

# STREETSCAPE CONCEPTS FOR THE CLARKSBURG HISTORIC DISTRICT

JANUARY, 2009



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TND Planning Group

In association with

The Ottery Group

And all of the workshop participants

# PREFACE

This document has been prepared to assist the Clarksburg community at large and the property and business owners of the Clarksburg Historic District in particular in capturing and conveying their preferences and vision for future streetscape concepts. Preferences were expressed based on the assumption that future actions, such as construction of the Frederick Road bypass, will be implemented. It is also noted that given the special nature of the district and the design concepts presented in this document, the streetscape concepts described would be both more expensive to construct and to maintain than standard treatments used throughout the county. No funding source has been identified for either construction or maintenance nor should any future commitment be implied by the presentation of these concepts or with regard to possible next steps described in Section 3 as a Streetscape Design Plan and / or Revitalization Plan.

It should also be noted that this work was completed prior to adoption by the Montgomery County Council on December 9, 2008, at the request of the Executive, of a regulation to implement the revised Chapter 49 of the County Code (“the Road Code”). This regulation codifies the Standards and Specifications by which all County roads in Montgomery County shall be designed and built. Any design concepts that are carried forward for further study or implementation will be subject to this regulation and all other applicable rules and regulations.

Notwithstanding the above comments, we believe this document does serve as a useful first step in assisting the community to formulate its urban design vision for the heart of the old Historic District.

**Montgomery County Department of Housing and  
Community Affairs**

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# 1.0 INTRODUCTION



## 1.1 PURPOSE

Not long ago, Clarksburg was a small village surrounded by a pristine rural landscape just beyond the sprawling Washington, DC Metroplex. However, this area of upper Montgomery County has long been planned as a growth area. These plans began to come to fruition over the past decade in the form of a major planned unit development called Clarksburg Town Center, along with other new development along the I-270 corridor. Much of this new development has occurred around and adjacent to the historic core of Clarksburg and altered the character of the area from rural to suburban.

Additional commercial and residential development is planned, as

well as significant transportation improvements, which will further alter the character of the area. The transportation improvements include the terminal stop of the planned Corridor Cities Transitway and a new section of roadway to the west of the Historic District that will function as a bypass to the existing section of MD 355 running through the center of the Historic District.

A number of planning efforts were undertaken during the past two decades that addressed the preservation and future development of the Clarksburg area. These efforts, which are detailed in Section 1.2, addressed streetscaping within the Clarksburg Historic District in a

largely cursory manner. In addition, the considerable amount of time that has passed since these efforts were initially undertaken, particularly for planning cycles, now warrants a fresh look.

This streetscape concepts project was initiated in order to prepare for anticipated revitalization within the Historic District and the opportunities that might provide to make streetscape improvement within the public rights of way. It is also possible that development near the Historic District may generate developer-paid off-site improvements that could be implemented within the Historic District and would be guided by this project. Streetscaping is seen as an important tool



*The view looking north on Frederick Road in the heart of Clarksburg.*

for strengthening and reinforcing the unique identity of a historic district. The streetscape concepts will provide the necessary guidance on how streetscaping can tie the Historic District and the new development in Clarksburg together, while allowing the Historic District to retain its unique identity.

The Historic District is identified in the master plan and other planning efforts as an important destination and cultural feature. However, the Historic District currently lacks much of the infrastructure that would make it pedestrian friendly - an essential characteristic to any destination, particularly a historic district. Historic districts are best enjoyed when residents and visitors can comfortably stroll along the streets and cross the street without feeling intimidated by automobile traffic. This requires adequate sidewalks, lighting, and other amenities that create a “walkable” environment.

Without these kind of amenities, pedestrian activity can be severely curtailed or even be hazardous. The main roadways in the Clarksburg Historic District, Frederick Road and Clarksburg

Road are both state highways that were designed to carry through-traffic at relatively high speeds. Although the posted speed limit on these roads is 30 mph, vehicles routinely travel considerably faster. The existing design of these roads make them feel more like highways, which strongly discourages pedestrian activity.

Achieving a more pedestrian friendly environment will also have a positive impact on the attractiveness and appeal of small-scale businesses and historic properties within the district. This supports the economic vitality and walkability goals set forth in the master plan.

## What These Streetscape Concepts Do Not Do

These streetscape concepts are an important step forward in the evolution of the Clarksburg Historic District, but do have the following limitations:

- This effort does not constitute a Streetscape Plan. A Streetscape Plan, which might be a logical follow-up effort, could provide location-specific streetscape designs. The streetscape concepts essentially provide the “kit of parts” from which such a streetscape plan would be developed.



*One of the more than twenty historic properties in the Clarksburg Historic District*

- These streetscape concepts are not intended to quantify streetscaping costs, either in terms of installation, maintenance, or right of way acquisition. While cost is an important factor in undertaking a streetscaping project, installation and maintenance costs will be generated at later planning and engineering stages. The recommended streetscape concepts generally include features that are commercially available in order to minimize installation and maintenance costs. That said, it is recognized that costs for streetscaping projects can be higher than “standard” street environments. This is typically due to higher grade materials and increased maintenance that distinguish a historic district as a special place and cultural destination.

- A detailed assessment of existing and required right-of-way will be necessary during detailed planning as well as development of a streetscaping implementation strategy. Right-of-way issues may figure prominently as there may be some locations where the proposed streetscape may not fit entirely within the public right of way. Opportunities to create easements or acquire frontage, if and when redevelopment occurs, may also need to be explored.

- Finally, these streetscape concepts are not intended to provide guidance on or regulation of elements beyond the right of way on private property such as fences, gates, signage, awnings, etc. These items fall under the purview of the Historic Preservation Commission.

While the items above are beyond the scope of the streetscape concepts project, they help frame additional efforts that will be necessary to help the Historic District realize its full potential. Those additional efforts are outlined and discussed in Section 3 of this document.

## 1.2 REFERENCE MATERIAL

### PREVIOUS STUDIES AND EXISTING DIRECTIVES

During the past two decades, a number of planning efforts have taken place to guide the preservation and future development of Clarksburg, including the following:

- The creation of the Clarksburg Historic District in 1990. The Clarksburg Historic District was created through an amendment to the *Montgomery County Master Plan for Historic Preservation*. The amendment established the boundaries of the district as well as the criteria to be used in the review of Historic Area Work Permit (HAWP) applications. The County's Historic Preservation Ordinance (Chapter 24A) requires a HAWP for all projects involving construction, moving, demolition or other alterations to exterior features of properties within the district. Chapter 24A created the Historic Preservation Commission (HPC), a nine-member panel appointed by the County Executive, to administer the historic preservation program. The HPC must review and approve HAWP applications before work on a project may commence. The HPC base their review on criteria included in Chapter 24A, guidance included in the Master Plan Amendment, district-specific studies such as the "Vision of Clarksburg," and the *Secretary of the Interior's Standards for Rehabilitation*. The HPC has also adopted "Streetscape concepts for Historic Sites and Districts in Montgomery County, Maryland" to assist property owners in the development of project plans. For additional information, see [www.mc-mncppc.org/historic](http://www.mc-mncppc.org/historic) or contact the Planning Department Historic Preservation Section.



