site in the historic district. The proposed site on P 200 is comparable to the original site. The house would be sited fronting Frederick Road, as it currently sits. There would be a short front yard, and side yards. It would help to fill in one void in the streetscape of the historic district, and preserve this structure and its relationship to the history of the town.

The corner site at 23200 Stringtown Road has always been viewed as an important one, being the entry into the historic district as one travels north. In addition, it is viewed as important for establishing a scale for the new development adjacent to the historic district, which will apply to the development on the south side of Stringtown Road (outside of the historic district). While Mr. Rudden is not the developer of this property, a development proposal has been presented to the Planning Board which is fairly represented on Circle

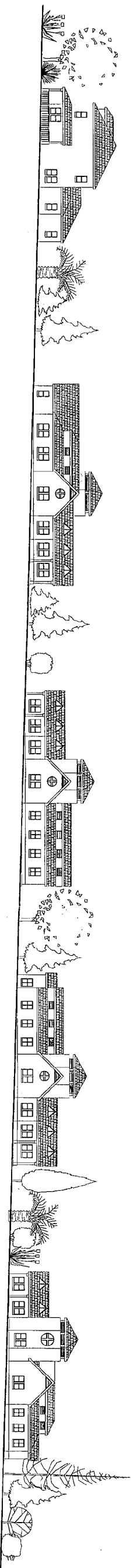
The applicant proposes four office buildings which will present 1-1/2 stories to Stringtown Road, with 2-1/2 stories facing the parking area. The buildings utilize a theme-and-variation approach, with a vocabulary drawn from farm buildings, including tower elements which may be seen as suggestive of silos. The use of four buildings is an attempt to keep the scale small while realizing the commercial potential of the site.

Staff feels that the buildings will not overwhelm the historic residence at the corner, both due to the siting at a fair distance from the back of the house and because of the modest scale. The height of the new office building (see Circle 8) is actually lower than the peak of the roof of the house.

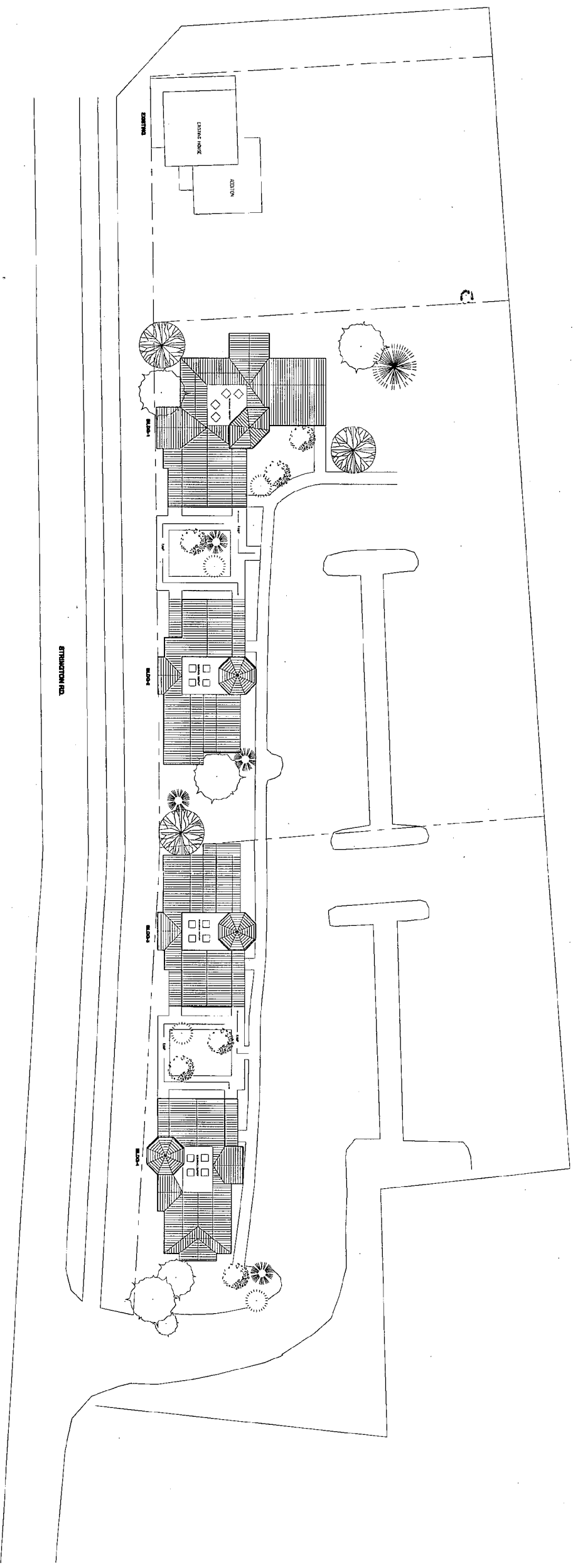
Proposed materials are board-and-batten, some detailing with driv-it, standing-seam metal roofing, and aluminum-clad wood windows.

STAFF RECOMMENDATION

Staff recommends that the applicant proceed with project development and return to the HPC with a HAWP application.



STRINGTOWN (STREET) ELEVATION



STRINGTOWN RD.

REFERENCED

SITE PLAN & STREET ELEVATION

SCALE: 1/2"=1'-0"

0 2 4 8 16 32 FEET

NORTH

gds
Grandesign Studio, Inc.

GRANDESIGN STUDIO, INC.
 912 Trayer Avenue Suite 203
 Silver Spring, Maryland 20910
 (PHONE) 301 608-8188
 (FAX) 301 608-8199

CONSULTANT:

SEAL:

**CLARKSBURG
 MEDICAL
 OFFICES**

CLARKSBURG
 MONTGOMERY COUNTY, MD

DEVELOPER:

ARIC RUDEN
 STREET ADDRESS
 SUITE NUMBER
 CITY, STATE, ZIP CODE
 TEL (000) 000-0000
 FAX (000) 000-0000

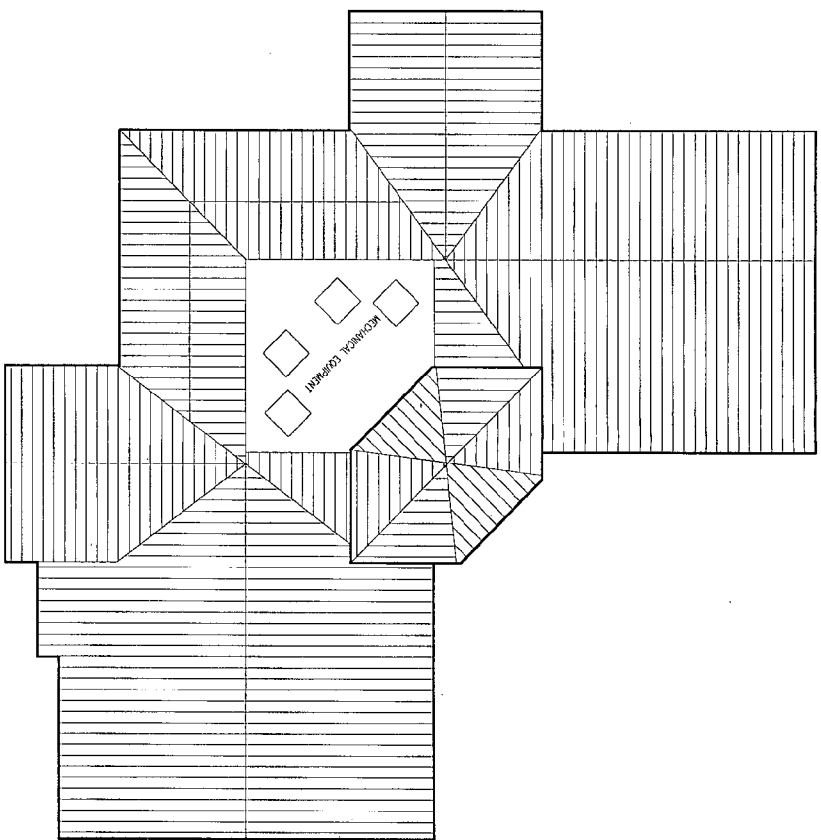
REVISIONS:

LAYOUT COORD:	0000
PLANNING MGR:	0000
DRAWING BY:	SWANDEL
DATE:	4-7-99
JOB NUMBER:	137-99

TITLE: **SITE PLAN
 SOUTH ELEVATION**

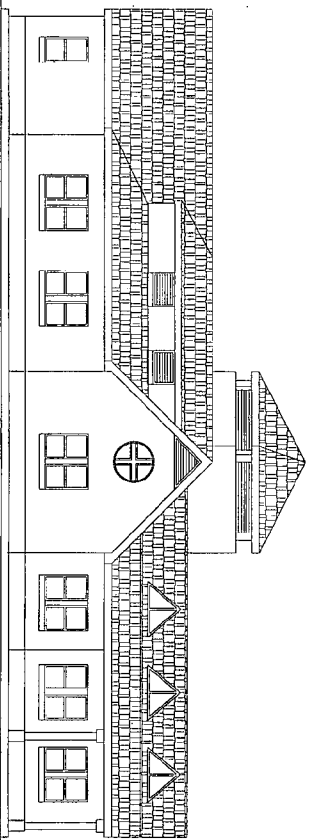
SHEET NUMBER:
S-1

COMMENTS:



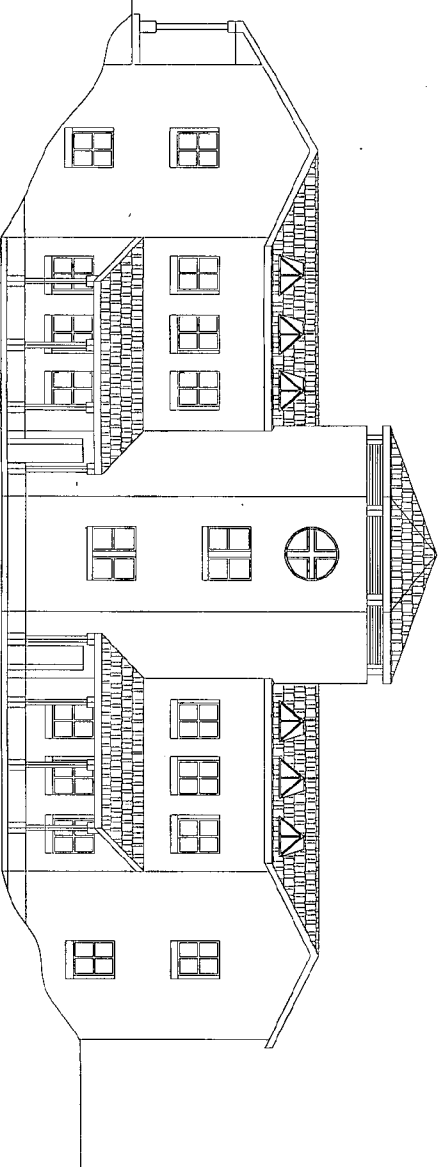
ROOF PLAN

SCALE: 1/8" = 1'-0"



SOUTH (STREET) ELEVATION

SCALE: 1/8" = 1'-0"



NORTH (PARKING) ELEVATION

SCALE: 1/8" = 1'-0"

PLANS / ELEVATIONS

SCALE: 1/8" = 1'-0"



gds
Grandesign
Studio, Inc.

GRANDESIGN STUDIO, INC.
912 Thayer Avenue Suite 200
Silver Spring, Maryland 20910
PHONE: 301 606-8188
FAX: 301 606-8199

CONSULTANT:

SEAL:

**CLARKSBURG
MEDICAL
CENTER**

CLARKSBURG
MONTGOMERY COUNTY, MD

DEVELOPER:

ARIC RUDEN
STREET ADDRESS
SUITE NUMBER
CITY STATE ZIP CODE
TEL (301) 500-6000
FAX (301) 500-0000

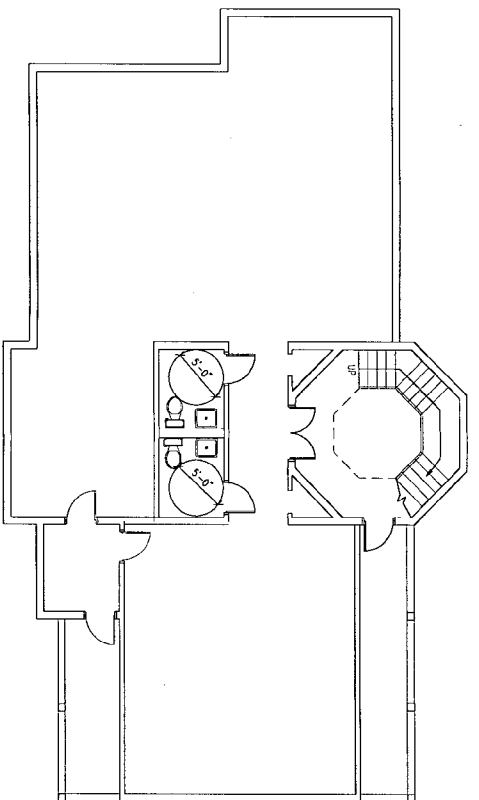
REVISIONS:

LAYOUT COORD:	0000
PLANNING WDR:	0000
DRAWING BY:	SMANUEL
DATE:	4-7-99
JOB NUMBER:	134-99
TITLE:	BUILDING -1

SHEET NUMBER:

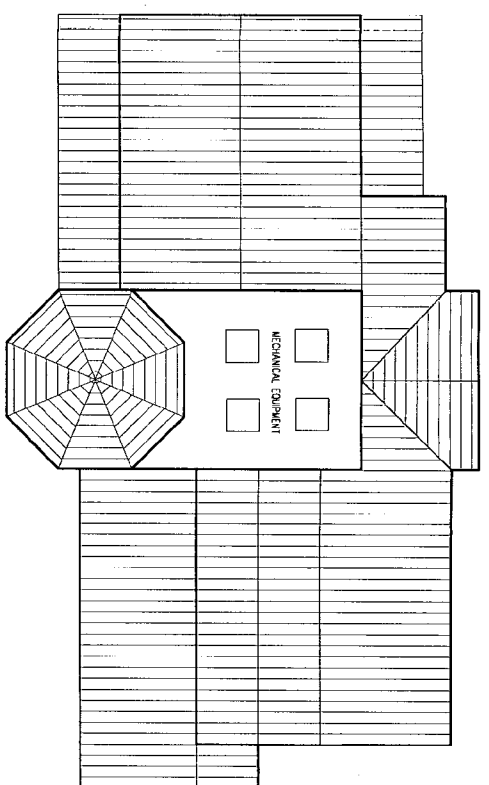
PD-1

COMMENTS:



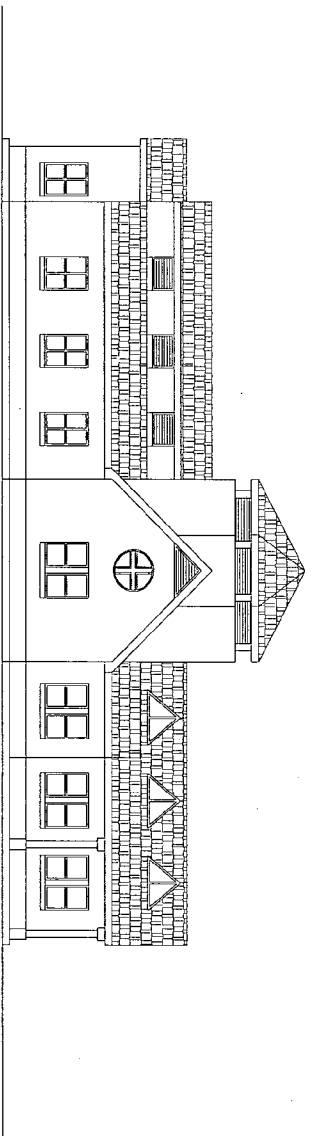
LAYOUT PLAN

SCALE: 1/8" = 1'-0"



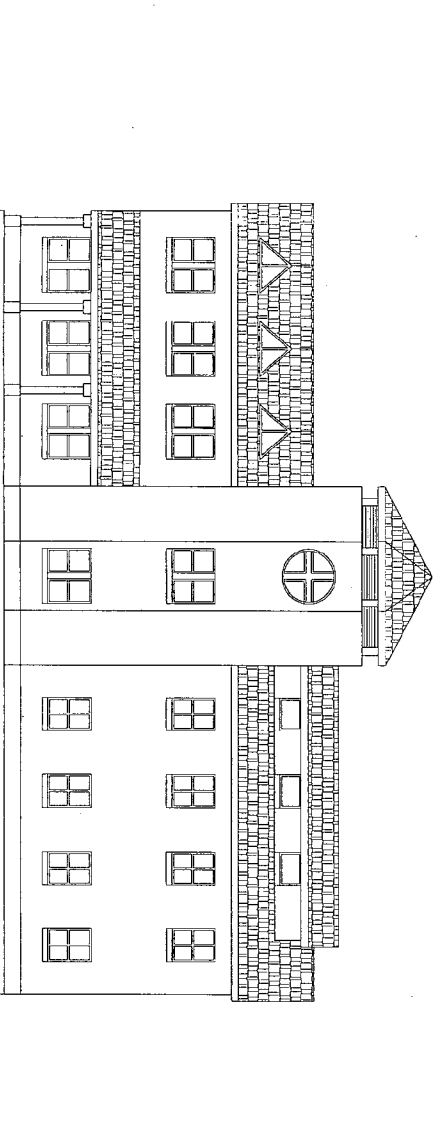
ROOF PLAN

SCALE: 1/8" = 1'-0"



SOUTH (STREET) ELEVATION

SCALE: 1/8" = 1'-0"



NORTH (PARKING) ELEVATION

SCALE: 1/8" = 1'-0"

gds
Grandesign
Studio, Inc.

