MARC Rail Communities Plan

Staff Recommendations

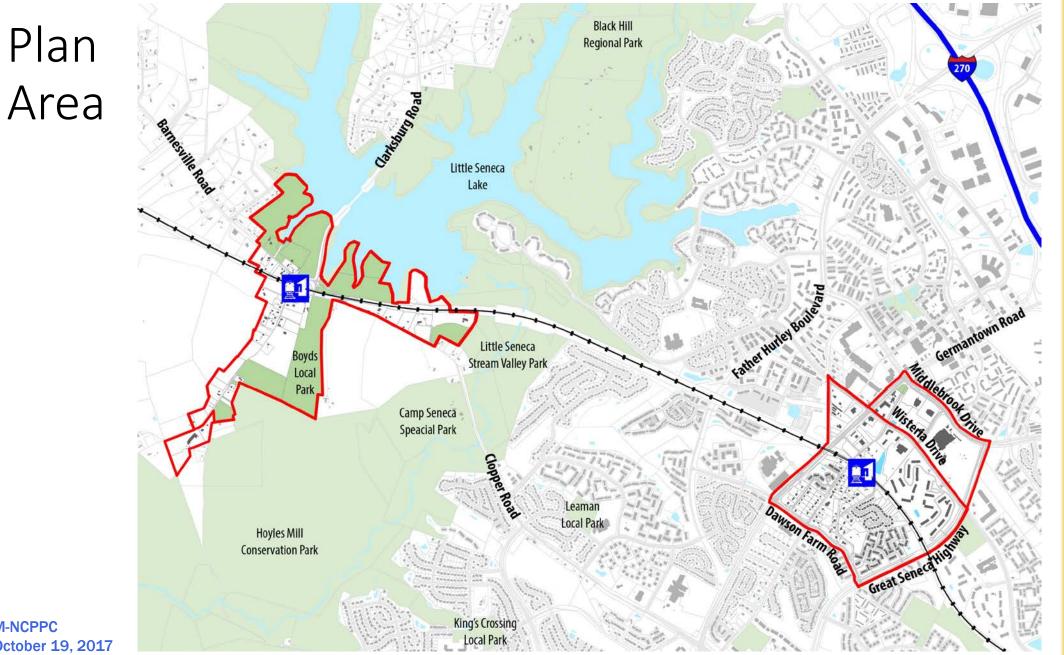
October 19, 2017







MARC Boyds & 20 Rail Germantown Communities Plan



October 19, 2017 **Planning Board Briefing**

M-NCPPC



History

- Boyds and Germantown grew out of post-Civil War growth and development generated by the arrival of the railroad.
- Boyds retains its original size and rural village character within a large historic district.
- Germantown has grown into a major suburban residential community and commercial center with several historic sites around its station.