*Aerial photo showing the boundaries of the Clarksburg Historic District*

- In 1992, the HPC, through the assistance of a consultant, drafted a document called, "A Vision for Long Range Preservation of Clarksburg". This document provided strategies for preserving the character and integrity of the Historic District and also included workshops with the community to help inform the recommendations.
- Montgomery county approved and adopted the Clarksburg Master Plan and Hyattstown Special Study Area in

1994. This document established this area of Montgomery County along the I-270 “Technology Corridor” as a major growth area. The concept of a Clarksburg New Town was a centerpiece of the plan, and the Clarksburg Historic District was envisioned as a centerpiece of a new town center that would include a mix of adjacent commercial and residential uses. The master plan provided a general discussion of how the new development and infrastructure would affect the Clarksburg Historic District and how the district’s character and identity would be maintained/preserved.

- In 2002, the Maryland-National

Capital Park and Planning Commission (M-NCPPC) developed a “Clarksburg Streetscape Plan” for the entire Clarksburg Master Plan area. This provided general streetscape typologies for various context areas within the master plan area, including a generic “Main Street - Historic” category. While this document has not been adopted to date, the new streetscape concepts have built upon this guidance to the extent possible.

- The Montgomery County Code provides for zoning, development standards, and street design standards for various land use zones within the Historic District.

- The Maryland State Highway Administration (SHA) has design standards for various state highways such as MD 355 (Frederick Road) which runs through the Historic District, and is considered a “primary arterial” roadway. SHA also has a context sensitive design program which recognizes the need for flexibility when designing or improving state highways that run through historic districts and town centers such as Clarksburg. SHA has implemented streetscape designs in dozens of historic towns and villages throughout Maryland since the 1990’s.

### 1.3 PLANNING PROCESS

In order to create the most appropriate and effective streetscape concepts possible, the Montgomery County Department of Housing and Community Affairs initiated a consultant-led planning process to develop the streetscape concepts. A consultant team led by TND Planning Group of Baltimore with national and local expertise in town planning, walkable communities, streetscape concepts, and innovative public process, was hired to facilitate the process.

A steering committee was convened which included local residents, business owners, and representatives of some public agencies. In order to maximize the opportunity for dialogue with stakeholders,



*One of several interactive workshops held as part of the planning process.*

a planning process was devised to include a series of interactive workshops in which participants were asked to provide input on a range of issues. Discussions were

held with the steering committee in order to refine the process and identify issues prior to the workshops.

To strive for a high degree of public participation, the workshops were widely advertised in local newspapers, canvassing, and through e-mail networks.

The first public workshop was held on July 1st, 2008 at the Clarksburg Ombudsman building, located at the corner of Frederick and Stringtown Roads at the edge of the Historic District. The workshop consisted of two parts: first, a “streetscape preference survey”, in which participants were shown and asked to rate slides of several hundred streetscape elements and views. Average scores were subsequently calculated and used to help the team gauge the relative perceptions of various streetscape elements.

Each slide was shown for only a few seconds and participants were asked to rate each slide based on first impression on a scale of 0 to 10, with 0 being completely inappropriate for the Clarksburg Historic District, 10 being highly appropriate, and 5 neutral. Other values between 0 and 10 were also permitted which reflected varying degrees of appropriateness.

The images shown included a random assortment of streetscape scenes and elements from various small towns and villages throughout Maryland and the Mid-Atlantic region, as well as images taken within the Clarksburg Historic District and surrounding new development.

For the first group of images, participants were asked to rate particular streetscape elements such as crosswalks, street furniture, plantings, sidewalk pavement types, to name a few. For the next group of images, participants were asked to rate the overall streetscape view that included not only what they saw within the public right of way, but the entire scene overall that included buildings and other things beyond the public right of way. Although the streetscape concepts do not include elements beyond the public right of way, capturing stakeholders perceptions of the appropriateness of various development patterns for Clarksburg is beneficial to informing the streetscape concepts as well as for potential follow up planning efforts.



*Streetscape Preference Survey. Existing conditions along Frederick Road looking north at Redgrave Lane. This image scored a 3.5 on a scale of 0 to 10.*



*Visualization 1 shows basic streetscape enhancements which resulted in a score of 4.7.*



*Visualization 2 shows additional streetscape enhancements which resulted in a score of 7.2.*

The last group of images shown were a series of views taken in the Historic District that included existing conditions, but also several visualizations to show what potential streetscape enhancements could look like if applied in the district. The series of images on the preceding page show the results of one of those series. The existing image received an average score of 3.5, a relatively negative score. The first visualization, which included modest improvements such as concrete sidewalks, painted crosswalks, a few street trees, on-street parking, and a low picket fence in front of the historic house improved the average score to 4.7, which is close to neutral. The third image adds brick crosswalks and sidewalks, additional street trees, and pedestrian-scale streetlights with flowering hanging baskets. This image received an average score of 7.2, which represents a dramatic increase and positive score.

The second set of visualizations, shown at right, produced even more dramatic results. The existing image at top received an average score of 2.5, which represents a negative score. The first visualization showed concrete sidewalks added, “cobra-head” lighting mounted on utility poles, painted crosswalks, and no on-street parking. This image received a higher score than the existing condition, but still a negative result of 3.9. The image at bottom, which added on street parking, street trees, brick crosswalks, pedestrian scale lighting, and sidewalk produce stands in front of the market produced average score of 7.8. This represents a high average score for a survey of this type.

Part Two of the workshop was a “visioning session” in which participants broke out into groups and were given large aerial photos of the Historic District along with magic markers. Participants were asked to discuss their desires for the Historic District in terms of streetscape improvements as well as general development and infrastructure issues. Participants were also asked to draw and write their ideas directly on the photos to indicate locations wherever possible. A member of the consultant team was stationed at each of the tables to record comments on a flipchart/easel.