GRANDESIGN STUDIO, INC.
912 Thayer Avenue Suite 203
Silver Spring, Maryland 20910
(PHONE) 301 604-8188
(FAX) 301 604-8199

CONSULTANT:

SCALE:

CLARKSBURG
MEDICAL
CENTER

CLARKSBURG
MONTGOMERY COUNTY MD

DEVELOPER:

ARC RUDDEN
STREET ADDRESS
SUITE NUMBER
CITY, STATE, ZIP CODE
TEL (000) 000-0000
FAX (000) 000-0000

REVISIONS:

LAYOUT COORD: 0000
PLANNING MGR: 0000
DRAWING BY: SWANDEL
DATE: 4-7-99
JOB NUMBER: 134-99
TITLE:
BUILDING-2 & 3

SHEET NUMBER:

PD-2

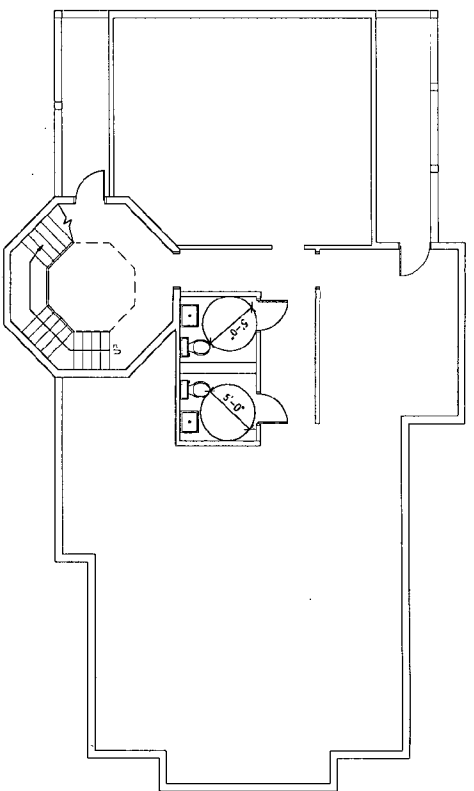
COMMENTS:

PLANS / ELEVATIONS

SCALE: 1/8" = 1'-0"

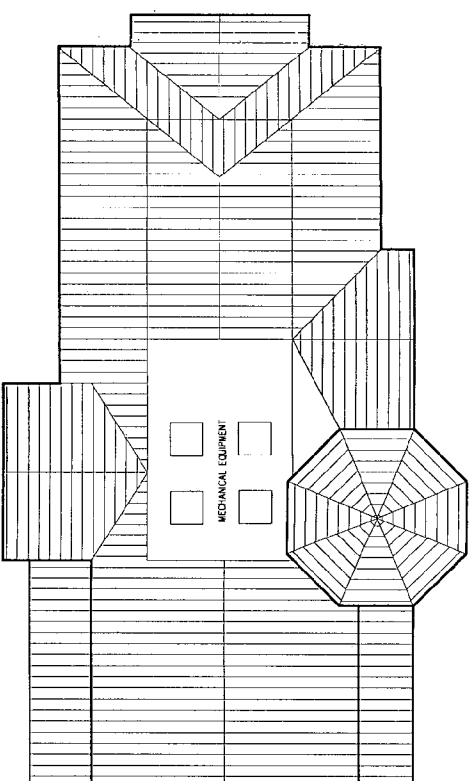


32feet



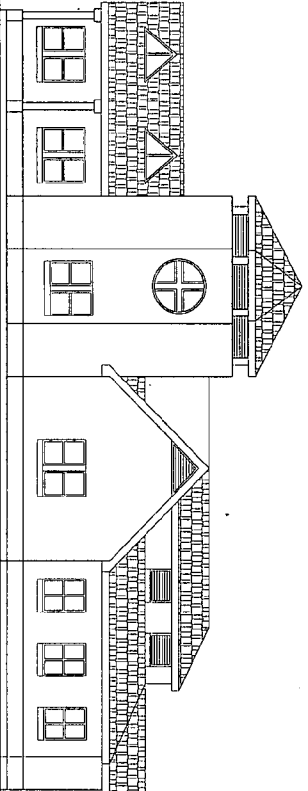
LAYOUT PLAN

SCALE: 1/8" = 1'-0"



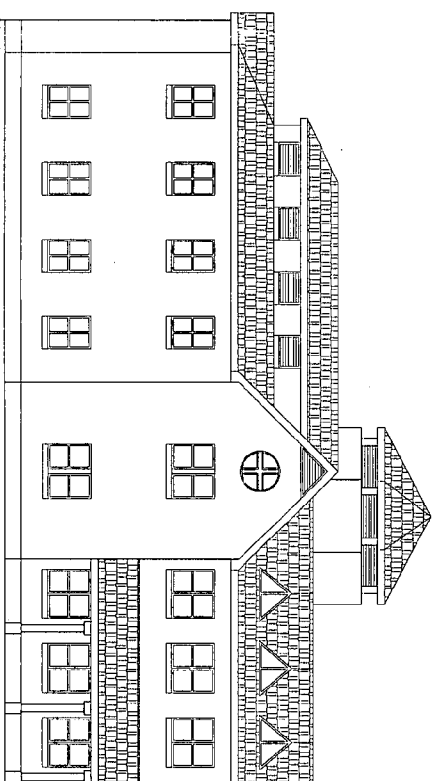
ROOF PLAN

SCALE: 1/8" = 1'-0"



SOUTH (STREET) ELEVATION

SCALE: 1/8" = 1'-0"



NORTH (PARKING) ELEVATION

SCALE: 1/8" = 1'-0"

gds
Grandesign
Studio, Inc.

GRANDESIGN STUDIO, INC.
912 Thayer Avenue Suite 203
Silver Spring, Maryland 20910
(PHONE) 301 608-8198
(FAX) 301 608-8199

CONSULTANT

SEAL

CLARKSBURG
MEDICAL
CENTER

CLARKSBURG
MONTGOMERY COUNTY, MD

DEVELOPER:

ARIC RUDDEN
STREET ADDRESS
SUITE NUMBER
CITY, STATE, ZIP CODE
TEL (000) 000-0000
FAX (000) 000-0000

REVISIONS:

LAYOUT COORD: 0000
PLANNING MGR: 0090
DRAWING BY: SHAWWEL
DATE: 4-7-99
JOB NUMBER: 134-99
TITLE:
BUILDING - 4

SHEET NUMBER:

PD-3

COMMENTS:

PLANS / ELEVATIONS

SCALE: 1/8" = 1'-0"



M-NCPCC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

March 24, 1999

MEMORANDUM

TO: Joe Davis
Malcolm Shaneman
Development Review Division

FROM: Gwen Wright, Historic Preservation Coordinator
RDZ Robin D. Ziek, Historic Preservation Planner
Historic Preservation Section

SUBJECT: Review of Subdivision Plans - **DRC meeting March 29, 1999**

We have reviewed the following subdivision plans and found them not to involve any identified historic resources:

#1-90179R Quaint Acres
#1-99052 Bucklodge Golf Course
#1-99056 Proposed Parcel "F" - Germantown Industrial Center
[8-99029]
#1-99057 Ledley's Addition to Buckley Downs
#1-99058 OJ McKinney Subdivision
#1-99062 Maple Ridge at White Oak
[8-99031]
#1-99063 Maple Ridge

#7-99043 Lake Normandy Estates

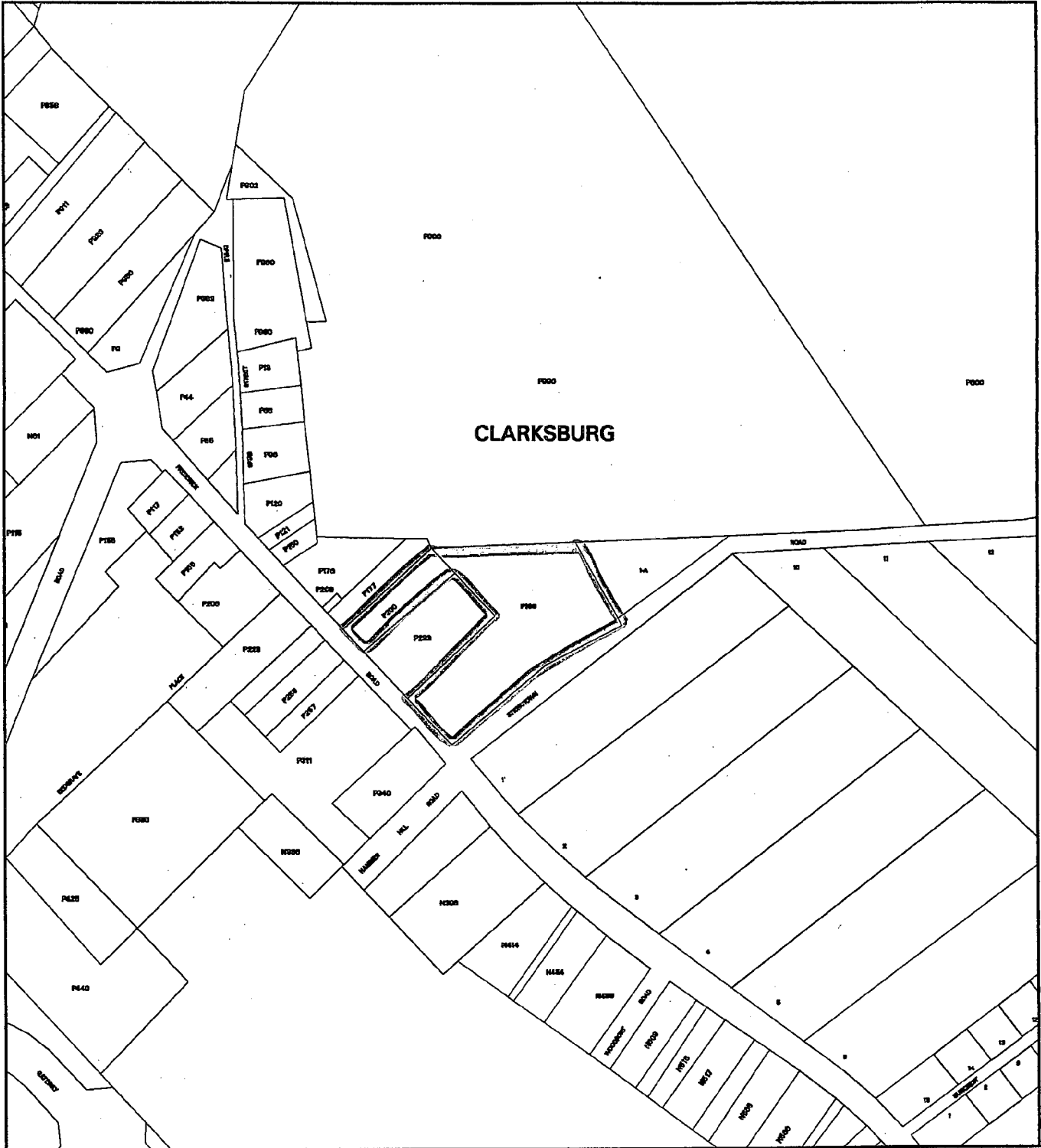
#8-94017A Imiries Subdivision

The following subdivision plan involves identified historic resources:

#7-99047 **Rudden Property, Clarksburg:** This project is within the Clarksburg Historic District, and all construction requires prior approval by the HPC.

#1-99061 **Chevy Chase, Section 8:** This site is being considered for Historic Site designation. The applicant is meeting with HCP staff on 3/24/99.

VICINITY MAP FOR
RUDDEN PROPERTY (7-99047)



Map compiled on March 22, 1998 at 9:03 AM

NOTICE

The planimetric, property, and topographic information shown on this map is based on copyrighted Map Products from the Montgomery County Department of Park and Planning of the Maryland-National Capital Park and Planning Commission, and may not be copied or reproduced without written permission from M-NCPPC.

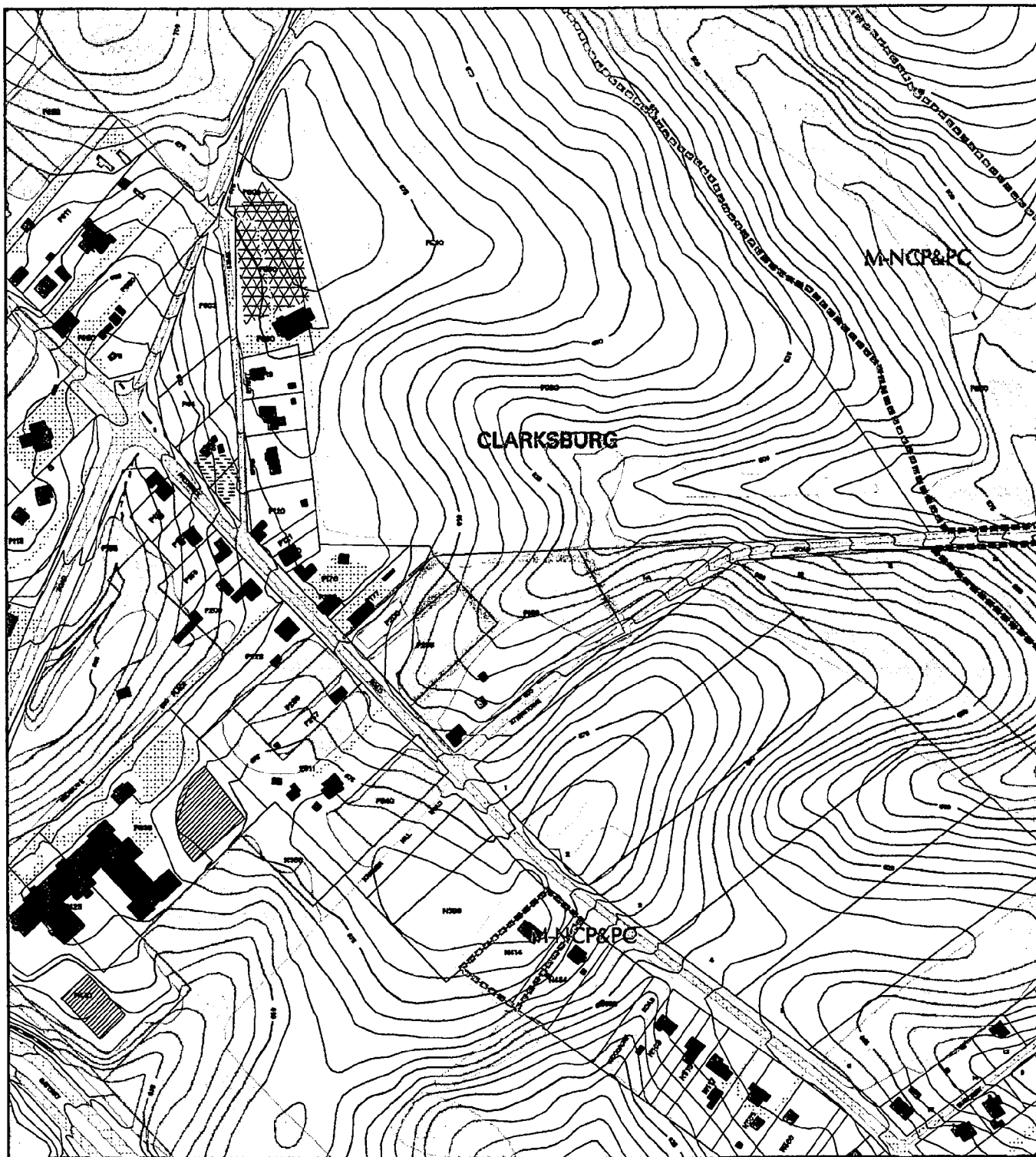
Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998



1 : 4800

VICINITY MAP FOR
RUDDEN PROPERTY (7-99047)



Map compiled on March 24, 1998 at 9:40 AM

NOTICE

The planimetric, property, and topographic information shown on this map is based on copyrighted Map Products from the Montgomery County Department of Park and Planning of the Maryland-National Capital Park and Planning Commission, and may not be copied or reproduced without written permission from M-NCPPC.

Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14,400 scale aerial photography using stereo photogrammetric methods.

This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998

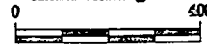
Key Map



N



Research & Technology Center



1 : 4800



GranDesign Studio

Architects • Engineers • Interior Designers

TRANSMITTAL LETTER

Project: Clarksburg Medical Offices _____
Clarksburg, Md. _____

To: Ms. Gwen Wright _____
Office of Historic Preservation
MCPPC, Silver Spring, Md.

Attention: _____

Attached: _____

Job No: 134-99 _____

Date: April 7, 1999 _____

Sent By: Tad Grodzki _____

If enclosures are not included as
noted please inform us
immediately

COPIES	DATE	DESCRIPTION
1	4-7-99	Plans and Elevations

REMARKS: _____

COPIES TO: Aric Rudden

BY: Tad Grodzki

DEVELOPMENT REVIEW COMMITTEE

MARCH 29, 1999

MEETING TO BE HELD IN THE THIRD FLOOR CONFERENCE ROOM

1-99052	BUCKLODGE GOLF COURSE 1 lot proposed (212.74 acres) APPLICANT: ENGINEER: PLANNING AREA/GEOGRAPHIC AREA:	ZONE: RDT	9:30	Hossein Forooshani Bury & Pittman Lower Seneca Basin/7
SRW 99-5	WASHINGTON HEBREW CONGREGATION 1 lot proposed (152.23 acres) APPLICANT: ENGINEER: PLANNING AREA/GEOGRAPHIC AREA:	ZONE: RDT	9:50	Washington Hebrew Congregation Greenhome & O'Mara Bennett & Little Bennett Watershed/7
1-99058	OJ MCKINNEY SUBDIVISION 1 lot proposed (2.31 acres) APPLICANT: ENGINEER: PLANNING AREA/GEOGRAPHIC AREA:	ZONE: RE-2C	10:10	Kady Williams Associates Applied Civil Engineering Cloverly/6
8-99029 1-99056	PROPOSED PARCEL "F" - GERMANTOWN INDUSTRIAL CENTER 525 square feet retail proposed (22,877 square feet) APPLICANT: ENGINEER: PLANNING AREA/GEOGRAPHIC AREA: SITE PLAN REVIEWER:	ZONE: I-1	10:30	Farhang Maknati/Farideh Afsari Fowler Associates Germantown/3 Linda Komes
8-94017A	IMIRIES SUBDIVISION 1,857 square foot office proposed (6,974 square feet) APPLICANT: ATTORNEY: PLANNING AREA/GEOGRAPHIC AREA: SITE PLAN REVIEWER:	ZONE: C-T	11:00	Dr. Michael Berenhaus Linowes & Blocher Bethesda-Chevy Chase/2 Steve Cary
7-99047	RUDDEN PROPERTY, CLARKSBURG 6 lot proposed (4.2 acres) APPLICANT: ENGINEER: PLANNING AREA/GEOGRAPHIC AREA:	ZONE: R-200	11:20	Dr. Jerry Rudden Oyster, Imus & Petzold Clarksburg/3
1-99061	CHEVY CHASE, SECTION 8 2 lots proposed (.39 acres) APPLICANT: ENGINEER: PLANNING AREA/GEOGRAPHIC AREA:	ZONE: R-60	11:40	Amy Kosoff/Robert Enelow CAS Engineering Bethesda-Chevy Chase/2
BREAK 12:00 - 1:30				
1-99057	LEDLEY'S ADDITION TO BUCKLEY DOWNS 2 lots proposed (1.41 acres) APPLICANT: ENGINEER: PLANNING AREA/GEOGRAPHIC AREA:	ZONE: R-90	1:30	Christian Ledley Macris, Hendricks & Glascock Colesville-White Oak/6
1-90179R	QUAINT ACRES 1 lot proposed (4.14 acres) APPLICANT: ENGINEER: PLANNING AREA/GEOGRAPHIC AREA:	ZONE: R-200	1:50	James Cardinal Hickey Macris, Hendricks & Glascock Colesville-White Oak/6
7-99043	LAKE NORMANDY ESTATES 7 lot proposed (5.41 acres) APPLICANT: ENGINEER: PLANNING AREA/GEOGRAPHIC AREA:	ZONE: R-200	2:10	Har Shalom Macris, Hendricks & Glascock Potomac/4

→ Following week of April 12
* for follow up.
Dates + talk to wmm + Malcolm Shammoun

Problems with gas + etc (Rue)

Talk to Greg Cooke
Re. Frederick Rd.
improvement shoulder on Fr. Rd.
96 x e - (pue) - on South side of Springtown Rd.

(Silverdale party)

1) pue
2) Sitewalks on 355 (Character) material
3) Street "O" - Sitewalks open/closed section?

IV B

**HISTORIC PRESERVATION COMMISSION
SPEAKER'S FORM**

If you wish to speak on an agenda item, please fill out this form and give it to a Historic Preservation staff person sitting at the left end of the table in the front of the auditorium prior to consideration of that item. The Historic Preservation Commission welcomes public testimony on most agenda items.