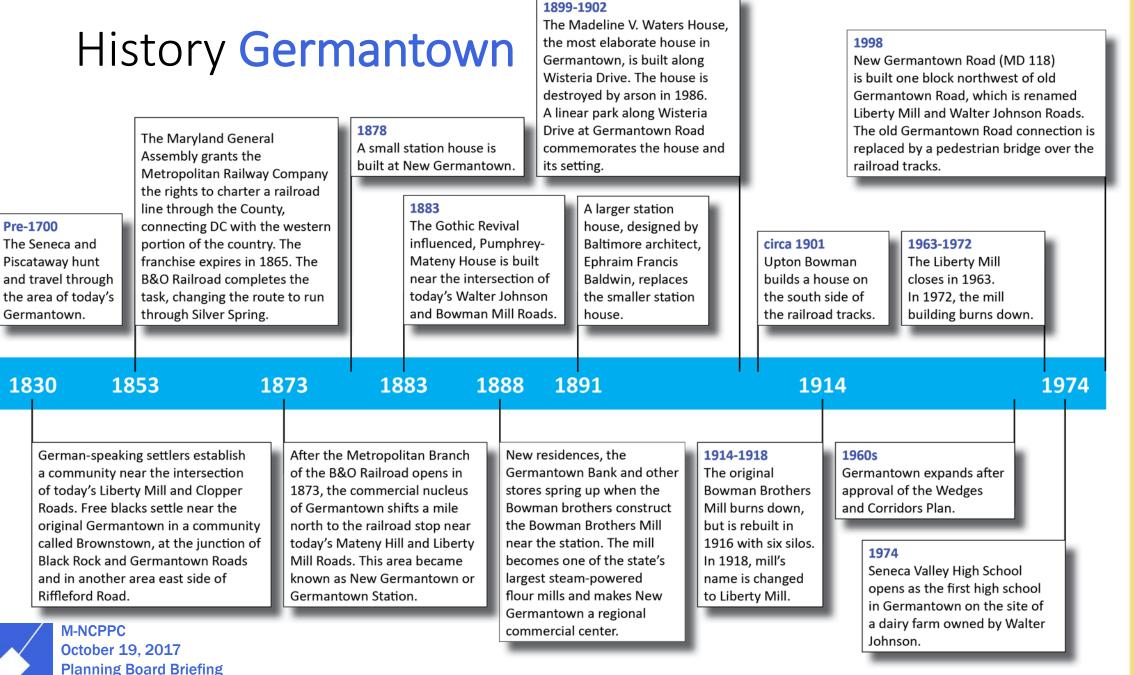


History **Boyds**

| Piscataway peoples traverse what is to become Boyds. | The Metropolitan Branch of the B& Railroad opens in Montgomery Con James Alexander Boyd purchases I and the Village o Boyds Station gro from the former railroad labor can | A brick station house was unty. designed by Baltimore architec land, Ephraim Francis of Baldwin. The building replaces an earlier station mp. | built. It is one of the few surviving grist mills in Montgomery County. | 1951-1952 The Edward U. Taylor School is constructed as was one of the few modern school built to serve black students during the era of segregation. The school closed to students in 1979 due to a failing septic system and is now a facility that houses science instruction materials. | Little Seneca Lake, a 505-acre, man-made lake which provides backup water to the Potomac River in times of drought, is completed. |
|--|---|---|---|---|--|
| Thomas Howard patentsForResurvey of Gum Spring,Loda 250-acre land grantpurwhere Boyds is laterandestablished. TobaccoGro | 1873 t-Civil War mer slaves of Buck lge Plantation chase nearby land d establish White bund, a freed black nmunity. | Winderbourne, originally the summer residence of Enoch and Mary Totten, is built. | The Boyds Negro chool is built and erved as the only public school for black students, trades 1 through 8 on the Boyds area rom 1895-1936. | he Metropolitan Branch widened to two tracks. he brick Baldwin Station is emoved to make way for he second track. A railroad ridge is built to allow arnesville Road to connect with Clopper Road east of he station, and the White round Road track crossing is emoved and replaced with a edestrian underpass. | 1985 The Boyds Historic District is established in the Master Plan for Historic Preservation as a well- preserved rural village. It is representative of post- Civil War development and growth generated by the coming of the railroad to the area in the last quarter of the 19th century. |



MARC Rail Boyds & Ger Germantown **Communities Plan**



5

History

Monrovia Hartmans Buckeys Urbana BUCKEY URBANA FOTOMAC Doubs TRocky Vaslington Clarksburg Clayton Goshena RIVER CLARKSBURG. Triadelphia RACKLI Dickerson Barn BrookV METROP Boyds Middlebrook WhitesPerry Y Ohley Pooles R M EL Germantown Dawson Martinshurg Y Edwards Gaitliersburg Ferry Fairland/ R 0 VILL RESAFEAKE Sched BE Washington Grov R ROCKVILLE GreatFalls Bethesila

Map of the Metropolitan Branch as it runs through Montgomery County

from History of Western Maryland (1882) by Thomas Scharf



6

Plan

MARC Rail Communities Boyds & Germantown

Boyds and Germantown Today







Design Workshop

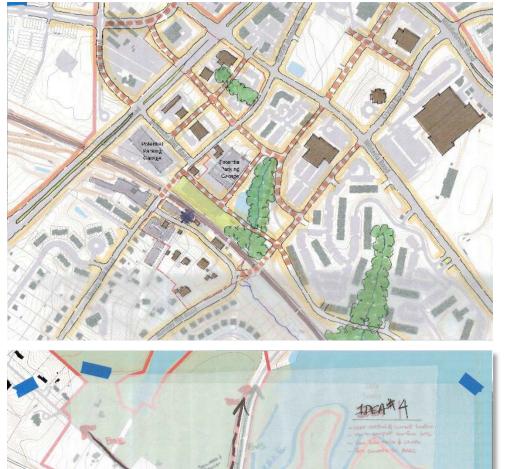
- 4-day workshop in March 2016
- 15 presentations by agency representatives.
- Visioning exercise.
- Developed initial ideas.
- Synthesized ideas.













