

MARC Rail Communities Plan

Working Draft

December 21, 2017



Staff Recommendation

- Approve the **Working Draft** of the MARC Rail Communities Sector Plan as the **Public Hearing Draft**
- Set the public hearing date for **February 1, 2018**





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.

Presentation Format

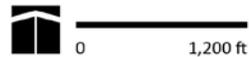
- Boyds
 - Transportation
 - Land use and zoning
- Germantown
 - Transportation
 - Land use and zoning
- Recommendations and Schedule



Boyds

**Figure 1
Boyds Concept**

- Historic District
 - Protect historic district and sites.
 - Protect the characteristics of the Exceptional Rustic Road.
 - Adaptively reuse commercial structures in the historic district.
- Historic Resource
 - Rehabilitate the Winderbourne property to the extent feasible.
- Open Space
 - Preserve Park's Best Natural Area.
 - Develop a park on the site of the Boyds Local Park that serves as a community gathering space gateway to Boyds.
- Connection
 - Design a modern underpass that provides better mobility and also complements Boyds natural setting and the historic district.
- Trail
 - Provide an enhanced Hoyles Mill Natural Surface Trail.
- P Potential Additional MARC Parking Locations
- ✻ Potential MARC Station Relocation
- Boyds MARC Boundary
- M MARC Station



Boyd's Road and Bike Classifications



Figure 20
Proposed Boyd's Road Classifications

- | Existing | Proposed | |
|----------|----------|-------------------------|
| | | Arterial |
| | | Country Arterial |
| | | Country Road |
| | | Rustic Road |
| | | Exceptional Rustic Road |
| | | Boyd's MARC Boundary |
| | | MARC Station |



Figure 21
Proposed Boyd's Bike Classifications

- | Existing | Proposed | |
|----------|----------|----------------------|
| | | Bikeable Shoulder |
| | | Sidepath |
| | | Sidewalk |
| | | Boyd's MARC Boundary |
| | | MARC Station |



Boyds Road Classifications



Road Name	<u>Roads</u> Existing Classification - Lanes	Proposed Classification - Lanes	<u>Bikeways</u> Existing Classification	Proposed Classification
Clarksburg Road	Arterial - 2	Arterial - 2	Dual bikeway	Sidepath, bikeable shoulders
Clopper Road	Major highway – 6	Country arterial - 2	Dual bikeway	Sidepath
Barnesville Road	Arterial – 2	Country - 2	Shared roadway	Sidepath, sidewalk
Clopper (in Historic District)	Unclassified	Rustic - 2	None	None
White Ground Road	Exceptional rustic – 2	Exceptional rustic - 2	None	None
Hoyles Mill Road	Exceptional rustic – 2	Exceptional rustic - 2	none	None

Boyd's Zoning



Figure 55
Existing Boyd's Zoning

- R Rural
- RE-1 Residential Estate, 1 Acre
- RE-2 Residential Estate, 2 Acre
- R-200 One-Family Detached, Large Lot
- NR Neighborhood Retail NR 0.75, H 45
- T-S Town Sector
- IM Moderate Industrial IM 2.5, H 50
- Boyd's MARC Boundary

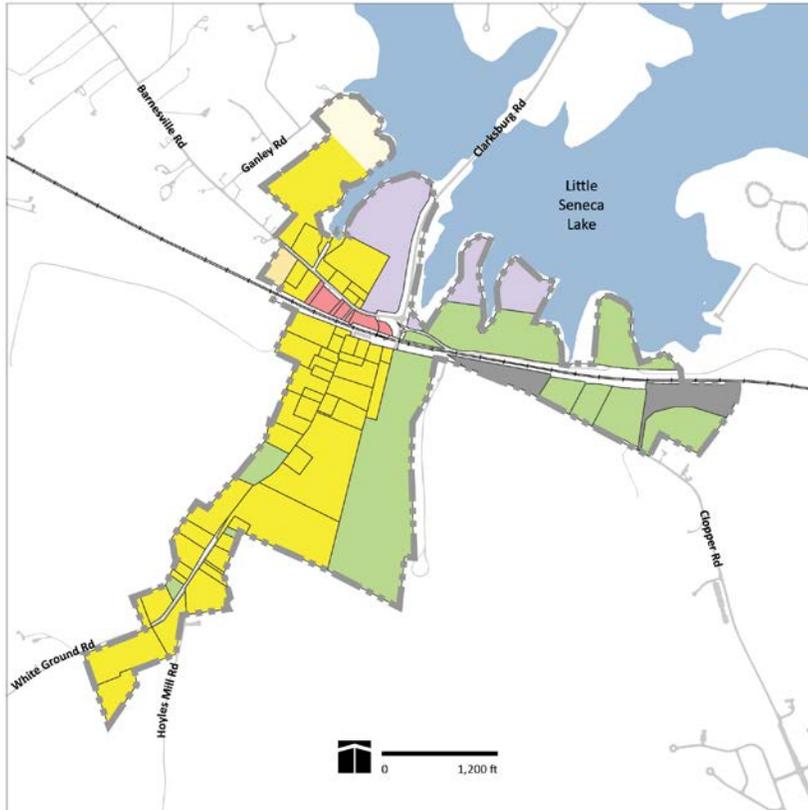
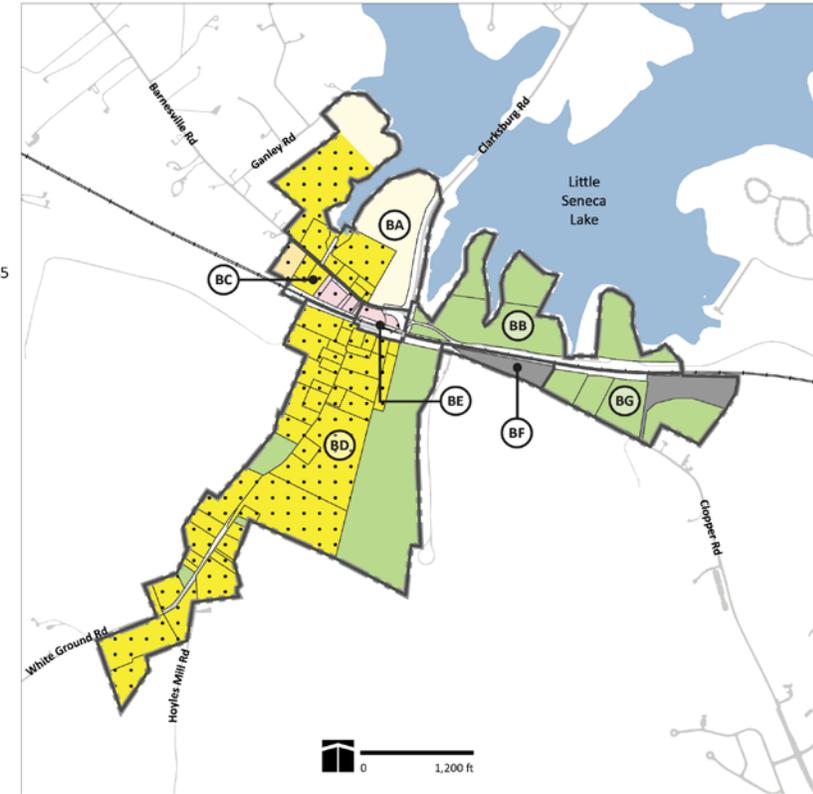