Please print using ink, and provide your full name, complete address, and name of person/organization that you officially represent (yourself, an adjacent property owner, citizens association, government agency, etc.). This provides a complete record and assists with future notification on this case. **This meeting is being recorded. For audio identification, please state your name and affiliation for the record the first time you speak on any item.**

DATE: 4/28/99

AGENDA ITEM ON WHICH YOU WISH TO SPEAK: IV B

NAME: *John Westbrook, Ali Schrab, Tad Brodzki, Sve Carter

COMPLETE MAILING ADDRESS: c/o Miller, Miller + Canby, 200-B
Monroe St, Rockville MD 20850

REPRESENTING (INDIVIDUAL/ORGANIZATION): Aric Rudden

The Montgomery County Historic Preservation Commission observes the following time guidelines for testimony at regular meetings and hearings:

- HAWP applicant's presentation..... 7 minutes
- Comment by affected property owners on Master Plan designation..... 3 minutes
- Comment by adjacent owners/interested parties..... 3 minutes
- Comment by citizens association/interested groups..... 5 minutes
- Comment by elected officials/government representatives..... 7 minutes

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

March 24, 1999

MEMORANDUM

TO: Joe Davis
Malcolm Shaneman
Development Review Division

FROM: Gwen Wright, Historic Preservation Coordinator
Robin D. Ziek, Historic Preservation Planner
Historic Preservation Section

SUBJECT: Review of Subdivision Plans - DRC meeting March 29, 1999

We have reviewed the following subdivision plans and found them not to involve any identified historic resources:

#1-90179R Quaint Acres
#1-99052 Bucklodge Golf Course
#1-99056 Proposed Parcel "F" - Germantown Industrial Center
[8-99029]
#1-99057 Ledley's Addition to Buckley Downs
#1-99058 OJ McKinney Subdivision
#1-99062 Maple Ridge at White Oak
[8-99031]
#1-99063 Maple Ridge

#7-99043 Lake Normandy Estates

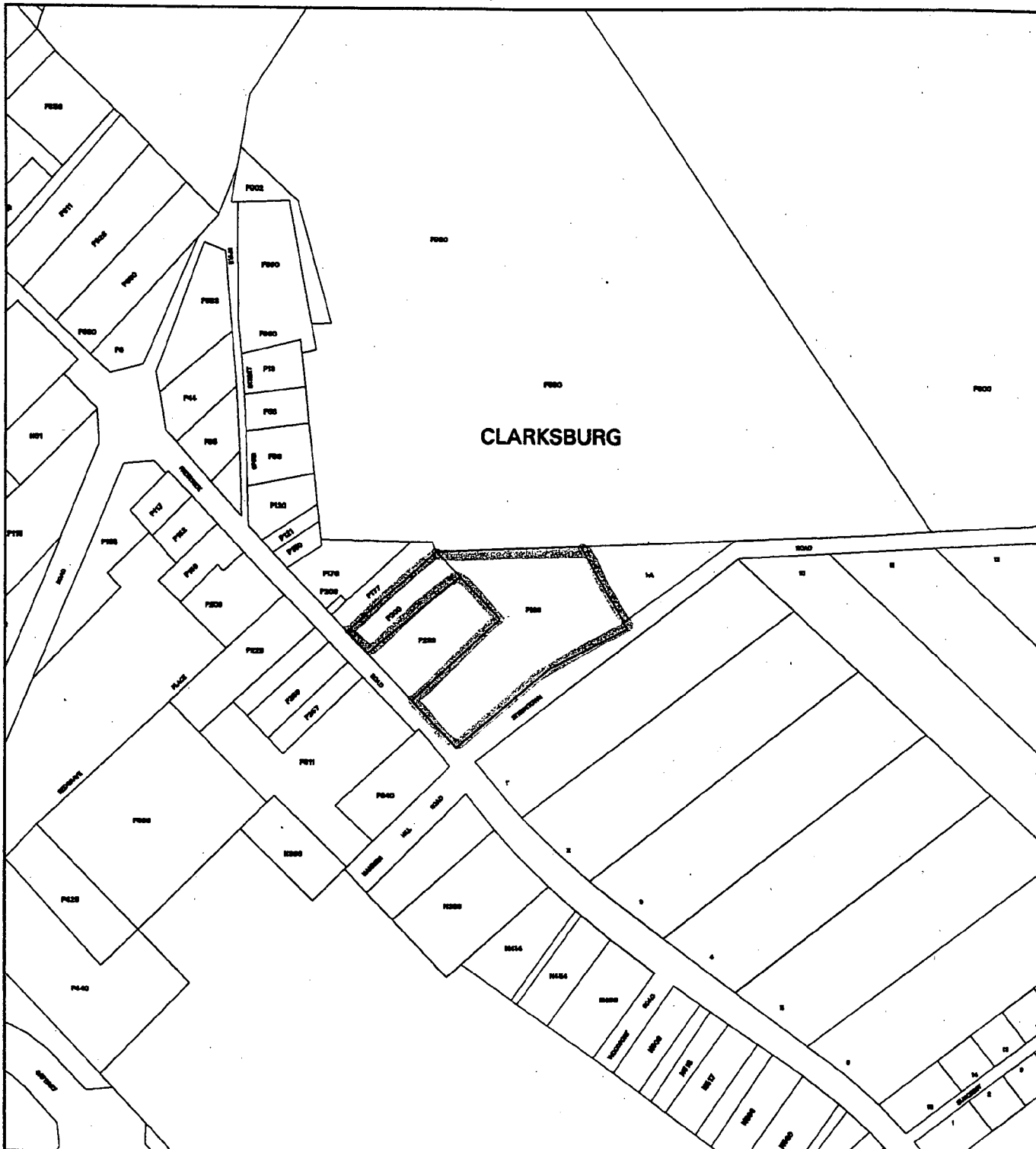
#8-94017A Imiries Subdivision

The following subdivision plan involves identified historic resources:

#7-99047 **Rudden Property, Clarksburg:** This project is within the Clarksburg Historic District, and all construction requires prior approval by the HPC.

#1-99061 **Chevy Chase, Section 8:** This site is being considered for Historic Site designation. The applicant is meeting with HCP staff on 3/24/99.

VICINITY MAP FOR
RUDDEN PROPERTY (7-99047)



Map compiled on March 22, 1999 at 9:03 AM

NOTICE

The planimetric, property, and topographic information shown on this map is based on copyrighted Map Products from the Montgomery County Department of Park and Planning of the Maryland-National Capital Park and Planning Commission, and may not be copied or reproduced without written permission from M-NCPPC.

Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14,400 scale aerial photography using stereo photogrammetric methods.

This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998

Key Map



N



Research & Technology Center



1 : 4800

MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

1787 Georgia Avenue - Silver Spring, Maryland 20910-3760

5

VICINITY MAP FOR
RUDDEN PROPERTY (7-99047)



Map compiled on March 24, 1999 at 9:40 AM

NOTICE

The planimetric, property, and topographic information shown on this map is based on copyrighted Map Products from the Montgomery County Department of Park and Planning of the Maryland-National Capital Park and Planning Commission, and may not be copied or reproduced without written permission from M-NCPPC.

Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods.

This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998

Key Map



N



Research & Technology Center



1 : 4800

6

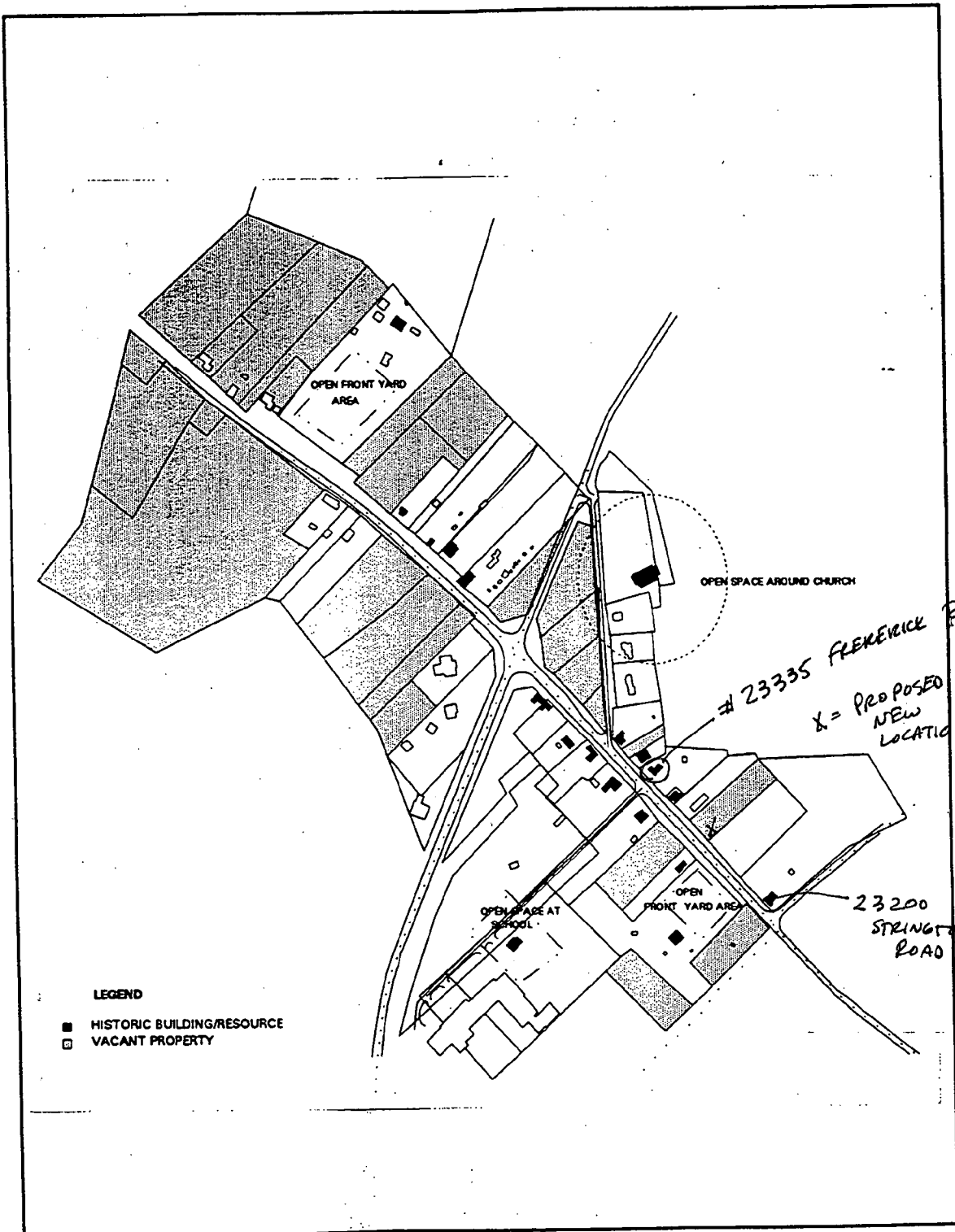


Figure 34: Clarksburg Historic District Vacant Land and Open Space



**GrandDesign
Studio, Inc.**

GRANDDESIGN STUDIO, INC.
972 Theodor Avenue Suite 200
Silver Spring, Maryland 20910
Phone: 301 588-1999
Fax: 301 588-1998

CONSULTANT

SEAL

**CLARKSBURG
MEDICAL
CENTER**

CLARKSBURG
MONTGOMERY COUNTY, MD

DEVELOPER:

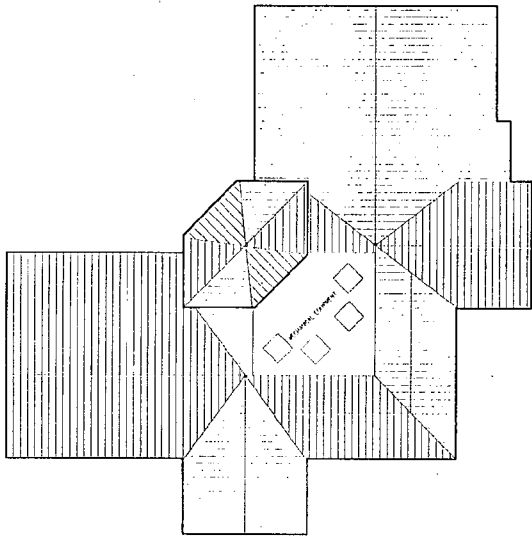
CLARKSBURG
MEDICAL CENTER
10000 CLARKSBURG
ROAD
CLARKSBURG, MD 20746

REVISIONS:

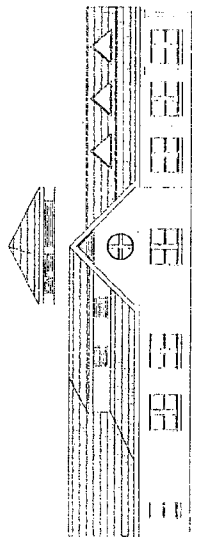
NO.	DATE	DESCRIPTION
1		ISSUED FOR PERMITS
2		ISSUED FOR PERMITS
3		ISSUED FOR PERMITS
4		ISSUED FOR PERMITS
5		ISSUED FOR PERMITS
6		ISSUED FOR PERMITS
7		ISSUED FOR PERMITS
8		ISSUED FOR PERMITS
9		ISSUED FOR PERMITS
10		ISSUED FOR PERMITS

BUILDING -1

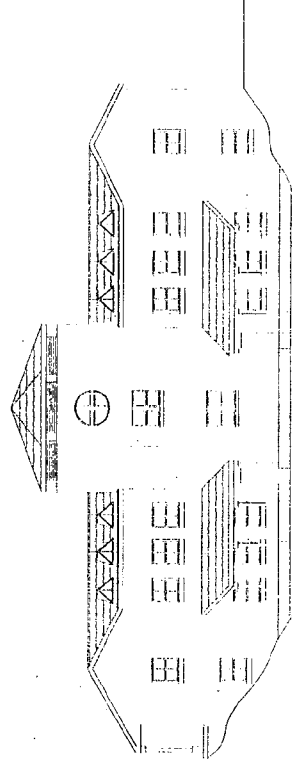
PD-1



ROOF PLAN
SCALE: 1/8" = 1'-0"



SOUTH (STREET) ELEVATION
SCALE: 1/8" = 1'-0"



NORTH (PARKING) ELEVATION
SCALE: 1/8" = 1'-0"

PLANS / ELEVATIONS

5 7 4 8 15 17

9



**GrandDesign
Studio, Inc.**

GRANDDESIGN STUDIO, INC.
902 Thayer Avenue Suite 200
Shaw Street, Maryland 20802
Tel: 301-279-1100
Fax: 301-279-1101

CONSULTANT

DATE

**CLARKSBURG
MEDICAL
CENTER**

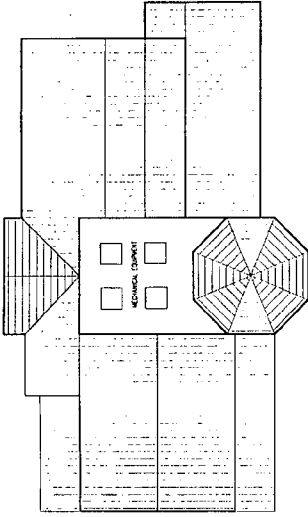
1-15-11
1-15-11

DEVELOPER:

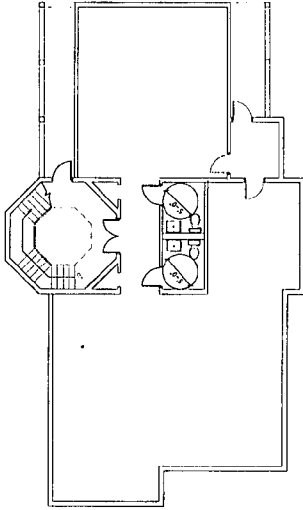
REVISIONS:

BUILDING 2 & 3

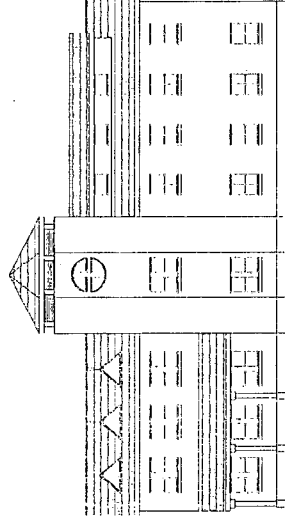
PD-2



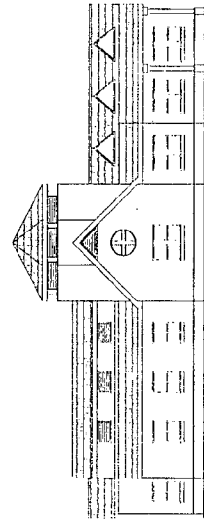
ROOF PLAN
DATE: 01/15/11



LAYOUT PLAN
DATE: 01/15/11



NORTH (PARKING) ELEVATION
DATE: 01/15/11



SOUTH (STREET) ELEVATION
DATE: 01/15/11

PLANS / ELEVATIONS



10



**GrandDesign
Studio, Inc.**

GRANDDESIGN STUDIO, INC.
92 Thayer Avenue Suite 203
Shaw Station, Maryland 20850
Tel: 301-279-1100
Fax: 301-279-1100

CONSULTANT:

SCALE:

**CLARKSBURG
MEDICAL
CENTER**

CLARKSBURG
MONTGOMERY COUNTY, MD

DEVELOPER:

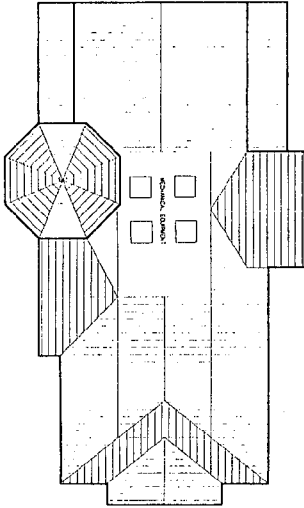
CLARKSBURG MEDICAL CENTER
10000 CLARKSBURG ROAD
CLARKSBURG, MD 20841
301-279-1100

REVISIONS:

NO.	DATE	DESCRIPTION
1	07/14/03	ISSUED FOR PERMITS
2	07/14/03	ISSUED FOR PERMITS
3	07/14/03	ISSUED FOR PERMITS
4	07/14/03	ISSUED FOR PERMITS
5	07/14/03	ISSUED FOR PERMITS
6	07/14/03	ISSUED FOR PERMITS
7	07/14/03	ISSUED FOR PERMITS
8	07/14/03	ISSUED FOR PERMITS
9	07/14/03	ISSUED FOR PERMITS
10	07/14/03	ISSUED FOR PERMITS

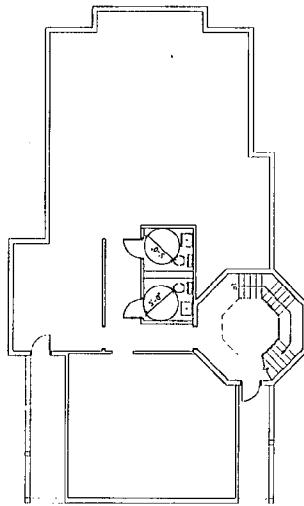
BUILDING - 4

PD-3



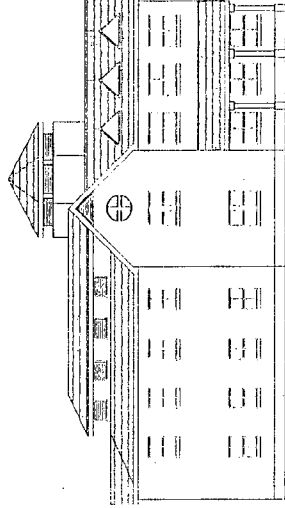
ROOF PLAN

SCALE: 1/8" = 1'-0"



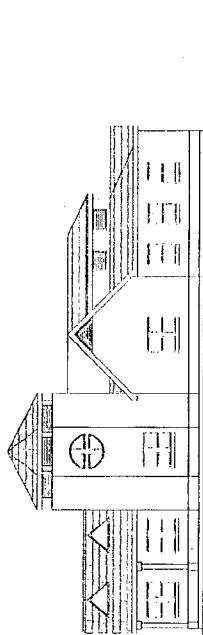
LAYOUT PLAN

SCALE: 1/8" = 1'-0"



NORTH (PARKING) ELEVATION

SCALE: 1/8" = 1'-0"



SOUTH (STREET) ELEVATION

SCALE: 1/8" = 1'-0"

PLANS / ELEVATIONS

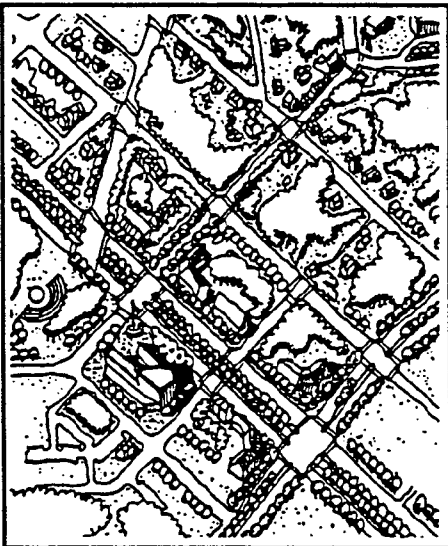
SCALE: 1/8" = 1'-0"

0 7 4 8 15 30 FT

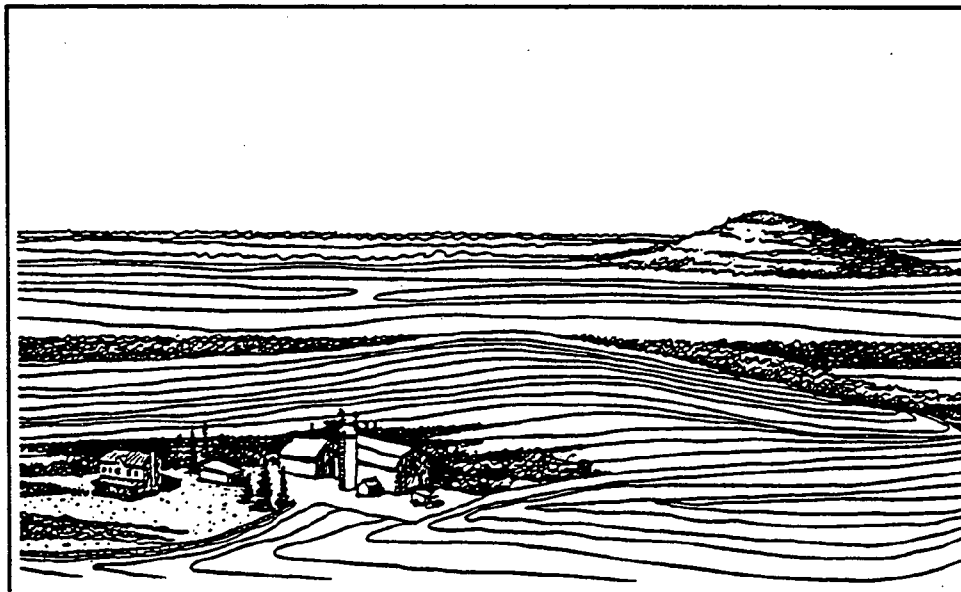
11

Approved & Adopted June 1994

Clarksburg Master Plan & Hyattstown Special Study Area



*A TRANSIT- &
PEDESTRIAN-
ORIENTED TOWN
SURROUNDED BY
OPEN SPACE*



**INTERIM
REFERENCE
EDITION**



Published by the

**MONTGOMERY COUNTY
PLANNING DEPARTMENT
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760**

12

In terms of **commercial uses**, up to 300,000 square feet are proposed. This recommendation exceeds the findings of the Planning Board retail studies (see Technical Appendix) that up to 153,000 square feet of neighborhood retail uses can be supported in the Town Center. Additional square footage would be desirable and would be consistent with the Plan if provided at a pedestrian scale and developed in accord with Plan policies regarding a mix of uses at the neighborhood level. (See Policy 7: Transit- and Pedestrian-Oriented Neighborhoods.)