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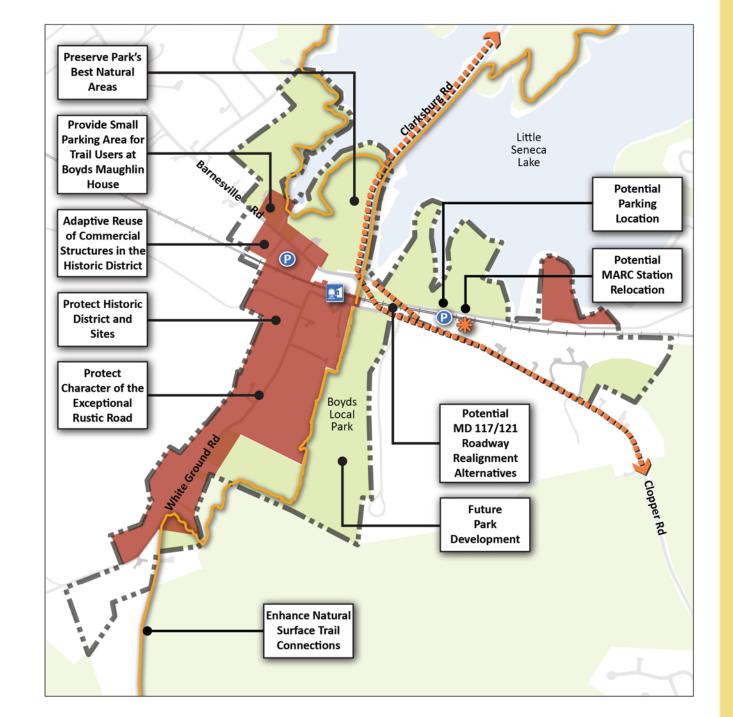
Concept Boyds

- Protect integrity of the historic and natural environmental setting.
- Promote uses and designs that are compatible with the historic district and sites.
- Increase MARC ridership.

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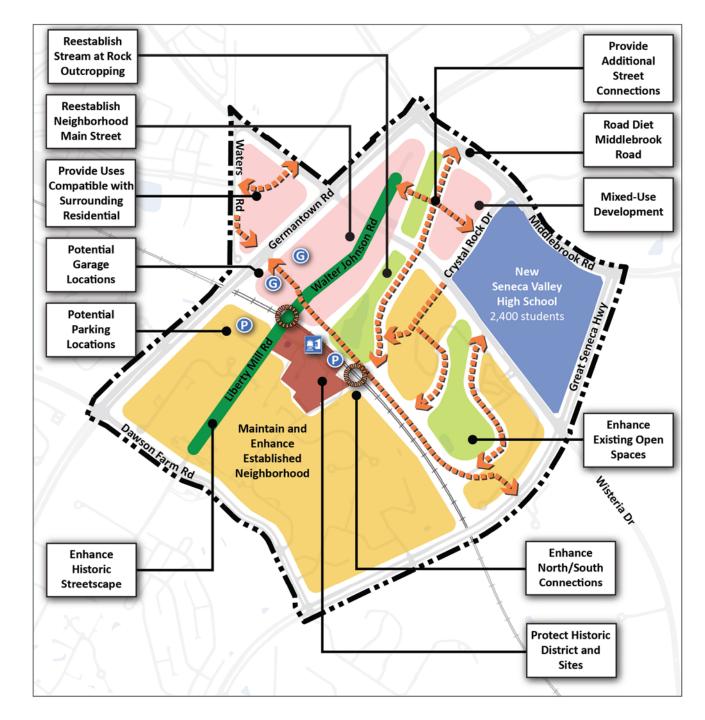
Concept Germantown

- Protect the historic and established residential areas.
- Safety for pedestrians and bicyclists.
- Greater street connectivity.
- Take advantage of natural features.

