

Fredrick Paul  
Clarkeburg

To Bruce Johnston

This letter provides current Department comments on the plans being developed as part of the Stringtown Road Extended Facility Planning Study. As you are aware, our staff is keenly interested in this project as it serves both as a vital arterial roadway link and as a key gateway into Clarksburg. We appreciate your continuing coordination between our two agencies, the State Highway Administration, and the development community involved in this project.

We understand the Department of Public Works and Transportation (DPWT) finding that Stringtown Road Extended must be built according to arterial roadway standards, rather than to commercial/industrial road standards as ~~suggested~~ recommended by our staff this summer. Subsequent coordination efforts have brought our agencies closer to a shared view of this facility. As the facility planning study nears completion, we would like to bring to closure recommendations for four unresolved elements of the planning and design as indicated in the draft plan and profile as of November:

- Treatment of Frederick Road (MD 355) intersection
- Access to abutting properties
- Typical cross-section element widths ~~and~~
- Design parameters

#### **Treatment of Frederick Road intersection**

The Clarksburg Master Plan recommends that Frederick Road (MD 355) ~~should not be~~ widened in the Clarksburg Historic District due to impacts on the character of the district. The current design includes widening of Frederick Road at Stringtown Road to accommodate a four-lane cross-section (one through lane in each direction plus exclusive left-turn and right-turn lanes on both northbound and southbound approaches). Within the historic district, we believe this design is inconsistent with the Master Plan.

We understand the DPWT design is based on 2020 traffic forecasts that do not include Observation Drive (A-19), a Master Plan facility commonly described as the “MD 355 bypass” of the Clarksburg Historic District. We also concur that the facility planning process ~~correctly~~ properly assumed that A-19 would not be in place by 2020 as it is not included in the region’s Constrained Long Range Plan nor is it included in state or county transportation plans. Without this facility in place, we agree that ~~the ability to maintain the design and character of existing Frederick Road would~~ likely be unable to adequately handle the forecast traffic volumes ~~be threatened~~.

We suggest that a staged construction program would be an appropriate compromise position on this issue. We believe that Stringtown Road Extended should open to traffic with only the following improvements at the Frederick Road intersection:

- The right-turn lane on northbound Frederick Road being implemented by xxx developers
- A short (~100') flare on the southbound approach of Frederick Road to allow through or right-turning vehicles to bypass one or two queued left-turning vehicles. No receiving lane should be provided on the south leg of Frederick Road, adjacent to the Dowden's Ordinary property, owned by M-NCPPC.
- The western leg of Stringtown Road Extended constructed to match the eastern leg with three approach lanes (exclusive left-turn lane, exclusive thru lane, shared thru-right lane). This proposal removes the exclusive eastbound right-turn lane on the Dowden's Ordinary property shown in the current plans.

We concur that DPWT should complete the design of the intersection as currently shown on the plans to define and protect the right-of-way necessary to accommodate year 2020 traffic in the event that A-19 is not constructed. (I disagree. We should not make it easier to construct something which violates the Master Plan. If A-19 doesn't get built and if there is a problem, we can deal with it then. If we make it easier to build the extra lanes, they're more likely to be built and should A-19 be built later, it is very unlikely the extra lanes will be removed. I thought that the widening of Frederick Road would require more right-of-way from Dowden's Ordinary. If we go with the above statement to DPWT, we need to get Historic Preservation staff to agree to this.)

### **Access to abutting properties**

Our agencies have concurred that there should be four intersections with median breaks along the Stringtown Road Extended project; at the I-270 northbound ramps, at Gateway Center Drive, at Observation Drive, and at Frederick Road. Between these intersections, however, there continues to be discussion regarding the level of access allowed. We recommend that between Gateway Center Drive and Frederick Road, the plans provide for one right-in, right-out access point in each of the four midblock sections. Between Gateway Center Drive and Observation Drive, these access points should be located midway between the two intersections. Between Observation Drive and Frederick Road, however, the access points will likely need to be closer to Observation Drive than Frederick Road to minimize impacts on the historic district and Dowden's Ordinary. (Some discussion is needed as to why we believe that these additional access points are desirable, such as the road has mainly an arterial function but more local access is needed near a transit station, or something like that.)

### **Typical cross-section element widths and design parameters**

Plans and cross-sections developed to date have indicated that the typical cross-section would be 109', similar to the dimensions of the portion of Stringtown Road directly east of Frederick Road. The cross-section east of Frederick Road, narrower than the Master Plan recommended 120' cross-section, was designed to minimize historic resource

impact. While the subject segment is still in the historic district, the same severe constraints do not exist.

We now understand that DPWT intends to acquire and maintain the 120' ROW as recommended in the Master Plan for Stringtown Road Extended west of Frederick Road. ~~With a wider right-of-way being considered, we believe that the typical cross-section should be reviewed and possibly revised~~full right-of-way should be used to enhance traffic safety, improve urban design, and maximize flexibility for future intersection design changes, rather than include sideslopes that are normally constructed on temporary easements. We request that the following changes be considered to better utilize the 120' right-of-way in a manner similar to the standards for an arterial dual road (Standard No. MC-217.03):

- Widen the median from 20' to 32'. This widening improves the boulevard appearance and pushes the pedestrian elements closer to the edge of right-of-way and therefore abutting land uses. The wider median also enhances the ability to provide dual-left turn lanes at Observation Drive, should the need arise.
- Reduce the paving section for each of the two-lane paved roadways from 28' to 26', per the County standard and consistent with the objective to ~~reduce~~minimize impervious surface within a Special Protection Area and with previous approved roadway sections in the Clarksburg area.
- Widen the sidewalk from 5' to 6'. We believe this design is appropriate considering that the proximity of the project to a planned town center and transit station outweighs the environmental effect of additional impervious surface.

Our proposed cross-section, tabulating the net effect of these changes, is shown in Attachment A.

We also request that a maximum curb radius of 35' be established for the Stringtown Road intersections with Gateway Center Drive, future Observation Drive, and Frederick Road, as well as the midblock right-in, right-out access points.

We appreciate your continued efforts to meet the challenges of balancing the multimodal transportation needs of the future corridor city of Clarksburg with the current environmental, historic, archaeological, and funding constraints. We look forward to discussing any questions or comments you may have on this information and helping you prepare the project for a successful mandatory referral review.

## Attachment A

### Elements of M-NCPPC Proposed Cross-Section Stringtown Road Extended

Cross-section element	Element width	Cumulative total width
<u>Construction easement offset to slope hinge point</u>	2'	2'
Sidewalk	6'	8'
Landscape panel	10'	18'
Gutter pan	1'	19'
Curb lane	13'	32'
Inside lane	11'	43'
Gutter pan	1'	44'
Median	32'	76'
Gutter pan	1'	77'
Inside lane	11'	88'
Curb lane	13'	101'
Gutter pan	1'	102'
Landscape panel	8'	110'
Bike path	8'	118'
<u>Construction easement offset to slope hinge point</u>	2'	120'

## Ziek, Robin

---

**From:** Wright, Gwen  
**Sent:** Thursday, January 24, 2002 9:56 AM  
**To:** Powell, Doug  
**Cc:** Ziek, Robin; Witthans, Wynn  
**Subject:** RE: Highlands at Clarksburg across from Dowden's Ordinary

Doug:

On December 11th, Robin Ziek and I met with the developer and Wynn to look at the revised Site Plan. One of the original concepts in the plan was having a smaller scale (1 1/2 story) commercial building at that southeast corner to serve as a transition into the Clarksburg Historic District. At the meeting, the developer seemed to be backing off from that concept and trying to do just landscaped open land at the corner. We took a pretty strong position that the small building was really important and even suggested that, if it did not work at commercial leasable space, we could help the developer find a private, non-profit group that would like to utilize the space for offices and maybe even a small museum.

Bottom line is that, from a historic preservation perspective, we really want to see a small building on the southeast corner that aides in the transition into Clarksburg. Is this idea in keeping with what you saw at pre-DRC?

Gwen

## *Policy 1 Town Scale of Development*

This Plan envisions Clarksburg as a town, at a larger scale than proposed in the 1968 *Clarksburg Master Plan* but smaller than a corridor city such as Germantown.

The Concept Plan for Clarksburg, as shown in Figure 7, envisions a transit-oriented community located in a natural setting. About 80 percent of all future development is channeled to the Town Center and a series of transit-oriented neighborhoods. Approximately 40 percent of the Study Area is designated as agricultural and rural open space.

The proposed scale of Clarksburg in terms of estimated population at build-out is compared to the 1968 *Clarksburg Master Plan* and the 1989 *Germantown Master Plan* below:

	1968 Clarksburg Master Plan	1989 Germantown Master Plan	1994 Clarksburg Master Plan
Population	41,900	92,000	43,000

### **This Plan:**

- Includes the Clarksburg Historic District as a key component of an expanded Town Center.
- Balances the need for higher densities to support transit with the need to protect the area's environmental resources.
- Organizes future development into a series of neighborhoods.
- Includes housing mix guidelines by neighborhood to assure a variety of housing types.
- Limits higher density, residential development (9-11 units per acre) to neighborhoods within walking distance of transit.
- Strives to maintain an identity for Clarksburg separate from Germantown or Damascus.
- Recognizes the importance of civic spaces and public uses to the development of a town concept.
- Continues the role of I-270 as a high technology center but proposes a scale and intensity of employment uses that is consistent with a town scale of development.

## *Policy 4 Transit System*

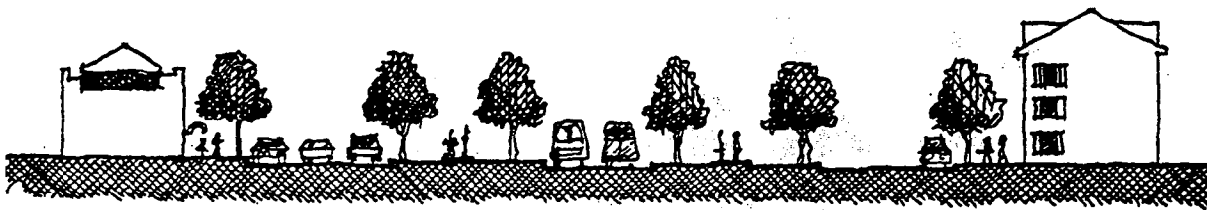
This Plan proposes a comprehensive transit system that will reduce dependence on the automobile.

The key elements of the Plan's transit system are illustrated in Figure 10 and described below. Transit is an essential feature of this Plan; without it, the Plan's vision cannot be realized.

### **This Plan:**

- Includes a regional transitway which will be part of a larger transit network extending south to Germantown and Shady Grove and will ultimately extend north to the City of Frederick.
- The transitway will serve the transportation needs of residents and workers in the I-270 Corridor north of Shady Grove. Forecasts for Montgomery County anticipate that this geographic area will be home to over 200,000 residents and the workplace for more than 185,000 employees by the year 2010.
- For those residents of Clarksburg seeking transit service to the Washington, D.C. marketplace, commuter rail service (MARC) from the Boyds train station is presently available.
- Incorporates the transitway as part of a proposed road right-of-way.
- Designates key arterial roadways as potential bus routes. The intent is to create bus routes within a one-quarter-mile distance from concentrations of development. The local routes will be connected to the through-transit system to form a comprehensive transit network.
- Recommends a bikeway system which emphasizes separate rights-of-way for cyclists.

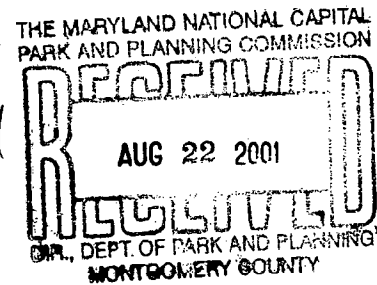
### *A-19 Observation Drive/Transitway and Median*







JOHN C.  
to  
Karen K-M



DEPARTMENT OF PUBLIC WORKS  
AND TRANSPORTATION

Douglas M. Duncan  
County Executive

Albert J. Genetti, Jr., P.E.  
Director

August 20, 2001

Mr. Charles R. Loehr  
Maryland National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

Dear Mr. *Charlie* ~~Loehr~~:

Thank you for your letter dated July 5, 2001, requesting a commercial/business street design for a portion of Stringtown Road Extended (C.I.P. No. 509337) in Clarksburg.

The Department of Public Works and Transportation has been engaged in the facility planning process since December of 2000 with Rummel, Klepper and Kahl, LLP, assisting in the preparation of the 35% engineering plans. Representatives of the Maryland National Capital Park and Planning Commission (M-NCPPC) have been an integral part of this process and have been major contributors to the traffic projections and the assignment of traffic in running the models. Your proposal has never been suggested by your representatives. We have now reviewed your suggestion in detail and we do not concur with it.

As was determined at an early Facility Planning meeting, this segment of Stringtown Road is most likely going to become part of State Route 121. The decision was made to design this road to the Maryland State Highway Administration (MSHA) standards. MSHA will not accept closely spaced intersections on arterial roads. In addition, when we considered your proposal, we evaluated it against the above factors and the master plan. With respect to the master plan, we note that the segment of Stringtown Road Extended in question (from Frederick Road [existing MD 355] to Gateway Center Drive) is part of an overall roadway from I-270 Washington National Pike (F-1) to Midcounty Highway/Arterial (A-305). As a result of the two roadways it links, Stringtown Road provides a direct connection between an (ultimate) eight-lane divided freeway and an (ultimate) four-lane divided major arterial. It also serves as the only direct link from I-270 to the Clarksburg Town Center and the employment destinations in the northern portion of the Planning Area. Therefore, in the future the roadway will carry significant volumes of connecting traffic. This underscores the function of the road, including the segment in question, which is to provide traffic mobility, rather than land service access. Hence, an arterial design, rather than a commercial street design which is geared toward serving adjacent properties, seems more appropriate in this case.

Office of the Director

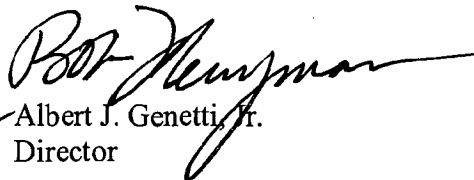
Mr. Charles R. Loehr  
August 20, 2001  
Page 2

The second point with respect to the master plan is that Stringtown Road serves as an "edge" for land use districts, rather than a centerpiece. It serves as the boundary between the "Town Center District" and the Transit Corridor District." Also, it forms a portion of the southern boundary for the Clarksburg Historic District. The various illustrative Figures in the adopted master plan (Figure 4, Figure 18, Figure 20, and Figure 21) give a somewhat different impression of the land use mix in the vicinity of this segment of Stringtown Road, compared to the illustration included with your letter. We do not share your stated conclusion that "The Master Plan's land use recommendations for commercial uses and residential densities . . . reflect a need for closer intersection spacing, on street parking, slower design speeds, etc." on Stringtown Road. Rather, we believe that the master plan necessitates careful and creative site planning of the land uses as they develop, in order to ensure that Stringtown Road can safely, effectively, and efficiently perform its traffic carrying function as an urban arterial roadway.