After the workshop, results of the streetscape prefer-



*This existing condition image received an average score of 2.5.*



*Basic streetscape improvements such as painted crosswalks increased the average score to 3.9.*



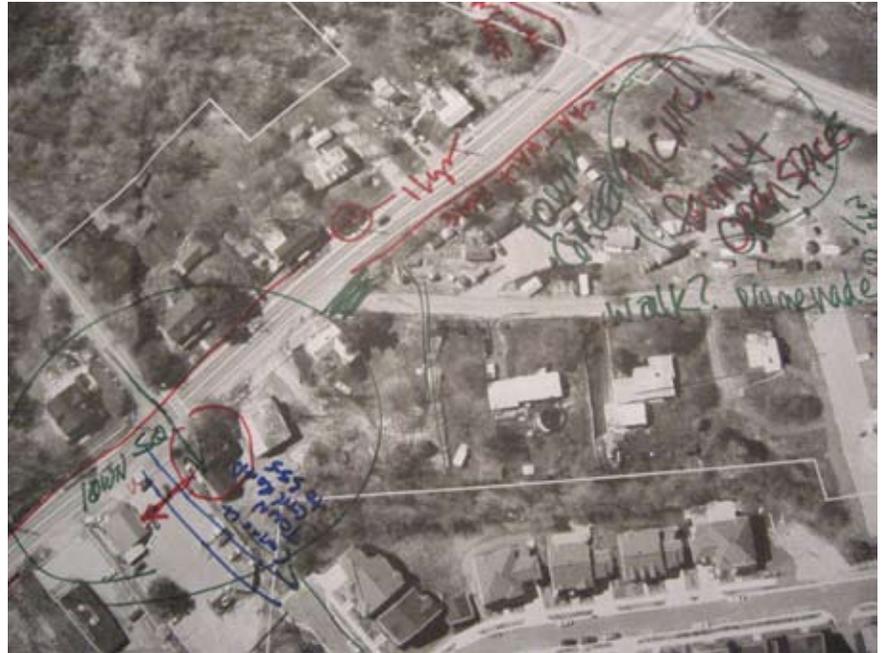
*Streetscape enhancements including street trees, on-street parking, and brick crosswalks resulted in an average score of 7.8, the highest of the entire survey.*

ence survey and the visioning session were analyzed and synthesized by the consultant team in preparation of an initial set of streetscape concept options and recommendations to be held at a second workshop.

The input received during the visioning session was helpful not only for helping inform the streetscape concepts, but also for broader future planning issues for the Historic District. A set of common themes were distilled from the visioning session that included the following:

- Improve “walkability” by adding side-walks (and make them brick and/or brick accent).
- Create better connections between Historic District and surrounding neighborhoods.
- Reinforce the historic character of district in selection of streetscape elements.
- Create a public gathering place for events and for socializing.
- Improve the triangular open space for civic use.
- Improve the business climate by improving parking and transit access.
- Create gateway features.

The 2nd interactive workshop was held on July 22, 2008. The vast majority of the participants who attended at the first workshop returned for the second event, but many new faces were seen at the 2nd workshop. The objective of the 2nd workshop was to present the results and assessment of the streetscape preference survey and the visioning session, and to get feedback among stakeholders



*A portion of one of the aerial photos on which workshop participants drew ideas for the Historic District.*

on potential streetscape options presented by the consultant.

The workshop included discussion regarding potential streetscape options as well as over-arching approaches to streetscaping within the Historic District. Several residents of the Historic District who had not attended the first workshop expressed concern about change in general, and about the impact of streetscape projects on fragile resources such as mature trees. It was noted that this effort is not a streetscape plan, and that specific streetscape projects would entail detailed coordination with property owners to address and resolve those types of concerns.

In the end, a majority of participants expressed clear preferences for particular streetscape options presented, and there was a general feeling that consensus had been reached on the approach presented and in moving forward with preparation of the draft streetscape concepts.

## 2.0 STREETScape CONCEPTS



## 2.1 GUIDING PRINCIPALS

Based on the interactive public workshops, discussions with steering committee members, and the analysis/guidance of the consultant, the following set of guiding principles for streetscape concepts have been developed:

**1. The streetscape concepts will help make the Historic District pedestrian friendly and calm traffic.**

This pertains to both within the district itself and the connections between the district and surrounding development. Appropriate streetscape elements that embody this principle are those that make pedestrians feel comfortable, welcome, and safe to be outside, those that encourage vehicles to slow down as they approach and travel through the district, as well as to stop and enjoy what the district has to offer.

**2. The streetscape concepts will reinforce Clarksburg's *historic* character as a traditional village and its distinct sense of place.** Appropriate streetscape elements that embody this principle are those that have human-scale features, traditional embellishment/decoration, and provide a sense of arrival and other visual cues that this is a special place.

Streetscape improvements will generally be subject to review by the Montgomery County Historic Preservation Commission, and should be consistent with the *Secretary of the Interior's Standards for Rehabilitation*, wherever applicable.

**3. The streetscape concepts will strike a balance between integrating the Historic District into the new town center development and allowing it to retain its unique identity.** Appropriate streetscape elements that embody this principle are those that are distinguished from those found in Clarksburg New Town Center, but provide for an attractive transition between the two.

**4. The streetscape concepts will help transform the Historic District into a destination and cultural resource that will be enjoyed by Clarksburg residents and visitors.** Appropriate streetscape elements that embody this principle are a combination of characteristics found in the three preceding guiding principles, plus those that promote attractive commercial, residential, and civic activities.



*New streetscaping, such along this stretch of Clarksburg Road, could have a significant impact in strengthening the identity and sense of place within the Historic District. It could also establish the tone for future growth and development.*

## 2.2 DESIGN CONCEPT

In order to translate the guiding principles set forth in Section 2.1 into streetscape concepts, a set of “design concepts” were developed as a composite of the most appropriate streetscape elements presented and discussed in the workshops. The design concepts are intended to help visualize the general streetscape character proposed for the Clarksburg Historic District. The design concepts strive to clearly establish a streetscape that has a strong historic, pedestrian-friendly, village character.

The design concepts include a streetscape configuration for “business district streets” and one for “business district streets - Type II”. The hallmarks of the design concepts are the presence of sidewalks, retaining one travel lane in each direction, street trees, and pedestrian-scale lighting. Depending on the location and conditions within the Historic District other features will be the establishment of on-street parking and street furniture such as benches or trash receptacles. All of these features together will help the Historic District begin to realize its full potential as a pedestrian-friendly destination.