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Planning Principles

- **PRESERVE** the historic character of the Boyds and Germantown communities.
- **CONNECT** Boyds and Germantown, both internally and beyond, to ensure a viable range of transportation choices, including expanded MARC ridership, improved pedestrian and bicycle mobility, and efficient vehicular travel.
- **SUSTAIN** the area's natural resources while acknowledging and respecting the area's environmental and infrastructure constraints.
- RENEW the Boyds and Germantown station areas with new uses that support MARC commuter rail service, preserve and enhance community character, and serve community residents.



Vision:

Preserve, celebrate and interpret the shared history and unique historic resources of the Boyds and Germantown rail communities to foster a distinct community identity and strong sense of place. Position both station areas for the future by sensitively adapting and enhancing historic structures for continued use while ensuring that future development and transportation improvements maintain the integrity of the historic settings.







Boyds & Germantown

Preserve

- Retain, restore and rehabilitate historic resources that contribute to the historic fabric of both communities.
- Encourage the **compatible reuse** of structures that lend historic character to both communities, to maintain the rail communities' historic integrity while revitalizing and enhancing MARC station areas.
- Ensure that **future development and supporting elements are compatible** with existing historic districts and resources.
- Celebrate, interpret and highlight historic resources through programming, interpretive elements, and improvements to wayfinding.



Preserve Boyds







MARC Rail Boyds & Ger

Germantown

Communities Plan

Preserve Germantown







Connect

Vision:

Preserve and celebrate the MARC stations, their functions, and their role as defining elements of each rail community's identity. Support the continued viability of rail service at both stations. Reduce dependency on the automobile for daily trips by improving the walking and bicycling environments and expanding public transportation options. Manage the roadway network to improve efficiency. Ensure context-sensitive transportation improvements that preserve the character, historic resources, and communityserving facilities in both communities.







Boyds & Germantown

17

Connect

- Support the **future viability of MARC** rail service through measures to expand ridership and service, while improving connections to the stations.
- Create a context-sensitive, interconnected street network that is safe, attractive, comfortable and convenient for all users regardless of age, mobility or transportation choice.
- Support the county's complete streets and Vision Zero policies.
- Expansion of rail facilities must **protect** and be compatible with existing historic districts and resources.



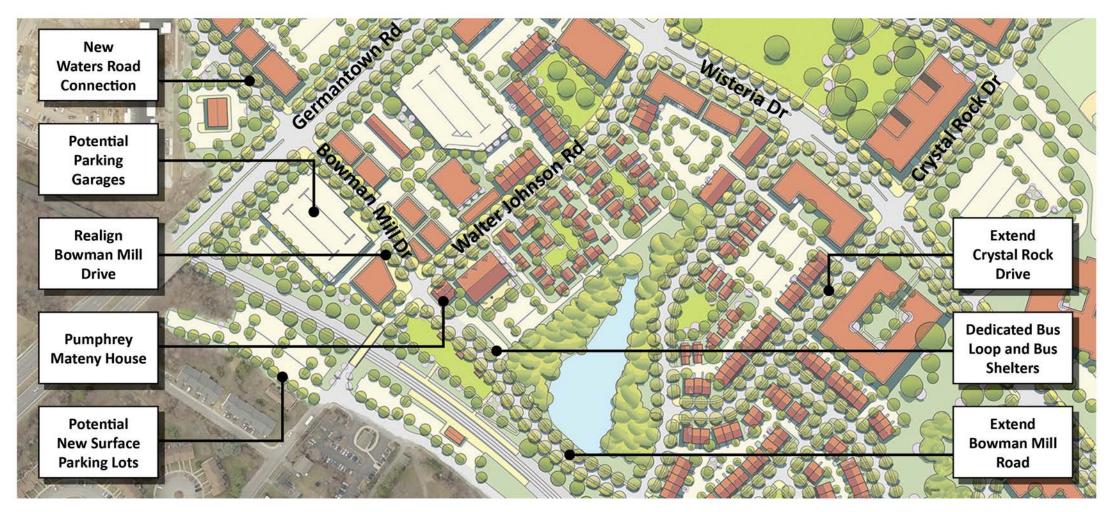
Connect Boyds







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MARC Rail Communities Plan Boyds & Germantown

Connect Boyds

- Existing roads are solid lines.
- Realigned roads are dashed.