Finally, the master plan specifically designates this section of Stringtown Road Extended as an "Arterial Highway" (A-260). We are wary of substituting staff design preferences for approved actions by elected officials. Similar situations have arisen before and the County Council has not supported those ideas (New Hampshire Avenue in Cloverly and several roadways such as Lockwood Drive through White Oak come to mind as recent examples). Because of our concerns about potential downgraded capacities on other arterials in Clarksburg (e.g., Clarksburg Village) we will be extremely reluctant to further compromise the integrity of the planned transportation system elsewhere in the Planning Area, especially on those elements that we are charged with implementing.

For all of the aforementioned reasons, we are proceeding with the preliminary design as per the original project scope. This issue has again raised the need for a consistent unified approach to the development of Capital Projects. If possible, I would like to meet with you to discuss the ways that we could assure the adequate coordination of all concerns in the development of project scopes. Thank you again for your letter. I look forward to discussing these issues with you.

Sincerely,

  
For Albert J. Genetti, Jr.  
Director

AJG:ksd

cc: Edgar A. Gonzalez, DPWT  
Robert C. Merryman, DPWT  
Larry Cole, M-NCPPC

## *Policy 5 Hierarchy of Roads and Streets*

This Plan proposes a street network which clearly differentiates between highways needed to accommodate regional through traffic and roads which provide subregional and local access.

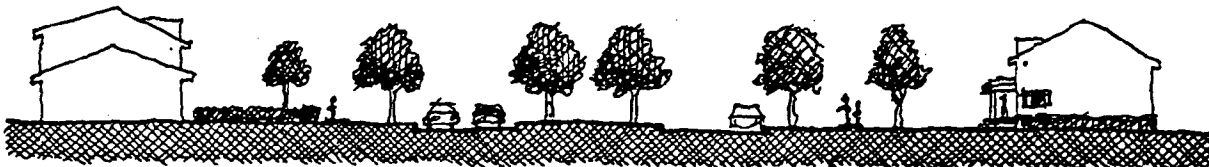
The primary function of roads and highways is to distribute traffic. This Plan also recognizes that the location and design of roads contributes significantly to the character of a community. For this reason, a great deal of attention has been given to the cross-section design of the roads proposed in this Plan, the relationship of roads to neighborhood land use, and design objectives and the relationship of the road network to the proposed park and open space system.

### **This Plan:**

- Proposes a transportation network which encourages through traffic to bypass the major concentrations of development in Clarksburg.
- Recommends that roads linking major highways to neighborhoods be “pedestrian friendly” and include medians, street trees, and generous sidewalk areas.
- Endorses an extensive network of interconnected streets to provide local access within neighborhoods; streets are intended to increase mobility within each neighborhood by providing sidewalks on both sides, street trees, and on-street parking.
- Proposes a special character for Observation Drive (A-19) since this road will include the proposed transitway and serve both residential and employment uses.
- Proposes that MD 355 be reclassified from a major highway to an arterial to support the town scale of development.
- Designates certain historic and scenic roads as “rustic” to help preserve their character.

Figure 11 illustrates the hierarchy concept.

### *MD 355 (Frederick Avenue)*



## Policy 6 Town Center

This Plan proposes a transit-oriented, multi-use Town Center which is compatible with the scale and character of the Clarksburg Historic District.

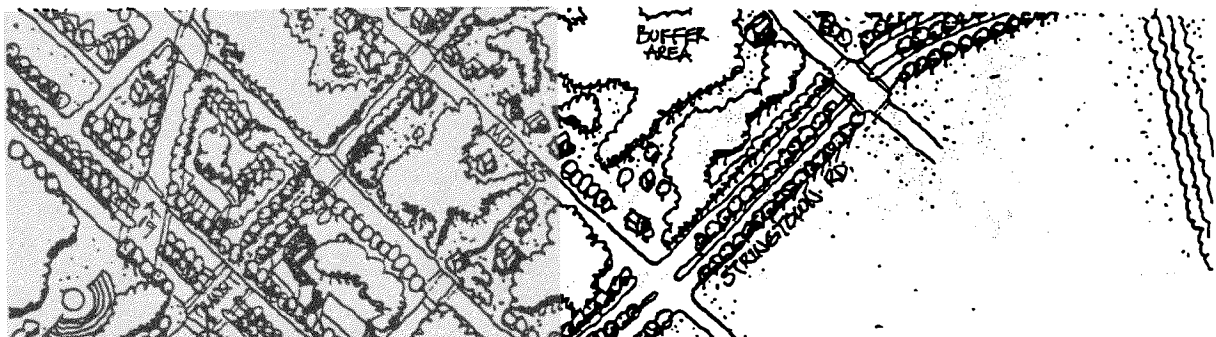
Clarksburg is one of the County's oldest and most significant early communities. It is designated as a historic district on the Master Plan for Historic Preservation for many reasons, one of which is that it retains a large degree of its early 19th-early 20th century character.

This Plan continues the historic function of Clarksburg as a center of community life (see Figure 12). It will be part of an expanded Town Center (635 acres) which will include a variety of uses (a school, civic uses, park, retail centers) and a mix of housing types. Assuring compatibility of future development with the historic district has been a guiding principle of the planning process.

### This Plan:

- Provides a concentration of civic uses (library, post office, elementary school, etc.) to help define the Town Center as the focal point of public activities.
- Provides a street system which facilitates pedestrian as well as automobile movement.
- Retains the existing character of MD 355 as a "Main Street" for local traffic rather than a major highway for regional traffic.
- Proposes a transit stop in the Town Center.
- Proposes a buffer concept around the historic district to protect its character.
- Proposes a mix of housing types throughout the Town Center.
- Proposes a pattern of development similar to traditional "town squares."
- Designates an area visible from I-270 for high-technology employment uses.

*Town Center Illustration*



## *Policy 7 Transit- and Pedestrian-Oriented Neighborhoods*

This Plan clusters development into a series of transit- and pedestrian- oriented neighborhoods.

One of the major Plan challenges is how to channel and direct future development in a way that will allow future residents to feel part of a larger community. The neighborhood is the basic building block in establishing that sense of community. This Plan proposes a number of neighborhoods which are characterized by similar elements as illustrated in Figure 13:

### **Mix of Uses**

- Establishes a mix of uses in each neighborhood to encourage pedestrian travel and reduce dependency on the automobile.
- Discourages separation of uses.
- Provides a pattern of development that provides for retail uses, employment opportunities, open spaces, schools, and housing units.
- Proposes retail and employment uses at a pedestrian scale and oriented to the needs of residents.

### **Interconnected Streets**

- Provides more direct access for pedestrians, bicyclists, and vehicles to all areas of the neighborhood, including transit stations, retail stores, civic space, and residences.
- Encourages the use of a wide variety of road sections available in Montgomery County, which range from tree-lined boulevards (divided primary streets) to the more narrow residential streets (secondary streets) that are found in many of the older neighborhoods.
- Provides sidewalks along both sides of the streets and encourages on-street parking.

### **Diversity of Housing Types**

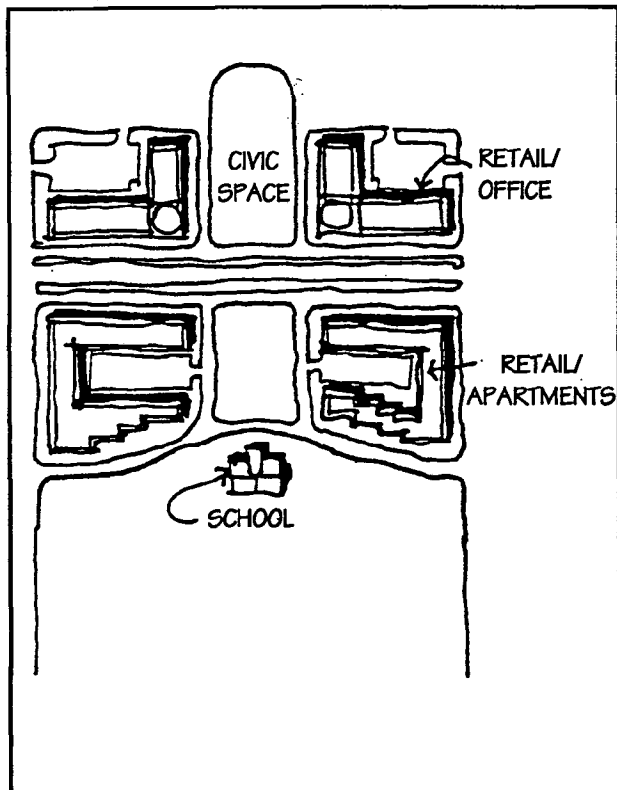
- Endorses a mix of unit types at the neighborhood level.
- Avoids large concentrations of any single type of housing within each neighborhood.

### **Street-Oriented Buildings**

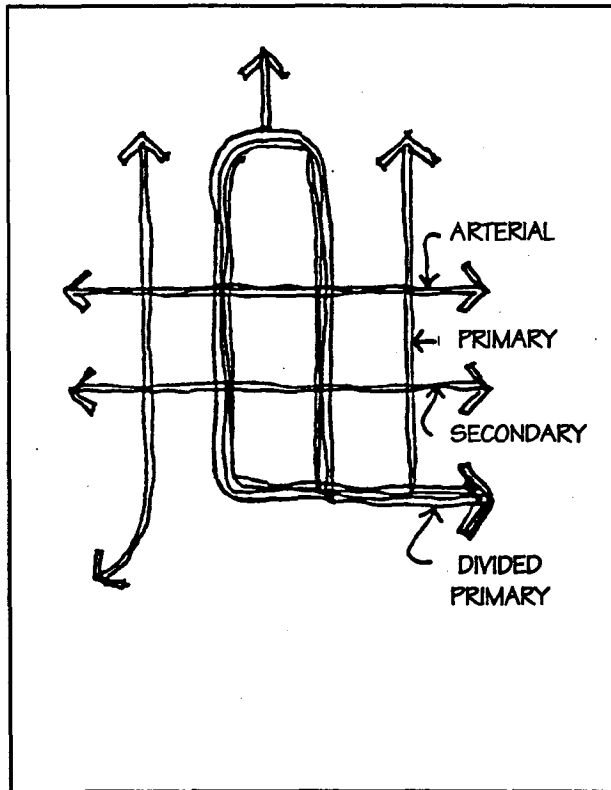
- Fosters the creation of transit- and pedestrian-oriented neighborhoods by proposing that buildings be clustered along streets.

# Transit- and Pedestrian-Oriented Neighborhoods

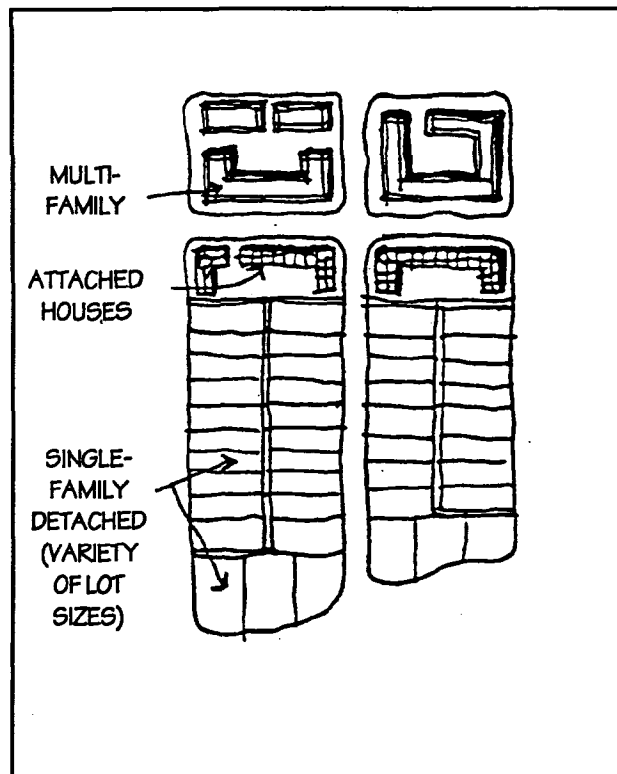
Figure 13



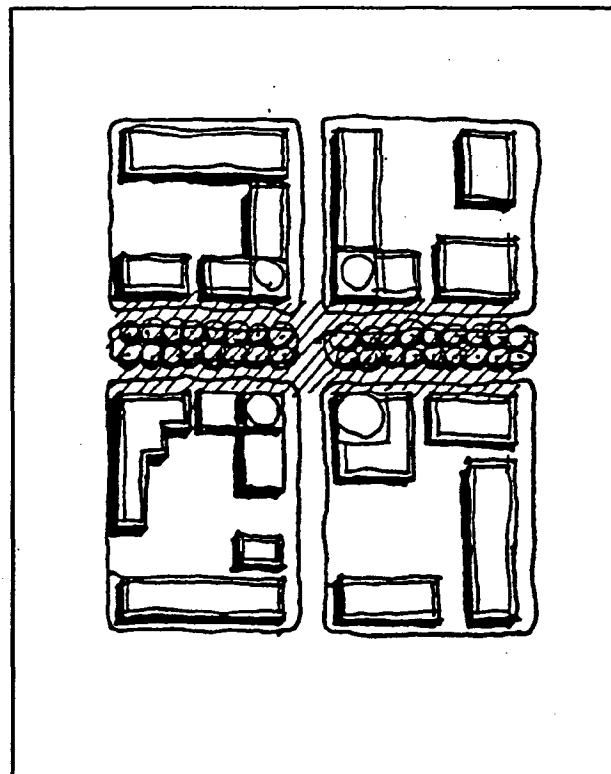
1. Mix of Uses



2. Interconnected Streets



3. Diversity of Housing Types



4. Streets Oriented Buildings

# Transportation and Mobility Plan

## *Overview*

This Plan proposes a system of highways, transit routes, and bikeway/pathways to support future development. Major emphasis is placed on transit in accord with Plan objectives to make Clarksburg a transit-oriented community.

The transportation system functions to serve both access for local traffic (to and from area development) and passage for through traffic moving between areas of the larger region. Most parts of the transportation system serve both of these functions. Generally, freeways (I-270), major highways and the transitway are intended to serve the movement of longer distance through traffic while local neighborhood streets and neighborhood bus loops, bikeways, and walkways tend to only provide access to the residential and business areas through which they pass. Arterial highways fall between these extremes, serving a combination of through movement and local access.

In the preparation of this Plan, future land uses and transportation improvements for the Study Area were evaluated for adequacy using regionally accepted land use forecasts and transportation networks. The information for Frederick County was of particular importance and was at a greater level of detail than previously used in County-wide analyses.

The importance of transit to the future development of the Clarksburg/Hyattstown area cannot be underestimated. The transit-related recommendations of this Plan include:

- Regional transitway linking the Study Area to the City of Frederick to the north and the Shady Grove Metro station to the south.

- High quality regional and local bus routes linking developed areas to transit stations.
- Improved MARC commuter rail service.
- Park-and-ride lots.

Higher intensity land uses are directed to transit station areas. In those portions of the Study Area where lower intensity development uses are recommended, this Plan encourages the clustering of buildings toward bus routes. To encourage non-automobile access to transit, this Plan recommends a continuous network of sidewalks and bike routes connecting developed areas to transit stations.