### Business District Streets

The “business district streets” in the Historic District

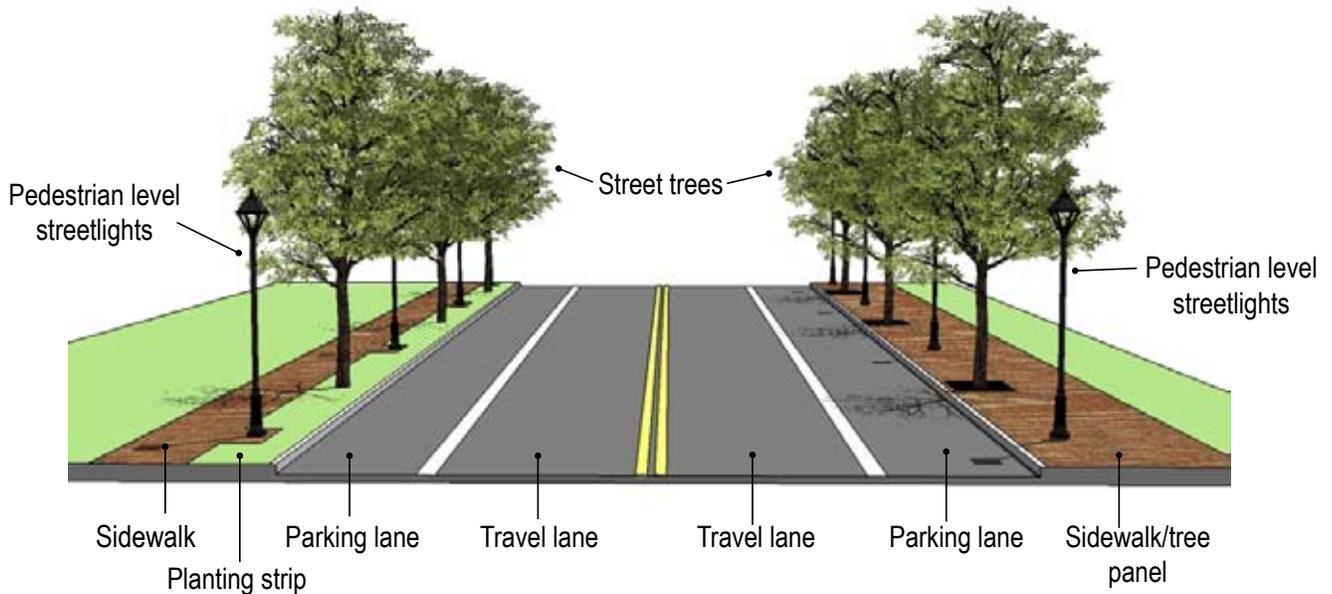
include Frederick and Clarksburg Roads. It should be noted that Clarksburg Road (MD 121) is designated as “arterial highway,” and not “business street” in the Clarksburg Master Plan. One of the better models for the business district street streetscape design concept is found in New Market, Maryland. This historic village in Frederick County, while unique in its built form, has a similar scale and quality as Clarksburg. New Market contains many of the streetscape features found in the proposed design concept including sidewalks, one travel lane in each direction, street trees, pedestrian scale lighting, and on-street parking. The main street that goes through New Market also happens to be a state highway, but the presence of the aforementioned streetscape characteristics makes it one of the more charming pedestrian-friendly villages in Maryland. There are a number of small retail and eating establishments that draw visitors who stroll along the main street, Route 144, without feeling intimidated by traffic.

This design concept for business district streets also builds on the draft Streetscape Plan developed by Montgomery County in 2002 for the greater Clarksburg area. In that plan, which, to date, has not been adopted, a general streetscape classification type of “Historic Main Street” was given to Frederick and



*Two views of the main street, Maryland Route 144, in New Market, Frederick County, Maryland. The character along Route 144 in New Market has many of the streetscape characteristics as the proposed design concept for business district streets in the Clarksburg Historic District.*

## An Example of a Business District Street Concept



Clarksburg Roads within the Historic District. The street section described in that plan are generalized but consistent with this concept, and included closely spaced street trees, single travel lanes, sidewalks with special paving, and pedestrian scale lighting.

The illustration above shows a streetscape concept for business district streets. The concept establishes a “pedestrian friendly” street edge with sidewalks, pedestrian level streetlights, and street trees. Where appropriate, on-street parking will also be established, which will further improve pedestrian comfort by creating a more substantial buffer between the sidewalk and moving vehicles.

The illustration also shows two sidewalk variations. On the left side of the street a sidewalk with planting strip is shown. This configuration is most suitable for a predominantly residential portion of the Historic District. On the right side of the street a wider sidewalk that extends to the curb is shown. In this configuration, tree grates could be used, with amended soil panels,

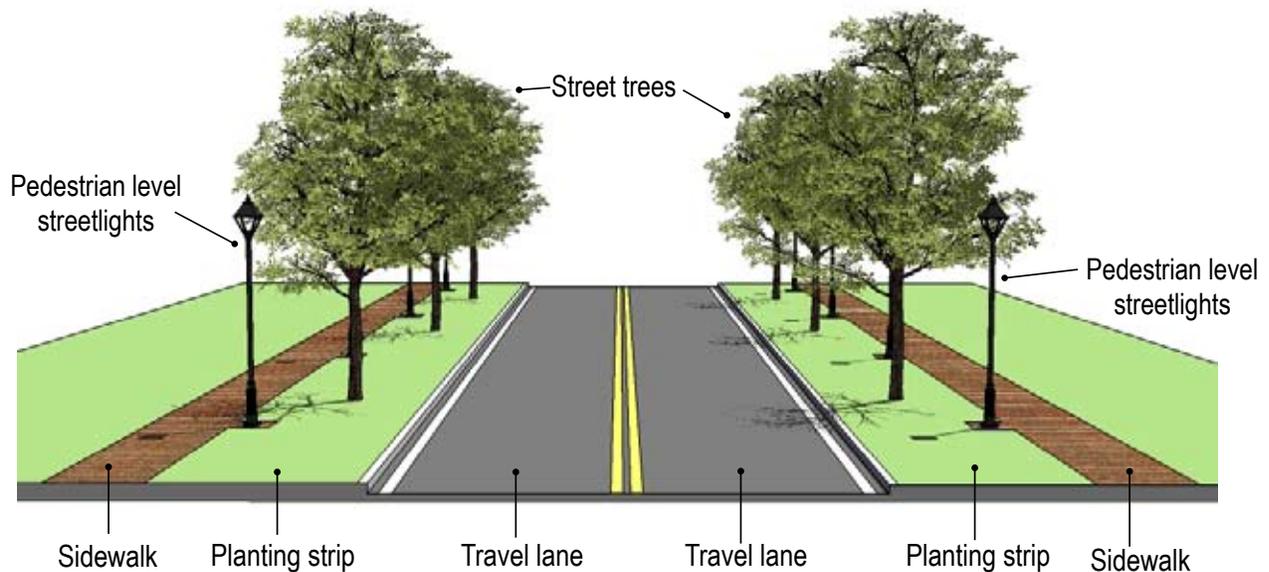
instead of a planting strip. This may be appropriate where pedestrian traffic is expected to be higher such as in the vicinity of commercial establishments or civic uses.