Connect Boyds



Potential future railroad bridge and underpass





MARC Rail Communities Plan Boyds & Germantown



MARC Rail Commun Boyds & Germantown **Communities Plan**

Connect Germantown

- Existing roads are solid lines.
- Proposed and realigned roads are dashed.



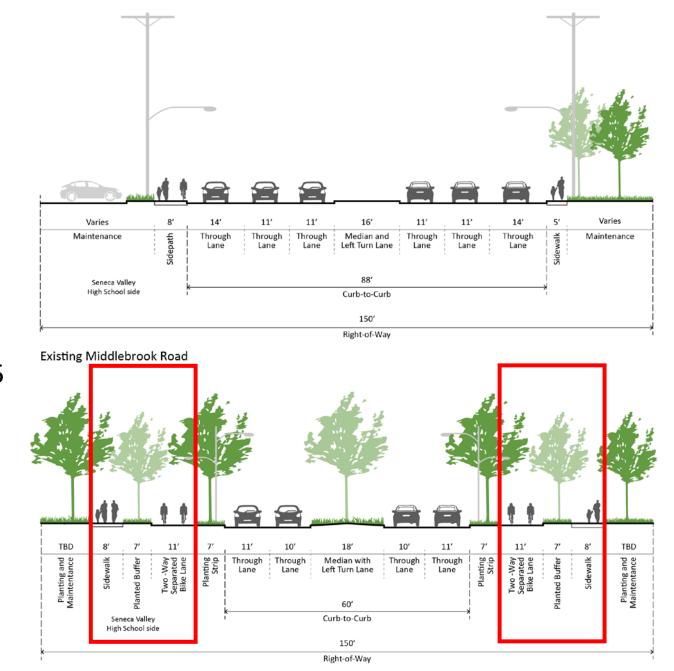
Middlebrook Road:

- "Road Diet"-reduce the number of lanes from 6 to 4.
- Set **speed limit to 30 mph** (25 mph during school hours).
- Establish two-way separated bike lanes on both sides of the road.
- Can implement in a **phased approach**.

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Proposed Middlebrook Road Long-Term

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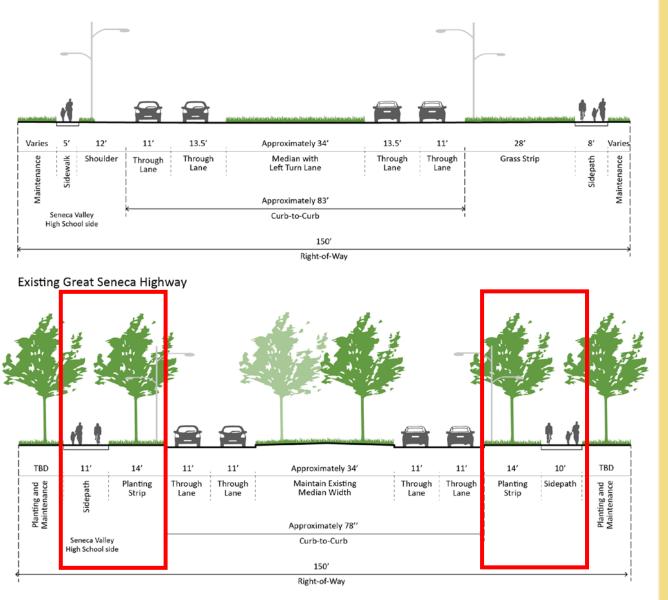
Boyds

Germantown

Connect Germantown

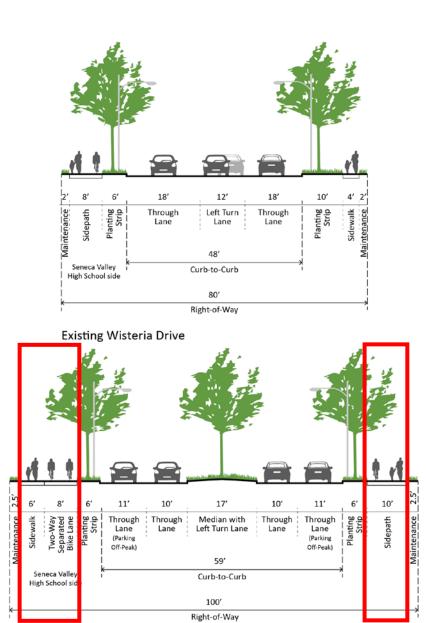
Great Seneca Highway:

- Maintain as a 4-lane divided road.
- Provide curb and gutter.
- Establish the street as a treelined boulevard with expanded pedestrian and bike facilities.