This Plan recognizes the transportation policy implications of recently adopted federal regulations pursuant to the Clean Air Act of 1990. This legislation sets forth automobile emissions guidelines which must be adhered to for localities to receive federal funding for transportation projects. Key factors which influence the level of automobile emissions are levels of vehicle-miles-of-travel (VMT) and congestion on roadways. To limit these factors, this Plan calls for the provision of a transportation system which will offer a variety of viable mobility alternatives to the single-occupant automobile. Further, this Plan recognizes the influence of the pattern of land development needed to support transit and recommends appropriate intensities of land uses.

### *Plan Objectives*

- Identify a high quality public transportation system on exclusive and shared rights-of-way to reduce dependence upon single-occupancy automobile commuting and which can be implemented in stages.
- Identify an interconnected highway network in coordination with the existing and planned regional network to provide multiple opportunities for trips in the Study Area.
- Provide guidance to the Maryland Department of Transportation concerning future improvements to State and federal transportation facilities in the area, particularly I-270 and MD 355.
- Identify a strategy in the Clarksburg Town Center and Hyattstown Historic District to route regional through traffic away from these sensitive areas and onto I-270, arterial roadways, and the transitway.
- Recognize the influence that planned regional development and future transportation systems might have on the Plan.
- Identify roads to be preserved as part of the Montgomery County Rustic Roads Program.
- Encourage efficient public transit and carpool/vanpool programs to support residential and employment development.



- Encourage the provision of bikeways for commuter as well as recreational uses.
- Provide public and private pathways for pedestrian movement at the time of road design and construction.
- Recognize the different mobility needs of people, depending on whether they are traveling through, to, from, or just within the Study Area. Table 6 suggests particular strategies to be followed in meeting the needs of different types of travelers.
- Provide guidance for road design and construction.

The Generalized Highway and Transit Plan for Clarksburg is shown in Figure 40, page 113.

### *Transit Plan*

At present, transit service consists of a limited number of buses on existing roadways and the commuter rail station in Boyds. These services will need to be greatly expanded to serve the future development of Clarksburg. A primary thrust of this Plan is to recommend land uses that may be effectively served by the transit system (see Land Use Plan chapter).

#### **Plan Objectives:**

- Make Clarksburg part of a larger, regional transit network.

This Plan shows the proposed location of an exclusive transitway through the Study Area. (See Figure 10, page 23.) This would be a 70-foot right-of-way if removed from roadways or 50 feet of additional right-of-way if developed along adjoining roadways. In either case, the rights-of-way would provide space for the exclusive operation of transit vehicles.

This Plan recommends the location of the transitway within the entire length of the A-19 (Observation Drive) right-of-way from Germantown to MD 355 (B-1), north of the Clarksburg Historic District. From the intersection of A-19 and MD 355 the transitway joins MD 355, crosses A-305, and continues along MD 355 to its intersection with Comus Road. North of Comus Road, the transitway's recommended location is within the I-270 right-of-way. The mode of transit (light rail or bus, for example) will be determined by more detailed preliminary design and feasibility studies to be conducted by the Montgomery County Department of Transportation (MCDOT).

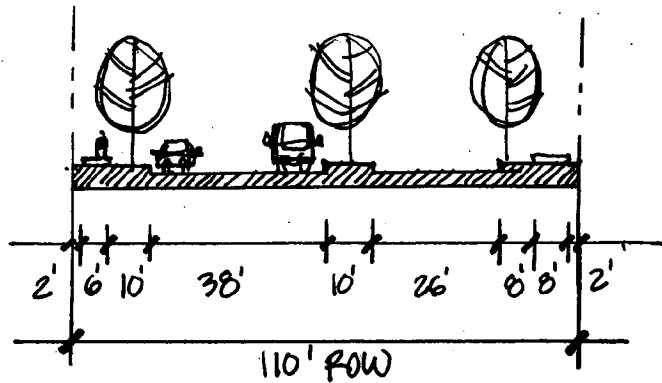
If the Maryland Department of Transportation (MDOT) or MCDOT develops a revised alignment for the transitway or A-19 through Clarksburg, this Plan recommends that the Planning Board and County Council consider such an alignment. Any such revision which is approved

## Proposed Cross Sections for Stringtown Road and Observation Drive

**Goal:** Accommodate the functional needs in roadway design and find the balance between conflicting design elements.

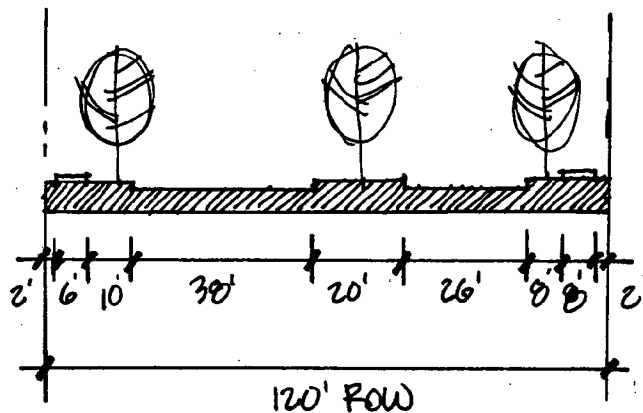
**Objectives:**

1. Accommodate the necessary traffic movements.
2. Minimize amount of pavement to meet SPA regulations.
3. Use County design standards.
4. Incorporate pedestrian and bike facilities.
5. Incorporate streetscape elements.
6. Minimize impact upon historic properties.



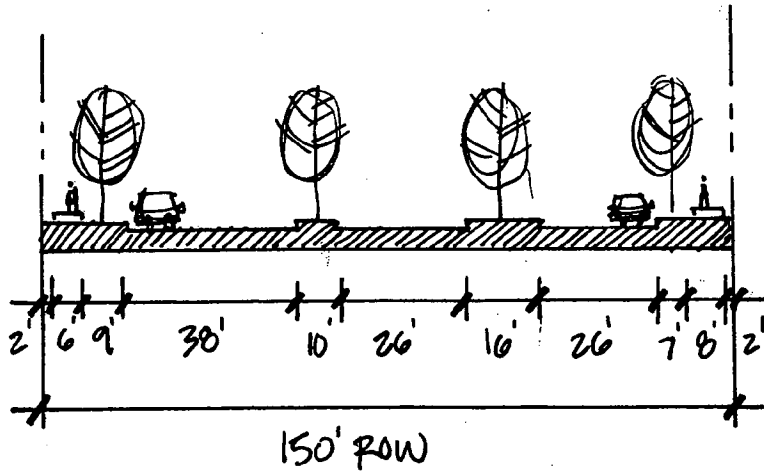
### Stringtown Road at MD 355

Matches up with eastside cross section. Accommodates 3 approach lanes to intersection. (1 left turn, 1 thru. and 1 combined thru/right)  
Provides 18 ft. curbside for street trees, street lights, 8 ft bikeway, 6 ft sidewalk. Provides only a 10 ft. median at intersection.



### Stringtown Road - Typical

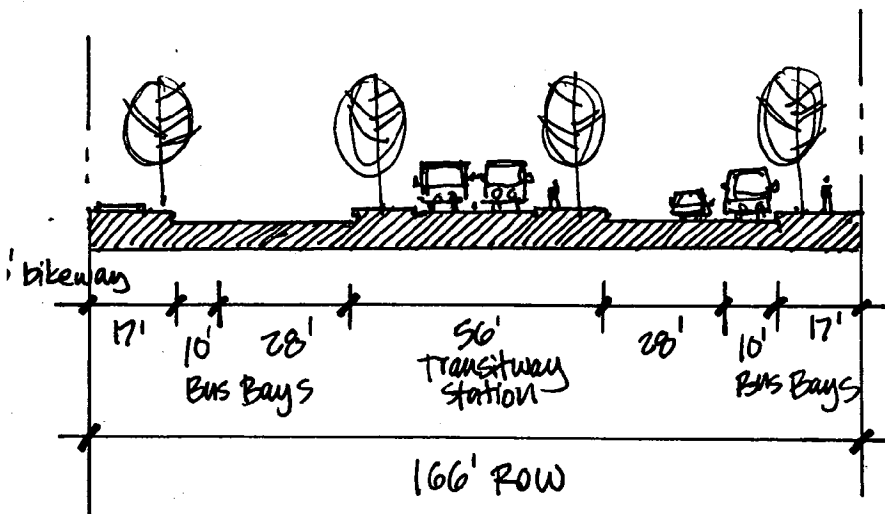
Accommodates 3 approach lanes to intersection. (1 left turn, 1 thru. and 1 combined thru/right)  
Provides 18 ft. curbside for street trees, street lights, 8 ft. bikeway, 6 ft. sidewalk. Provides a 20 ft. median.



**Observation Drive - South**

Accommodates 3 approach lanes at intersections. (1 left turn, 1 thru. and 1 combined thru/right turn)

Accommodates center median transitway. Provides pedestrian safety within median. Provides 17 ft. curbside for street trees, street lights, 8 ft. bikeway on west side and 6 ft. sidewalk.



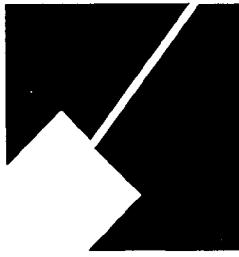
**Observation Drive - North**

Accommodates 4 lanes of thru. traffic. Accommodates Transit Station in 56 ft wide median.

Provides for curbside bus bays and kiss-n-ride parking.

Provides pedestrian safety in median. Provides 17 ft. curbside with urban details, 15 ft. wide paved sidewalks, street trees in cut outs, street lights, 8 ft. bikeway with west side sidewalk.

M-NCPPC



MONTGOMERY COUNTY DEPARTMENT OF PARK & PLANNING

THE MARYLAND-NATIONAL CAPITAL  
PARK AND PLANNING COMMISSION

MCPB

8787 Georgia Avenue  
Silver Spring, Maryland 20910-3760

MEMORANDUM

TO: Montgomery County Planning Board

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

SUBJECT: #1-98009A Highlands at Clarksburg

DATE: October 4, 2001

---

**RECOMMENDATION:**

- 1) Provide consent to Historic Preservation Section, M-NCPPC to perform a Phase I Archaeological Investigation of the property prior to construction.
- 2) Provide consent to M-NCPPC archaeological staff to remove any artifacts found during this survey for use in future public displays.

---

Background

This project is adjacent to the **Clarksburg Historic District**, *Master Plan* Site # 13/10. It lies across Frederick Road from the **Dowden's Ordinary Site**, *Locational Atlas* Resource #13/53. The impacts of the new development on these historic resources have been discussed with the applicant.

Staff supports the latest proposal for the Highlands at Clarksburg project, with the inclusion of the construction of a retaining wall on Frederick Road in front of the site of Dowden's Ordinary. A bronze marker, set in stone by the DAR ca. 1915, marks the east edge of the archaeological site. The retaining wall location, east of this marker, will protect the site of the 18<sup>th</sup> century tavern against erosion.

Dowden's Ordinary is an important archaeological site in the county. The roadside inn provided hospitality services for many people important in local and national history. Andrew Jackson stayed here on his journey to Washington to take the oath of office as the next president. General Braddock stayed here with his troops during the French & Indian War in the 1750s.

Frederick Road was the major north-south route for many centuries, having developed from a well-known Indian trail.

As noted in Park Planning and Resource Analysis comments to the Development Review Committee (1/2/01), the Historic Preservation Section would like consent to perform a Phase I Archaeological Investigation of the property prior to construction of the proposed development. With General Braddock staying at the inn on the west side of Frederick Road, there is a high potential that his troops camped on the east side across the road. Consent is also requested for M-NCPPC staff to remove any artifacts that are found on the land to become the property of M-NCPPC for likely use in future public displays.

1-2-01

**TO: Malcolm Shaneman  
Development Review**

**FROM: Doug Powell  
Park Planning and Resource Analysis**

**RE: Park and Natural Resources Issues involved in plan #1-98009A,  
Highlands at Clarksburg.**

---

**#1-98009A  
Highlands at Clarksburg**

Probs OK  
but NOTE  
Eds (Center Homes)  
if under K to  
my need  
coord. w/ owner  
take ownership -  
Board  
Approval,

- Historic Preservation would like consent to perform a *Phase I Archaeological Investigation* of the property prior to construction of the proposed development. This site was potentially part of General Braddock's camp during the French & Indian War during the 1750's. Consent is also requested for M-NCPPC staff to remove any artifacts that are found on the land to become the property of M-NCPPC for likely use in future public displays.
- The proposed storm water pond facility should not be located inside the Greenway area. OK
- Adequate and marked public use easements are needed to allow community residents access to the trail that that is proposed to run along the northeast side of the development. This proposed trail should be natural surface since there will already be a large, hard surface trail through the Greenway along the utility right of way.

was orig. alignment of  
main G-Way Trail - Talk w/  
Karen Klein

consistent with HPC comments. Specifically, Outlots 1 & 2 should be deleted and consolidated as Open Space with the Open Space Parcels B and C. Lot 21 encroaches on the historic site and should be deleted. Lot 11 should be adjacent to Lot 10, with the SWMF located in the area of proposed Lot 11. This would open up the entrance to the historic site as well as provide higher visibility for the Open Space Parcel A area and Conservation Easement area along the Stream buffer in the east corner of the site. The HPC specifically wanted to retain as much of the existing driveway and entry character as possible. This is not accomplished by running a new driveway off of a cul-de-sac between two new houses. Removal of Lot 11 would help retain a reasonable portion of the original driveway as the entrance to the historic site. Finally, it may be problematic to leave the historic bankbarn and dairy barn in an Open Space parcel. These historically significant buildings will, in all likelihood, be designated with the farm house at the time of evaluation. Perhaps the historic house lot could be replatted to include the property with the barns. Alternatively, both buildings could become HOA property if positive maintenance requirements were stipulated.


**#1-01078 Clarksburg Ridge.** This subdivision is adjacent to the Clarksburg Historic District. There is little or no transition between the new development and the historic district, and the difference between the small residential lots and the larger historic properties is too great. Perhaps this could be moderated by shifting the larger lots to be adjacent to the historic district while shifting the smaller lots north to the area that is not designated historic. Also, vegetative buffering could help with this transition. Staff has met with the applicant, and road placement reflects conversations about potential tie-ins with some new construction in the historic district, but the walking path has no prominence in the new development.

*ADD signage to H.D. along Clarksburg Rd  
& Rt 355*

July 10, 2001

**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 July 16, 2001**

---

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

#1-01079	King-Middlebrook Hill
#1-01080	The Retreat at Liberty Mill
#1-01083	Proposes Parcel R, Damascus
#1-01084	Old Salem Village, Lot 28, Block 4
#1-01085	EDP East
#1-01086	Mandell Property
#1-01087	Gateway Park
#1-01088	Bradley Farms
#8-01029	Seneca Meadows Corporate Center
#8-01031	ezStorage Rockville

The following subdivision plans involve historic resources:

**#1-01082 Johnson Property.** This project involves *Locational Atlas Resource # 11/24, the Frank Duvall House*. The farm includes an early house with significant out buildings: a log structure, a frame shed, a bank barn and a dairy barn. Other associated structures are 20<sup>th</sup> century family dwellings, and are not architecturally significant. The HPC reviewed Pre-Preliminary Plan #7-00031 on June 28, 2000. Comments included support for open space on the north side of the stream, and concerns that the driveway to the historic site not be simply a driveway off of a cul-de-sac. The proposed Preliminary Plan #1-01082 is not



9/21/1

Historic Marker is in the state law.