### Business District Streets - Type II

“Business district streets - Type II” in the Clarksburg Historic District include Redgrave Place, its future extension into the town center, and any future through-streets that may be developed in the Historic District (This does not apply to any future minor local streets that may be developed). The illustration on the following page presents a streetscape concept for Business District Type II streets in the Historic District.

The 2002 Streetscape Plan was not specific on the treatment of Redgrave Place, but did generally recognize that it should have a character consistent with the Historic District. The Clarksburg Master Plan called for Redgrave Place to consist of one travel lane in each direction, curb and gutter and no on-street parking.

## An Example of a Business District Type II Street Concept



This design concept merges the recommendations from both documents to recognize the need to establish a historic character along Redgrave Place, but that on-street parking may not be required due to the adjacent low intensity of land uses, particularly west of Frederick Road.

The design concept is similar to that of the business district streets except that on-street parking would generally not be present, and that sidewalks would be set back further from the street. It should be noted that there may be an issue with accommodating a sidewalk on more than one side of the street, particularly adjacent to the historic house and mature tree at the northwest corner of Redgrave Place and Frederick Roads.

In general, larger sidewalk setbacks will provide for greater pedestrian comfort from moving vehicles where no on-street parking is present. This will also preserve sufficient space to allow for the option of limited conversion of planting strip areas to on-street parking. This would potentially occur only if and when

adjacent land uses change over time and necessitate such a change. Street lights would be installed at the sidewalk edge to eliminate the need for relocation and street trees could be planted in such a way that most could be retained as tree well/curb extensions between parking spaces. These measures would help minimize impacts to the established streetscape.

### Other Streets

Stringtown Road, designated as an Arterial Highway in the Master Plan, parallels the southern edge of the Historic District, was recently reconstructed as part of the Clarksburg New Town Center development. It was significantly widened from its previous configuration, and concrete sidewalks were added. It is not anticipated that Stringtown Road will be substantially modified in the foreseeable future, however, careful examination of how the streetscape design transition is handled from the Historic District along Stringtown Road should be undertaken during a future design effort and implementation phase.

The only other existing street within the Historic District is Spire Street. Spire Street is a short local street, which provides access to a number of residences and the historic church. There are numerous factors that may affect Spire Street including future use and design of the Legacy Open Space which fronts it, other potential redevelopment efforts which may occur along Spire Street in the future, and/or potential efforts to alter it from a traffic operations standpoint due to its proximity to a major intersection. These factors make it impractical to recommend specific streetscape characteristics as part of these streetscape concepts.

There is also the potential for development of several new local streets as part of future development within the Historic District. Any such streets should generally have sidewalks, lighting, and street signage that are consistent with the streetscape concepts recommended for the Historic District.

### **Bicycle Accommodation**

New developments in the Clarksburg area are following pedestrian and bicyclist friendly design principles, which allow for a variety of on-street and off-street accommodations, depending on adjacent land uses, traffic volumes and speeds, and so on. Along MD 355 special care should be given to ensure that any final design is consistent with the 2005 Countywide Bikeways Functional Master Plan recommendation for a shared use path. This could mean that the dimensions or paving materials for a pedestrian way on one side of the street would need to be designed to meet shared use path specifications.

### **General Provisions**

While these design concepts are not meant to mandate an identical or strictly uniform streetscape for Clarksburg, it does illustrate the general characteristics and a “kit of parts” to build from. For example, in the illustration for business district streets on Page 16, the difference in the sidewalk between the left and right hand side of the street shows that varia-

tions can exist depending on the context and location within the Historic District. A portion of the Historic District that is primarily residential in character would have sidewalks separated from the street by a planting strip, while a portion of the district that has commercial establishments may have wider sidewalks that extend to the curb with tree panels.

In general, there should be some degree of flexibility in the streetscape design to allow for the appropriate context, setting, or other location-specific constraints such as available rights-of-way. As mentioned in Section 1.1, detailed right-of-way issues will be addressed in future efforts and are beyond the scope of this project.

Should any private or public entity decide to implement streetscape enhancements in the Historic District, determination of specific locations and phasing of various streetscape characteristics and elements will be addressed in subsequent design efforts. However, the southern portion of the Historic District between Stringtown Road and Clarksburg Road, which currently has more of a critical mass of activity than the portion of the Historic District north of Clarksburg Road may be a likely candidate for a first phase of streetscape enhancements that could include features such as sidewalks, on-street parking, and street trees, at a minimum.

The section of Frederick Road north of Clarksburg Road and Clarksburg Road itself, may retain a more rural character for some time to come, and may not warrant on-street parking, curb and gutter, or other streetscape elements.

The following sections of this document will address the menu of streetscape elements and the various sub-options within the design concept in greater detail.

## 2.3 SIDEWALKS

### Purpose:

The presence of continuous sidewalks will play a vital role in fostering pedestrian activity, comfort, and safety within the Historic District and between the Historic District and surrounding areas.

### Recommendations:

- Sidewalks should be constructed wherever feasible within the district along the roadway of business district streets including at a minimum, Frederick Road, Clarksburg Road, and Redgrave Place.
- Sidewalks within the Historic District should be wide enough whenever possible to accommodate anticipated pedestrian activity. Widths will vary depending on right of way and case-by-case redevelopment activities. Along MD 355 special care should be given to ensure that any final design is consistent with the 2005 Countywide Bikeways Functional Master Plan recommendation for a shared use path.
- Depending on adjacent uses and character along a particular section of street, sidewalks can be separated from the street by a tree lawn, which will vary in width and be contiguous with the curb. In the latter case, street trees will be planted in tree wells as prescribed by the County.
- Aesthetic, alternative paving materials should be considered throughout the Historic District. These may include full-width, interlocking brick patterns, or brick borders, however, there have been serious objections raised to the use of brick as it relates to accessibility. If brick is considered, then special care should be made to ensure that construction fully conforms to specifications found in the Americans with Disabilities Act and that a maintenance program is established that will ensure its continued



*Brick sidewalks with tree lawn. This configuration is appropriate for areas in the Historic District that are primarily residential and that are not expected to generate a great deal of foot traffic.*



*Concrete sidewalks with brick accent. These are suitable for transition areas at or near the edge of the Historic District where it meets adjacent development with concrete sidewalks.*



*Attached brick sidewalks. These wider sidewalks are most suitable for areas of the Historic District that are expected to generate a higher level of pedestrian activity.*

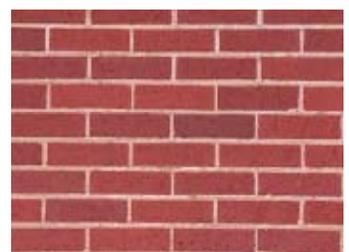
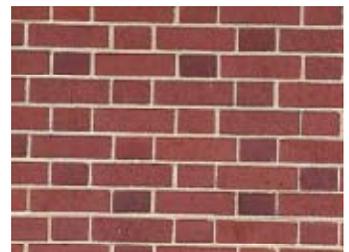
conformance.