Figure 56
Proposed Boyd's Zoning

- R Rural
- RE-1 Residential Estate, 1 Acre
- RE-2 Residential Estate, 2 Acres
- R-200 One-Family Detached, Large Lot
- CRN Commercial Residential Neighborhood CRN 0.25, C 0.25, R 0.25, H 45
- IM Moderate Industrial IM 0.25, H 50
- Rural Village Center Overlay Zone
- Boyd's MARC Boundary

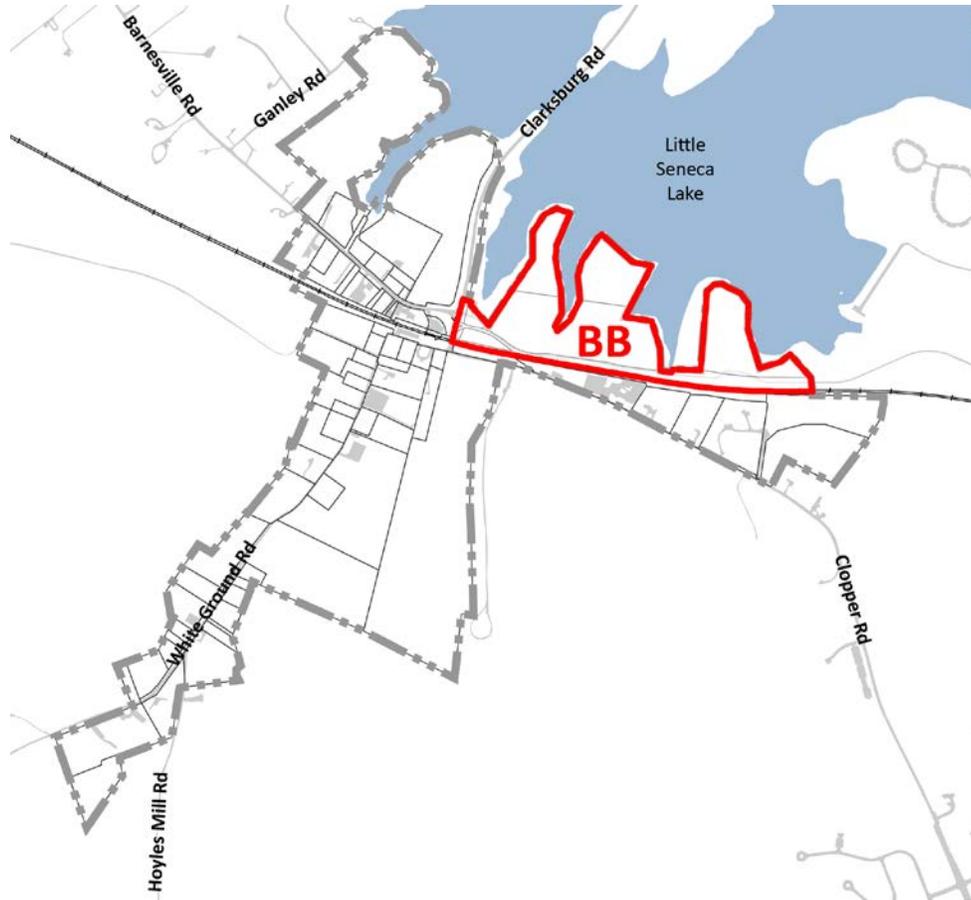


Boyds Land Use and Zoning



1985 zoning	2014 conversion	Proposed BA
R-200	R-200	R-200 Overlay
RE-2	RE-2	RE-2
TS	TS	RE-2

Boyds Land Use and Zoning



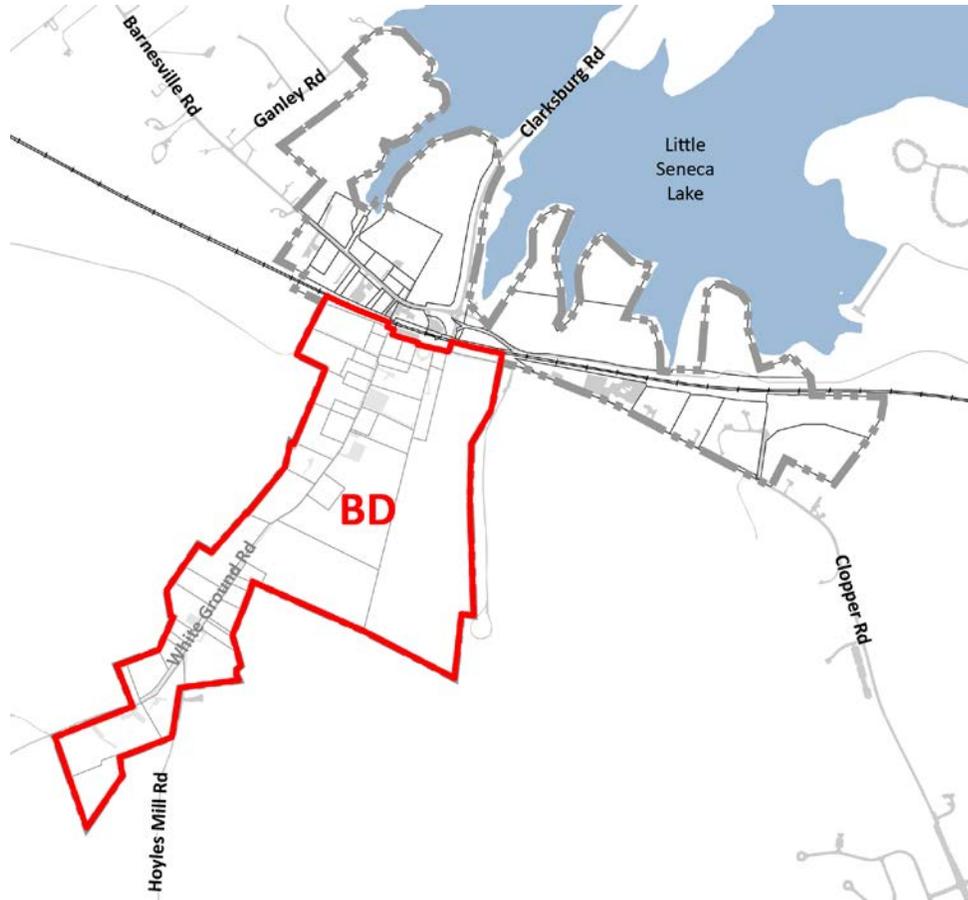
1985 zoning	2014 conversion	Proposed BB
Rural	Rural	Rural
TS	TS	Rural

Boyds Land Use and Zoning



1985 zoning	2014 conversion	Proposed BC
R-200	R-200	R-200 Overlay
RE-1	RE-1	RE-1 Overlay
C-1	NR 0.75 H45	CRN 0.25 C 0.25 R 0.25 H45 Overlay

Boyds Land Use and Zoning



1985 zoning	2014 conversion	Proposed BD
R-200	R-200	R-200 Overlay
Rural	Rural	Rural