This Plan recognizes that retail uses are critical to the vitality of the Town Center. A grocery store is particularly important since this type of use can serve as a magnet for other commercial operations (dry cleaners and banks, for example). One of the concerns about a retail center in the Town Center is how to integrate what has traditionally been an auto-oriented use in an area envisioned to be transit- and pedestrian-oriented.

This Plan addresses that concern as follows:

- o A retail center designation is proposed east of the historic district as part of a large-scale mixed-use neighborhood. (See Figure 19.) By incorporating the retail center proposal into a larger planned development, there will be a greater opportunity to assure a strong integration of the retail center to adjoining residential and public uses and to assure a compatible relationship to the Clarksburg Historic District.
- o A maximum square footage of the retail center is proposed (up to approximately 150,000 square feet).
- o Design guidelines are included in this chapter to help assure that the location, size, and scale of the retail center are compatible with the Plan's vision for the Town Center.

The balance of proposed retail and office uses (70,000 to 105,000 square feet) is proposed to be located throughout the Town Center District and consists of infill retail within the historic district (in accord with historic preservation guidelines).

- o **Encourage infill within the historic district in accord with the historic development patterns.**

The following design guidelines are recommended to help assure that infill development within the Clarksburg Historic District is supportive of historical development patterns.

- o Orient buildings to the streets, with parking behind to assure consistency with the character of the historic district.

- o Preserve and enhance the existing rural character of streets by retaining existing pavement widths, locating street trees close to the edge of pavement, and providing sidewalks, lighting, and signage that are of a rural village character.
- o Assure that all road improvements, including both changes to existing roads and creation of new roads, are sensitive to the historic character of the Clarksburg Historic District.
- o Reaffirm and strengthen current historic building patterns, e.g., the pattern of houses built close to the road with long backyards and expanses of green space behind them - in particular, retain the deep backyards of the structures on the west side of Frederick Road as part of a green buffer between the historic district and the transit stop area.
- o Encourage the renovation of existing buildings in the Clarksburg Historic District for both residential and compatible light commercial uses; e.g., professional offices, antique stores, tea rooms, and small restaurants, bed-and-breakfasts, and small grocery stores.
- o Encourage a limited amount of new construction, as long as the new buildings are compatible to the historic ones in terms of size, scale, rhythm, percentage of lot coverage, relationship to the street, and relationship to open space.
- o Moving of historic structures is a "last resort" decision; however, if the Clarksburg Elementary School must be relocated due to the construction at the transit stop, the building must be retained within the historic district and should be situated in an appropriate, prominent location. If any other structures in the historic district must be relocated due to road construction or other capital improvements, they must be retained within the district and should be situated in appropriate, prominent locations.
- o Assure that particularly prominent resources in the historic district (e.g., Hammer Hill and the Clarksburg Methodist Episcopal Church) are highlighted as focal points.
- o Encourage the maintenance of existing trees and major landscaping features in the historic district, while also planting new street trees in an informal pattern (not rigidly spaced, leaving room for views of historically or architecturally significant houses, and maintaining the rural character of the town).
- o Encourage the installation of historically appropriate sidewalks along both sides of Frederick Road.



- o Encourage appropriate lighting and street furniture, which will enhance Clarksburg's village character.
- o Encourage the creation of gateways at both the north and south entrances to the Clarksburg Historic District which will enhance the identity of the community and will help to interpret Clarksburg's history.
- o Encourage the continuation of open space in front of the Clarksburg United Methodist Church.
- o **Assure that future development around the Historic District complements the District's scale and character.**

The relationship between the Clarksburg Historic District and the new Town Center is a sensitive one. The historic district must retain its integrity and identity while still blending smoothly with the new neighborhoods which will be created.

The idea of isolating the historic district from the new Town Center is unrealistic and defeats the purpose of having "new" Clarksburg grow naturally out of "old" Clarksburg. It is equally important, however, that the historic district not be subsumed by the new Town Center and that the character and identity of the district be preserved, while allowing for appropriate growth and change.

Figure 21 graphically represents the following Plan guidelines which will help assure a sympathetic relationship between "old" and "new."

1. An area between existing MD 355 and Relocated MD 355 to the west (an area of approximately 550 feet) is identified as a buffer zone, appropriate only for single-family detached housing with a maximum height of two stories. The maximum density of development should be two units per acre.
2. The area between Relocated MD 355 and the transitway (an area of approximately 550 feet) is shown as appropriate for housing with a maximum height of three stories. All structures greater in height than three stories should be identified as being west of the transitway (over 1,100 feet from the center of the historic district).
3. On the east side of the historic district, all development 400 feet east of existing MD 355 and/or on land which is within the historic district should be single-family detached structures which are no higher than two stories.
4. New development immediately to the west of the district should be low-rise to provide compatibility. New development near the church

on Spire Street should be smaller in scale and sufficiently set back from the church.

5. Pedestrian and bicycle linkages to and through the district should be appropriate in scale and character. Redgrave Place should serve as a direct link between the transit stop and the greenway. Where it traverses the district it should have minimum pavement widths, appropriate street trees, street furniture, lighting, and signage.

o **Make the Town Center a focal point for community services (such as libraries and postal services) as well as informal community activities.**

The Clarksburg Town Center should function as the "civic" center of the Study Area. To achieve this end, **community and government related services** should be located here. This Plan recommends that a high degree of public interaction be provided in the Town Center, in close proximity to the retail center, to encourage a post office, library, and community center. At the time of development, Planning Staff will identify the amenity required under the RMX Zone. A civic use may be an appropriate amenity for this area. Public functions that serve the community but which do not require day-to-day public access (such as fire stations and maintenance depots) should be located outside of the Town Center. Areas of the Town Center where civic and public spaces are encouraged include:

- o The transit stop (a small civic space, approximately one-half acre in size is recommended).
- o Redgrave Place.
- o The open space element in the triangle formed by the intersection of Old Frederick Road, Clarksburg Road, and Spire Street.

The location, design, and size of community services and community facilities should reflect the more concentrated development pattern proposed for the Town Center. Facilities should be planned in this context and be land intensive and pedestrian oriented; the same Plan principles which guide private development should also guide public uses.

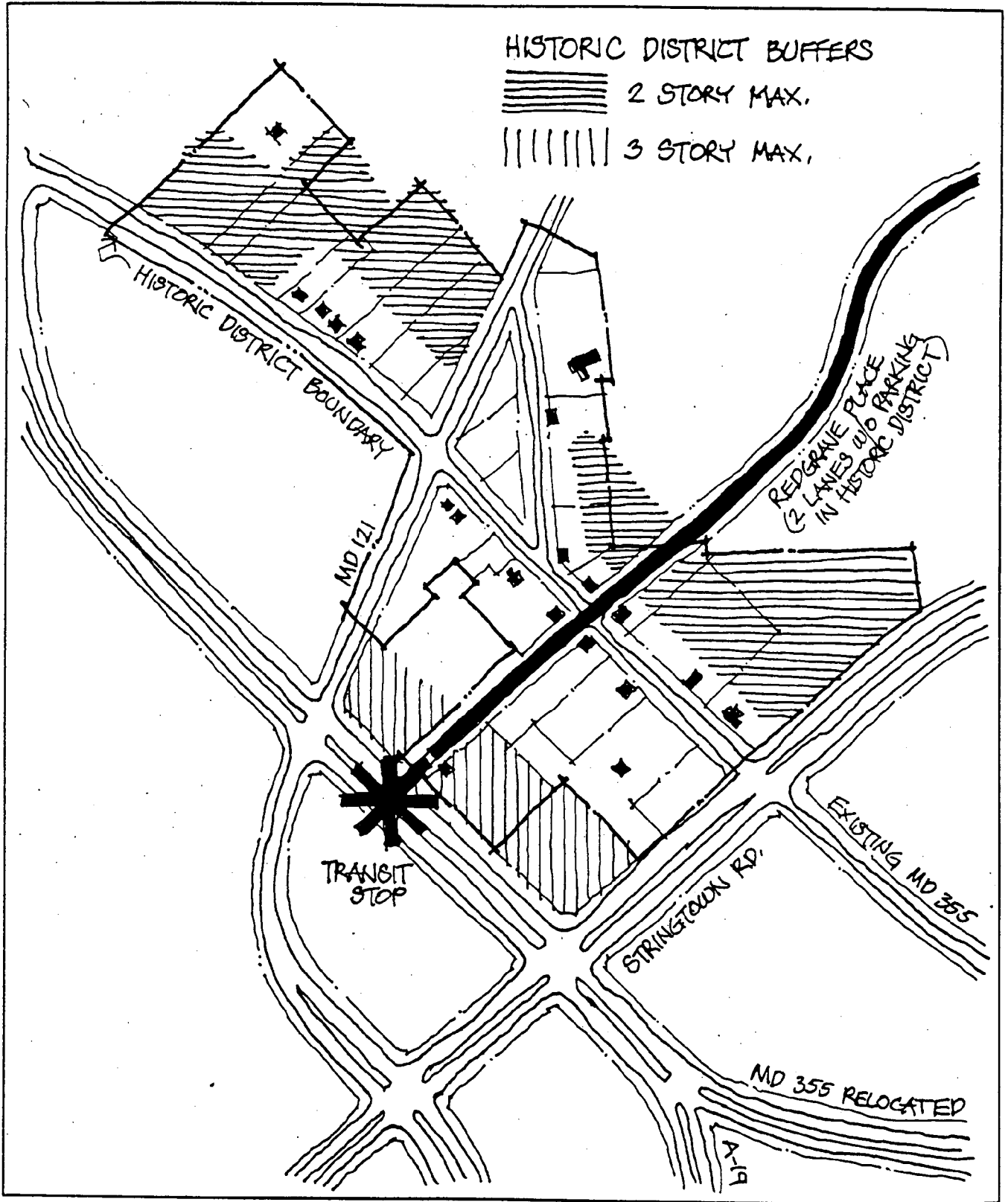
o **Create a transit-oriented land use pattern within the Town Center and link all portions of the Town Center with transitways, bus loops, bikeways, and pedestrian-oriented streets.**

This Plan seeks to achieve a balance between transit-oriented densities and a town scale of development.

A **transit stop** is proposed in the Town Center west of the historic district on Redgrave Place and A-19. Clarksburg Elementary School is located here. Although this Plan endorses the long-term future replacement of this school at another location, the continued operation of the school is

CLARKSBURG HISTORIC DISTRICT BUFFERS

FIGURE 21



anticipated for many years to come. (See Public Facilities chapter.) Clustering residential uses close to the transit stop will allow residents to walk to transit. A portion of the historic district as well as the mixed-use neighborhood proposed east of the district will also be within walking distance.

In the balance of the Town Center, development will be oriented to streets which function as "neighborhood bus loops" so that residents in these areas will be within walking distance of bus stops. Buildings that allow access and frontage to be oriented to the street system should be provided.

Recreational bikeways should be provided along the Little Seneca Creek greenway. Additional bikeways should be provided along Stringtown Road, MD 121, and Observation Drive to provide access to the transit stop.

- o **Create a land use pattern that is responsive to environmental concerns relating to traffic noise and protective of headwaters.**

The Land Use Plan for the Town Center balances community-building objectives with environmental concerns.

The key environmental constraints are located between MD 355 and I-270 and include noise affected areas along I-270 as well as the headwaters of the Ten Mile Creek (see Environmental Plan chapter). The land use and density pattern focuses development in a relatively small area around a proposed transit stop and proposes substantially reduced densities (2-4 units per acre) elsewhere in the headwaters area of Ten Mile Creek.

- o **Encourage an interconnected street system as typically found in older towns.**

An important planning concern within the Town Center relates to the **roadway system**. The Town Center is a very large geographic area (about 635 acres; for purposes of comparison, the Germantown Town Center is about 350 acres). Roadways will be critical to the efficient movement of traffic through and within the Town Center. If too many of these roadways are characterized by cross-sections which discourage pedestrian crossing, then the creation of a unified Town Center will be difficult. For this reason, the Land Use Plan Concept for the Town Center recommends a "high density" network of smaller roads. This strategy will foster an interconnected street system, so important to transit serviceability, and so essential to a "pedestrian-friendly" Town Center.

The Illustrative Sketch shows the pattern of small blocks and interconnected street systems that provide access for pedestrians, bicyclists, and vehicles to all areas of the Town Center including the transit facilities. (See Figure 20.)

Roadways designed to carry heavy volumes of traffic will still be needed and the Land Use Plan designates Observation Drive (A-19) and Midcounty Highway (A-305) to serve that function through the Town Center. I-270, which lies on the western edge, is envisioned as the major carrier of regional through traffic.

It is essential that the **character of the roadway network** is supportive of the Plan's vision for the Town Center. The guidelines below will help assure that streets and highways are built in a manner that is compatible with land use and urban design objectives for the Town Center.

- o Arterials - Because the arterials of Stringtown Road and Clarksburg Road serve as entrances to the Town Center, extensive landscaping, including medians, bikeways, and bus transit access facilities, must be provided. Setbacks from the Midcounty Highway (A-305) should be provided within the Town Center to establish a "parkway like" character.
- o Connecting Streets - Observation Drive Extended and MD 355 serve as special streets in the Town Center. Figure 11 shows the character of Observation Drive. MD 355 should be located away from the existing historic resources to reduce the impact on the historic district. Revisions to the Road Code will be necessary to meet these guidelines.
- o Local Streets - The local streets must provide a system of interconnected streets which allow on-street parking, close spacing of intersections, and enhancement of the areas outside the traffic lanes. Revisions to the Road Code will be necessary to meet this guideline. Two key local streets that require revisions to the Road Code include Old Frederick Road to maintain a narrow open section street appropriate in scale to the historic district, and the narrow Redgrave Place that provides access to the transit stop from the districts in the Town Center.
- o **Create a special character for Redgrave Place as it traverses the Clarksburg Historic District.**

Redgrave Place will provide needed east-west movement through the historic district and help integrate the district into the larger Town Center. However, it is essential that the scale, character, and location of this connection is developed appropriately.

The road should be a maximum of two lanes or 24 feet in width. It should have no parking lanes along the portions of the road which are in the historic district. The radius of the intersection corners should match the existing corners located on the west side of MD 355. Efforts should be made to design the road and the intersection as a low volume, local road

which will not detract from the character of the historic district. (See Figure 21.)

Redgrave Place will provide access from a proposed mixed-use neighborhood east of the historic district to a future transit stop. This Plan supports this connection but emphasizes that auto access to the stop should be secondary to the Plan objective that Redgrave Place be a low-volume, local road. Redgrave Place should not provide through access beyond MD 355 to A-19.

- o **Provide a variety of open space features.**

The Town Center is traversed by a portion of the **Little Seneca** greenway.

This greenway will be a major open space feature in the Town Center, making it important that the greenway be visible and accessible to the public. Sidewalks and bikeways should be located outside the stream buffer along the greenway. A strong connection between the transit stop and the greenway is particularly critical to enhance pedestrian and bicycle access between the greenway and the transit stop. The width of the greenway should be the minimum width needed to provide a trail system, but should not be any wider than necessary in Town Center.

While the greenway is the dominant open space feature, other smaller open space areas are also proposed. These include:

- o Forested conservation areas along streams.
- o Green space within the historic district in front of the Clarksburg United Methodist Church, a highly visible entry point at the intersection of Clarksburg Road and MD 355.

A park is already located in the Town Center (Kings Pond Local Park) which will provide active recreation opportunities.

TRANSIT CORRIDOR DISTRICT (990 Acres)

The Transit Corridor District includes properties fronting MD 355 which have developed over many decades in accord with traditional patterns found elsewhere in the "Up-County": single-family detached lots fronting the road. The most significant planning challenge here is to maintain and continue this residential character while addressing the need for increased traffic capacity along MD 355.

The Transit Corridor District also includes properties traversed by the proposed transitway. The planning challenge here is to introduce housing into a predominantly employment area. The scale and intensity of residential uses must be compatible with neighboring subdivisions along MD 355, yet densities must be high enough to be supportive of transit.



23335 FREDERICK RD.

THE HORACE WILLSON HOUSE

PROPOSED FOR RELOCATION TO P 200



23200 STRINGTOWN RD



23200 STRINGTOWN RD.



OUTBUILDING ON SITE ALONG STRINGTOWN RD



CONFRONTING PROPERTY - HAMMER HILL FARM
23310 FREDERICK RD.



CONFRONTING PROPERTY
23314 FREDERICK RD.