- In transition areas between near or at the edge of the Historic District and adjacent development, sidewalks can be concrete or exposed aggregate with brick accent.
- Sidewalks can be of varying width throughout the district but should be of a consistent style and theme. A Herringbone brick pattern is recommended as the best choice for the Clarksburg Historic District. A Running Bond or Flemish Bond pattern, perpendicular to the roadway, are also acceptable alternatives.
- Sidewalks along streets where no on-street parking is present should be separated from the cartway with context sensitive buffer treatments to increase pedestrian comfort.
- Any future plans for constructing sidewalks must be aware of and minimize impacts to environmental, cultural, and historic resources such as mature trees or other features whenever possible.



*An example of brick sidewalks of varying width and configuration but with consistent theme and style.*

*Brick sidewalk patterns.  
Top: Herringbone, the recommended pattern for the Historic District;  
Middle: Flemish Bond;  
Bottom: Running Bond.*



*A Herringbone pattern brick sidewalk.*



*A Running Bond pattern brick sidewalk. Also note the varied brick color, which helps create a more natural look.*



*A concrete sidewalk with brick accents and edging.*

## 2.4 CARTWAY

### Purpose:

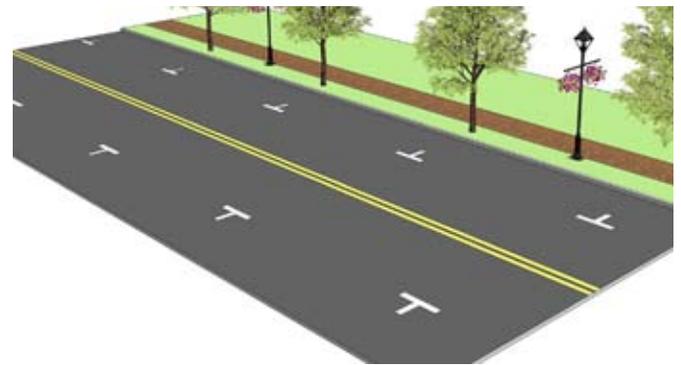
The cartway is defined as any paved area where vehicles travel and park within the public right of way. Establishing these concepts for the cartway will foster safe vehicular and pedestrian movement within the Historic District.

### Recommendations:

- Context sensitive design solutions should be applied, especially to Frederick and Clarksburg Roads, that will help to preserve their historic character and reinforce the desire for these roads to serve as “village main streets.” Central to this idea are design solutions that will help control vehicular speeds as the roadways throughout the Historic District are places and not just conduits for through-traffic.
- Curb and gutter should be installed and this will help establish a village character.
- On street parking should generally be configured as parallel parking.
- On-street parking lanes along business district streets should be differentiated from travel lanes by a solid stripe or by “tee” striping.
- Business district streets - type II in the Historic District with no on-street parking, such as Redgrave Place, should have travel lanes with minimum widths to accommodate vehicular movement.
- New curb cuts to access individual properties should be avoided along the business district streets within the Historic District. Instead, opportunities should be explored to create more of an interconnected grid of local streets at frequent intervals as well as alleys behind properties.



*The preferred configuration for business district streets through the Historic District including Frederick and Clarksburg Roads are two travel lanes with on-street parking. A solid striping pattern demarcates the on-street parking lane.*



*An alternate configuration is to provide a “tee” striping pattern, which demarcates individual on-street parking spaces.*



*The configuration for business district streets - type II with no on-street parking, such as Redgrave Place, is two travel lanes with curb and gutter.*

Excessive curb cuts create conflicts between pedestrians and vehicles, which can discourage pedestrian activity. An interconnected grid of streets creates a system of blocks which provide greater choices for pedestrian movement and activity, thus contributing to an overall pedestrian-oriented environment.



*Above: Example of a main street with a solid white stripe to demarcate a parking lane. Below: Example of a main street with “Tee” striping to delineate individual on-street parking spaces.*



## 2.5 CROSSWALKS

### Purpose:

Marked crosswalks provide the important function of delineating areas where pedestrians should cross streets, as well as providing visual cues to drivers to slow down and be cautious of pedestrians who may want to cross the street.

### Recommendations:

- Crosswalks and associated signage should be evaluated for use at all intersections in the Historic District. This will help underscore the character of the Historic District as a pedestrian-oriented place. This will alert drivers to be aware of pedestrian activity and help make pedestrians more aware of the appropriate locations to cross the street.

- Aesthetic treatments for crosswalks should be considered in the southern portion of the Historic District where a concentration of activity and historic structures already exists. Other areas in the Historic District should receive painted crosswalks in the near term, and be converted to brick crosswalks at such time that sidewalks are constructed and adjacent land uses become more conducive to pedestrian activity.

- As pedestrian activity increases in conjunction with sidewalk improvements and redevelopment activity, installation of mid-block crosswalks should be considered along major streets in the Historic District where the distance between intersections is determined to be excessive.

- Curb ramps should be included at either end of crosswalks and include appropriate surfaces. This will aid disabled persons in wheelchairs as well as those with strollers or other wheeled devices.



*Above: Examples of brick crosswalks framed by white striping.*

*Below: Example of mid-block crosswalk.*



## 2.6 CORNER TREATMENTS

### Purpose:

Corner treatments such as curb extensions reduce the actual and perceived distance that pedestrians must cross, and also provide visual cues that encourage drivers to slow down as they approach intersections.

### Recommendations:

- At intersections where higher traffic volumes are present, consider providing curb extensions where on-street parking is present. This will reduce the physical and perceived crossing distance for pedestrians, and will also create a “pinch point” that will reduce vehicle speeds at crosswalk approaches.
- Consider minimizing curb return radii, if feasible. This will ensure that vehicles slow down or stop before making a right turn, which will help increase pedestrian safety and comfort.
- Use corners to create “special places” with landscaping, historic markers, and/or gateway features.
- Curb ramps are to be included at all corners and include appropriate non-skid surfaces.



*Rendering of a curb extension at a street with on-street parking.*



*Curb ramps are necessary to assist disabled persons in wheelchairs as well as for strollers and other types of wheeled devices.*



*Non-skid inserts, like the one shown here, should be used at curb ramps when brick or other rough paving material cannot be used.*

## 2.7 STREET TREES AND LANDSCAPING

### Purpose:

Street trees and landscaping can greatly enhance the appearance of a streetscape. They can also provide shade and greenery that makes a place more walkable and inviting for pedestrians. In addition, they also provide environmental benefits by absorbing heat and moisture and aiding with stormwater filtration.