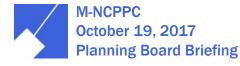
Wisteria Drive by Seneca Valley High School:

- Establish as a 4-lane, tree-lined boulevard with pedestrian and bike facilities.
- Use curb lanes for off-peak parking.
- Incorporate median breaks with pedestrian refuges between Seneca Valley High School and Rolling Hills Apartments.



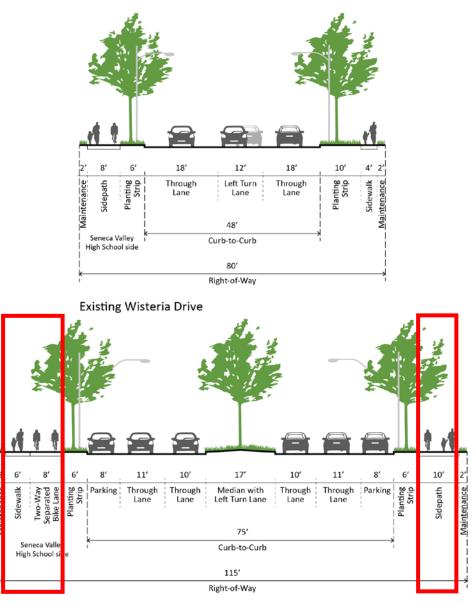
Proposed Wisteria Drive between Crystal Rock Drive and Great Seneca Highway





Wisteria Drive between Waters Road and Crystal Rock Drive:

- Establish as a divided 4-lane, tree-lined boulevard with pedestrian and bike facilities.
- Provide on-street parking.
- Incorporate median breaks with **pedestrian refuges**.



Proposed Wisteria Drive between Germantown Road and Crystal Rock Drive

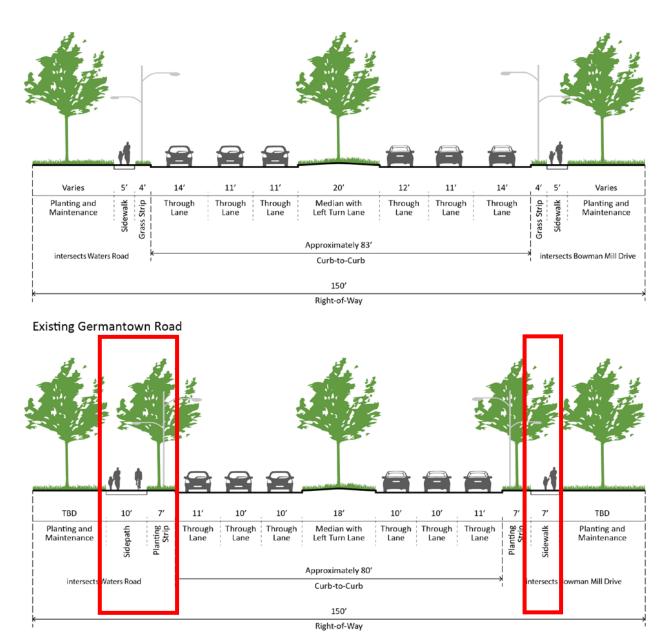




Germantown Road:

- Maintain as a 6-lane road.
- Provide a sidepath on the northwest side of the road and a sidewalk on the southeast side.
- Provide a traffic signal and pedestrian crosswalk at the intersection of Germantown Road and Bowman Mill Drive/Waters Road.





Boyds

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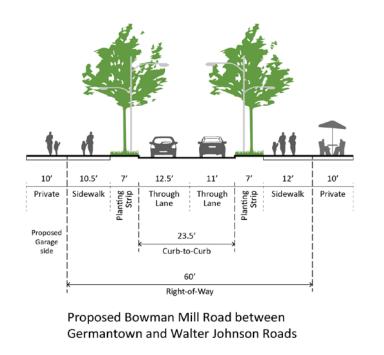
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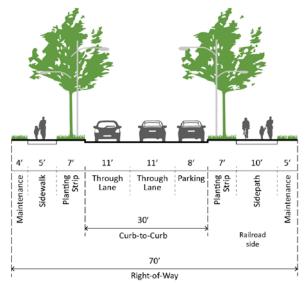
Bowman Mill Drive:

- Extend Bowman Mill Drive from Germantown Road to Great Seneca Highway.
- **Realign** the road to the south side of the Pumphrey-Mateny House.
- Provide a **dedicated bus loop** near the MARC station.
- Construct a sidepath on one side of the street and a sidewalk on the other side.