ADJACENT PROPERTIES
TO THE NORTH

POST OFFICE
GENERAL STORE



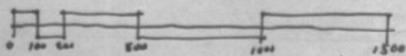
GENERAL STORE

23329 FREDERICK RD.



Placemakers

EXISTING CONDITIONS



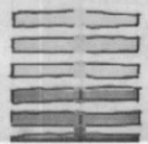
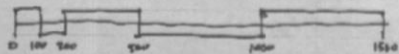
- OPEN LAND
- TREES
- ROADS/PARKING
- CAMP/REST/S.R./VICINITY
- HISTORICAL DISTRICT
- SITE BOUNDARY

26



Placemakers

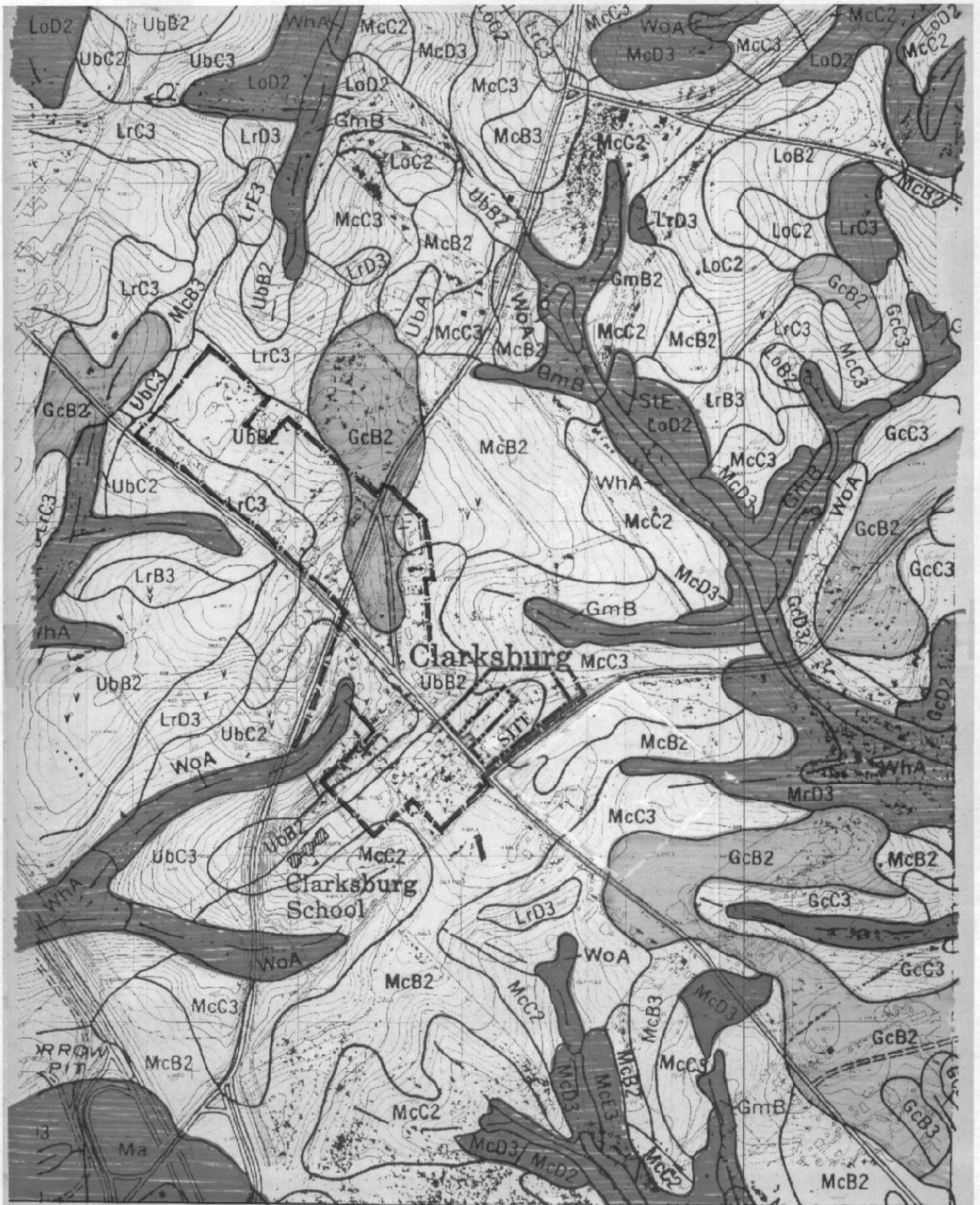
LAND SLOPE/ELEVATION ANALYSIS



ELEV.
 675'-700'
 650'-675'
 625'-650'
 600'-625'
 575'-600'
 550'-575'

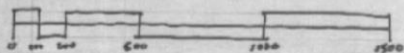
STAR MARKER
 HIGH PT.

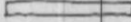




27



SOILS ANALYSIS

Placemakers



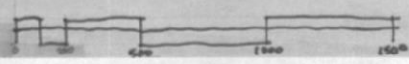
-  GOOD
-  MODERATE
-  SEVERE
-  HISTORIC DISTRICT
-  SITE BOUNDARIES

28

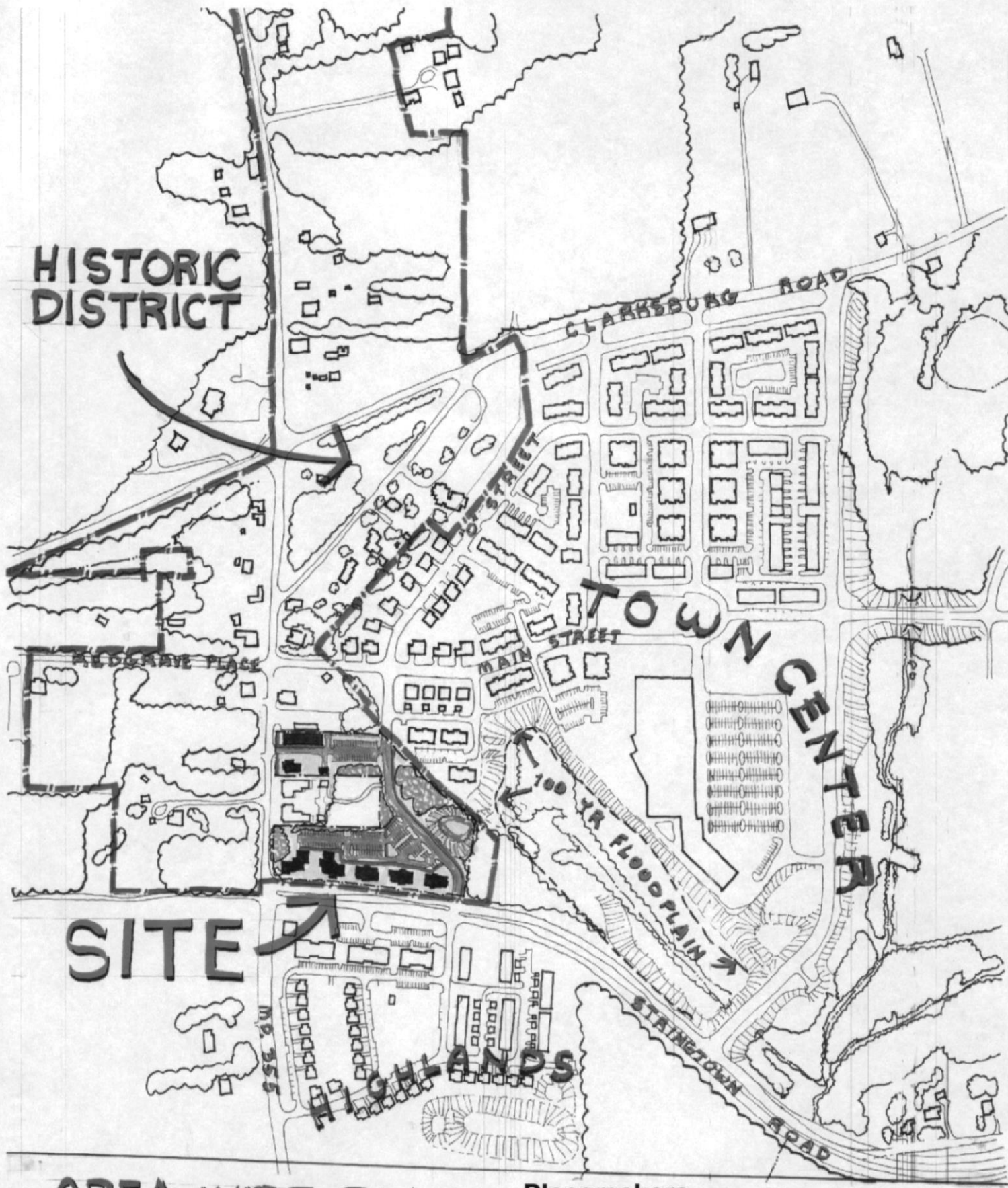


Placemakers

DEVELOPMENT SUITABILITY ANALYSIS



	WET AREAS
	STEEP SLOPES
	EXISTING DEVELOPMENT
	INSTITUTIONAL / COMM. USES
	SUITABLE FOR DEV.
	HISTORIC DISTRICT



HISTORIC DISTRICT

CLARKSBURG ROAD

301 CENTER

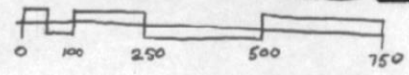
100' IR FLOOD PLAIN

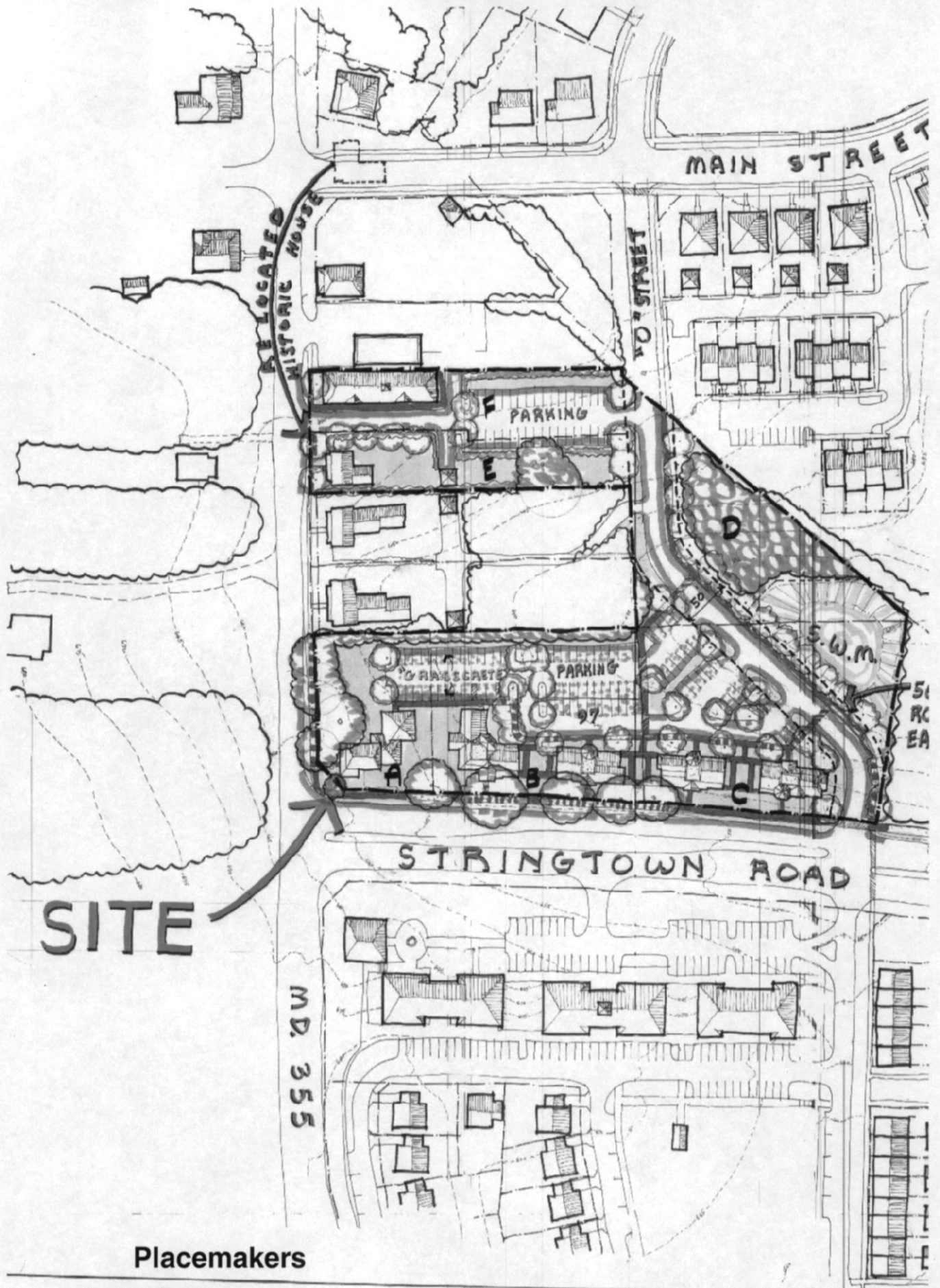
SITE

HIGHLANDS

AREA-WIDE PLAN

Placemakers

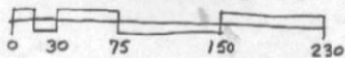


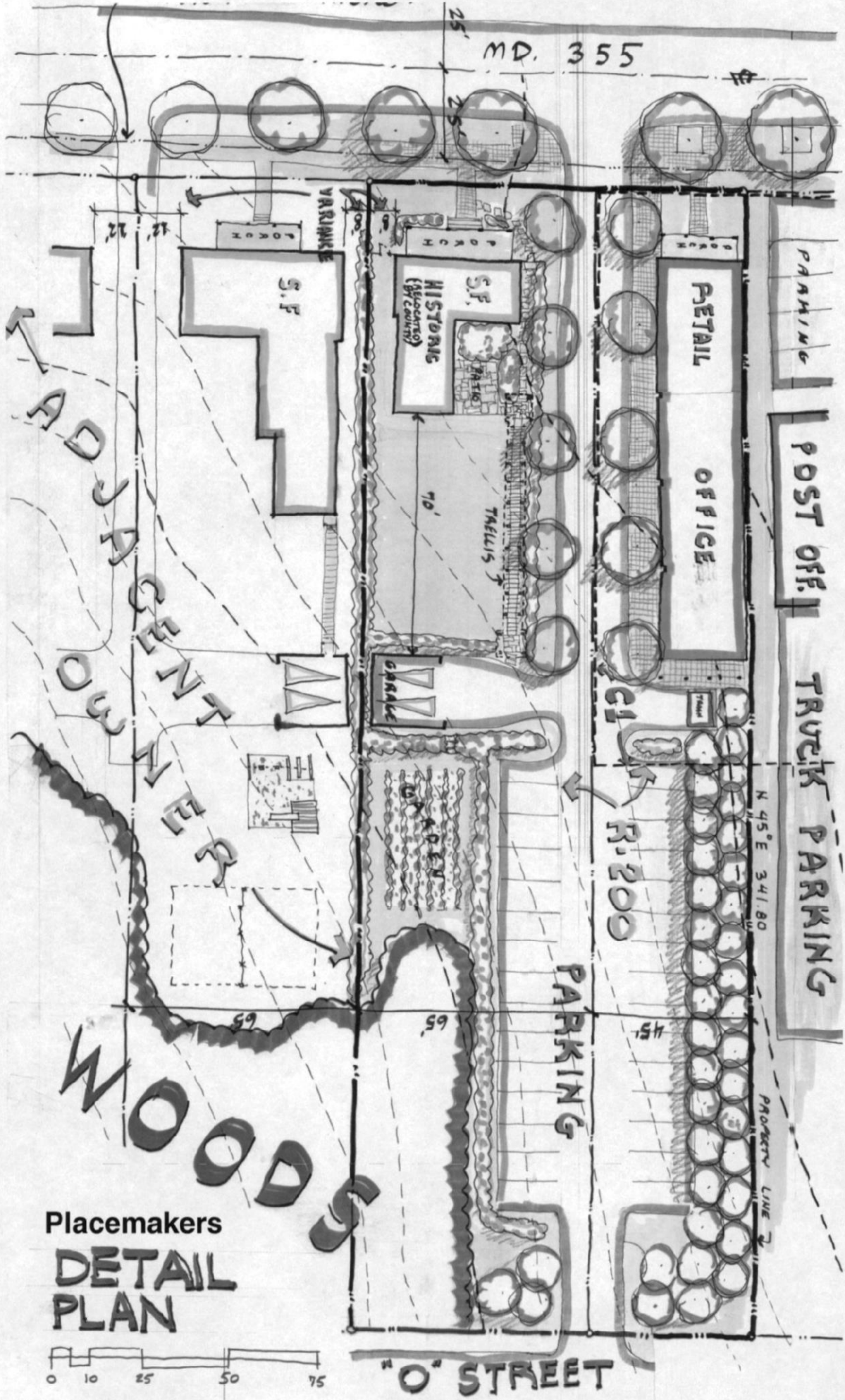


SITE

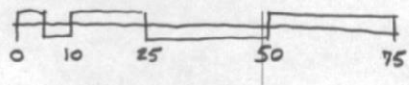
Placemakers

CONCEPT PLAN





Placemakers
DETAIL PLAN



TRANSMITTAL LETTER

Project: Clarksburg Medical Offices _____
Clarksburg, Md. _____

Job No: 134-99 _____

Date: April 7, 1999 _____

To: Ms. Gwen Wright _____
Office of Historic Preservation
MCPPC, Silver Spring, Md.

Sent By: Tad Grodzki _____

If enclosures are not included as noted please inform us immediately

Attention: _____

Attached: _____

COPIES	DATE	DESCRIPTION
1	4-7-99	Plans and Elevations

REMARKS: _____

COPIES TO: Aric Rudden

BY: Tad Grodzki

4/16/99

Note to file:

Dr. Lossing called to report that Ahearn had cut off a large branch of the old red bud

✓ She's taking off the wood shingles.

Write an apology to Jeannie Ahearn

Rudden Copy: Ali
Rudden
neighbors @ _____ Hill
Burt Randall

Materials: Good ~~wood~~ ^{+ better} buck
Drive-it for ~~bands~~
Shunting - ~~same~~ ^{same} metal
Aluminum clad wood ~~water~~ (Anderson)



FAX TRANSMITTAL

Project: Rudden Property

Job No: 134-99

To: M-NCPPC

Date: 4-13-99

Attention: Mrs. Robin Ziek

Sent By: Ali Sohrab

Attached:

No. of Pages including Cover Sheet

For Review & Comment

For Your Information

For Your Use

As Requested

Other:

REMARKS:

CC: Arric Rudden



912 Thayer Avenue • Suite 203 • Silver Spring, Maryland 20910
Phone: (301) 608-8198 • Fax (301) 608-8199

Form 5 (Revised 1988)

County Board of Appeals
for Montgomery County, Maryland

LIST OF ADJOINING AND CONFRONTING PROPERTY OWNERS
(Please see information on reverse side)

NAME	ADDRESS (Please add Zip Code)	LOT	BLOCK
Summer Winters <i>4733 BETHESDA</i> <i>DEVELOPER SUITE 530 NE</i> <i>BETHESDA, MD 20814</i>	3201 New Mexico Avenue, N.W. Suite 207 Washington, D. C. 20016	P600	
Thomas Wm & S.A. Conley	4939 Cordell Avenue Bethesda, Maryland 20814	A-1	
Brickley Sub-Division c/o Henry A. Bowis	5110 Sherrier Place, N.W. Washington, D. C. 20016	P-340	
Robert D & E. Hoffman c/o Hoffman Associates	2217 Peninsula Avenue Shelby, North Carolina 28150	P-340	
Gary & M.E. Poole	23310 Frederick Road Clarksburg, Maryland 20871 <i>P.O. Box 74</i>	P-311	
William K. & B.L. Watkins	11610 Piedmont Road Clarksburg, Maryland 20871	P-257	
Clarksburg Citizen Association	Clarksburg, Maryland 20871 <i>P.O. Box 325</i>		
John H. Wims c/o George W. Banks <i>RUDEN</i> <i>5600 LAKE CHAISTOPHER DR.</i> <i>ROCK, MD 20855</i>	4001 15th Street, N.W. Apartment 219 Washington, D. C. 20009	P-233	
R. (BANK) <i>(MIST)</i> V. Whipp	Clarksburg, Maryland 20871	P-200	
Clarksburg Post Office	Clarksburg, Maryland 20871	P-177	
<i>JANET WEUS</i> <i>1330 FREDERICK RD</i> <i>CLARKSBURG, MD 20871</i>			
<i>BURT RANDALL</i> <i>13340 FREDERICK RD</i> <i>CLARKSBURG, MD 20871</i>			
<i>ANITA ASHLEY</i> <i>3346 FREDERICK RD</i> <i>CLARKSBURG, MD 20871</i>			
<i>CLARKSBURG CO-OP</i> <i>SOL & ARLENE RUDEN P.O. Box 236</i> <i>CLARKSBURG, MD 20871</i>			

FAY
Office
Info

GrandDesign Studio, Inc.
Architects • Engineers • Interior Designers

912 Inoyer Avenue
Suite 203
Silver Spring
MD 20910
Off. 301-608-8198
Fax. 301-608-8199
E-mail: asohrab@email.msn.com

All R. Sohrab
Principal

Attendees 6/25/98 Meeting Rudden Property

<u>Name</u>	<u>Organization</u>	<u>Phone #</u>
Lyn Coleman	MNCPPC	495-4568
Wynne Withrows	M. NCPPC	495-4584
Cathy Conlon	M-NCPPC-Environmental	495-4542
Bill Sandfair	M-NCPPC	495-4588
John Westbrook	PLACEMAKERS	652-7890
Karen Kamm Mums	M-NCPPC	495-4554
RON WELKE	M-NCPPC	495-4533
TAD GRODZICKI	GRAND DESIGN STUDIO	608-8198
ALI SOHRAB	" "	" "
ARIC L. RUDDEN	PROP. OWNER	301-774-0818

LAW OFFICES

MILLER, MILLER & CANBY

CHARTERED

200-B MONROE STREET
ROCKVILLE, MARYLAND 20850

(301) 762-5212
FAX (301) 762-6044

March 16, 1999

Mr. Denis Canavan
Development Review Division
Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760

JAMES R. MILLER, JR.*
ROBERT L. BURCHETT*
PATRICK C. MCKEEVER
JAMES L. THOMPSON
LEWIS R. SCHUMANN
JODY S. KLINE
ELLEN S. WALKER
JOSEPH P. SUNTUM
MAURY S. EPNER
SUSAN W. CARTER
SUZANNE L. ROTBERT
ROBERT E. GOUGH
MICHAEL G. CAMPBELL
*OF COUNSEL

RE: Revised Draft Zoning Text Amendment
Rudden Property, Clarksburg, Maryland

Dear Denis:

Attached for your review is a revised Zoning Text Amendment which I have prepared in connection with the development of the Rudden property located in Clarksburg, Maryland. I believe that this draft Zoning Text Amendment responds to the comments which were made by the Screening Committee when it reviewed our original proposal.