### Recommendations:

- Plant street trees at regular intervals along public streets. Trees should generally be planted the minimum distance possible per County standards, depending on species, to provide a continuous canopy after several years of growth.
- The American Elm is recommended as the preferred street tree to be planted in the Historic District because of its beauty, historic significance, durability, and fast-growing capabilities. This is consistent with the 2002 Clarksburg Streetscape Plan which recommended this as the street tree to be planted in the Historic District. Alternate tree species as specified in the Montgomery County street tree guidelines are also acceptable.
- Where sidewalks extend to the curb and tree wells are used, cast iron decorative tree grates could be used over tree wells to properly protect soil around trees as well as pedestrian footing.
- Hanging baskets with flowering plants could be attached to streetlights.
- Decorative landscaping could be installed to help reinforce gateways areas and where curb extensions create opportunities for planting beds. This will enhance visual appearance of the streetscape and aid with stormwater filtration.



*A rendering of corner areas created by curb extensions that have been landscaped with planting beds.*



*Two views of mature American Elm trees lining roadways.*



*A decorative tree well grate with amended soil panel.*



*Double hanging baskets attached to street lights.*



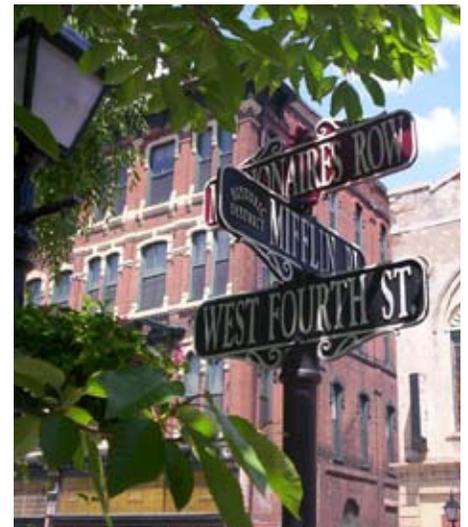
## 2.8 STREET SIGNS

### Purpose:

Decorative street signs in historic districts help reinforce a sense of place and history.

### Recommendations:

- Design and install specially designed street signs for the Clarksburg Historic District that recognizes and reflects its past.
- Street signs should be placed at all intersections near the corner and clearly visible from the street.
- Sign poles should be decorative.



*Specially designed street signs in historic districts.*

## 2.9 STREET FURNISHINGS

### Purpose:

A limited number of street furnishings including benches, bike racks, waste receptacles, and bollards would be appropriate within the Clarksburg Historic District. These amenities would be useful in helping create a pedestrian and bicycle friendly environment, as well as increasing the appeal of a historic district as a destination and special place.

### Recommendations:

- Street furnishings should be used sparingly to avoid creating visual clutter.
- Furnishings should only be used in areas where it is desirable for pedestrians to linger such as in front of or near commercial establishments, civic spaces such as parks or plazas, or transit stops.
- Benches and waste receptacles should generally not be located in front of private residences.
- Only street furnishings that reflect a traditional design aesthetic should be used. Examples of these are shown on this page. Bike racks should be simple and functional, such as the inverted “U” or post and loop styles. Alternatively, a unique design, evoking a historical element such as a horse hitching post, could be developed for the Historic District.
- The use of bollards should be limited to the demarcation and protection of pedestrian areas where pedestrian-vehicle conflicts may occur such as at corners or near travel lanes or parking areas.



*Above: Examples of appropriate street furnishings for the Historic District.*

*Below: Computer generated images of commercially available traditionally-styled benches and waste receptacles.*



## 2.10 LIGHTING

### Purpose:

Pedestrian-scale lighting will create a welcoming ambiance after dark for pedestrians to stroll and linger, and promotes a safer and more secure environment within the Historic District. The presence of traditional street lamp fixtures also reinforces the historic character and sense of place within the Historic District, even during the daytime.

### Recommendations:

- In conjunction with the construction of sidewalks, install “Hagerstown” type street lamps along primary roadways within the Historic District, particularly Frederick and Clarksburg Roads.
- Street lights should be spaced at regular intervals, the minimum distance apart to provide a continuous illumination for pedestrians. Placement of street lights should be coordinated with that of street trees to avoid conflicts per Montgomery County and State Highway Administration standards.
- Street lights should be placed closer to the sidewalk than to the street along business district streets - type II in order to emphasize lighting for sidewalks rather than roadways.
- Street lights could include mounting brackets or cross bars for hanging baskets and banners.
- “White light” illumination only should be used (as opposed to amber/sodium light), and clear glass should be used in the fixture lense.



*A Hagerstown type street light.*



*A Hagerstown type street light with banner attachment.*

## 2.11 GATEWAY AND IDENTITY FEATURES

Purpose:

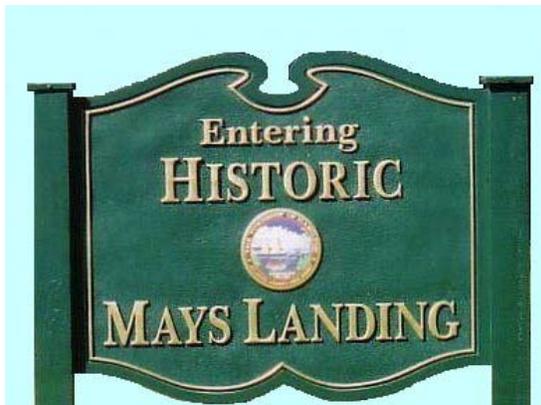
Gateway features and historic markers can reinforce and strengthen the sense of history, identity, and place in the Historic District, as well as signal a sense of arrival to a special place.

Recommendations:

- Install traditionally designed gateway signs at entry points into the Clarksburg Historic District along Frederick and Clarksburg Roads.
- Work with the Maryland State Highway Administration to establish a historic marker describing the historic significance of Clarksburg based on established criteria.
- Explore opportunities to memorialize the Native American/pre-European importance of Clarksburg with a marker and/or interpretive display at an appropriate location within the Historic District.



*A formal historic marker along a Maryland state highway.*



*Gateway signs signifying entry into historic town centers.*

## 2.12 CIVIC/OPEN SPACE

### Purpose:

Attractive public places can become a focal point for community gatherings, celebrations, and other events. Inviting civic places in historic districts can help reinforce a sense of history and civic pride as well as increase commercial activity and destination opportunities.

### Recommendation:

- As opportunities to create public gathering places or open space are identified within the Historic District, ensure that the space is designed to be visible and relate to buildings and streets. This is particularly true for the Legacy Open Space parcel bounded by Spire Street, Frederick Road, and Clarksburg Road. Any design for this parcel should strive to preserve and incorporate the old stairways leading from the street to the dwellings that no longer exist.