Change - property owner on adj. property - Owen is meeting with  
them next week.

Nov. 15 Best date for Highlands..

Oct 31<sup>st</sup> Sunset Date...

Oct 23<sup>rd</sup> Forest Conservation Changes...

✱ Need HPC report to Wynn about Darden's Ordinary,  
Wall along 355, and recognition of road  
configuration regarding Hist. Dist.



They were of opinion it was necessary to make a treaty with the Six nations. That Mr Johnson was the properest man to negotiate it, and that eight hundred pounds should be furnished by the several governments to be laid out in presents for them. (comments on military strategy on Lake Ontario)

The three Governments of Virginia, Maryland, and Pennsylvania were to bear the expense of any additional works at Fort Du Quesne, they were to maintain the Garrison, and also to pay for any vessels that it should be found necessary to construct upon the Lake Erie. (comments on military strategy in New York Mr. Johnson to the Six Nations Speech in the Generals name).

The business of the Congress being now over, the General would have set out for Frederick, but few waggons or teams were yet come to remove the Artillery; He then sent an Express to Sr John St Clair informing him of it, and in a few days set out for Frederick in Maryland leaving Lieutenant Colonel Gage with four Companies of the 44<sup>th</sup> regiment, who was ordered to dispatch the powder and artillery as fast as any horses or waggons should arrive, taking care to send proper escorts with them. The General at Rock Creek called for a return of the stores, and gave orders for such as were most necessary to be first transported, and for some of the provisions, ordnance, and hospital stores to be left there, the waggons coming in so slow as to render it impossible to convey the whole to Fort Cumberland in proper time.<sup>147</sup>

#### MARYLAND-BEYOND ROCK CREEK (seaman)

On the 14<sup>th</sup>.-We began our march at 6, and were ordered with our detachment to go in front, and about 2 o'clock at one Lawrence Owens, 15 miles from Rock Creek, and 8 miles from the upper falls of Potomack; and encamped upon good ground.<sup>148</sup>

*The Owen Ordinary site is located modern-day Rockville, Maryland.*

Munday April the 14th (batman)

We Marched to larence Owens (Lawrence Owens) or Owings<sup>149</sup> Ordinary, a Single House, it being 18 miles and very dirty.

#### April 15 (Tuesday)

##### VIRGINIA-CAMP AT ALEXANDRIA

Parole-Petersborough<sup>150</sup> (Braddock)

Alexandria Camp April 15th: 1755

The Parole is Peterborough<sup>151</sup> (Halkett/Disney)

#### MARYLAND-BEYOND ROCK CREEK (seaman)

On the 15<sup>th</sup>.-Marched at 5 in our way to one Dowden's a Public-house 15 miles from Owen's, and encamped upon very bad ground on the side of a hill. We got our tents pitched by dark, when the wind shifted from the South to the North - from a sultry hot day it became excessively cold, and rained with thunder and lightning till about 5 in the morning, when in 10 minutes it changed to snow, which in 2 hours covered the ground a foot and a half.<sup>152</sup>

Tuesday April the 15<sup>th</sup> (hatman)

We Marched to Dowdens (Dowdens's) Ordinary, it Being 16 Miles, the Night being very wet and Bad with Thunder and Rain and the Next Morning a great Quantity of Snow Oblig'd us to halt their. The day following being Wednesday, April 16, the Snow Being so Vialent that we where oblig'd to Beat it off the Tents several times for fear it should Breck the Tent Pools.<sup>153</sup>

#### April 16 (Wednesday)

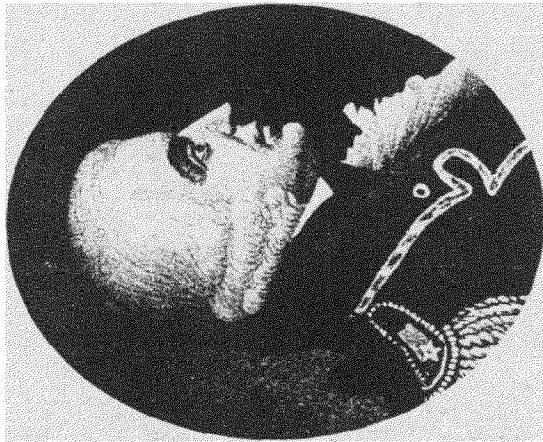
##### VIRGINIA-CAMP AT ALEXANDRIA

Parole-Rochester<sup>154</sup> (Braddock)

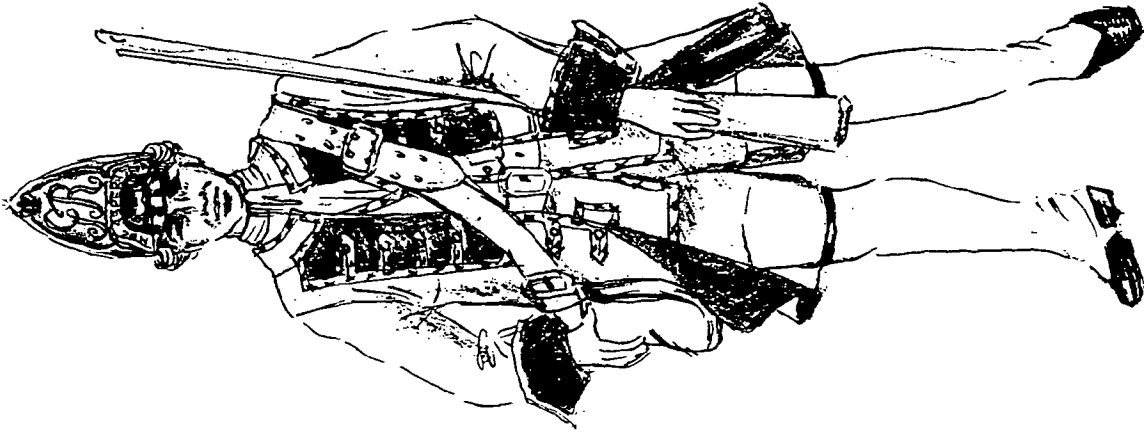
Alexandria Camp April 16<sup>th</sup>: 1755

The Parole is Queen-Town (Halkett/Disney)

A detachment of Sr Peter Halketts Regt Consisting of 1 Lieut & 30 men to parade to morrow at 6 oClock in the (morning) at the head of the Train And to march with all Dispatch with Seven Waggons of powder to Wills's Creek According to The foll(ow)ing March route. The men Are to take 10 Days provs: One waggon will be sent to ye head of the Remaining Compys for the mens Tents & Officers Baggage And what so ever else may be put in to Complet it to the Common Load of 2000 is to be done.<sup>155</sup>



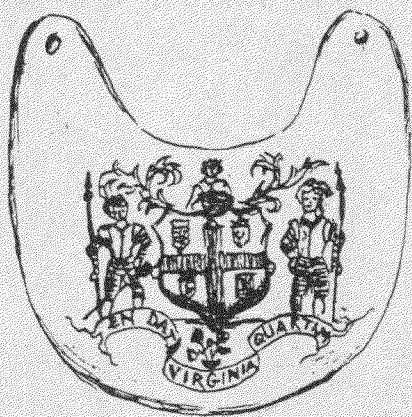
*General Edward Braddock*



Private, Grenadier Company, 44th Regiment of Foot, 1751  
*Maruja P. Wahl*

**BRADDOCK ROAD  
CHRONICLES**

1755



Gorget of George Washington  
*Marja V. Wahl*

Compiled and annotated by

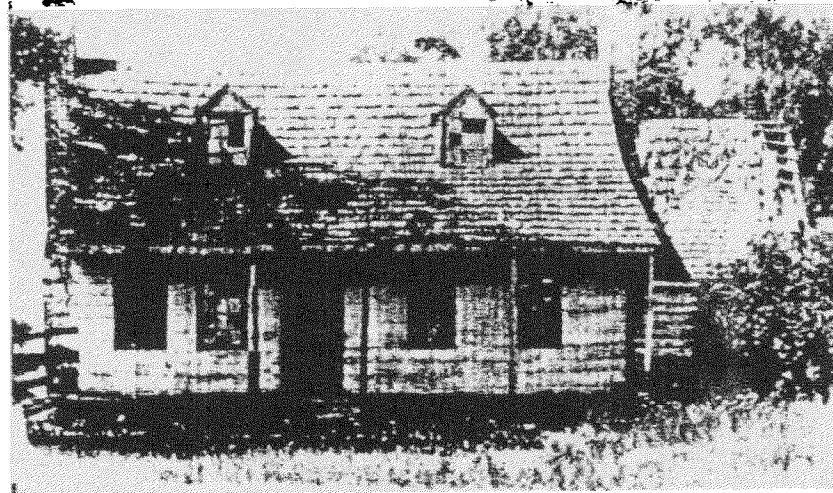
**Andrew J. Wahl**

FROM DIARIES AND RECORDS OF MEMBERS OF THE  
BRADDOCK EXPEDITION AND OTHERS ARRANGED IN A  
DAY BY DAY CHRONOLOGY

HERITAGE BOOKS, INC.

## 26. Dowden's Ordinary

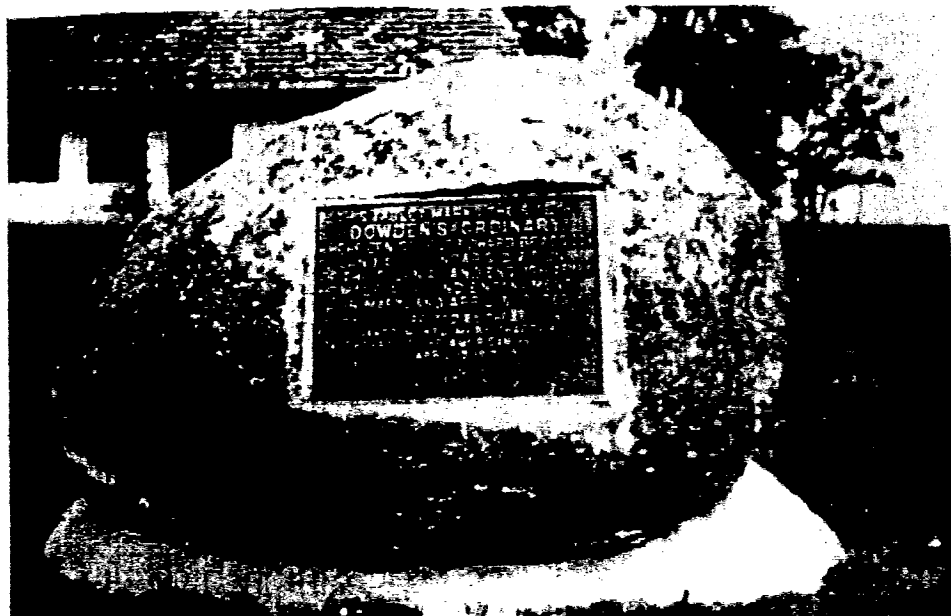
The structure was built in 1753 and opened for business in July of 1754. The log building was L shaped and featured a shingled roof with multiple dormers. That year Michael Ashford Dowden applied for permission to operate a public house of entertainment. Stage coaches stopped here twice weekly, private carriages and travelers on horseback came frequently. They brought news and quenched their thirst before resuming their journey. From April 15-17, 1755 General Edward Braddock and his troops camped here on their way to Frederick. Braddock made the tavern his headquarters. A snow storm blew many of their tents down, but the soldiers would face worse matters at Fort Duquesne. In 1765 Michael Dowden was required by the British to purchase stamps for paperwork when he posted bail for James Veatch. Clarksburg, still part of Frederick County, saw the twelve Frederick County Justices meet at the tavern that November to formally object to the "stamp." They came to an agreement that the English Parliament could not decide who and when to tax without the local government's input. Furthermore, they objected to the Colonist's bearing the cost of the standing British Army. The resulting court action is now known as the Repudiation Act of 1765. The Sons of Liberty made the tavern their meeting place, too. They were formed to support the action of the court and Lower House of the Maryland Assembly. Members of the Sons of Liberty Societies included the Bealls, Belts, Clarkes, Dowdens, Williams, Willsons, and Waters.



John Dowden continued operating the establishment after his father's death in the 1780's. The tavern was sold to Basil Roberts who added horse racing, a ladies sitting room and changed the name of the establishment to Robert's Tavern. Frederick Scholl was the subsequent owner, who passed the tavern to his son Jacob Scholl. It was he who planted the clippings given to him by a guest and subsequently served Catawba wine here. Leonard Dent Shaw purchased the tavern and it was he who loaned his name to area, which is known as Shaw Hill. He added a blacksmith shop and converted the hotel rooms into apartments which he rented to local farm workers. Jack Mason, Will Brown and his family were among the last one's to live on the premises.



On April 1915 two thousand gathered to see the Janet Montgomery Chapter of the D. A. R. unveil the memorial on the site of Dowden's Ordinary. Mrs. Stone presented a speech outlining the events which had occurred at the tavern over the years. Then Olivia and Robert Green, descendants of Michael Dowden, unveiled the plaque while the Engineer's Band played the "Star Spangled Banner." Following the benediction members of the D. A. R. gathered on the platform and sang "My Country Tis of Thee." At the time of the unveiling only the tavern portion of the once large building was still standing. The section that had been a 17 room hotel had already been torn down. The tavern was decorated in flags for the ceremony. The British flag was on display courtesy of the British Ambassador Sir Cecil Spring Rice. The 1910 census lists Asa Hyatt Welsh here as a whiskey distiller and grocer, renting the place. The remaining part of Dowden's Ordinary was torn down c. 1924 due to it's delapidated condition. The land was sold to Edward Deets and then to Gary and Merry Ellen Poole. The Clarksburg by-pass will pass with 150 feet of this historic site, but the Maryland National Capitol Park and Planning Commission has purchased the land where the building and boulder sat.





**THE HISTORY OF CLARKSBURG,  
KING'S VALLEY, PURDUM,  
BROWNSVILLE AND LEWISDALE**

**BY DONA L. CUTTLER**

**HERITAGE BOOKS, INC.**

**13/27 John Carlin House** *15801 West Old Baltimore Road*

Though the house was once a showplace with its landmark setting and finely detailed house, it has since been subjected to numerous incompatible changes which, together with its dilapidated condition, render it unworthy of designation.

**13/29 William Reid Farm** *21301 Slidell Road*

The farm has some historical association, having been owned by the Reid-Kingsbury family for almost 150 years. The buildings, however, have lost much of their architectural integrity and are in dilapidated condition.

**14/25 William H. Poole House** *24141 Kings Valley Road*

This resource is architecturally significant as an example of the Two-Door House, an uncommon building form in Montgomery County, being a house with paired front entrances. This example is particularly noteworthy because it seems to have evolved out of the changing needs of its occupants. Among the Pennsylvania Germans, as with the Dutch of New York, two-door houses were traditional buildings in cultures which didn't share the English central-hall plan. The doors allowed separate uses, with the house divided in half with one door for everyday family use leading to an informal living room, and the other reserved for guests leading to a parlor or dining room.

The house was built by 1860 when William and Hannah Poole acquired the 105-acre property from Hannah's father, Allen Miles. In 1887, improvements were made valued at \$450. The Pooles owned the property until 1902.