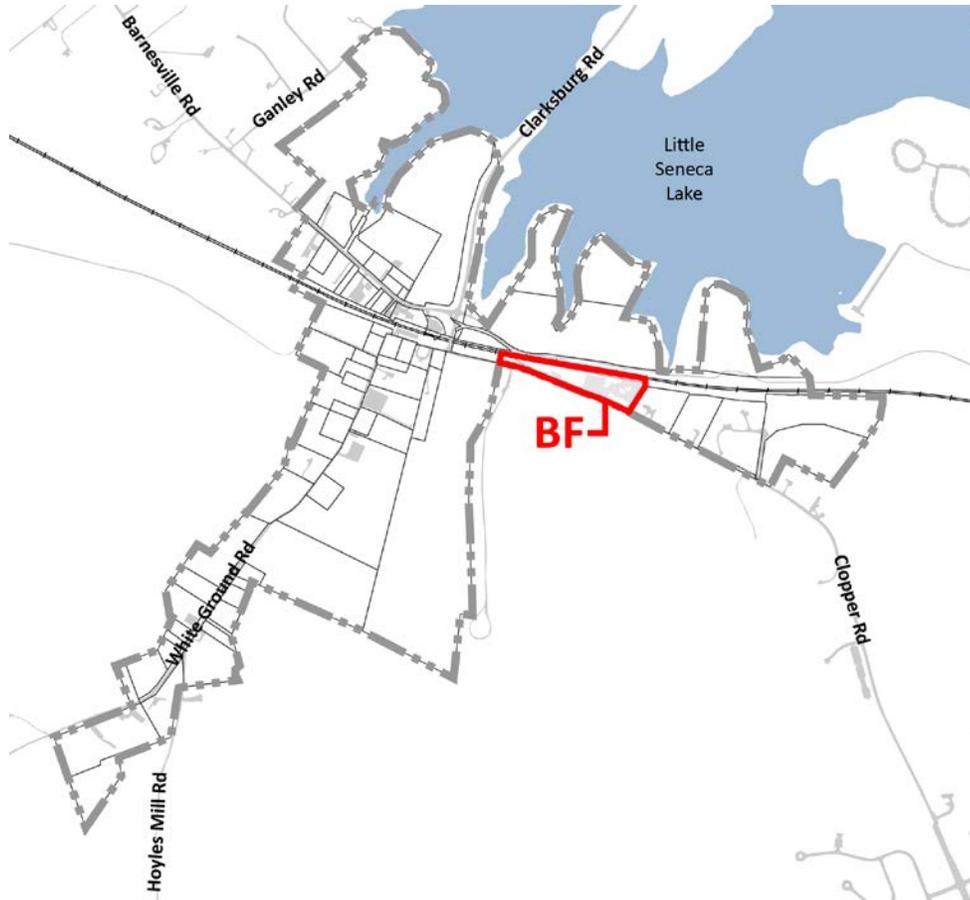
Boyds Land Use and Zoning



1985 zoning	2014 conversion	Proposed BE
C-1	NR 0.75 H45	CRN 0.25 C 0.25 R 0.25 H45 Overlay



Boyds Land Use and Zoning



1985 zoning	2014 conversion	Proposed BF
I-1	IM 2.5 H50	IM 0.25 H50

Boyds Land Use and Zoning



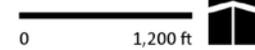
1985 zoning	2014 conversion	Proposed BG
Rural	Rural	Rural
I-1	IM 2.5 H50	IM 0.25 H50

Germantown



Figure 2
Germantown Concept

- Historic District (red) and Resources (outline)
 - Protect historic district and sites.
- Existing Neighborhood
 - Maintain and enhance established residential neighborhood.
- Mixed-Use
 - Protect the historic district. step up building heights from the railroad track
- Seneca Valley High School
 - Provide pedestrian and bicycle improvements around the high school.
- Open Space
 - Provide enhanced open spaces north of railroad tracks.
- Neighborhood Main Street
 - Enhance historic streetscape.
- Connection
 - Provide additional street connections.
- Potential Additional MARC Parking Locations
- 5-Minute Walk
 - Locate additional garage within walking distance of MARC, if necessary.
- Pedestrian Connection
 - Enhance north/south pedestrian connections.
- Germantown MARC Boundary
- MARC Station





Road Diet on Middlebrook Road

- The **community requested** that the plan include Middlebrook Road to allow consideration of a “road diet” to improve safety for pedestrians and cyclists.
- Modeling shows that Middlebrook Road can be **reduced from six lanes to four.**
- **Expanding the pedestrian and cyclist facilities** supports the increased student enrollment at Seneca Valley High School.
- **Extending the Germantown Urban Road Code** area also supports the school’s increased enrollment.