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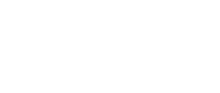


Boyds Germantowr omm a

Sustain

Vision:

Foster environmental stewardship by protecting the area's sensitive natural assets, enhancing the tree canopy and water resources, and adapting the built environment to sustainably manage stormwater runoff. Acknowledge and celebrate the area's distinctive environmental setting, while thoughtfully managing infrastructure and utilities to support community character and public health.





29



Boyds & Germantowr

Sustain

- Preserve and enhance the area's natural assets and tree canopy, including designated Best Natural Areas.
- Protect and restore the area's water resources.
- Acknowledge the area's unique geology, its influence on the area's natural character and the constraints it imposes on development and infrastructure.
- Manage infrastructure and utilities to ensure responsible growth, preserve community character, and safeguard public health.



Sustain







Tree canopy in parking lots

Shaded streetscapes

Stormwater management on sidewalks



Vision:

Build on the historic fabric of Boyds and Germantown by encouraging adaptive reuse of structures and infill projects that reflect the scale and character of each historic district and the surrounding neighborhoods. Create gathering places and welldesigned streetscapes that enrich distinct community identities and the public realm. Support MARC ridership by sensitively expanding commuter parking areas.



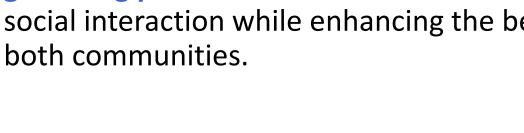


MARC Rail Commun Boyds & Germantown

Renew

- Promote **compatible infill development** around each MARC station while protecting existing residential uses, historically-significant structures and natural areas.
- Promote a compact, walkable and context-sensitive community form and public realm that supports both stations while protecting and reinforcing each community's scale, historic character and sense of place.
- Establish a network of high-quality parks, public spaces, trails and community gathering places in both communities to provide space for recreation and social interaction while enhancing the beauty and environmental quality of both communities.















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Renew **Boyds**



Aerial view near the intersection of Barnesville and Clarksburg Roads



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Renew **Boyds**



View of station area from Barnesville Road



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Renew Germantown

• Create walkable blocks.



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- Create walkable blocks.
- Line streets with buildings and trees.



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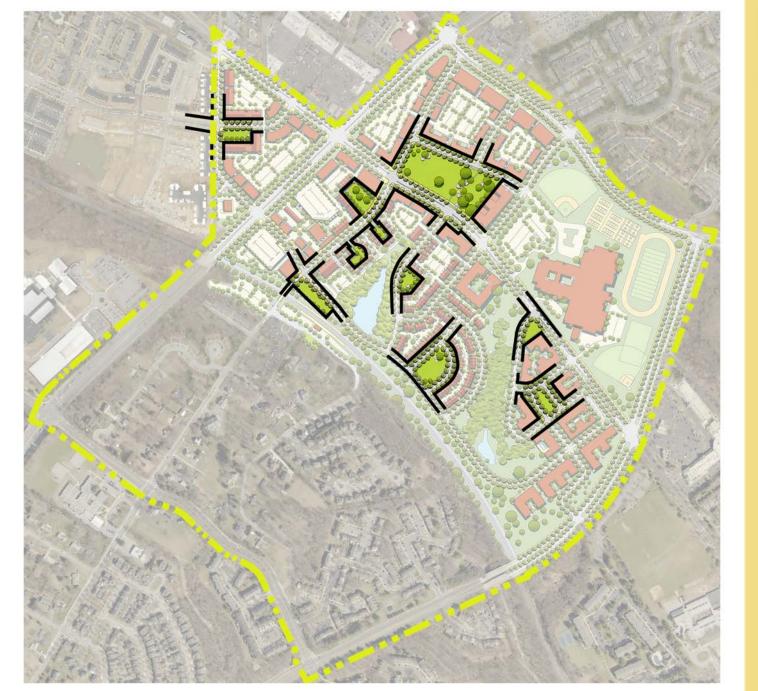
- Create walkable blocks.
- Line streets with buildings and trees.
- Conceal parking.