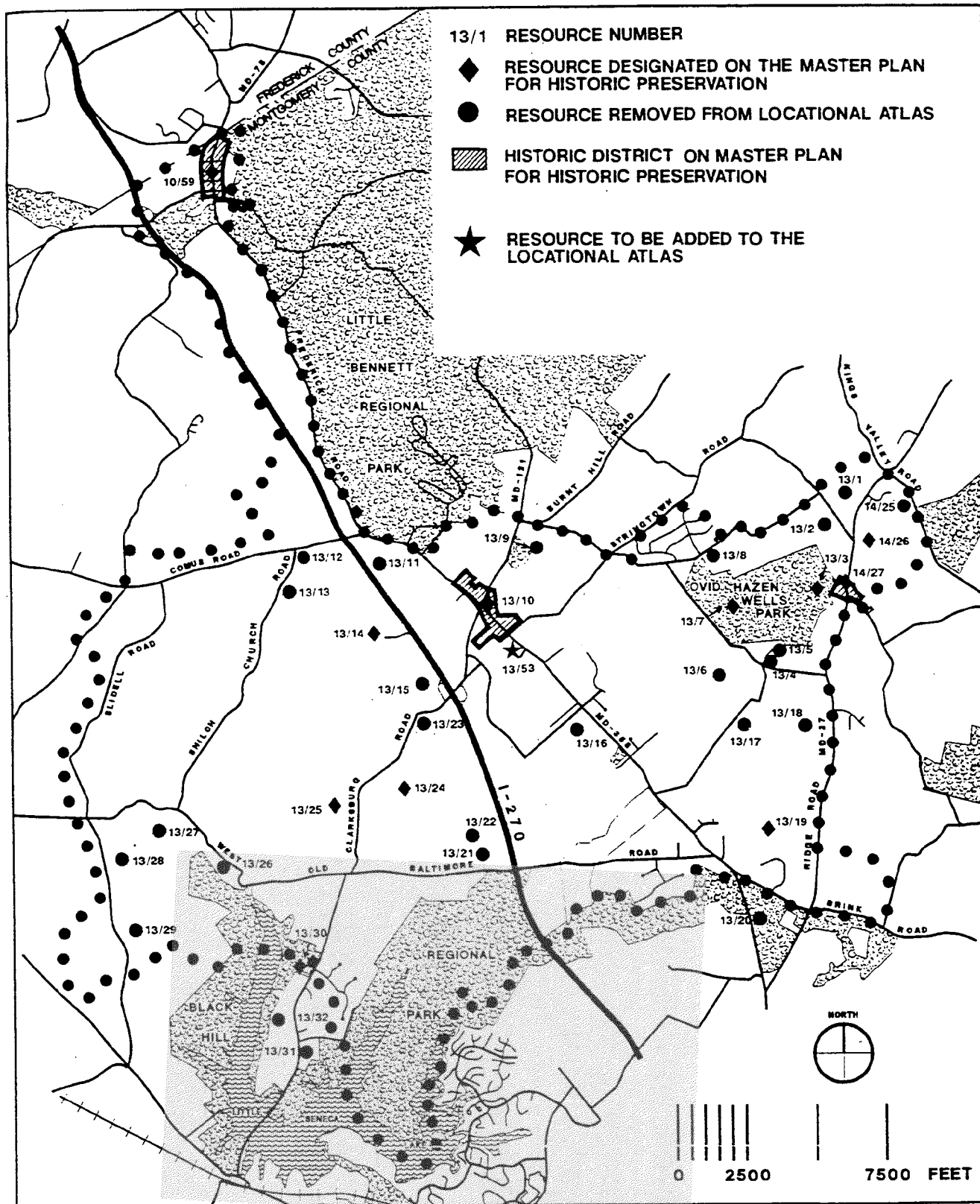
**ADDED TO THE LOCATIONAL ATLAS****13/53 Dowden's Ordinary Site and Marker** *23515 Frederick Road*

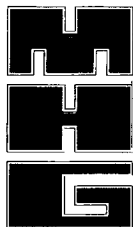
The Dowden's Ordinary Site and Marker, just south of the Clarksburg Historic District, is added to the Locational Atlas. At this location a marker was placed by the Janet Montgomery Chapter of the Daughters of the American Revolution in 1915 commemorating the encampment of General George E. Braddock and Col. Dunbar's Division of the Colonial and English Army April 15-17, 1755 at the site of Dowden's Ordinary. Dowden's Ordinary also served as a meeting place for the Sons of Liberty protesting the Stamp Tax prior to the American Revolution and as a dinner stop for Andrew Jackson on the way to his presidential inauguration in 1829.

The Marker is located near the west side of Frederick Road, south of Stringtown Road, where a major intersection is planned. Protection of the site is needed to prevent moving the marker from its historic location. The site may also qualify as an archeological site in the future.

# Historic Resources

Figure 50





**Macris, Hendricks and Glascock, P.A.**  
**Engineers • Planners • Surveyors**

PHONE: 301- 670 – 0840  
FAX: 301- 948 - 0693

9220 Wightman Road Suite 120  
MONTGOMERY VILLAGE, MD 20886- 1279

**LETTER OF TRANSMITTAL**

**To:** MNCPPC – Historic Preservation  
8787 Georgia Ave  
Silver Spring, MD 20910

**Attn:** Robin Ziek

**From:** Vic Bryant

**Project:** Highlands/Piedmont

**Date:** August 17, 2001

**Subject:** 355 Grade Estab

We are sending you the attached items via:

Mail       FEDX       MHG Courier       Orient Express Courier       Your Pickup

COPIES	Dwg/Doc Date	Description
1	1	Grade establish for 355

THESE ITEMS ARE TRANSMITTED as checked below:

For Approval     Approved As Submitted     For Your Records     For Your Information  
 For Your Use     For Review and Comment     As Requested     Returning To You

Please call with any questions.

## LINOWES AND BLOCHER LLP

ATTORNEYS AT LAW

Tenth Floor  
1010 Wayne Avenue  
Silver Spring, MD 20910  
301.588.8680  
Fax 301.495.9044

## FACSIMILE TRANSMITTAL SHEET

**TO:** Bo Ward 410-209-5026  
Greg Cooke 410-209-5026  
Ron Welke 301-495-1302  
Karen Kumm 301-495-1304  
James Sorensen  
✓ Robin Ziek 301-563-3412  
Wynn Witthans 301-495-1306

**cc:** Malcolm Shaneman 301-495-1306  
✓ Gwen Marcus 301-563-3412  
Howard Katz 703-691-3437  
Bob Larkin 301-987-2734  
Jim Ruff 301-948-0693  
Vic Bryant 301-948-0693

**FROM:** Barbara A. Sears

**DATE:** August 20, 2001

**RE:** Clarksburg Highlands – Frontage  
Improvements to MD 355

---

This transmittal consists of 2 pages, including cover sheet. If you do not receive all pages indicated, or have any other problems with reception, please call Kerry Wire at 301.650.7070.

Comments/Instructions:

*See attached Memorandum.*

*Barbara Sears*


---

**Confidentiality Notice:** This facsimile contains confidential information which may also be legally privileged and which is intended only for the use of the addressee(s) named above. If you are not the intended recipient, you are hereby notified that any dissemination or copying of this facsimile, or the taking of any action in reliance on the contents of this telecopied information, may be strictly prohibited. If you have received this facsimile in error, please notify us immediately by telephone and return the entire facsimile to us at the above address via the U.S. Postal Service. Thank you.

■ LINOWES AND BLOCHER LLP

**MEMORANDUM**

**TO:** Bo Ward (SHA)  
Greg Cooke (SHA)  
Ron Welke  
Karen Kumm  
James Sorensen  
Robin Ziek  
Wynn Witthans

**FROM:** Barbara A. Sears 

**DATE:** August 20, 2001

**RE:** Clarksburg Highlands - Centex Homes - Frontage Improvements to MD 355

By now, those of you who attended the August 10, 2001 meeting held at Park and Planning regarding the MD 355 Improvements along the site frontage of the above-referenced project ("Centex Property") should have received the additional grade study prepared by Macris, Hendricks and Glascock ("MHG"). For those of you who were not at the meeting, I have enclosed a copy of this study. As I understood from our discussion at the meeting, the next step is to have each of us evaluate this study and then meet once more to reach agreement on the scope of the required improvements along the Centex Property site frontage on MD 355. Additionally, as requested, Centex has contacted the owners of the properties to the south and Jim Ruff of MHG is confirming the location of the property and right-of-way lines along MD 355.

In order not to lose time with the Labor Day holiday, and in an effort to schedule the project plan and preliminary plan amendment before the Planning Board as soon after the August break as possible, I am proceeding to schedule a meeting of the necessary participants to discuss the additional grading study, historic site issues and MD 355 Improvements. Kerry Wire of my office has been coordinating our various schedules and will be setting the meeting. The participants we are contacting are as follows: Bo Ward, Greg Cooke, Ron Welke, Karen Kumm, James Sorensen, Robin Ziek, Wynn Witthans and Centex representatives.

Thank you for your continued cooperation. Should you have any questions or need further information, please feel free to contact me.

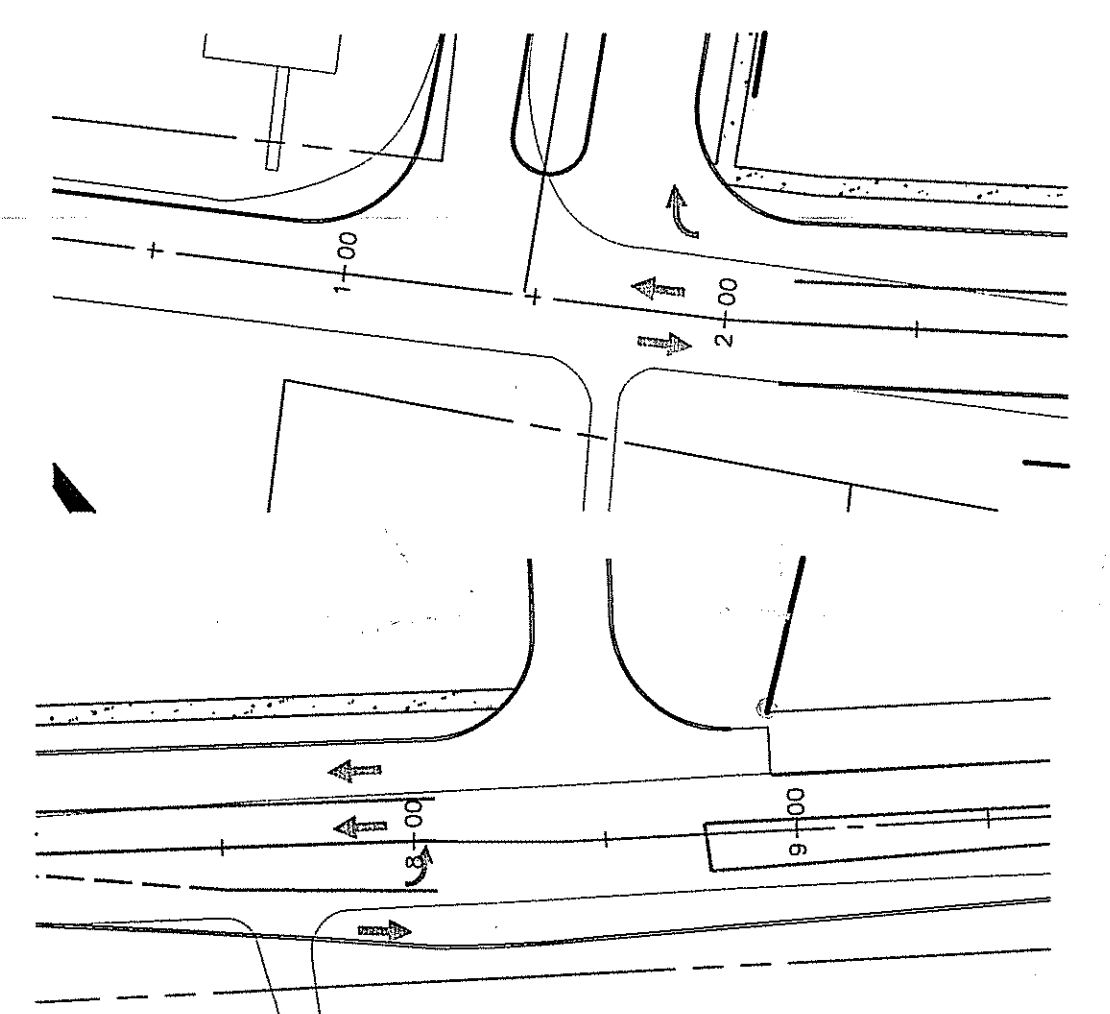
cc: Malcolm Shaneman  
Gwen Marcus  
Howard Katz  
Bob Larkin  
Jim Ruff  
Vic Bryant