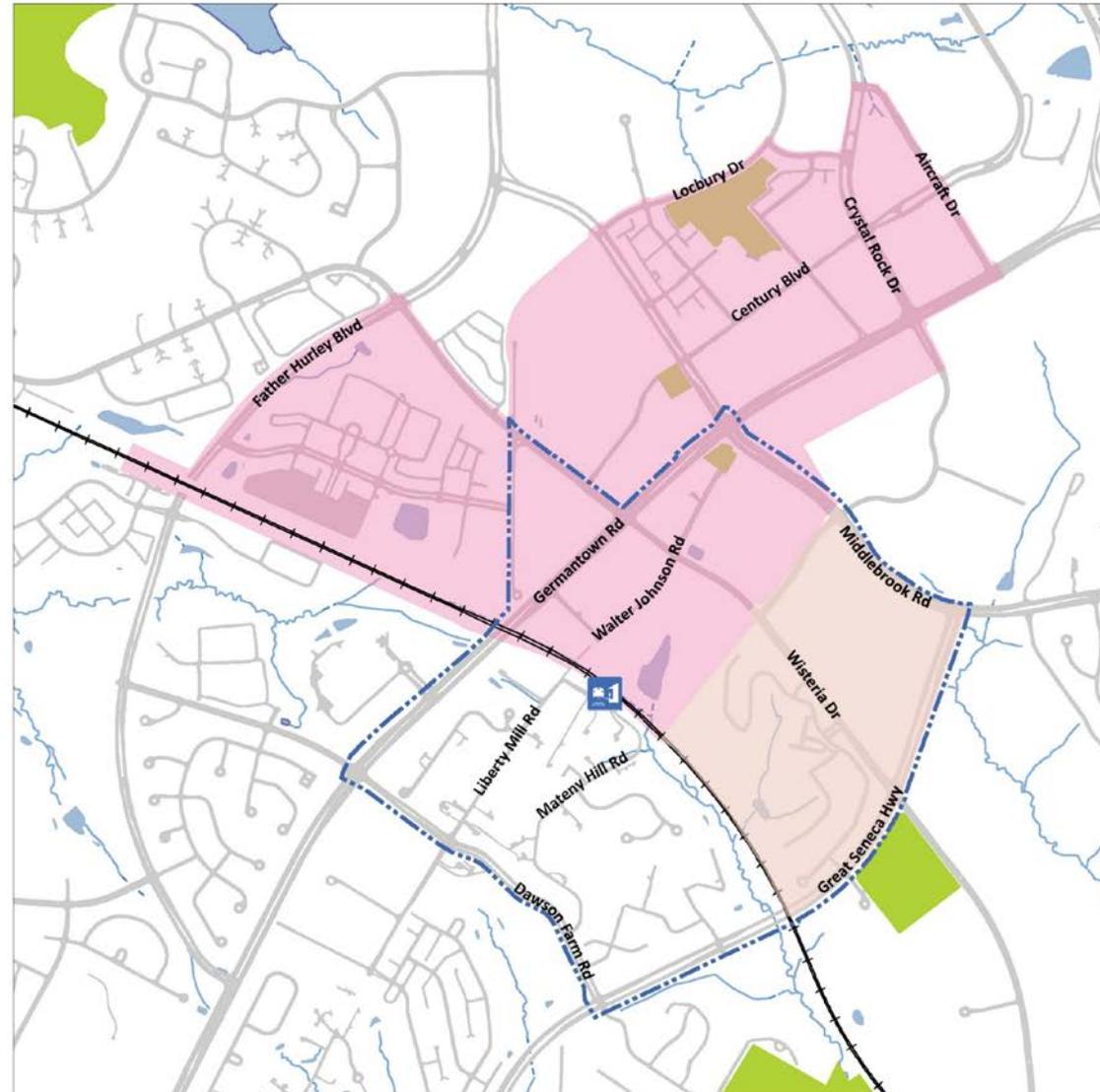


Germantown Urban Road Code Expansion



Figure 29
Urban Road Code

- Germantown Town Center Road Code Area
- Proposed Extension of Urban Road Code Area
- Boyd's MARC Boundary
- MARC Station





Pedestrian Road Safety Audit (PRSA)

- The **Middlebrook Road PRSA** has now been finalized.
- **Finding:** The Crystal Rock Drive and Great Seneca Highway intersections had the greatest number of pedestrian and cyclist crashes.
- **Study recommendation:** Continue the feasibility of a road diet to “assist with lowering speeds and reducing crossing distance” for pedestrians and cyclists. Speed enforcement, reduced corner radii (to reduce crossing distances), pavement repairs and improved markings are also recommended.
- **Staff recommendation:** Add the Middlebrook Road PRSA as an appendix to the MARC plan.

Germantown Road and Bike Classifications



Figure 23
Proposed Germantown Road Classifications

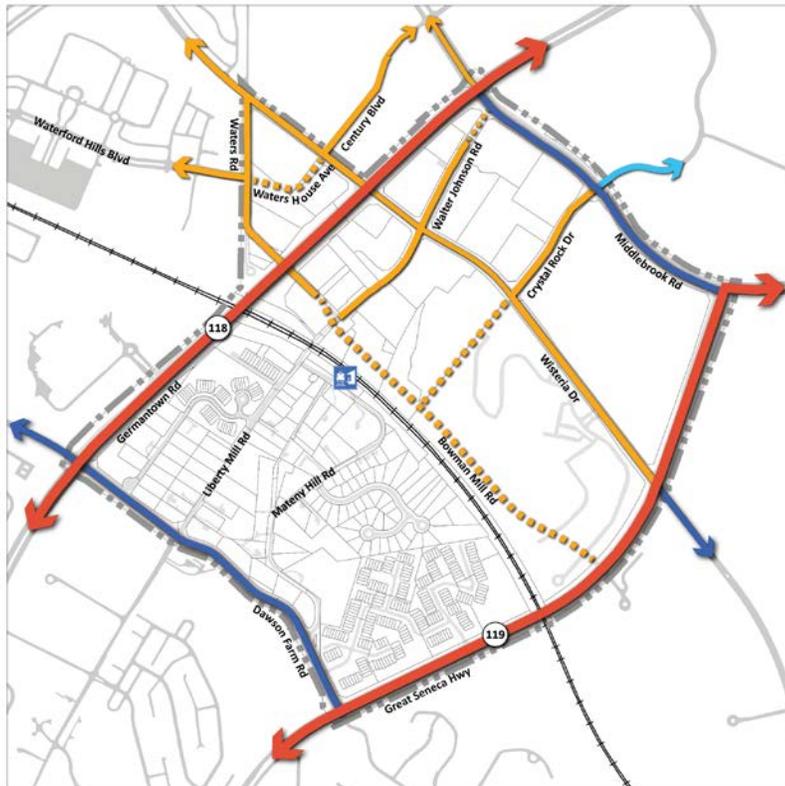


Figure 24
Proposed Germantown Bike Classifications



Germantown Road Classifications



Road Name	<u>Roads</u> Existing Classification - Lanes	Proposed Classification - Lanes	<u>Bikeways</u> Existing Classification	Proposed Classification
Germantown Road	Major highway – 6D	Major highway – 6D	Dual bikeway	Sidepath
Great Seneca Highway	Controlled major highway – 6D	Major highway – 4D	Shared use path	Sidepaths
Middlebrook Road	Major – 6D	Arterial – 4D	Shared use path	Separated bike lane
Dawson Farm Road	Arterial – 4D	Arterial – 4D	Conventional bike lane	Conventional bike lane
Wisteria Drive	Arterial, business – 4D	Business – 4D	Dual bikeway	Separated bike lane, sidepath
Bowman Mill Road	Business – 2	Business – 2	Shared roadway	Sidepath
Bowman Mill Road ext.	New road	Business – 2		Sidepath