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- Create walkable blocks.
- Line streets with buildings and trees.
- Conceal parking.
- Create publicly accessible open space.



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Renew Germantown

- Create walkable blocks.
- Line streets with buildings and trees.
- Conceal parking.
- Create publicly accessible open space.
- Integrate natural features and Seneca Valley High School.



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Renew Germantown

- Building heights step up from the historic district to Middlebrook Road.
- Building heights step up as recommended in the 2009 Germantown **Employment Sector Plan.**

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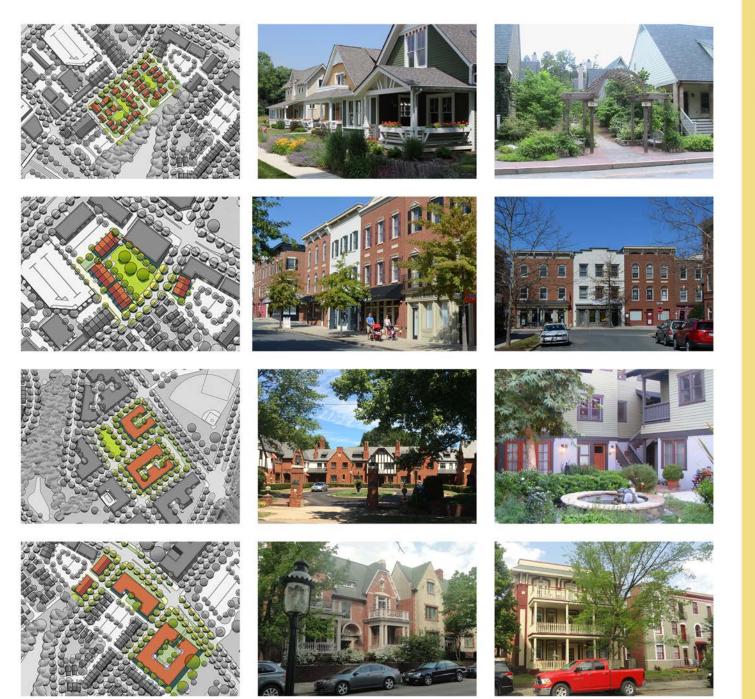
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43

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- Broaden housing choices.
- Provide housing options for a variety of family sizes, income levels and to allow for aging in place.



Renew Germantown



Aerial view from the intersection of Middlebrook Road and Crystal Rock Drive





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Renew Germantown



Street view looking north on Walter Johnson Road



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MARC Rail Commun Boyds & Germantown

Communities Plan



Boyds

Apply the <u>Rural Village Center Overlay Zone</u> to the residential and commercial areas to retain the historic setback patterns and allow septic capacity from adjacent properties.

Germantown

Confirm the <u>Germantown Transit Mixed Use Overlay Zone</u> where it currently exists to retain the priority of Building Lot Terminations (BLTs) in the optional method of development.







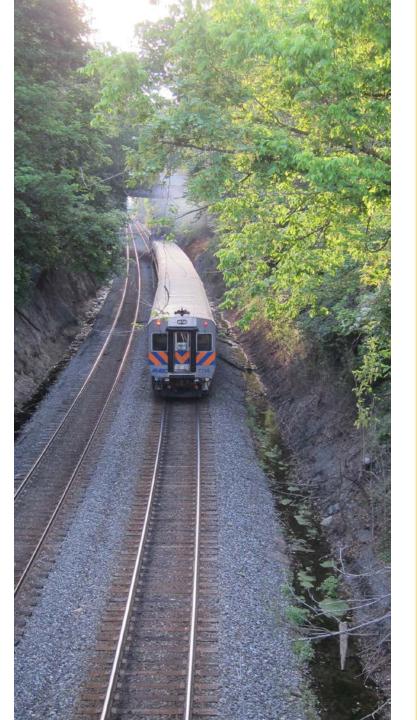


October 19 Planning Board Briefing November Present Working Draft to Planning Board December/January Planning Board Public Hearing January/February Planning Board Worksessions





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Discussion