By copy of this letter, I am providing copies of the revised Zoning Text Amendment to Gwen Wright and Lyn Coleman at M-NCPPC and to Ralph Wilson at the County Council. Once you have had a chance to review the revised Zoning Text Amendment, I would appreciate it if you would give me your comments and advise me whether it is in a form which is appropriate to go back through the Screening Committee. We would like to schedule a meeting with Nancy Dacek to see if she would support the legislation once it is in a form which staff can support.

Thank you for your attention to this matter.

Very Truly Yours,

MILLER, MILLER & CANBY


Susan W. Carter

SWC:atr

Enclosure

CC: Gwen Wright ✓

Lyn Coleman

Ralph Wilson

Aric Rudden

John Westbrook

Ordinance No:
Zoning Text Amendment No.:
Concerning: Parking of motor
vehicles on residentially-zoned land
within historic districts; setbacks for
structures within historic districts;
and clinics as a permitted use in
historic districts
Draft No. & Date:
Introduced:
Public Hearing:
Adopted:
Effective:

**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

AN AMENDMENT to the Montgomery County Zoning Ordinance for the purpose of:

revising the land use table for residential zones, revising the development standards for residential zones, revising the special provisions relating to historic properties, revising the purpose and development standards for the C-1 zone, revising the setback requirements for a parking facility within or adjoining a residential zone, revising the off-street parking requirements, and revising the special exception standards for parking of automobiles in connection with commercial uses

By amending the following sections of the Montgomery County Zoning Ordinance, Chapter 59 of the Montgomery County Code:

DIVISION 59-A-6	“USES PERMITTED IN MORE THAN ONE CLASS OF ZONE”
Section 59-A-6.2	“Historic site; density transfer”
DIVISION 59-C-1	“RESIDENTIAL ZONES, ONE-FAMILY”
Section 59-C-1.31	“Land uses”
Section 59-C-1.32	“Development standards”
DIVISION 59-C-4	“COMMERCIAL ZONES”
Section 59-C-4.34	“C-1 zone - Purpose and development standards”

DIVISION 59-E-2
Section 59-E-2.8
DIVISION 59-G-1
Section 59-G-2.39

"PLANS AND DESIGN STANDARDS"
"Parking facilities within or adjoining residential zone"
"SPECIAL EXCEPTIONS -- AUTHORITY AND PROCEDURES"
"Parking of automobiles, off-street, in connection with commercial uses"

*EXPLANATION: **Boldface** indicates a heading or a defined term.
Underlining indicates text that is added to existing laws by the original text amendment.
[Single boldface brackets] indicate text that is deleted from existing law by the original text amendment.
Double underlining indicates text that is added to the text amendment by amendment.
[[Double boldface brackets]] indicate text that is deleted from the text amendment by amendment.
*** indicates existing law unaffected by the text amendment.*

OPINION

(Intentionally left blank)

ORDINANCE

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 ordinance:

Sec. 1. Division 59-A-6 is amended as follows:

DIVISION 59-A-6. USES PERMITTED IN MORE THAN ONE CLASS OF ZONE.

59-A-6.2 Historic sites; [density transfer] Historic districts

(a) Density transfer

Where any tract of land classified in more than one residential zone contains a site, structure, or area of historic significance suitable for preservation, the Planning Board may permit the transfer of dwelling units from one zone to another in excess of the number of dwelling units otherwise permitted in the zone to which the

dwelling units are transferred, for the purpose of preserving the historic site, structure or area if all of the following requirements are met:

- (a)1) Generally. * * *
- (b)2) Density -- Generally. * * *
- (c)3) Same -- Low to high only. * * *
- (d)4) Uses permitted. * * *
- (e)5) Special exceptions. * * *
- (f)6) Compliance with other requirements, variances. * * *
- (g)7) Size. * * *
- (h)8) Maximum number of units. * * *
- (i)9) Compatibility with area. * * *
- (j)10) Dedications, site restoration, etc. * * *
- (k)11) Prohibited cases. * * *
- (l)12) Site plan review. * * *
 - (1)A) A building permit or certificate of occupancy * * *
 - (2)B) Building permits and use-and-occupancy permits * * *

(b) Parking

Parking of motor vehicles on certain residentially zoned land in a Master Plan designated historic district to support commercial uses which are also located within an area designated on a County master plan as an historic district is permitted by right, subject to review by the Historic Preservation Commission in accordance with the provisions of Chapter 24A of the Montgomery County Code and with the approval of a site plan in accordance with 59-D-3 of the Zoning Ordinance. The Planning Board may waive the requirements of Section 59-E-2.81 regarding the setback for all parking surfaces, spaces and driveways from adjoining or confronting residential zones at the time of site plan review.

Parking of motor vehicles, off-
street, in connection with
commercial uses.

P³⁹/SE P³⁹/SE P³⁹/SE P³⁹/SE

* * *

(d) Services.

--

* * *

* * * R- R- R- R- * * *
200 150 90 60

Clinic, medical or dental, for
no more than 4 medical
practitioners

* * * P⁴⁰/SE P⁴⁰/SE P⁴⁰/SE P⁴⁰/SE * * *

³⁹ Parking of motor vehicles is permitted by right in an historic district, in accordance with the provisions of Section 59-A-6.2(b) of the Zoning Ordinance.

⁴⁰ Medical or dental clinics, for no more than 4 medical practitioners, are permitted by right in Master Plan designated historic districts, in accordance with the provisions of Section 59-A-6.2(d) of the Zoning Ordinance.

* * *

59-C-1.32. Development Standards

* * *

59-C-1.323. Yard Requirements for a Main Building, except R-fourplex zone (in feet).⁷

* * *

59-C-1.326. Yard Requirements for an Accessory Building or Structure (in Feet).⁷

* * *

⁷ The minimum yard requirements may be reduced for a main building or an accessory building or structure located within a master plan designated historic district in accordance with Section 59-A-6.2(c).

* * *

59-C-4. COMMERCIAL ZONES.

* * *

59-C-4.34. C-1 zone - Purpose and development standards.

* * *

59-C-4.343(b)(1)

If the lot adjoins a residential zone which is not

- Recommended on a master plan for commercial or industrial zoning, nor
- Used as a public parking lot
- Used for the parking of motor vehicles in connection with a commercial use in accordance with Section 59-A-6.2(b)

then the setback shall not be less than that required in the adjoining zone.

* * *

59-C-4.345. Off-street parking.

The off-street parking required by article 59-E shall be provided on land which is in the C-1 zone, except as required in the special exception provisions of section 59-G-2.39 or 59-G-2.40 or except as permitted by right, subject to Historic Preservation Commission review and site plan approval, in accordance with Section 59-A-6.2(b) of the Zoning Ordinance.

* * *

Section 3. DIVISION 59-E-2. PLANS AND DESIGN STANDARDS

* * *

59-E-2.81. Setback

* * *

(b) (3) If a parking facility is located on residentially zoned land within an historic district and supports commercial uses also located within an historic district, the parking surfaces, spaces and driveways are not required to be set back a distance not less than the applicable setback required for the adjoining or confronting residential zone. The Planning Board may waive the setback requirements in accordance with the provisions of Section 59-A-6.2(b).

* * *

Sec. 4. DIVISION 59-G-1. SPECIAL EXCEPTIONS –AUTHORITY AND PROCEDURES.

* * *

59-G-2.39. Parking of automobiles, off-street, in connection with commercial uses.

A special exception may be granted for off-street parking of motor vehicles in connection with commercial uses, subject to the following findings and requirements:

* * *

(b) The commercial uses to be served by the facility are not in the C-T or the C-1 zone, unless the land in the C-1 zone complies with the exceptions to this provision stated in either subparagraph (h) or subparagraph (i), below. Notwithstanding the foregoing, parking of motor vehicle is permitted by right where such parking facility is permitted in accordance with Section 59-A-6.2(b).

* * *

Sec. 5. **Effective date.** This ordinance becomes effective 20 days after the date of Council adoption.

This is a correct copy of Council action.

Mary A. Edgar, CMC
Secretary of the Council

(c) Setbacks

The minimum yard requirements for a main building provided for in Section 59-C-1.323 and for an accessory building or structure provided for in Section 59-C-1.326 of the Zoning Ordinance may be reduced by the Planning Board at the time of site plan review for buildings or structures located within an area designated on a County master plan as an historic district, subject to review by the Historic Preservation Commission in accordance with the provisions of Chapter 24A of the Montgomery County Code and with the approval of a site plan in accordance with 59-D-3 of the Zoning Ordinance.

(d) Medical/Dental Clinics

Medical or dental clinics, for no more than 4 medical practitioners, are permitted by right within certain residential zones in Master Plan designated historic districts, subject to review by the Historic Preservation Commission in accordance with the provisions of Chapter 24A of the Montgomery County Code and with the approval of a site plan in accordance with 59-D-3 of the Zoning Ordinance.

* * *

Sec. 2. Division 59-C-1 is amended as follows:

DIVISION 59-C-1. RESIDENTIAL ZONES, ONE-FAMILY.

* * *

59-C-1.31. Land uses.

* * *

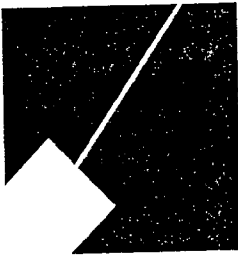
(b) Transportation, communication, and utilities.

* * *

* * *	R-	R-	R-	R-	* * *
	200	150	90	60	

* * *

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

~~NO~~ yes

FROM: Development Review Division, M-NCPPC

NAME: RIDDEN PROPERTY - CLARKSBURG

FILE No.: 7-99047

Enclosed please find the information checked below. This material will be discussed at the Development Review Committee meeting of 3/29, 1999 (no meeting scheduled if blank).

- New Preliminary Plan application with supporting material as appropriate
- Supporting material for previously reviewed Preliminary Plan
- Revised Preliminary Plan drawing
- New Pre-Preliminary Plan application
- Request for Waiver
- Discussion Item
- Comments due by _____
- Planning Board date (if available) _____ (date subject to change)

Public Street through the Property
No "capacity" left - road

- Check back of Gregg Cooke.

for dropped corners

re: Clarksburg - Hyattstown Master Plan
all have -
There will be a by-pass

90' at street corners

LAW OFFICES

MILLER, MILLER & CANBY

CHARTERED

200-B MONROE STREET
ROCKVILLE, MARYLAND 20850(301) 762-5212
FAX (301) 762-6044JAMES R. MILLER, JR.*
ROBERT L. BURCHETT*
PATRICK C. MCKEEVER
JAMES L. THOMPSON
LEWIS R. SCHUMANN
JODY S. KLINE
ELLEN S. WALKER
JOSEPH P. SUNTUM
MAURY S. EPNER
SUSAN W. CARTER
SUZANNE L. ROTBERT
ROBERT E. GOUGH
MICHAEL G. CAMPBELL
**OF COUNSEL*

February 8, 1999

Malcolm Shaneman
Development Review Division
Maryland-National Capital Park and
Planning Commission
8787 Georgia Avenue
Silver Spring, MD 20910-3760RE: Pre-Preliminary Plan
Rudden Property
Tax Parcels P-198 and P-200
Maryland Route 355 and Stringtown Road, Clarksburg

Dear Malcolm:

The purpose of this letter is to provide you with an overview of what it is that we intend to accomplish with the subdivision of the Rudden property in Clarksburg.

My client owns approximately 4.6 acres located at the intersection of Maryland Route 355 and Stringtown Road in Clarksburg. The subject property consists of two unsubdivided parcels, Parcel 198 and 200, which comprise most of the property at this intersection (there is an intervening parcel which is owned by Fotis Kostaris, et al.).

Parcel 198 is zoned R-200. Parcel 200 has split zoning with a portion zoned R-200 and a portion zoned C-1. Parcel 200 is a vacant parcel. Parcel 198 is currently improved with a residence and several outbuildings and has a special exception for a landscape business.

My client proposes to subdivide the subject property into six recorded lots. The existing special exception operation would cease and proposed Parcel A would be converted into a veterinarian office. A special exception for this use would be required.

We would seek special exception approval for two medical clinics to be located on proposed Parcels B and C along Stringtown Road. Each of these special exceptions for a medical clinic would be housed in two smaller buildings which would be designed to be compatible with the historic character of the area. Access to the proposed medical clinics and the veterinarian office would be via Stringtown Road as well as via an access across proposed Parcel D and Parcel F out to Maryland Route 355.

Parcel D would be platted but at present would remain vacant. It is possible that we might seek special exception approval for a use for this property at some time in the future or might simply use it

Malcolm Shaneman
Development Review Division
Maryland-National Capital Park and
Planning Commission
February 8, 1999
Page 2

for residential purposes. The frontage for Parcel D would be along the 50 foot public right-of-way which is shown on Preliminary Plan No. 1-95042 for the Clarksburg Town Center.

Proposed Parcel E located along Maryland Route 355 would be used for residential purposes and is ideally suited for the relocation of the historic home which my client owns further north on Route 355 immediately adjacent to the Clarksburg grocery store. Parcel F would be developed with a retail/office building use along Maryland Route 355 with parking on the residential portion in the rear. This parking lot would also open to the drive lane connecting Parcel D and Parcel C.

The subject property is located within the Clarksburg Historic District which poses certain challenges and provides certain opportunities. In order to develop the subject property as proposed, there are several zoning text amendments which would be required. First, the provisions concerning parking in the R-200 zone to support a use in the C-1 zone would need to be modified to allow this as a permitted use in the historic district. We are working with technical staff and with Ralph Wilson at the County Council to develop a draft zoning text amendment to address this issue.

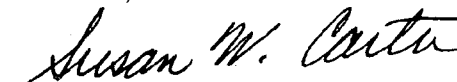
Second, the forty foot setback requirement for main buildings in the R-200 zone and the forty foot setback requirement from all property lines for medical clinics (Section 59-G) would need to be modified to permit a reduced setback for structures located in an historic district. We believe this is appropriate insofar as it is in keeping with the objectives of the Master Plan which encourage buildings to be located close to the roadway, in keeping with the historic character of the area. We are also working with staff on a zoning text amendment to accomplish this objective.

Third, a variance is required in order to reduce the 100 foot minimum lot width requirement for an R-200 lot at the building restriction line for proposed Parcel E. Likewise, a variance would be required to permit reduced setbacks for improvements on the C-1 zoned land in Parcel F from the R-200 zoned land adjacent to it.

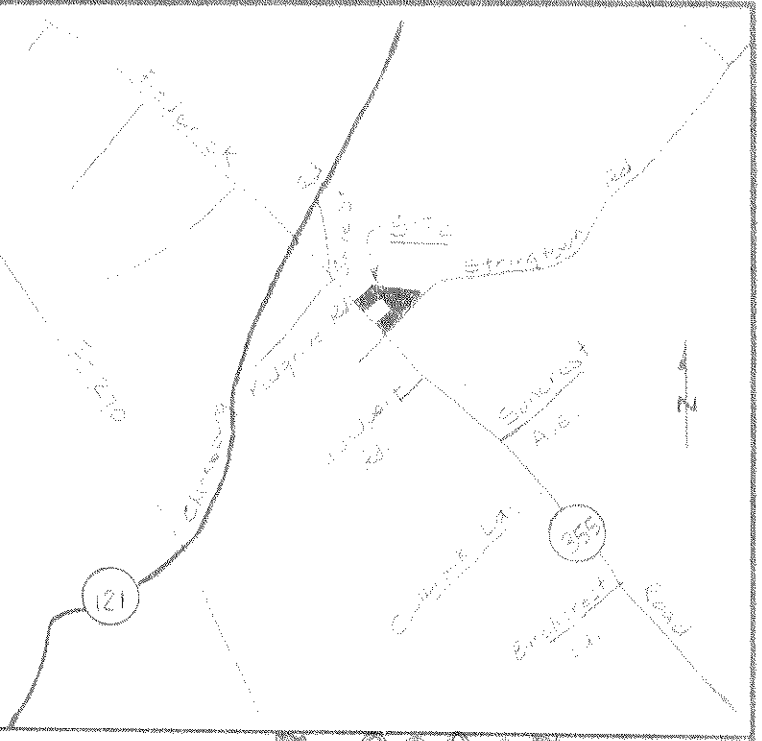
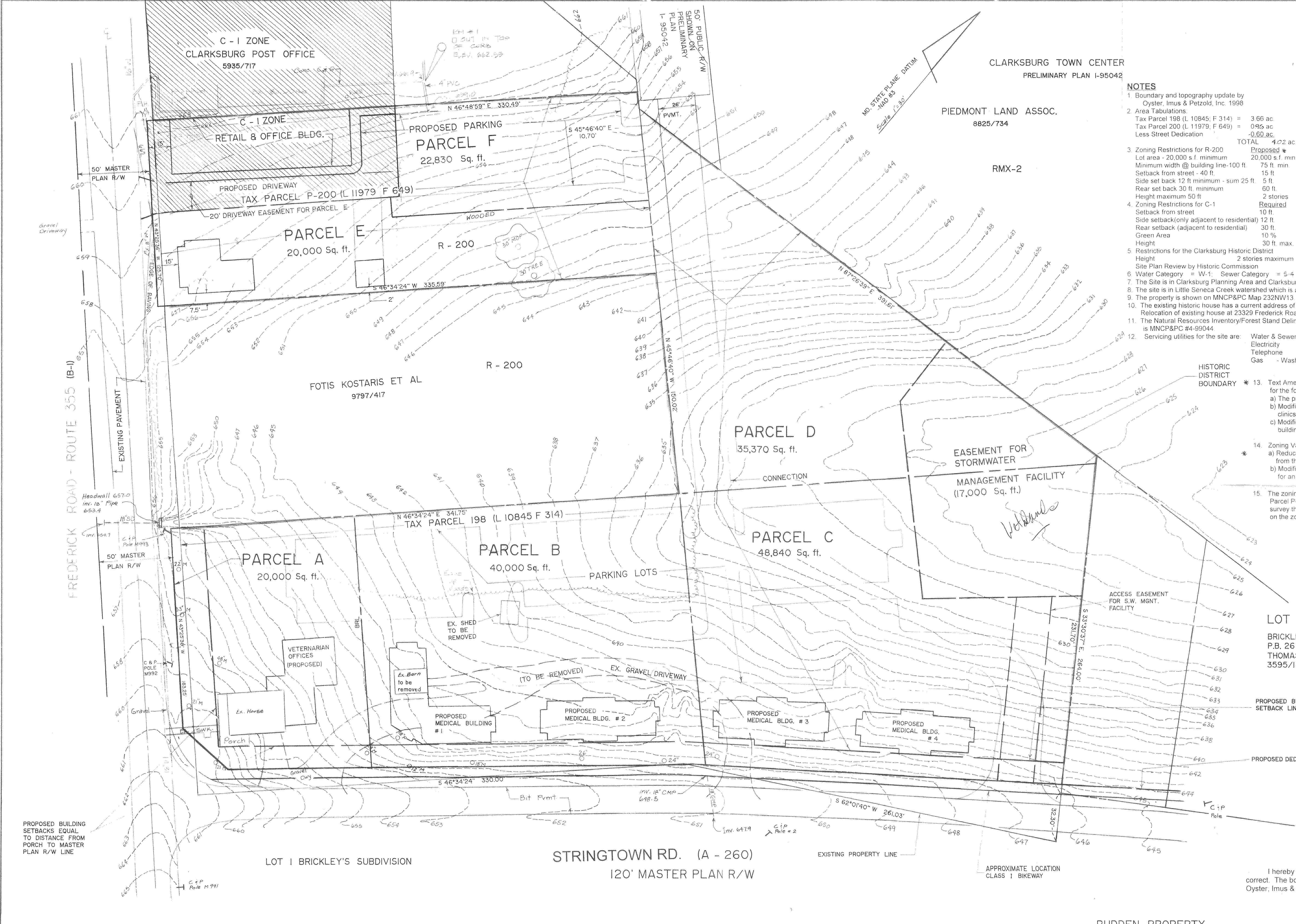
We look forward to meeting with the Development Review Committee to obtain feedback concerning this proposed pre-preliminary plan. If you have any questions in the meanwhile, however, do not hesitate to contact me.