**GRADE ESTABLISHMENT PLAN**  
**Route 355**  
 Alternative F  
 Highlands of Clarksburg  
 MONTGOMERY COUNTY, MARYLAND

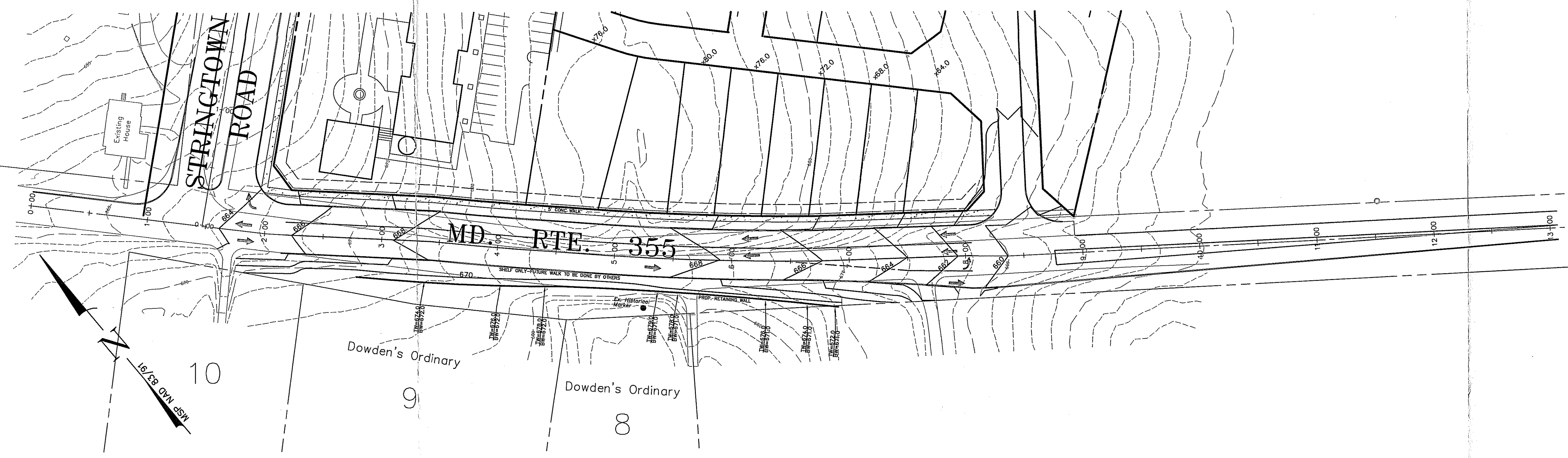
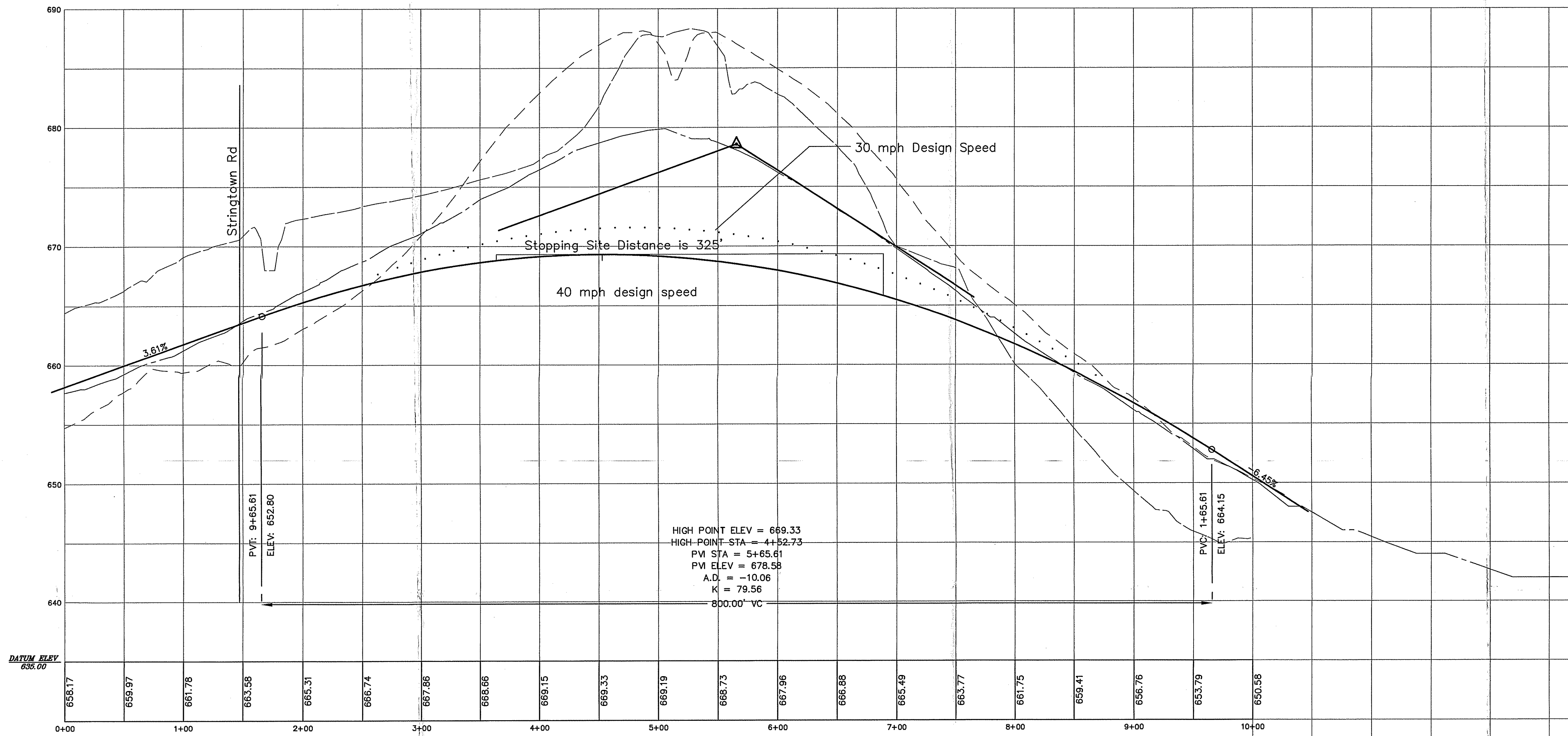
SCALE: VERTICAL - 1" = 5'  
 HORIZONTAL - 1" = 50'  
 PROFILE SHEET 1 OF 1

August, 2001  
**MACRIS, HENDRICKS & GLASCOCK, P.A.**  
 SUITE 120 9220 WIGHTMAN ROAD  
 MONTGOMERY VILLAGE, MARYLAND 20886-1279  
 (301) 670-0840

- LEGEND**
- EX. GRADE LEFT -----
  - EX. GRADE CENTERLINE -----
  - EX. GRADE RIGHT -----
  - PROP. GRADE CENTERLINE -----




Lane Configuration



I:\DATA\SD\PROJ\08307\dwg\GE\_05\_00.dwg, Layout2, 08/17/2001 11:32:19 AM, COPYRIGHT ©2001 MACRIS, HENDRICKS & GLASCOCK, P.A.

## MEMORANDUM

**TO:** Bo Ward (SHA)  
Greg Cooke (SHA)  
Ron Welke  
Karen Kumm  
James Sorensen  
Robin Ziek  
Wynn Witthans

**FROM:** Barbara A. Sears 

**DATE:** August 20, 2001

**RE:** Clarksburg Highlands - Centex Homes -- Frontage Improvements to MD 355

By now, those of you who attended the August 10, 2001 meeting held at Park and Planning regarding the MD 355 Improvements along the site frontage of the above-referenced project ("Centex Property") should have received the additional grade study prepared by Macris, Hendricks and Glascock ("MHG"). For those of you who were not at the meeting, I have enclosed a copy of this study. As I understood from our discussion at the meeting, the next step is to have each of us evaluate this study and then meet once more to reach agreement on the scope of the required improvements along the Centex Property site frontage on MD 355. Additionally, as requested, Centex has contacted the owners of the properties to the south and Jim Ruff of MHG is confirming the location of the property and right-of-way lines along MD 355.

In order not to lose time with the Labor Day holiday, and in an effort to schedule the project plan and preliminary plan amendment before the Planning Board as soon after the August break as possible, I am proceeding to schedule a meeting of the necessary participants to discuss the additional grading study, historic site issues and MD 355 Improvements. Kerry Wire of my office has been coordinating our various schedules and will be setting the meeting. The participants we are contacting are as follows: Bo Ward, Greg Cooke, Ron Welke, Karen Kumm, James Sorensen, Robin Ziek, Wynn Witthans and Centex representatives.

Thank you for your continued cooperation. Should you have any questions or need further information, please feel free to contact me.

cc: Malcolm Shaneman  
Gwen Marcus  
Howard Katz  
Bob Larkin  
Jim Ruff  
Vic Bryant



Sender: Wright

---

Forward Header

Subject: Clarksburg Traffic Analysis/Stringtown Road Extended  
Author: Kumm  
Date: 08/13/2001 2:17 PM

Eric: Could you take another look at the traffic modeling for the Stringtown Road Extended project in Clarksburg? The previous model made assumptions that took the southbound regional traffic through the Historic District on MD 355, thus turning Frederick Road into a 4 lane cross section due to required turning lanes. Ki and I met Monday morning and he agreed that we should ask you to look at these assumptions again. We want to see what amount of additional southbound traffic could be reasonably assumed turning at MD 121 heading west to I-270 as a short cut thus avoiding the Historic District altogether. Actually, I think the I-270 bound traffic will use Rt. 121 rather than drive through the congested Historic District and turn west at Stringtown. The main reason for doing this second model is to see if we can avoid the negative impacts upon the Historic District which were required by the heavy westbound turn at Stringtown Road. If we can hold the cross section down to 3 lanes, (a combo. right/through south bound, a center turn lane, a combo. right/through north bound), of approximately 34' or 36' in width, then the Historic District won't be so affected by the widening. Time frame? The Stringtown Road Extended CIP is in Project Planning. They are moving along. Could you have something by the first week in September? Are you going on vacation? I'll leave with you the current analysis based upon our first modeling. I'll be leaving August 15. So, please coordinate with Ki. Thanks. Karen

Eric Cooney x 4632



## Montgomery County Government

August 2, 2001

Charles Watkins, District Engineer  
District 3, State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

Dear Mr. Watkins:

We are extremely concerned about the proposed widening of Route 355 (Frederick Road) at the intersection of Stringtown Road in Clarksburg. A portion of this proposed work lies within the Clarksburg Historic District. The portion of Rt. 355 immediately to the south of this intersection is adjacent to a significant 18th century archaeological site.

Clarksburg is a small rural village in northern Montgomery County and Rt. 355 is "Main Street." This road is now two lanes wide, serving both the local community and pass-through traffic. As envisioned in the 1994 *Clarksburg Master Plan*, the historic district will be the center of a new town which will embody both new and old ways of living. Doubling the size of Rt. 355 within the district will change the character of this linear historic village, making it much more like the new developing town around it. This is something we need to avoid and which the *Master Plan* specifically recommended against. A by-pass is included in the Master Plan so as to avoid the need to destroy the existing character of Frederick Road (Rt. 355).

The Historic Preservation Commission has the responsibility to preserve the historic resources within the county. Fewer than 1% of the existing structures in Montgomery County have achieved the distinction of historic designation. These historic buildings, in their environmental settings, are important to our quality of life. In fact, our historic resources form the basis of a developing heritage tourism program, which will provide the county with a new industry with high dollar potential.

During the development of the *Master Plan*, the Historic Preservation Office had lengthy discussions with SHA staff, and we recognize a need for an additional left turn lane on Rt. 355 at the new Stringtown Road intersection. However, the proposal we have seen will double the size of Rt. 355 with the addition of separate right and left turn lanes and acceleration lanes. This is all problematic and unacceptable to the Historic

**Historic Preservation Commission**

---

8787 Georgia Avenue, Silver Spring, MD 20910  
(301) 563-3400

Preservation Commission, especially with the by-pass that will eventually be built. We look forward to working with you to find ways to accommodate the growing county population and preserve our limited historic resources for all.

Sincerely,

A handwritten signature in black ink, consisting of several overlapping, stylized strokes that form the name 'Steven L. Spurlock'.

Steven L. Spurlock, AIA, Chair  
Historic Preservation Commission

SLS:rdz

cc: Mr. Albert Genetti, Director DPWT  
Ms. Karen Kumm, M-NCPPC  
Mr. Michael Day, Maryland Historical Trust



## Montgomery County Government

August 2, 2001

Charles Watkins, District Engineer  
District 3, State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

Dear Mr. Watkins:

We are extremely concerned about the proposed widening of Route 355 (Frederick Road) at the intersection of Stringtown Road in Clarksburg. A portion of this proposed work lies within the Clarksburg Historic District. The portion of Rt. 355 immediately to the south of this intersection is adjacent to a significant 18th century archaeological site.

Clarksburg is a small rural village in northern Montgomery County and Rt. 355 is "Main Street." This road is now two lanes wide, serving both the local community and pass-through traffic. As envisioned in the 1994 *Clarksburg Master Plan*, the historic district will be the center of a new town which will embody both new and old ways of living. Doubling the size of Rt. 355 within the district will change the character of this linear historic village, making it much more like the new developing town around it. This is something we need to avoid and which the *Master Plan* specifically recommended against. A by-pass is included in the Master Plan so as to avoid the need to destroy the existing character of Frederick Road (Rt. 355).

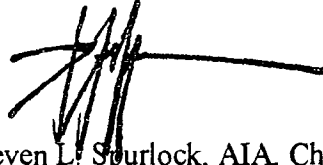
The Historic Preservation Commission has the responsibility to preserve the historic resources within the county. Fewer than 1% of the existing structures in Montgomery County have achieved the distinction of historic designation. These historic buildings, in their environmental settings, are important to our quality of life. In fact, our historic resources form the basis of a developing heritage tourism program, which will provide the county with a new industry with high dollar potential.

During the development of the *Master Plan*, the Historic Preservation Office had lengthy discussions with SHA staff, and we recognize a need for an additional left turn lane on Rt. 355 at the new Stringtown Road intersection. However, the proposal we have seen will double the size of Rt. 355 with the addition of separate right and left turn lanes and acceleration lanes. This is all problematic and unacceptable to the Historic

**Historic Preservation Commission**

Preservation Commission, especially with the by-pass that will eventually be built. We look forward to working with you to find ways to accommodate the growing county population and preserve our limited historic resources for all.

Sincerely,

A handwritten signature in black ink, consisting of several overlapping, vertical and diagonal strokes, followed by a long horizontal line extending to the right.

Steven L. Spurlock, AIA, Chair  
Historic Preservation Commission

SLS:rdz

cc: Mr. Albert Genetti, Director DPWT  
Ms. Karen Kumm, M-NCPPC  
Mr. Michael Day, Maryland Historical Trust



## Montgomery County Government

August 2, 2001

Charles Watkins, District Engineer  
District 3, State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

Dear Mr. Watkins:

We are extremely concerned about the proposed widening of Route 355 (Frederick Road) at the intersection of Stringtown Road in Clarksburg. A portion of this proposed work lies within the Clarksburg Historic District. The portion of Rt. 355 immediately to the south of this intersection is adjacent to a significant 18th century archaeological site.

Clarksburg is a small rural village in northern Montgomery County and Rt. 355 is "Main Street." This road is now two lanes wide, serving both the local community and pass-through traffic. As envisioned in the 1994 *Clarksburg Master Plan*, the historic district will be the center of a new town which will embody both new and old ways of living. Doubling the size of Rt. 355 within the district will change the character of this linear historic village, making it much more like the new developing town around it. This is something we need to avoid and which the *Master Plan* specifically recommended against. A by-pass is included in the Master Plan so as to avoid the need to destroy the existing character of Frederick Road (Rt. 355).

The Historic Preservation Commission has the responsibility to preserve the historic resources within the county. Fewer than 1% of the existing structures in Montgomery County have achieved the distinction of historic designation. These historic buildings, in their environmental settings, are important to our quality of life. In fact, our historic resources form the basis of a developing heritage tourism program, which will provide the county with a new industry with high dollar potential.

During the development of the *Master Plan*, the Historic Preservation Office had lengthy discussions with SHA staff, and we recognize a need for an additional left turn lane on Rt. 355 at the new Stringtown Road intersection. However, the proposal we have seen will double the size of Rt. 355 with the addition of separate right and left turn lanes and acceleration lanes. This is all problematic and unacceptable to the Historic

Historic Preservation Commission

---

8787 Georgia Avenue, Silver Spring, MD 20910  
(301) 563-3400

Preservation Commission, especially with the by-pass that will eventually be built. We look forward to working with you to find ways to accommodate the growing county population and preserve our limited historic resources for all.

Sincerely,

A handwritten signature in black ink, consisting of several overlapping, stylized strokes that form the name 'Steven L. Spurlock'.

Steven L. Spurlock, AIA, Chair  
Historic Preservation Commission

SLS:rdz

cc: Mr. Albert Genetti, Director DPWT  
Ms. Karen Kumm, M-NCPPC  
Mr. Michael Day, Maryland Historical Trust

Judy R. @ ojp.usdoj.gov

Design for 4. Traffic speed design for 355 State  
Rd 355 40, even though  
it's posted 30.

Jeff Riese - 240. 777. 2195  
Don Orcutt - 240. 777 (2190 gen. #) - 7228  
Engineering Design

Joel Magram, 240-  
Senior Engineer, Sup. Des.

I-270 to 355  
County ~~is~~ is doing  
a preliminary  
design.

Developers  
cannot buy  
ROW.

Gross cost @ State.