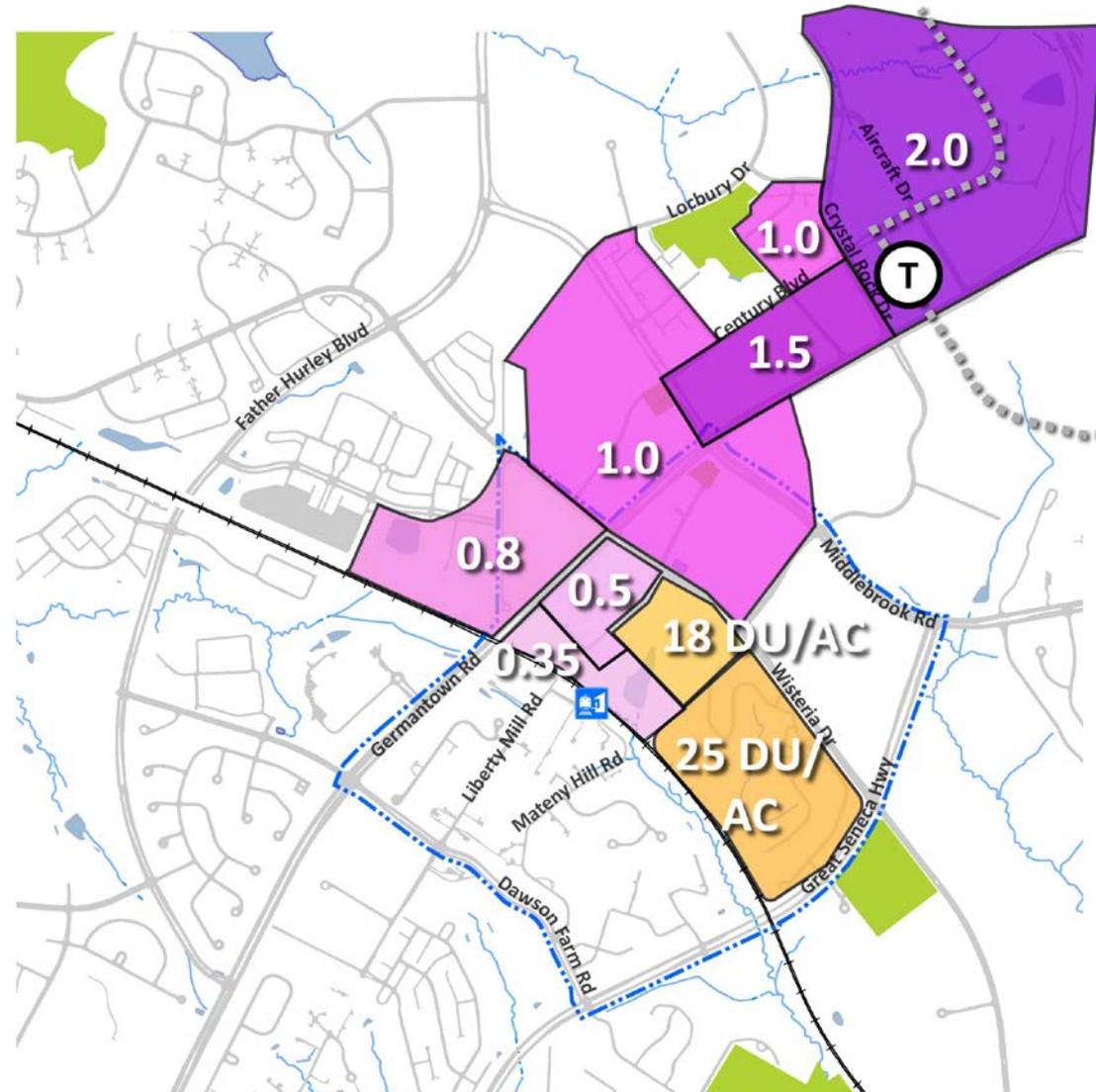
Germantown Road Classifications



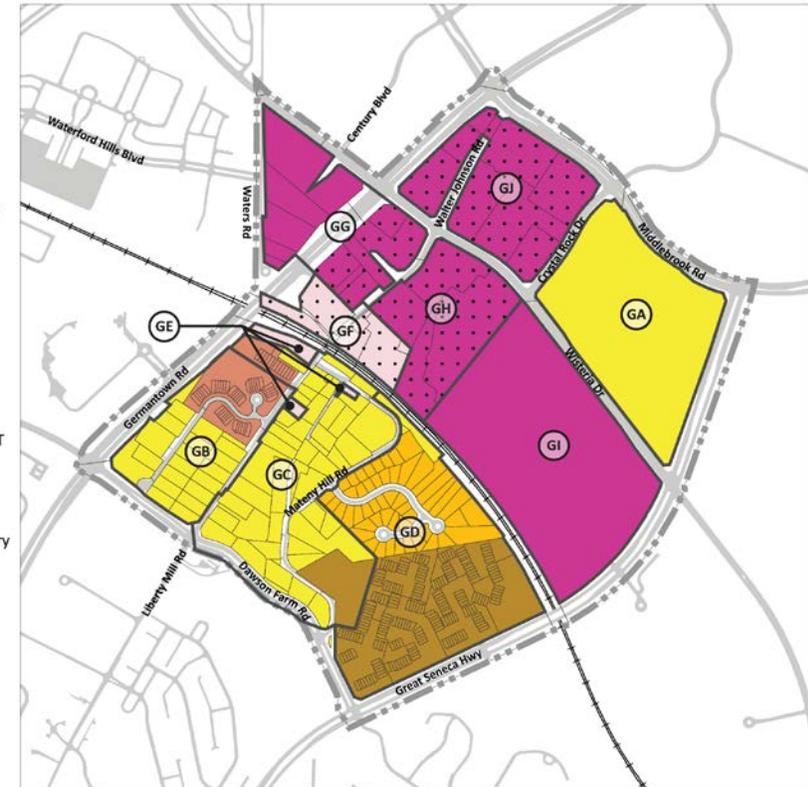
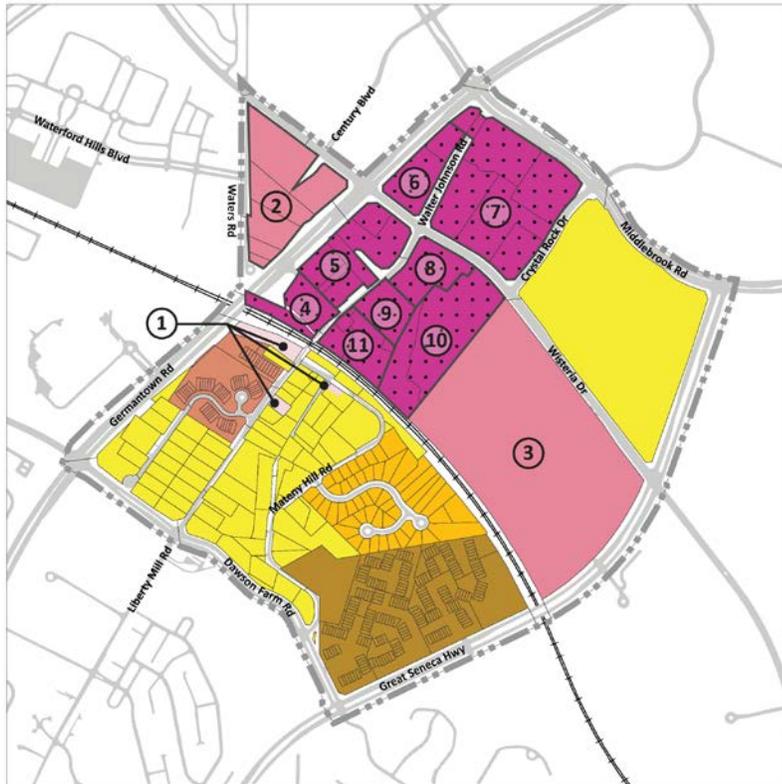
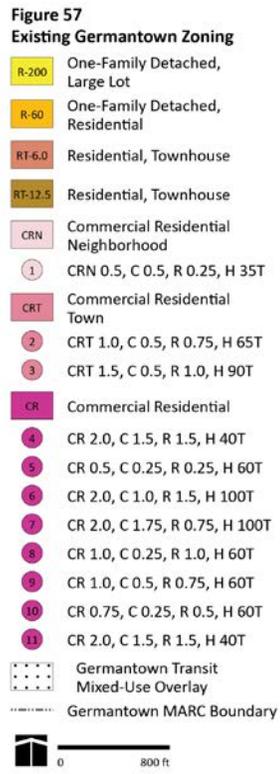
Road Name	<u>Roads</u> Existing Classification - Lanes	Proposed Classification - Lanes	<u>Bikeways</u> Existing Classification	Proposed Classification
Waters Road	Business – 2	Business – 2		
Waters House Avenue	Business – 2	Business – 2		
Walter Johnson Road	Business – 2	Business – 2	Shared roadway	Sidepath
Crystal Rock Drive	Business – 4	Business – 2	Dual bikeway	Sidepath
Crystal Rock Drive ext.	New road	Business – 2		Sidepath
Liberty Mill Road	Unclassified	Unclassified		Sidepath