*Public places need to be not only attractive, but also framed and observed by houses and commercial establishments, as in these examples.*

## 3.0 RECOMMENDED NEXT STEPS



### 3.0 NEXT STEPS

As mentioned in the introduction of this document, these streetscape concepts represent an important step towards creating streetscape enhancements for the Clarksburg Historic District. However, these concepts are not a streetscape plan itself, but rather provide the framework for creating such a plan. Developing a formal streetscape design plan for the Historic District is a recommended “next step”. This would assist in coordinating implementation of streetscape enhancements should Montgomery County wish to undertake such an effort, and/or provide more specific direction to property owners who may wish to redevelop along their own frontages.

A streetscape plan would begin with detailed mapping and investigation of right-of-way and property boundaries, topography, and other physical, environmental, and cultural constraints that may affect the specific design solutions for the streetscape design. Then, using these streetscape concepts, a process can be initiated for developing designs and a final streetscape plan for the Historic District.

The streetscape plan would identify specific locations for streetscape elements and configurations within the historic district, as well as generate cost estimates and a maintenance plan. The streetscape plan would also recommend a phasing plan for the streetscape enhancements to take occur.

The optimal process for developing a potential streetscape plan for the Historic District would be to do it within the

context of a “revitalization plan” undertaken specifically for the Clarksburg Historic District. The 1994 clarksburg Area Master Plan painted the Historic District with very broad strokes, and the 1992 “Vision of Clarksburg” did not address many aspects of the historic beyond preservation of historic properties. A revitalization plan would fill those gaps.

The streetscape plan could be completed as part of an overall design concept for the district that included a “build-out” analysis and a conceptual urban design plan, as well as a new development code to regulate the form and character of uses and transportation facilities in the Historic District. This could also address open space design. All of this would be consistent with the goal of preserving the historic and village character of the Historic District.



*Realizing the full potential of a Historic District requires continuous stewardship.*

The design concept developed on properties within the district where development is likely to occur, would not be a directive for property owners, but rather to be inspirational, and to show how properties could be developed in a way that is consistent with the shared vision set forth in the plan. The design concepts would also inform a possible streetscape plan.

Undertaking this type of process would help introduce greater predictability and certainty to the development process within historic district, which would benefit property owners and regulatory agencies alike. Development pressures are increasing within the district itself, and the existing documents and ordinances that address different aspects of the district, at different scales, and introduced over different time periods, may have incompatible or conflicting objectives. Again, a revitalization plan and process would identify and resolve any and all inconsistencies.

The process of developing the revitalization plan would also be key to its success. This would include engaging residents, business owners, and stakeholder agencies collectively throughout each stage of the process. A multi-day charrette to develop initial schemes, in full view of the public and agency representatives, would be undertaken, as well as follow up workshops and meetings with stakeholders to address design and regulatory issues in preparation of a final plan.

The culmination of the process would be the plan document, which would be highly visual, easily understood, and flexible. An implementation strategy, including the prioritization and phasing of streetscape enhancements and other investments would also be a key part of the revitalization plan.



*The sample renderings above were shown to participants at the 2nd interactive workshop to illustrate how streetscaping options relate to potential development and urban design schemes within the Historic District. This powerful interactive tool for engaging the public could be an integral part of a revitalization plan and design concept development.*

# APPENDICES



## APPENDIX A

### VISUAL PREFERENCE SURVEY AND RESULTS

CLICK ON THE FOLLOWING LINKS FOR:

[Visual Preference Survey Images](#)

[Visual Preference Survey Results Highlights](#)

Appendix A is only available online. Please go to <http://www.montgomerycountymd.gov/dhca> and click on the reports section for an electronic copy of this report and to access the links for the materials comprising Appendix A. If the report is unavailable or you want additional information regarding Appendix A please contact the Department of Housing and Community Affairs, Community Development Division at (240) 777-3600.

APPENDIX B  
VISIONING/TABLE EXERCISE RESULTS

Visioning session  
7/1/08

TABLE 1

Do not like style of former post office building

Add sidewalks along Redgrave

Connect Clarksburg Sq. Road to Redgrave

Move Wilson House next to Clarksburg Grill

Close entrance to Sparks Road @ MD 355

New civic area in “the triangle” (Legacy Open Space)

Add walking from Clarksburg Ridge road to new civic area

Retain existing steps along MD 355

Wide “cartway” along MD 355

Add sidewalks, on street parking

Maintain integrity of contributing (historic) buildings along MD 355

Redgrave Place – extension to town center

Maintain existing width of Redgrave

Add sidewalks to existing & extension

Street lights – lamp style – design specific to Historic District and in contrast to town center

Closer together along MD 355

Spaced further apart along Redgrave

Sidewalks – brick surface and/or brick accents

Contrast to architecture (mostly wood siding)

Design should be in keeping with historic character and materials

Signage – style in keeping with historic style

Sewer

## TABLE 2

Bus parking somewhere

(the concept of a) Pedestrian (friendly) street is good

Retail needs parking

Provide additional parking – possibly behind shops

Environment attracts businesses

Examples of places that “work”:

Annapolis

Frederick

Transit center attracts businesses, etc.

Connect Redgrave Place w/town center...create Native American trail crossing “town square”

Picnic, family open space is needed

Spire Street options: closure, mews, local traffic only, total re-design

Clarksburg Historic Museum – possible focus on mews or town square

Emphasize church character, façade treatment

American Indian history conveyed/incorporated into signage

Gateways:

1 – Stringtown & MD 355

2 – Clarksburg Road & Frederick Road

## APPENDIX C.

### SUGGESTION FOR MEMORIALIZING THE NATIVE AMERICAN/ PRE- EUROPEAN IMPORTANCE OF CLARKSBURG

Regarding the idea of memorializing the Native American/pre-European importance of Clarksburg (see Section 2.11), steering committee member and owner of the original trading post, Niki Lewis, offered these words:

Clarksburg's notable history is richer than most residents realize. Before the town of Clarksburg was built by European settlers, it was the crossroads of two Native American Indian trails. The Susquehanna tribe of Pennsylvania traveled south along what is now Ridge Road to the Potomac River to fish during the summer. Remnants of their fishing bowers exist on the Potomac to this day. The other trail, running east and west was used by a now extinct tribe which was absorbed by the Iroquois nation around the time of the first European settlements. This crossing of the trails is at the site where John Clarke built his Indian Trading Post, circa 1755. The frame and a section of the original wall of the trading post are still standing. A marker and historical interpretation of this site would be a wonderful one of a kind addition to the historic Clarksburg streetscape. It would serve as a focal point in the center of town, as well as offering citizens of all ages the chance to learn about the original inhabitants of Montgomery County.