Pedestrian lighting along  
bypass?

turning lanes  
access lanes from 355  
knows about elevation +  
State recognizes: Sight distance issues.  
South of Stringtown Rd.  
will make recommendations  
but won't build.

RK K - contract  
engineering firm -  
after concept design -  
will send out copies to  
everyone including MHT.

Standard lights for this  
intersection? The County  
sup use "Gateway" standard.

The Bypass is not included  
in the Frederick Bypass  
it's not in their  
20-year projection!  
So this is not included

County does design,  
storm water management  
ROW recommendations -  
on Western 1/2 of  
355 N + S of  
Stringtown.

Donovan's  
Archery 13/53  
Loc At

Jim Dickman - Manager for Town Center Dev.  
He's trying to coordinate a Road Committee  
with all the developers for  
Stringtown Rd E of 355. They  
plan to buy ROW past  
Town Center to straighten  
out Stringtown to follow  
approved alignment.

County Surveyed 400'  
additional along E.  
Stringtown.  
Have an approved alignment  
here.  
- West portion is being tied into  
this.

County New Quad for 355 -  
don't yet know whether  
there will be cutting but probably  
need additional 5-10'  
additional lanes.

→ Have talked to Gary (?) about addressing  
@ MHT

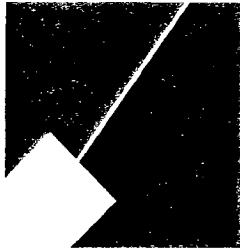
Design to state standards → Not planning to build much except an  
acceleration lane at this SW  
Corner!

- Contractor looking at design of SW Quad +  
this would include the Bypass portion.
- probably see a light at Stringtown + Fred.

Highland is doing SE corner + County  
is telling them to donate xx ROW.  
Highland building E 1/2 of 355  
S. of Stringtown. based on County  
traffic #s which Highland will have  
[based on 2010] traffic #s which Highland will have  
with NINCPH ROW.



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

July 5, 2001

Mr. Albert J. Genetti, Director  
Department of Public Works and Transportation  
Executive Office Building, 10<sup>th</sup> Floor  
101 Monroe Street  
Rockville, Maryland 20850-2540

SUBJECT: CIP 509337  
Stringtown Road Extended

Dear Mr. Genetti:

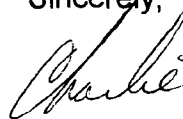
I am writing to request that the extension of Stringtown Road from MD 355 to Gateway Center Drive in Clarksburg be designed per the County standard, MC 219.03, a four lane divided, commercial business street. This segment of Stringtown Road needs to accommodate the traffic capacity of a four lane divided roadway but also should provide for the slower speed characteristics of a commercial street given the future land use.

The 1994 Clarksburg Master Plan classifies Stringtown Road as an arterial roadway. However, the planners at that time did not have the benefit of the revised roadway standards that were developed in 1996. The 1996 standards provided a series of new roadway standards that better serve mixed-use areas such as this one. The Master Plan's land use recommendations for commercial uses and residential densities at 7 units per acre and higher reflect a need for closer intersection spacing, on street parking, slower design speeds, etc. These are features that also will help ensure a safer environment for pedestrians crossing Stringtown Road on their way to the Town Center or to the future transit station. We have already used this approach to the east in Clarksburg Village, where we needed a commercial street with the capacity of an arterial.

I have included a map showing the extent of the roadway that we are recommending be developed as a commercial street. It is a segment within the arterial roadway that is directly adjacent to the future transit station. I have also enclosed a graphic that illustrates the type of land use that will eventually be developed in accordance with the zoning and the Master Plan recommendations. I hope that these maps demonstrate the need for this type of roadway.

If you have any questions, please call Transportation Planning staff, Ki Kim or Dan Hardy at (301) 495-4525. Thank you.

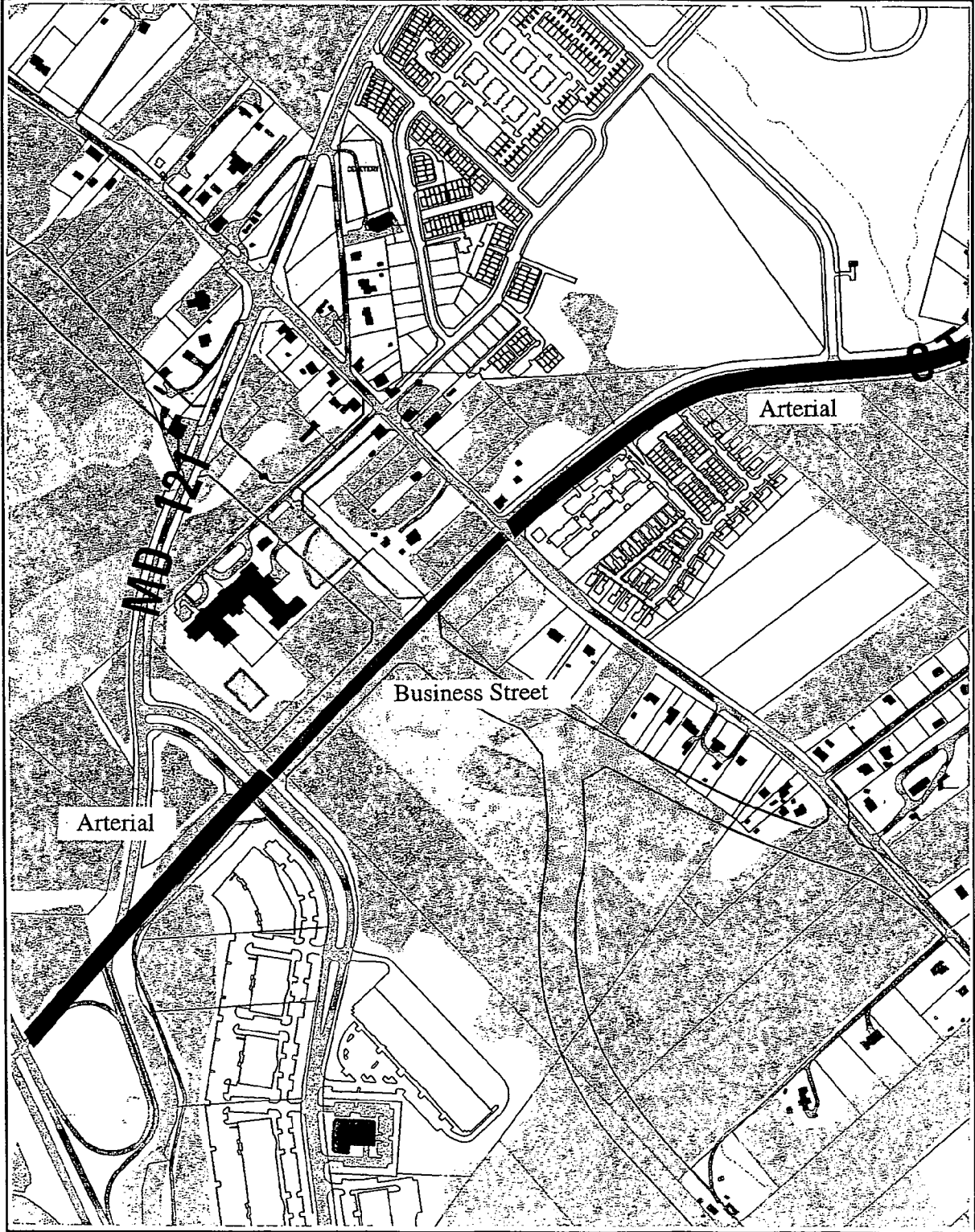
Sincerely,



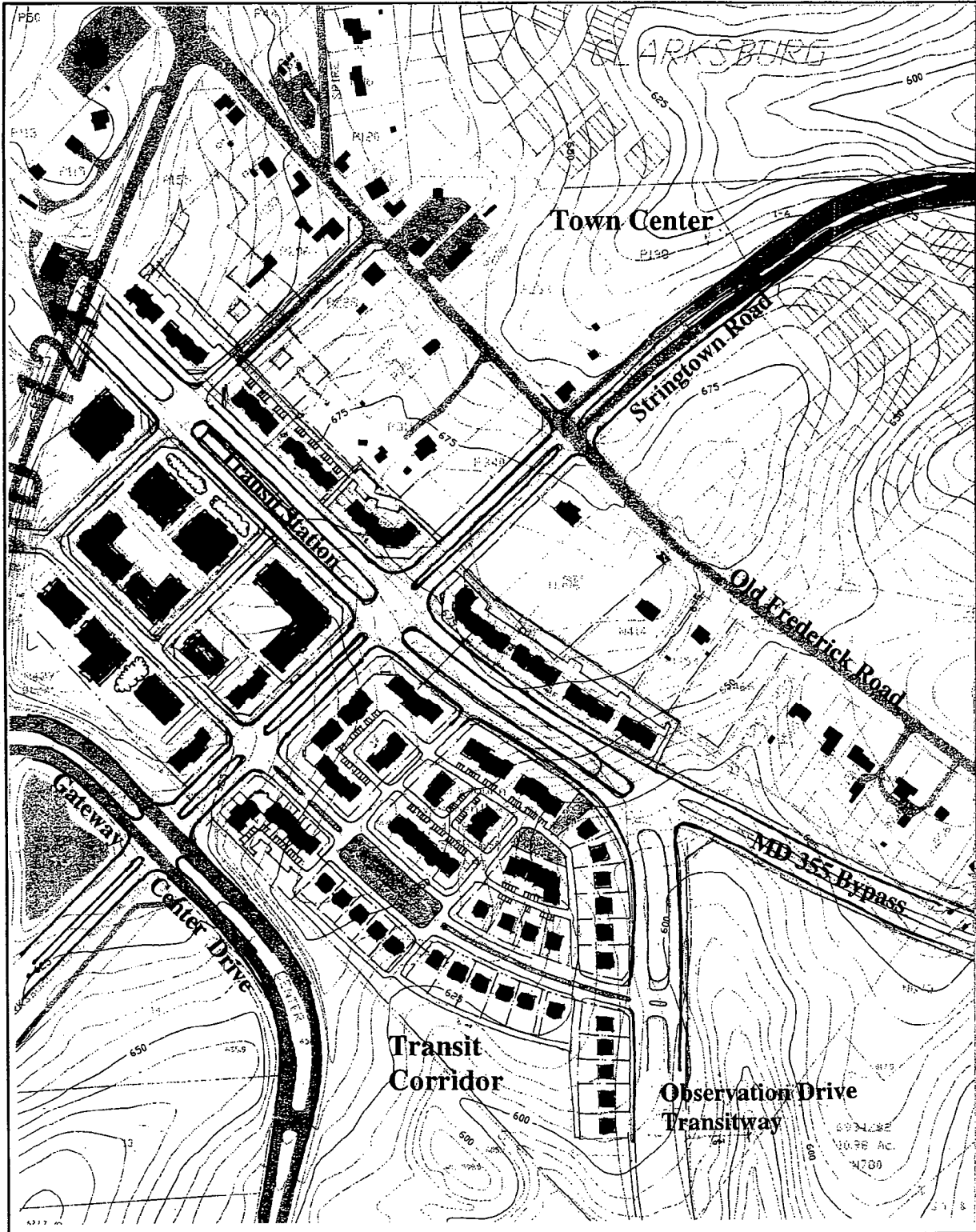
Charles R. Loehr  
Director

CRL:KKM:ha: a:\kumm1\stringtown road.doc  
Attachments

**Stringtown Road Extended**  
**Proposed Business Street Standard (MC 219.03)**



# Potential Land Use Development Transit Corridor District



**Sender: Kumm**

---

Robin: the community is "on vacation" and will not return until September at the end of the month. So, I'd suggest that the HPC write Genetti and Charlie Watkins now. to coordinate with the community at the end of september will be too late. Believe me, they are supportive of this initiative. Karen

RAVE

JANET WELLS  
L. 12406 F. 312

SOL RUDDEN TRUST ETAL  
L. 10845 F. 212

UNITED STATES POSTAL SERVICE  
L. 5435 F. 717

RODNEY DARBY ET AL  
L. 2553 F. 308

ARIC RUDDEN ET AL  
L. 11979 F. 649

WILLIAM WATKINS ET AL  
L. 3919 F. 863

ARIC RUDDEN ETAL  
L. 11979 F. 649

FOTIS KOSTARIS ET AL  
L. 9797 F. 417

THE SOL RUDDEN REVOCABLE TRUST  
L. 10845 F. 314

GARY POOLE ET AL  
L. 6179 F. 773

FARM DEVELOPMENT COOP LLC  
L. 18130 F. 651

STRINGTOWN POT 336 38-73.83  
NO. 335 310 35-02.32

ENDED

STRI

ER HILL RD  
L. 550

BRICKLEYS LAND CO LLC  
L. 18515 F. 277  
LOT 1

CLARKSBURG INVESTMENT ASSOC  
L. 5473 F. 660

PT Sto 92-82.52

*M-NEPPE  
to acquire*

*P.O.*

BRICKLEYS LAND CO LLC  
L. 18515 F. 277  
LOT 1  
LOT 2

MEDHI MOHEBBI  
L. 6712 F. 229

ARRIVATION

HENRY HOUGH ET AL  
L. 1176 F. 123

BRICKLEYS LAND CO LLC  
L. 18515 F. 277  
LOT 3

CLARKSBURG INVESTMENT ASSOC  
L. 5473 F. 660

650

JOHN BRICKLEYS SUBD  
PLAT NO. 1808

WOODPORT RD.  
P.B. 60 P. 4427

SARAH KING  
L. 6239 L. 276  
LOT 4

ROBERT PELL  
F. 331

Fore

check correspondence from Owen - Coordinating with DPWT:  
- Archaeology plan for Strongman Rd. Submission.

Archaeology for Clarkburg Highlands. Tim.

Consultant for DPWT  
contacted Owen & she

Check on Project Plan for  
Highlands of Clarkburg.

add we want archaeology  
paid by DPWT. (come!)

106 South of Strongman Rd

106 N. of Strongman Rd.

Ask Karen about getting L. 5473 through dedication? Is this  
developer coming in for a proposal? Make sure Karen  
knows this is in the Park acquisition plan -

Does developer dedicate or actually build Observation Deck?

Darden's priority - Core - Tim will get archaeological site  
No - and do we want that for our  
M.P. #?

Do we want this to be M.P.?

1755 - Brodbeck came through & camped.  
Andrew Jackson stayed there on his way for the inauguration

MHT - who is doing SHA review?

Shouldn't they comment on Frederick Rd widening?

Basically, one lane too much.

Ask Karen to check Smart Growth?

= Doublecheck on original school location -  
is this NR?

Clarkburg Highlands - what about a Phase I survey regarding Davidson's roadway + encroachment on the east side of Frederick Rd

Call Jim

Contact Property Owners - Gary + Mary Poole  
Janet Wells  
Burt Randal  
Artie Radden

Ask Karen if she would

come + brief the HRC on the new Clarkburg Dev?

Also, what's the thing that would work, in terms of other hearings?

What about getting citizens involved?