2009 Sector Plan Approved Density

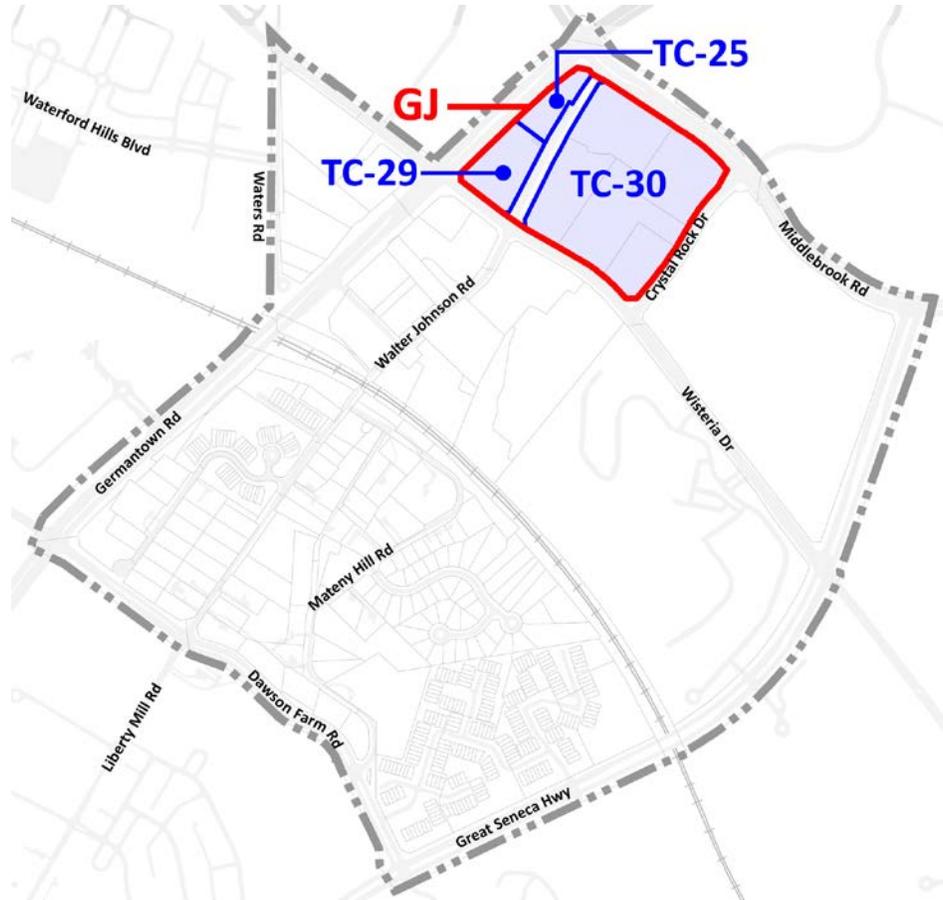
- Locate the highest densities at the Germantown Town Center CCT station
- Step densities down to the Germantown MARC station and the Historic District



Germantown Zoning



Germantown Land Use and Zoning



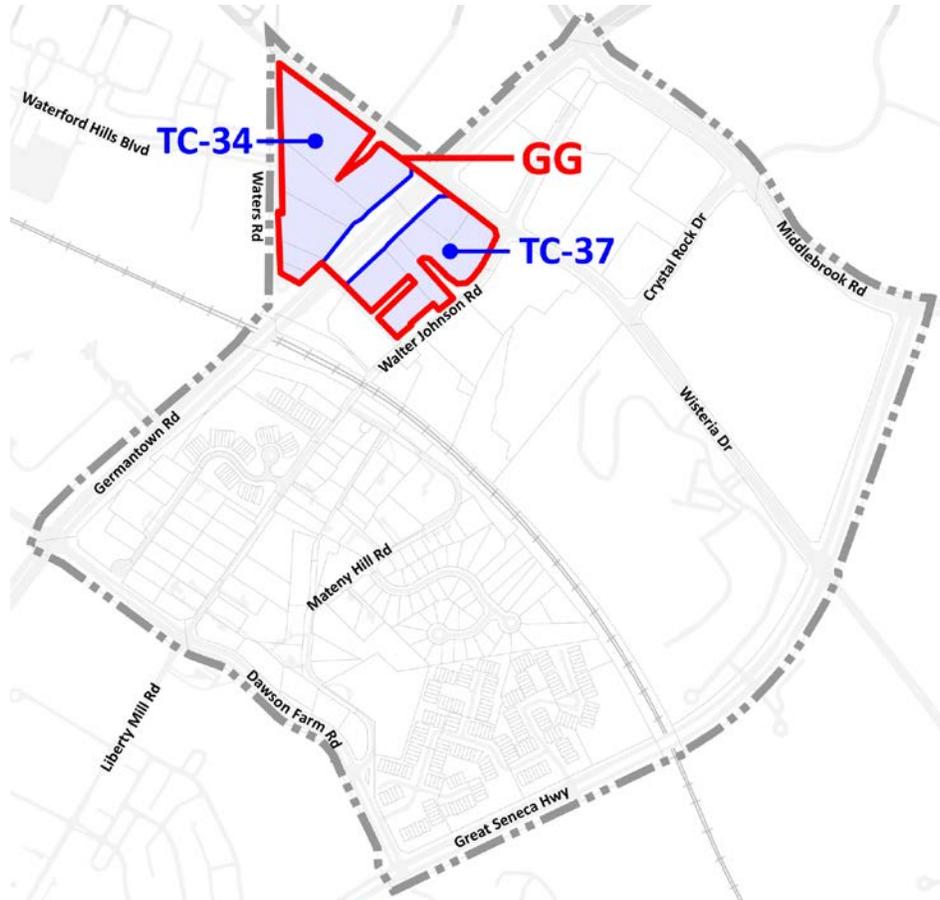
2009 ID	2009 zoning	2009 uses, densities, heights	2014 conversion	Proposed
TC-25	TMX-2	1.0 FAR 100'	CR 2.0 C 1.75 R 0.75 H100T Overlay	CR 1.0 C 0.75 R 0.5 H75 Overlay
TC-29	TMX-2	1.0 FAR Non-residential 100'	CR 2.0 C 1.0 R 1.5 H100T Overlay	
TC-30	TMX-2	1.0 FAR C 65% R 35% maximum 100' on Middlebrook Rd	CR 2.0 C 1.75 R 0.75 H100T Overlay	