Very truly yours,

MILLER, MILLER & CANBY


Susan W. Carter

SWC:atr



- NOTES**
- Boundary and topography update by Oyster, Imus & Petzold, Inc. 1998
 - Area Tabulations
 Tax Parcel 198 (L 10845; F 314) = 3.66 ac
 Tax Parcel 200 (L 11979; F 649) = 0.95 ac
 Less Street Dedication = -0.60 ac
TOTAL = 4.02 ac
 - Zoning Restrictions for R-200
 Lot area - 20,000 s.f. minimum
 Minimum width @ building line-100 ft
 Setback from street - 40 ft
 Side set back 12 ft minimum - sum 25 ft
 Rear set back 30 ft minimum
 Height maximum 50 ft
Proposed * 20,000 s.f. min
 75 ft min
 15 ft
 5 ft
 60 ft
 2 stories
 - Zoning Restrictions for C-1
 Lot area - 20,000 s.f. minimum
 Side setback (only adjacent to residential)
 Rear setback (adjacent to residential)
 Green Area
 Height
Required 10 ft
 12 ft
 10 %
 30 ft max.
 - Restrictions for the Clarksville Historic District
 Height - 2 stories maximum
 Site Plan Review by Historic Commission
 - Water Category = W-1; Sewer Category = S-4 For P-198, S-5 For P-200
 - The Site is in Clarksville Planning Area and Clarksville Historic District.
 - The site is in Little Seneca Creek watershed which is a Special Protection Area
 - The property is shown on MNCP&PC Map 232NW13
 - The existing historic house has a current address of 23200 Stringtown Road. Relocation of existing house at 23229 Frederick Road to this property is proposed
 - The Natural Resources Inventory/Forest Stand Delineation Plan for the property is MNCP&PC #4-99044
 - Servicing utilities for the site are:
 Water & Sewer - WSSC
 Electricity - Allegheny Power Co
 Telephone - Bell Atlantic
 Gas - Washington Gas

- HISTORIC DISTRICT BOUNDARY**
- Text Amendments relating to the Clarksville Historic Area required for the following:
 a) The provision of parking for a C-1 use in the R-200 zone
 b) Modification of the Special Exception requirement for medical clinics calling for 40' setbacks from all property lines
 c) Modification of the 40-foot setback requirement for the main building on an R-200 lot.
 - Zoning Variances required for the following:
 a) Reduced setbacks for the C-1 improvements in Parcel F from the R-200 zoned land adjacent to it.
 b) Modification of the 100-foot minimum lot width requirement for an R-200 lot at the building restriction line.
 - The zoning line for C-1 has been shown at the mid-point of Tax Parcel P-200. Due to the increased frontage revealed by our survey there is a slight discrepancy with the distance shown on the zoning map.

LOT 1 - A
 BRICKLEY'S SUBDIVISION
 P.B. 26 PLAT 1608
 THOMAS CONLEY
 3595/186

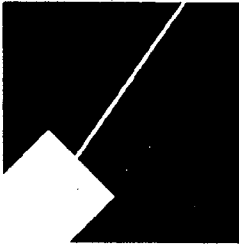
PROPOSED BUILDING SETBACK LINE
PROPOSED DEDICATION LINE

ENGINEER'S CERTIFICATE

I hereby certify that the information shown hereon is correct. The boundary and topography are as surveyed by Oyster, Imus & Petzold, Inc. in July 1998.
 Walter J. Petzold
 Registered Engineer, MD #5118

DATE 2/99	REVISION Final Revisions	DRAFTING CHECK DESIGN CHECK	Prepared for: Dr. Jerry N. Rudden, et al. 5600 Lake Christopher Drive. Rockville MD 20855	OYSTER, IMUS & PETZOLD, INC. CIVIL ENGINEERS - LAND PLANNERS - SURVEYORS 11230-B GRANDVIEW AVENUE • WHEATON, MARYLAND 20902 • (301) 949-2011	PRE - PRELIMINARY PLAN	RUDDEN PROPERTY TAX PARCELS P-198 and P-200 CLARKSBURG MONTGOMERY COUNTY MARYLAND	DATE JAN. 1999	JOB NO. 2452 A-2
							SCALE 1" = 30'	SHEET NO. 1 of 1

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

March 24, 1999

MEMORANDUM

TO: Joe Davis
Malcolm Shaneman
Development Review Division

FROM: Gwen Wright, Historic Preservation Coordinator
Robin D. Ziek, Historic Preservation Planner
Historic Preservation Section

SUBJECT: Review of Subdivision Plans - DRC meeting March 29, 1999

We have reviewed the following subdivision plans and found them not to involve any identified historic resources:

#1-90179R Quaint Acres
#1-99052 Bucklodge Golf Course
#1-99056 Proposed Parcel "F" - Germantown Industrial Center
[8-99029]
#1-99057 Ledley's Addition to Buckley Downs
#1-99058 OJ McKinney Subdivision
#1-99062 Maple Ridge at White Oak
[8-99031]
#1-99063 Maple Ridge

#7-99043 Lake Normandy Estates

#8-94017A Imiries Subdivision

The following subdivision plan involves identified historic resources:

#7-99047 **Rudden Property, Clarksburg:** This project is within the Clarksburg Historic District, and all construction requires prior approval by the HPC.

#1-99061 **Chevy Chase, Section 8:** This site is being considered for Historic Site designation. The applicant is meeting with HCP staff on 3/24/99.

DEVELOPER:

ARC RUDDEN
 STREET ADDRESS
 SUITE NUMBER
 CITY, STATE, ZIP CODE
 TEL (000) 000-0000
 FAX (000) 000-0000

REVISIONS:

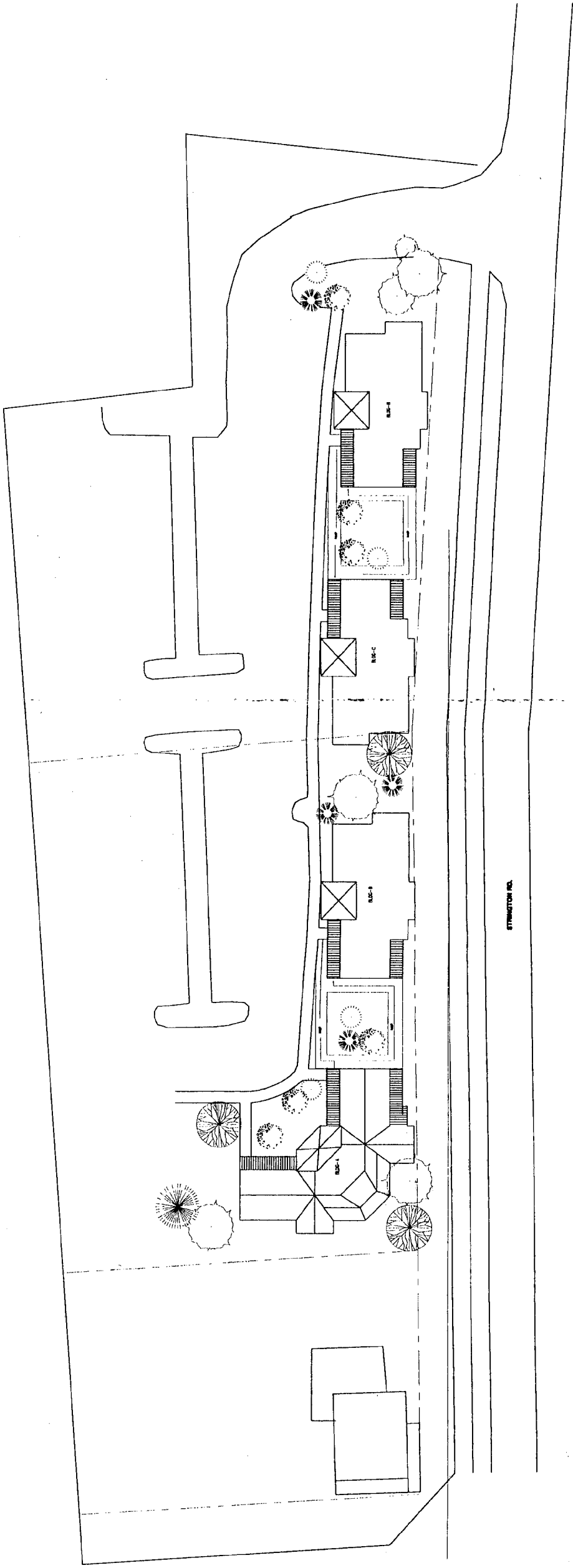
LAYOUT COORD:	0000
PLANNING MGR:	0000
DRAWING BY:	SMANUEL
DATE:	3-15-99
JOB NUMBER:	134-99
TITLE:	

SITE PLAN

SHEET NUMBER:

S-1

COMMENTS:



STATIONING NO.

REFERENCED

SITE PLAN

SCALE 1/8"=1'-0"

0 2 4 8 16 32feet

NORTH



**GrandDesign
Studio, Inc.**

GRANDESIGN STUDIO, INC.
912 Thayer Avenue Suite 203
Silver Spring, Maryland 20910
(PHONE) 301 608-6588
(FAX) 301 608-6589

CONSULTANT

SEAL

**CLARKSBURG
MEDICAL
CENTER**

CLARKSBURG
MONTGOMERY COUNTY, MD

DEVELOPER:

ABC RUDDEN
STREET ADDRESS
SUITE NUMBER
CITY STATE ZIP CODE
TEL (000) 000-0000
FAX (000) 000-0000

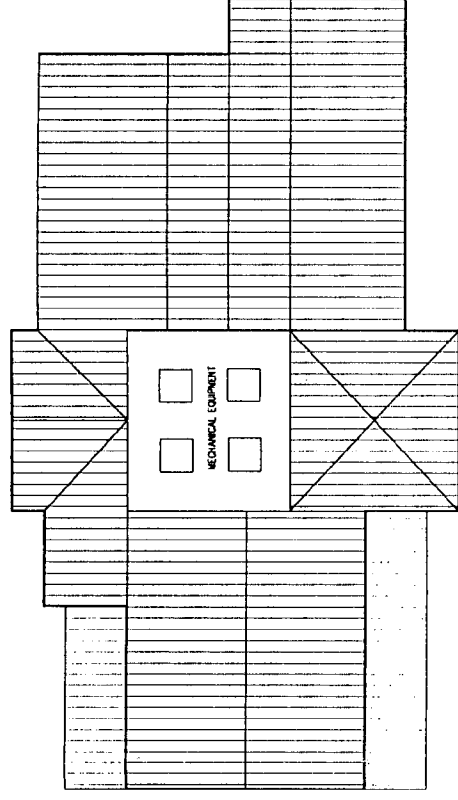
REVISIONS:

LAYOUT COORD:	0000
PLANNING MGR:	0000
DRAWING BY:	SMANUEL
DATE:	J-15-99
JOB NUMBER:	134-99
TITLE:	BUILDING -B & C

SHEET NUMBER:

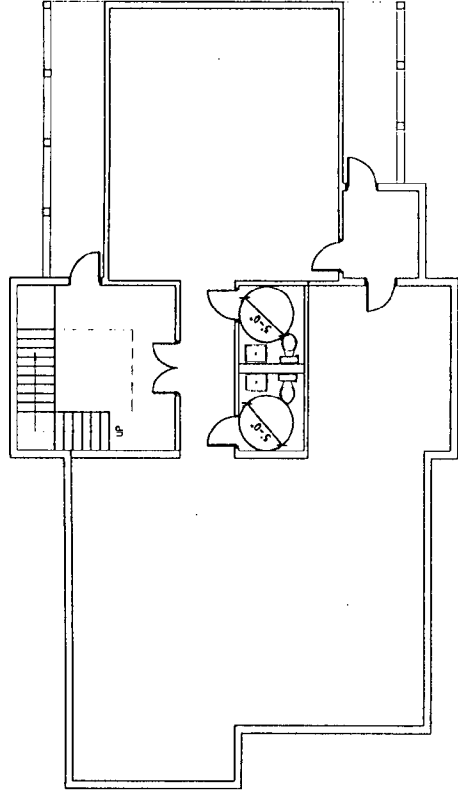
PD-3

COMMENTS:



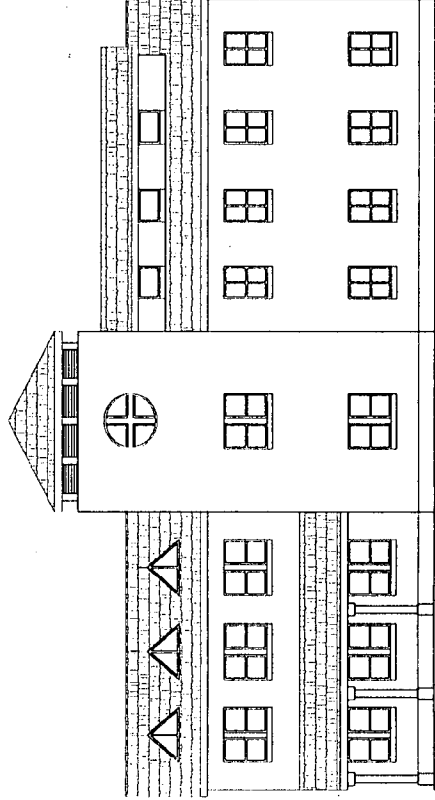
ROOF PLAN

SCALE: 1/8" = 1'-0"



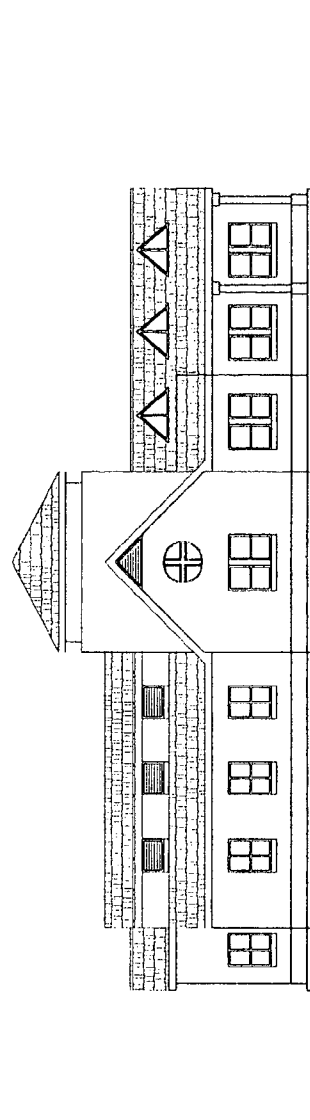
LAYOUT PLAN

SCALE: 1/8" = 1'-0"



NORTH (PARKING) ELEVATION

SCALE: 1/8" = 1'-0"



SOUTH (STREET) ELEVATION

SCALE: 1/8" = 1'-0"

PLANS / ELEVATIONS

SCALE: 1/8" = 1'-0"



32 FEET





**GrandDesign
Studio, Inc.**

GRANDESIGN STUDIO, INC.
922 Thayer Avenue Suite 203
Silver Spring, Maryland 20910
PHONE 301 608-6788
FAX 301 608-6789

CONSULTANT

SEAL

**CLARKSBURG
MEDICAL
CENTER**

CLARKSBURG
MONTGOMERY COUNTY, MD

DEVELOPER:

ARIC RUDDEN
STREET ADDRESS
SUITE NUMBER
CITY, STATE, ZIP CODE
TEL (000) 000-0000
FAX (000) 000-0000

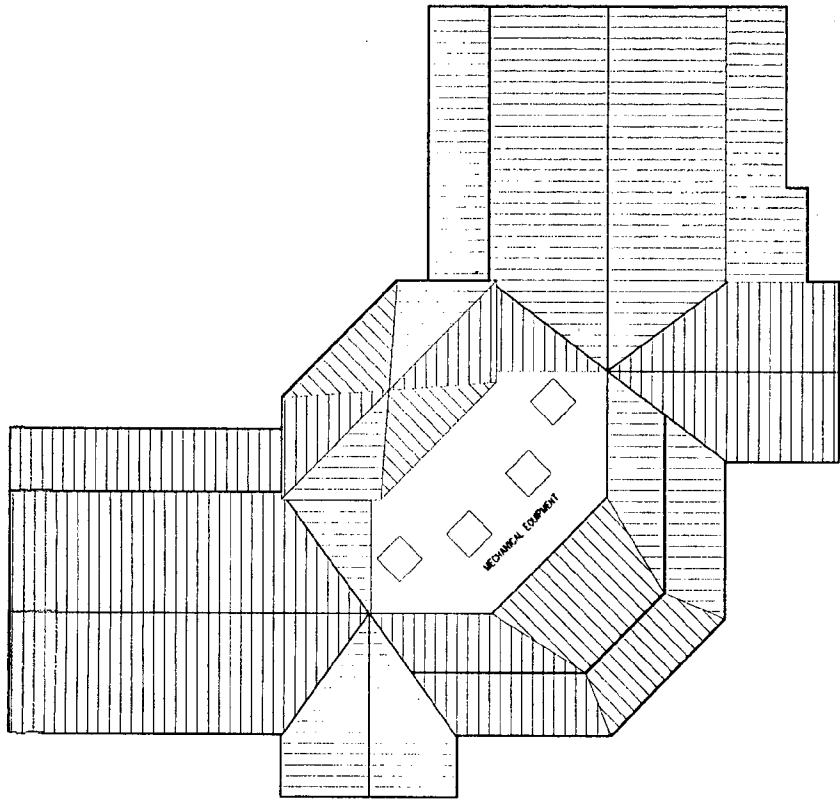
REVISIONS:

LAYOUT COORD: 0000
PLANNING MGR: 0000
DRAWING BY: SMANUEL
DATE: 3-15-99
JOB NUMBER: 134-99
TITLE: BUILDING -A

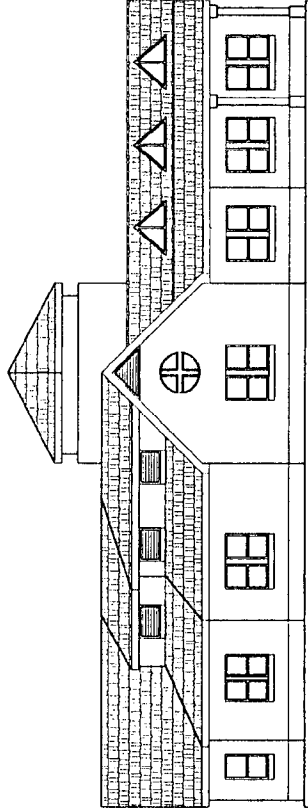
SHEET NUMBER:

PD-2

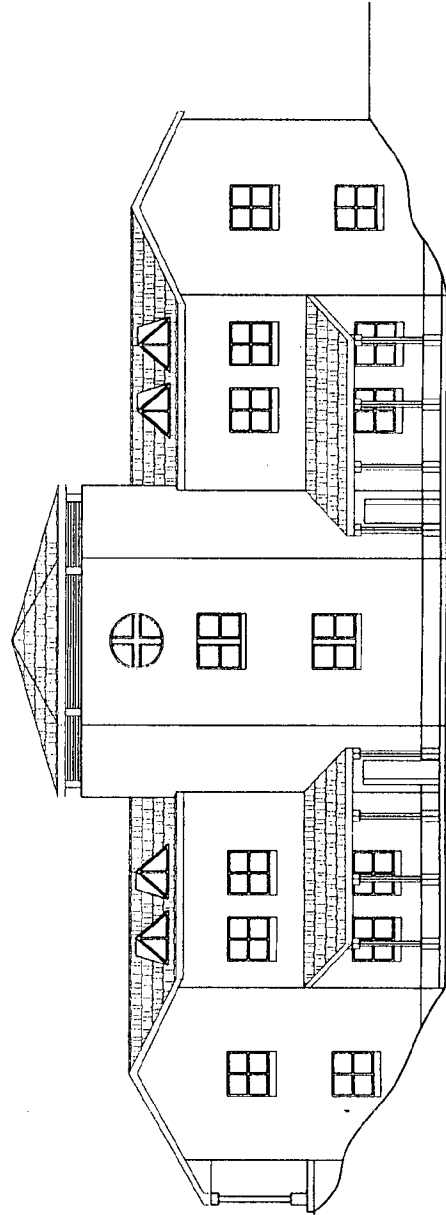
COMMENTS:



ROOF PLAN
SCALE: 1/8" = 1'-0"

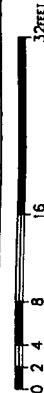


SOUTH (STREET) ELEVATION
SCALE: 1/8" = 1'-0"



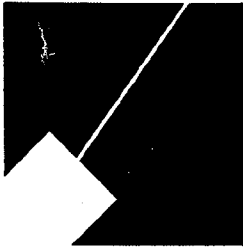
NORTH (PARKING) ELEVATION
SCALE: 1/8" = 1'-0"

PLANS / ELEVATIONS
SCALE: 1/8" = 1'-0"



Lynna Coleman would
like to participate
of the field trip

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING

THE MARYLAND-NATIONAL CAPITAL
PARK AND PLANNING COMMISSION

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

FAX TRANSMITTAL SHEET

**Historic Preservation Section
Department of Park & Planning**

Telephone Number: (301) 563-3400

Fax Number: (301) 563-3412

TO: Ali Sohrab FAX NUMBER: 301-608-8199

FROM: Robin Zrek

DATE: 6/25/98

NUMBER OF PAGES INCLUDING THIS TRANSMITTAL SHEET: 2

NOTE: A3 Requested



ROBIN ZIEK
Historic Preservation Planner

301-563-3400
FAX: 301-563-3412
E-MAIL: ziek@mncppc.state.md.us

MONTGOMERY COUNTY
DEPARTMENT OF
PARK & PLANNING

8787 Georgia Avenue
Silver Spring, Maryland 20910-3760

MY OFFICE IS AT 1109 SPRING ST
9th FLOOR

Clarksburg

1/19/96

Moving the

Steve Klebinoff. - it's the County problem -

He plans to deadend the street!

~~RMX-2~~ R-200 (adjacent to RMX-2)
C-1 store

Parking - permitted special exception
use RMX-2 setbacks

Parcels / Lots treated differently in C-1 zoning -
You can only build homes on parcels -
Need to put ~~at~~ commercial on lots ...

Zoning questions -

1. w/ Rural Overlays (see Sandy Springs plan)

2. or new law? like encouraging B+B in hist. bldgs?

JAN. 16, 1996

ERIC RUDDEN

JOE BRENNEMAN'S SON-IN-LAW.

Special exception for parking along side/area in R-200!

- metal siding for old building

- use painted split-face block for new bldg -

or

metal roof

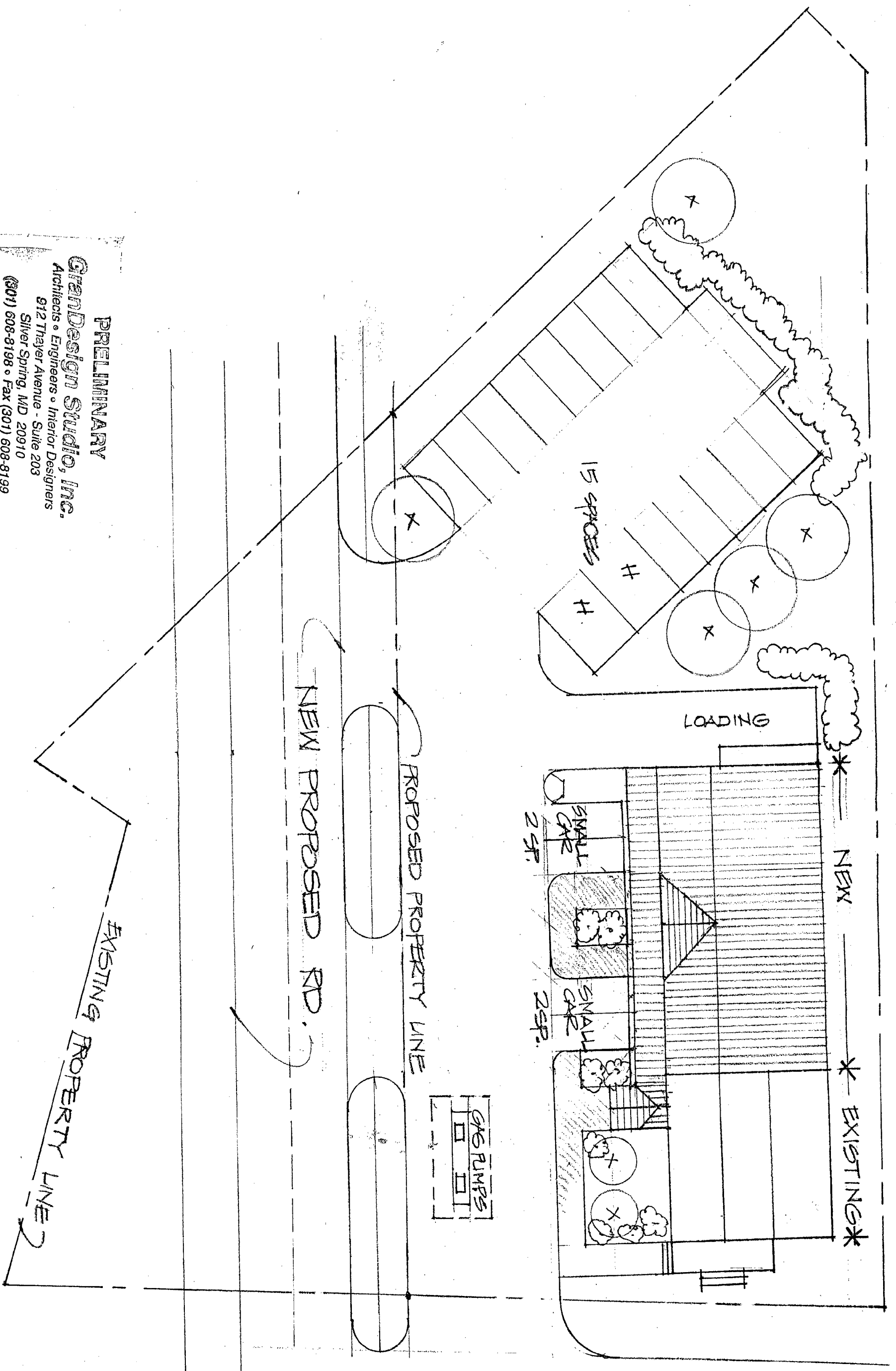
I suggested wood siding -

- o Public walkways -
- o separation between old building & new
- o materials - split-face block or wood siding
- o seating area ~~at~~ new old bldg.
- o Too large parking area without trees -

Feb. 16, 1996

FREDERICK RD (355)

PROPOSED
EXPANDED
GROCERY
SITE PLAN

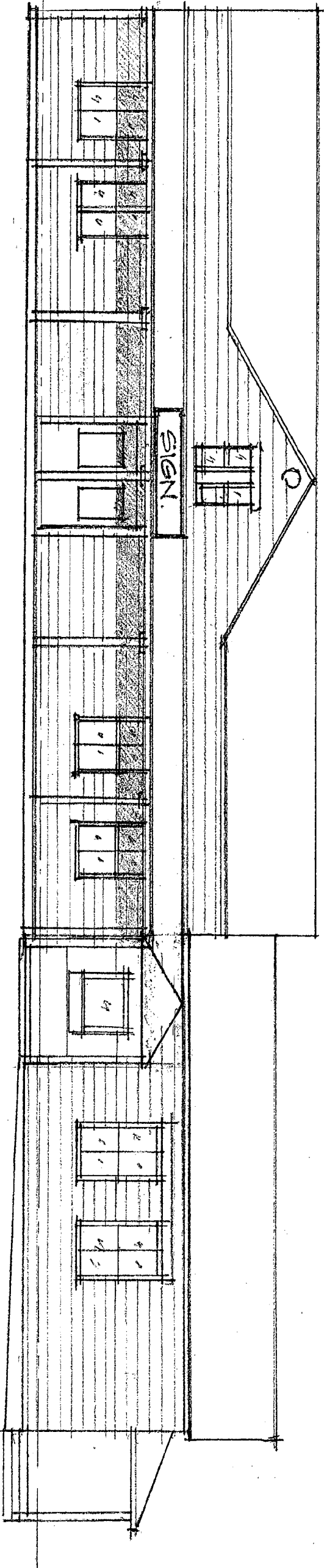


PRELIMINARY

GrandDesign Studio, Inc.

Architects • Engineers • Interior Designers
912 Thayer Avenue - Suite 203
Silver Spring, MD 20910
(301) 608-8198 • Fax (301) 608-8199

NOT FOR CONSTRUCTION



ELEVATION - 1/8"=1'-0"

PRELIMINARY

GrandDesign Studio, Inc.

Architects • Engineers • Interior Designers

912 Thayer Avenue - Suite 203

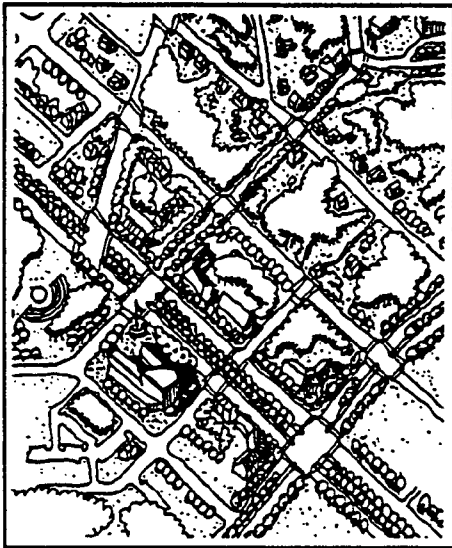
Silver Spring, MD 20910

(301) 608-8198 • Fax (301) 608-8199

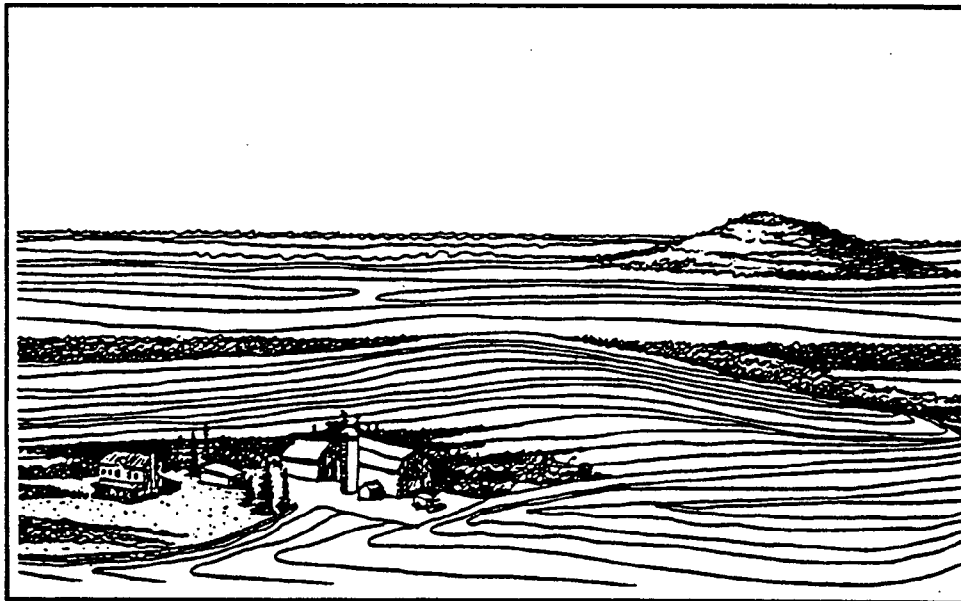
NOT FOR CONSTRUCTION

Approved & Adopted June 1994

Clarksburg Master Plan & Hyattstown Special Study Area



*A TRANSIT- &
PEDESTRIAN-
ORIENTED TOWN
SURROUNDED BY
OPEN SPACE*



**INTERIM
REFERENCE
EDITION**



Published by the

**MONTGOMERY COUNTY
PLANNING DEPARTMENT
8787 Georgia Avenue
Silver Spring, Maryland 20910-3760**

In terms of **commercial uses**, up to 300,000 square feet are proposed. This recommendation exceeds the findings of the Planning Board retail studies (see Technical Appendix) that up to 153,000 square feet of neighborhood retail uses can be supported in the Town Center. Additional square footage would be desirable and would be consistent with the Plan if provided at a pedestrian scale and developed in accord with Plan policies regarding a mix of uses at the neighborhood level. (See Policy 7: Transit- and Pedestrian-Oriented Neighborhoods.)

This Plan recognizes that retail uses are critical to the vitality of the Town Center. A grocery store is particularly important since this type of use can serve as a magnet for other commercial operations (dry cleaners and banks, for example). One of the concerns about a retail center in the Town Center is how to integrate what has traditionally been an auto-oriented use in an area envisioned to be transit- and pedestrian-oriented.

This Plan addresses that concern as follows:

- o A retail center designation is proposed east of the historic district as part of a large-scale mixed-use neighborhood. (See Figure 19.) By incorporating the retail center proposal into a larger planned development, there will be a greater opportunity to assure a strong integration of the retail center to adjoining residential and public uses and to assure a compatible relationship to the Clarksburg Historic District.
- o A maximum square footage of the retail center is proposed (up to approximately 150,000 square feet).
- o Design guidelines are included in this chapter to help assure that the location, size, and scale of the retail center are compatible with the Plan's vision for the Town Center.

The balance of proposed retail and office uses (70,000 to 105,000 square feet) is proposed to be located throughout the Town Center District and consists of infill retail within the historic district (in accord with historic preservation guidelines).

- o **Encourage infill within the historic district in accord with the historic development patterns.**

The following design guidelines are recommended to help assure that infill development within the Clarksburg Historic District is supportive of historical development patterns.

- o Orient buildings to the streets, with parking behind to assure consistency with the character of the historic district.

- o Preserve and enhance the existing rural character of streets by retaining existing pavement widths, locating street trees close to the edge of pavement, and providing sidewalks, lighting, and signage that are of a rural village character.
- o Assure that all road improvements, including both changes to existing roads and creation of new roads, are sensitive to the historic character of the Clarksburg Historic District.
- o Reaffirm and strengthen current historic building patterns, e.g., the pattern of houses built close to the road with long backyards and expanses of green space behind them - in particular, retain the deep backyards of the structures on the west side of Frederick Road as part of a green buffer between the historic district and the transit stop area.
- o Encourage the renovation of existing buildings in the Clarksburg Historic District for both residential and compatible light commercial uses; e.g., professional offices, antique stores, tea rooms, and small restaurants, bed-and-breakfasts, and small grocery stores.
- o Encourage a limited amount of new construction, as long as the new buildings are compatible to the historic ones in terms of size, scale, rhythm, percentage of lot coverage, relationship to the street, and relationship to open space.
- o Moving of historic structures is a "last resort" decision; however, if the Clarksburg Elementary School must be relocated due to the construction at the transit stop, the building must be retained within the historic district and should be situated in an appropriate, prominent location. If any other structures in the historic district must be relocated due to road construction or other capital improvements, they must be retained within the district and should be situated in appropriate, prominent locations.
- o Assure that particularly prominent resources in the historic district (e.g., Hammer Hill and the Clarksburg Methodist Episcopal Church) are highlighted as focal points.
- o Encourage the maintenance of existing trees and major landscaping features in the historic district, while also planting new street trees in an informal pattern (not rigidly spaced, leaving room for views of historically or architecturally significant houses, and maintaining the rural character of the town).
- o Encourage the installation of historically appropriate sidewalks along both sides of Frederick Road.

- o Encourage appropriate lighting and street furniture, which will enhance Clarksburg's village character.
- o Encourage the creation of gateways at both the north and south entrances to the Clarksburg Historic District which will enhance the identity of the community and will help to interpret Clarksburg's history.
- o Encourage the continuation of open space in front of the Clarksburg United Methodist Church.
- o **Assure that future development around the Historic District complements the District's scale and character.**

The relationship between the Clarksburg Historic District and the new Town Center is a sensitive one. The historic district must retain its integrity and identity while still blending smoothly with the new neighborhoods which will be created.

The idea of isolating the historic district from the new Town Center is unrealistic and defeats the purpose of having "new" Clarksburg grow naturally out of "old" Clarksburg. It is equally important, however, that the historic district not be subsumed by the new Town Center and that the character and identity of the district be preserved, while allowing for appropriate growth and change.

Figure 21 graphically represents the following Plan guidelines which will help assure a sympathetic relationship between "old" and "new."

1. An area between existing MD 355 and Relocated MD 355 to the west (an area of approximately 550 feet) is identified as a buffer zone, appropriate only for single-family detached housing with a maximum height of two stories. The maximum density of development should be two units per acre.
2. The area between Relocated MD 355 and the transitway (an area of approximately 550 feet) is shown as appropriate for housing with a maximum height of three stories. All structures greater in height than three stories should be identified as being west of the transitway (over 1,100 feet from the center of the historic district).
3. On the east side of the historic district, all development 400 feet east of existing MD 355 and/or on land which is within the historic district should be single-family detached structures which are no higher than two stories.
4. New development immediately to the west of the district should be low-rise to provide compatibility. New development near the church

on Spire Street should be smaller in scale and sufficiently set back from the church.

5. Pedestrian and bicycle linkages to and through the district should be appropriate in scale and character. Redgrave Place should serve as a direct link between the transit stop and the greenway. Where it traverses the district it should have minimum pavement widths, appropriate street trees, street furniture, lighting, and signage.

o Make the Town Center a focal point for community services (such as libraries and postal services) as well as informal community activities.

The Clarksburg Town Center should function as the "civic" center of the Study Area. To achieve this end, **community and government related services** should be located here. This Plan recommends that a high degree of public interaction be provided in the Town Center, in close proximity to the retail center, to encourage a post office, library, and community center. At the time of development, Planning Staff will identify the amenity required under the RMX Zone. A civic use may be an appropriate amenity for this area. Public functions that serve the community but which do not require day-to-day public access (such as fire stations and maintenance depots) should be located outside of the Town Center. Areas of the Town Center where civic and public spaces are encouraged include:

- o The transit stop (a small civic space, approximately one-half acre in size is recommended).
- o Redgrave Place.
- o The open space element in the triangle formed by the intersection of Old Frederick Road, Clarksburg Road, and Spire Street.

The location, design, and size of community services and community facilities should reflect the more concentrated development pattern proposed for the Town Center. Facilities should be planned in this context and be land intensive and pedestrian oriented; the same Plan principles which guide private development should also guide public uses.

o Create a transit-oriented land use pattern within the Town Center and link all portions of the Town Center with transitways, bus loops, bikeways, and pedestrian-oriented streets.

This Plan seeks to achieve a balance between transit-oriented densities and a town scale of development.

A **transit stop** is proposed in the Town Center west of the historic district on Redgrave Place and A-19. Clarksburg Elementary School is located here. Although this Plan endorses the long-term future replacement of this school at another location, the continued operation of the school is