DRAFT

July 26, 2001

Charles Watkins, District Engineer  
District 3, State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

Dear Mr. Watkins:

I have grave concerns with the proposed road widening along Frederick Road within the Clarksburg Historic District and immediately to the south of the intersection with Stringtown Road. Clarksburg is a small rural village in northern Montgomery County. This historic village will be the center of a new town, as envisioned with the adoption of the 1994 *Master Plan*. In order to protect the character and quality of the linear historic village, it is imperative that the existing configuration of Frederick Road be retained.

The Master Plan has included many other options for residents and for drivers who are passing through Clarksburg, including the proposed Maryland 355 Bypass. There are roads which have been designed for vehicular travel (Stringtown Road), and roads which have been designed more for pedestrians (Redland Road). The original Main Street of Clarksburg – Frederick Road – serves residential and commercial purposes. It has always been a road which people faced, crossed over, and strolled along. The Master Plan envisions additional streetscape improvements within the Historic District to promote these activities which are associated with small town living.

The Historic Preservation Commission has the responsibility to preserve the historic resources within the County. Less than 1% of the built environment of Montgomery County has achieved the distinction of historic designation, and yet, these historic buildings in their environmental settings are fundamental to the quality of life in the county. In addition, our historic resources form the basis of our developing heritage tourism programs, provide the county with a new industry with high dollar potential in terms of touristic value.

During the development of the Master Plan, the Historic Preservation Office had lengthy discussions with your staff, that there might need to be an additional left turn lane on Frederick Road, at the new Stringtown Road intersection. Now, we are seeing a proposal for an additional lane of traffic, to provide separate right and left turn lanes on Frederick Road. This is one lane too many, and is unacceptable to the Historic Preservation Commission.

North of Stringtown Road, Frederick Road is the spine of the Historic District. To the south of Stringtown Road, at Lot 5473, there is a major archaeological site of the Revolutionary War.

Sincerely,

Steven L. Spurlock, AIA, Chair  
Historic Preservation Commission

SLS:rdz

cc:

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

July 10, 2001

Charles Watkins, District Engineer  
District 3, State Highway Administration  
9300 Kenilworth Avenue  
Greenbelt, Maryland 20770

Dear Mr. Watkins:

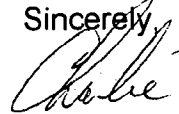
I am writing to request that you consider a 30 mph design speed for a segment of MD 355 within the Clarksburg Master Plan that will help provide adequate safety for vehicles and also reduce impacts upon historic properties, make the roadway more pedestrian friendly, and achieve conformance with the Master Plan guidelines. See the attached map for the location of this segment of MD 355.

The present roadway is a two-lane road with a posted speed limit of 30 mph. The Master Plan calls for a bypass to be constructed diverting traffic from this segment of MD 355 and thus bypassing the Historic District. The guidelines also call for no widening within the Historic District. This segment has been reclassified as a Business District Street with a 25 mph speed limit and renamed as "Old Frederick Road." Business District Streets are intended to be low-speed streets whose primary purpose is to serve adjacent commercial land uses.

Our attention to this issue is being raised by a proposed project, known as "The Highlands of Clarksburg." This project will be required to have an access point along Old Frederick Road and consequently, needs to improve sight distances by reducing a vertical curve, provide a deceleration lane and accommodate a bike trail. However, in order to mitigate the impacts upon an historic property located directly across from the subject property, there is a need to design these improvements at the lowest acceptable design speed. This also would result in better conformance with the intent of the Master Plan to achieve a more pedestrian friendly environment. In the short run, slowing travel speeds as traffic moves through the Historic District will help improve traffic safety. In the long run, the bypass will redirect through traffic from this area. There is a need to address the design speed issue promptly because The Highlands of Clarksburg has a pending Project Plan and Preliminary Plan under review with the Preliminary Plan hearing to be scheduled in September, 2001.

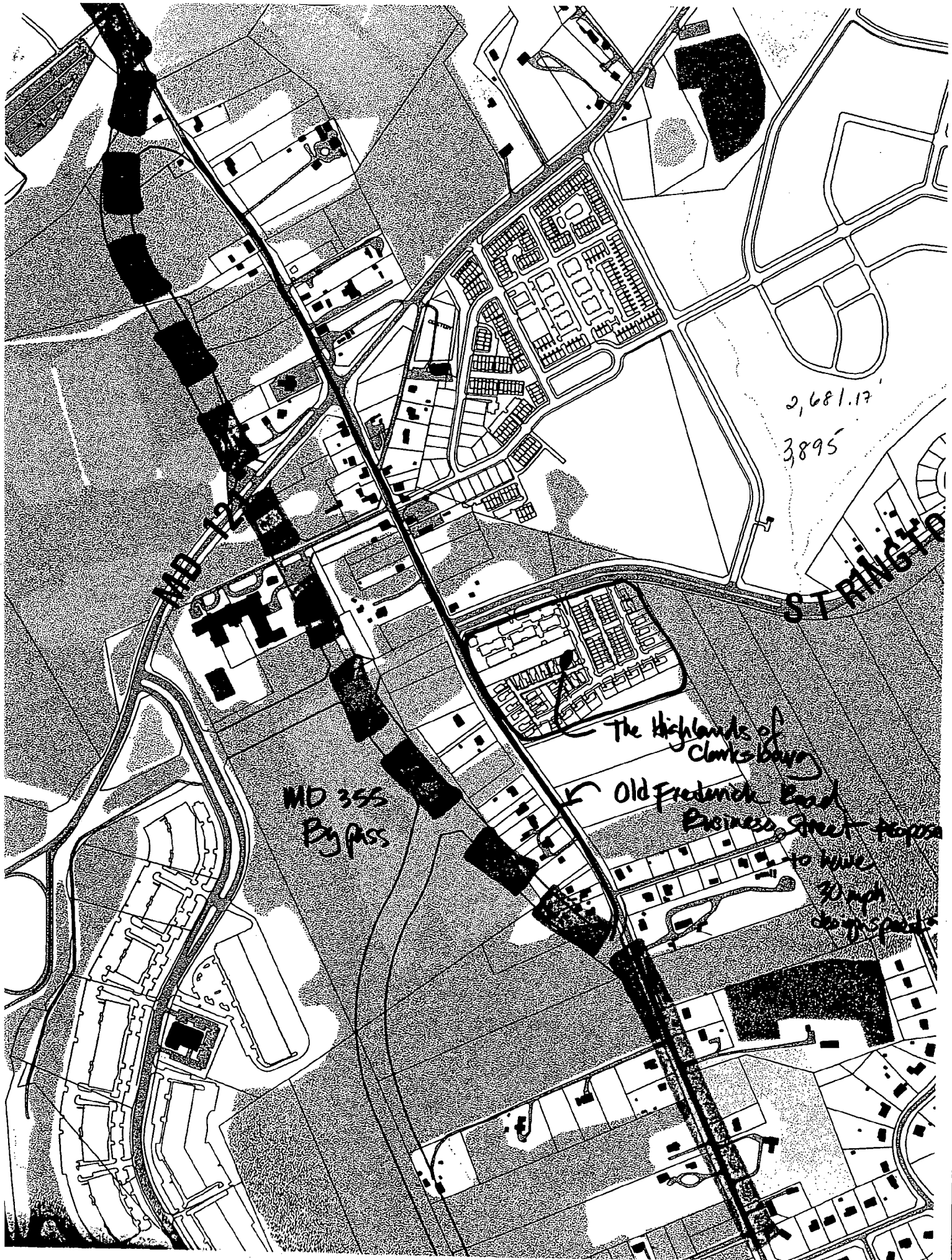
It is our understanding from the members of the Clarksburg Civic Association that you expressed a willingness to consider revising the posted speed limit for other portion of MD 355 due to several accidents that have occurred near Brink Road. Thank you for responding to this additional request.

Sincerely,



Charles R. Loehr  
Director

CRL:KKM:ha: a:\kumm1\MD355 clarksburg.doc  
Attachment



MD 355

MD 355  
Bypass

2,681.17  
3895

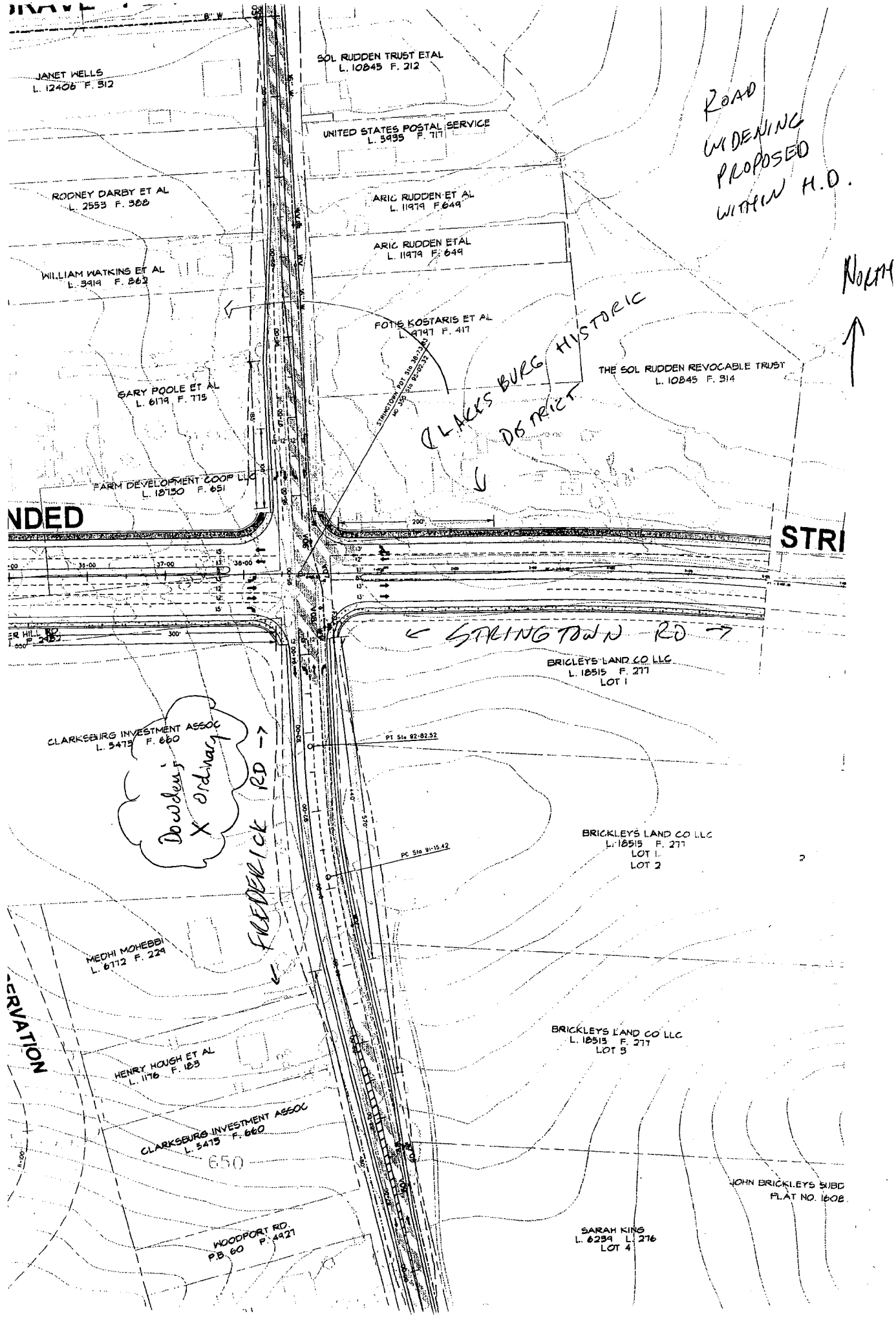
ST RING

The Highlands of  
Clarks Down

Old Frederick Road

Business Street

to Hill  
30 mph  
signs



JANET WELLS  
L. 12406 F. 512

SOL RUDDEN TRUST ET AL  
L. 10845 F. 212

UNITED STATES POSTAL SERVICE  
L. 5495 F. 711

RODNEY DARBY ET AL  
L. 2553 F. 388

ARIC RUDDEN ET AL  
L. 11471 F. 649

WILLIAM WATKINS ET AL  
L. 3414 F. 262

ARIC RUDDEN ET AL  
L. 11479 F. 649

FOTE KOSTARIS ET AL  
L. 4747 F. 417

GARY POOLE ET AL  
L. 6174 F. 713

THE SOL RUDDEN REVOCABLE TRUST  
L. 10845 F. 314

FARM DEVELOPMENT COOP LLC  
L. 18750 F. 651

CLACKS BURG HISTORIC DISTRICT

ROAD WIDENING PROPOSED WITHIN H.O.

NORTH

UNDEVELOPED

STRIP

← SPRINGTOWN RD →

BRICKLEYS LAND CO LLC  
L. 18515 F. 271  
LOT 1

CLARKSBURG INVESTMENT ASSOC  
L. 5475 F. 660

Dowden's X Ordinary

FREDERICK RD

BRICKLEYS LAND CO LLC  
L. 18515 F. 271  
LOT 2

MEDHI MOHEBBI  
L. 6712 F. 224

CONSERVATION

HENRY HOUGH ET AL  
L. 1176 F. 183

BRICKLEYS LAND CO LLC  
L. 18515 F. 271  
LOT 3

CLARKSBURG INVESTMENT ASSOC  
L. 5475 F. 660

WOODPORT RD.  
P.B. 60 F. 4421

SARAH KING  
L. 6239 L. 276  
LOT 4

JOHN BRICKLEYS SUBD  
FLAT NO. 1602

UNITED STATES POSTAL SERVICE  
L. 5435 F. 717

DETAIL

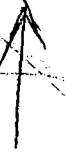
ODNEY DARBY ET AL  
L. 2553 F. 988

ARIC RUDDEN ET AL  
L. 11979 F. 649

LIAM WATKINS ET AL  
L. 3919 F. 862

ARIC RUDDEN ET AL  
L. 11979 F. 649

NORTH



FOTIS KOSTARIS ET AL  
L. 9797 F. 417

THE SOL RUDDEN R  
L. 10845

GARY POOLE ET AL  
L. 6179 F. 775

FARM DEVELOPMENT COOP LLC  
L. 18130 F. 651

D

STRINGTOWN PD, Sta 38-73.83  
MD 555 576 95792.32

← STRINGTOWN RD →

BRICKLEYS LAND CO LLC  
L. 18515 F. 277  
LOT 1

ARLSBURG INVESTMENT ASSOC  
L. 3473 F. 680

FREDERICK RD →

PT Sta 92-82.52

PC Sta 91-15.42

BRICKLEYS LAND CO L  
L. 18515 F. 277  
LOT 1  
LOT 2

MEDHI MOHEBBI  
L. 6712 F. 229

**Sender: Kumm**

---

Robin, Gwen and Jim: I just came back from a DPW&T meeting on Stringtown Road Extended in which they are including widening MD 355 north and south of its intersection with Stringtown. I told them that the proposed widening would create problems for the Historic District and was inconsistent with the MP and SPA. They told me that we needed to provide them a survey of the historic foundations of Dowden's Ordinary (Jim, didn't you agree to have this done through Parks?). They also say that the traffic volumes on MD 355 required widening. The only thing that will be a stop to this widening will be documentation of the historic impacts and a lot of political pressure from various groups. I also am trying to get a new look at traffic turning movements allocated to this intersection, but Ki Kim tells me that we already agreed to the traffic study. Please help this effort. Karen