Germantown Land Use and Zoning



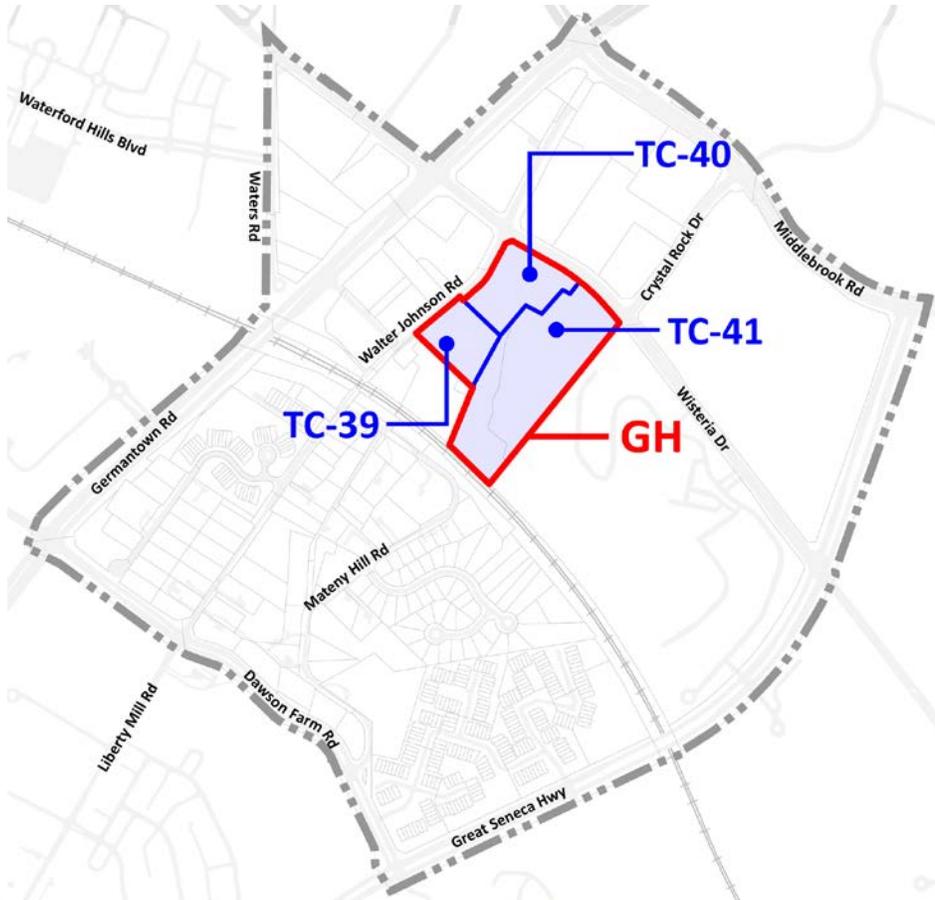
2009 ID	2009 zoning	2009 uses, densities, heights	2014 conversion	Proposed
GA-4	R-200	High school	R-200	R-200

Germantown Land Use and Zoning



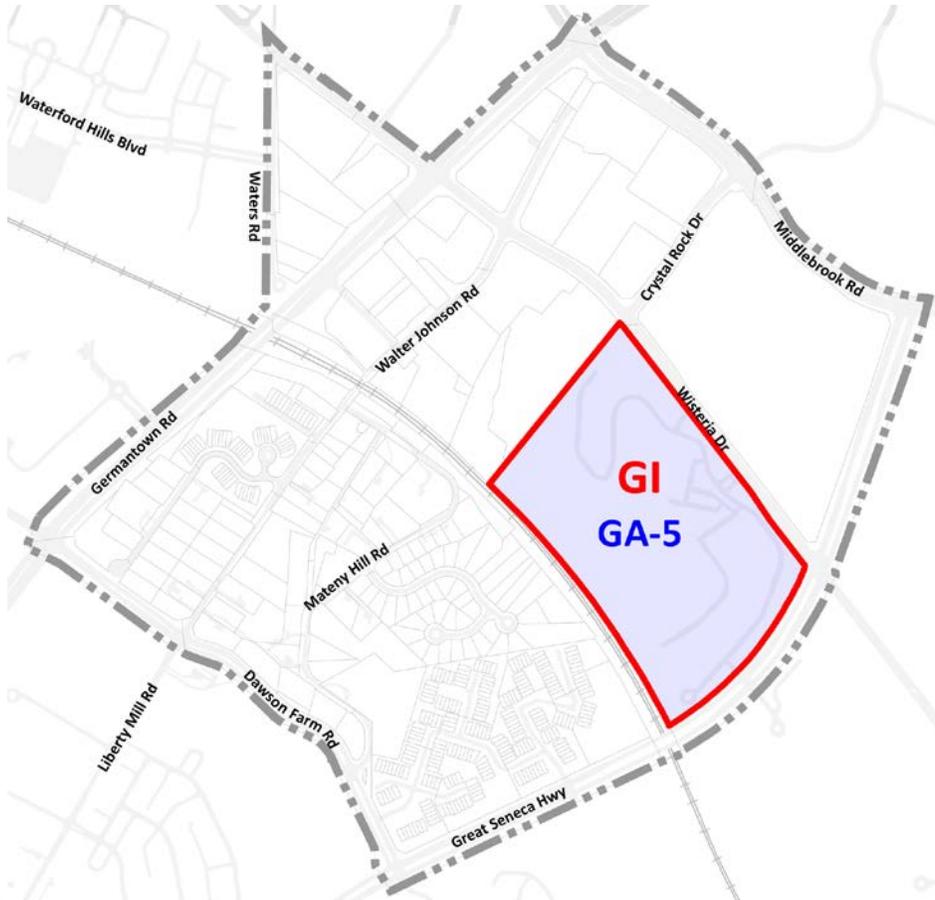
2009 ID	2009 zoning	2009 uses, densities, heights	2014 conversion	Proposed GG
TC-34	RMX-2C	0.8 FAR C 220,000 sf R 100 DU (R transferred to adjacent parcel) 60'	CRT 1.0 C 0.5 R 0.75 H65T	CR 0.75 C 0.75 R 0.5 H60
TC-37	TMX-2	0.5 FAR mixed C – on MD 118 R – SFA on Walt. Johnson Rd 60'	CR 0.5 C 0.25 R 0.25 H60T Overlay	Overlay on TC-37

Germantown Land Use and Zoning



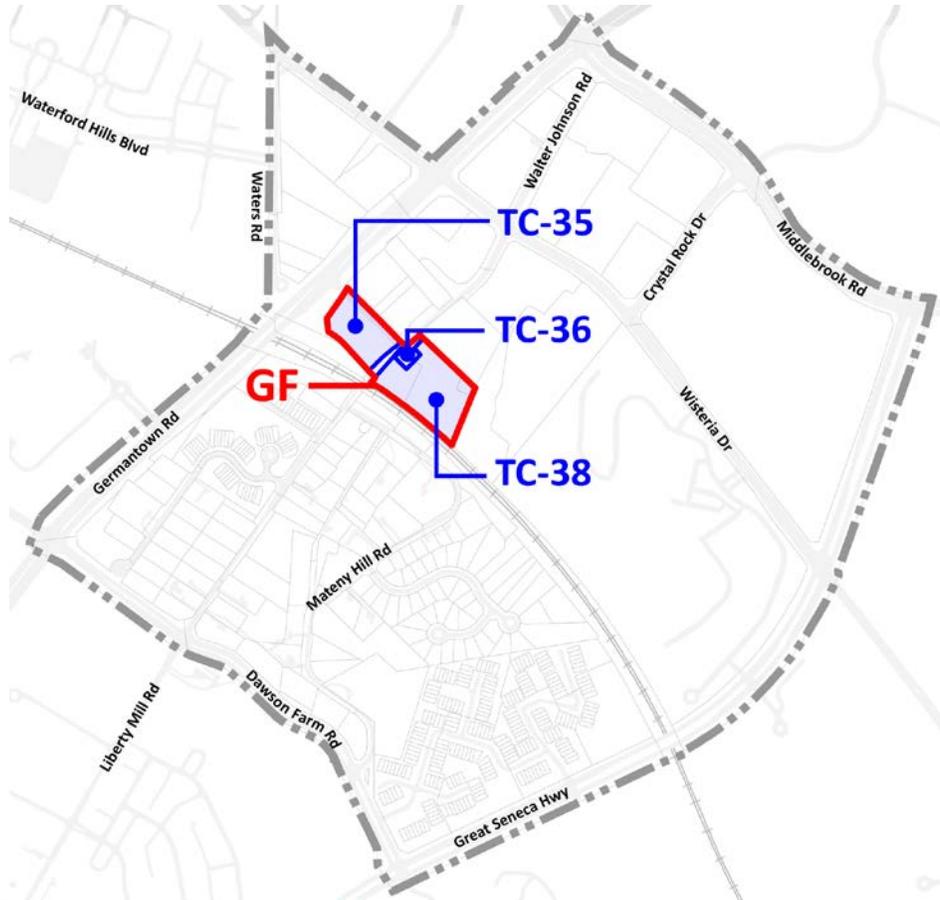
2009 ID	2009 zoning	2009 uses, densities, heights	2014 conversion	Proposed
TC-39	TMX-2	0.5 FAR Residential MF and SFA 60'	CR 1.0 C 0.5 R 0.75 H60T Overlay	CR 0.75 C 0.5 R 0.75 H60 Overlay
TC-40	TMX-2	Residential 18 DU/acre 60'	CR 1.0 C 0.25 R 1.0 H60T Overlay	
TC-41	TMX-2	Residential 18 DU/acre 60'	CR 0.75 C 0.25 R 0.5 H60T Overlay	

Germantown Land Use and Zoning



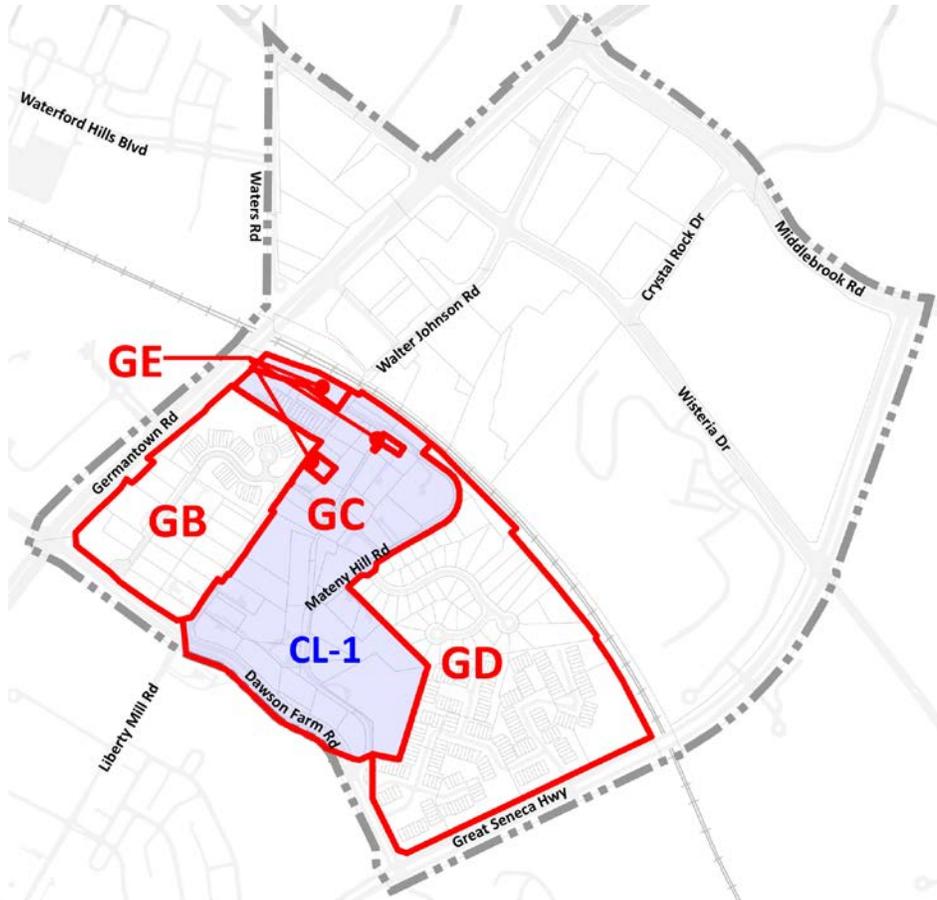
2009 ID	2009 zoning	2009 uses, densities, heights	2014 conversion	Proposed
GA-5	RMX-1	Residential and limited retail 25 DU/acre 90', step down to Historic District. No net loss of affordable housing.	CRT 1.5 C 0.5 R 1.0 H90T	CR 0.75 C 0.25 R 0.75 H75T
		Potential: 1,012 units	Potential: 1,411 units and 882,000 sf non-residential	Potential: 1,058 units or 860 units and 441,000 sf non-residential

Germantown Land Use and Zoning



2009 ID	2009 zoning	2009 uses, densities, heights	2014 conversion	Proposed
TC-35	TMX-2	MARC parking structure C 0.35 retail Average FAR with TC-38 40'	CR 2.0 C 1.5 R 1.5 H40T Overlay	
TC-36	TMX-2	0.5 FAR mixed 40-60'	CR 2.0 C 1.5 R 1.5 H40T Overlay	
TC-38	TMX-2	MARC parking Bus transfer 2 DU SFD Average FAR with TC-38 40'	CR 2.0 C 1.5 R 1.5 H40T Overlay	

Germantown Land Use and Zoning



1989 ID	1989 zoning	1989 uses, densities, heights	2014 conversion	Proposed
CL-1	R-200 RT-6 CT	RT-6 and CT if issues of compatibility can be met	R-200 RT-6 RT-12.5 CRN 0.5 C 0.5 R 0.5 H35T	R-200 TLD TMD CRN 0.5 C 0.5 R 0.25 H35
Outside of CL	R-200 R-60 RT-6 RT-12.5	No changes recommended	R-200 R-60 RT-6 RT-12.5	R-200 R-60 TLD TMD

Correspondence

- Public and agency comments on the Sector Plan are now being received.
- Staff recommends comprehensively addressing all comments at the worksession.





Staff Recommendation

- Approve the Working Draft of the MARC Rail Communities Sector Plan as the Public Hearing Draft.
- Set the public hearing date for February 1, 2018.
- Add the Middlebrook Road PRSA as an appendix.
- Make other technical corrections as needed.

Next Steps

- February 1, 2018 **Planning Board Public Hearing**
- February 2018 **Planning Board Worksession**
- March 2018 **Transmit to Council**





MARC Rail Communities Plan

Boyd's & Germantown

