

MARC Rail Communities Plan

Worksession 2 – Boyds Recommendations

May 24, 2018



Worksession Agenda

Testimony Received

1. Maintain Character of the Community
2. MARC Expansion (Anderson Property)
3. Long-Term Boyds MARC Station Location
4. Boyds Local Park
5. Underpasses (Pedestrian and Vehicular)
6. Road Classifications
7. Overlay Zone
8. Third Track



M-NCPPC
May 24, 2018

MARC Worksession 2 Boyds Recommendations



MARC Rail Communities Plan
Boyds & Germantown

Boyds

Key Recommendations

- Preserve the rural and historic character of the Boyds community.
- Create commuter and community-serving facilities at the Anderson property.
- Provide Ride On service to Boyds.
- Improve pedestrian and bicycle mobility near the Boyds MARC station.
- Build a modern railroad bridge over Clarksburg Road when it becomes necessary. At that time, provide a new underpass for the Clarksburg/Clopper Roads alignment.



1. Maintain Character of the Community

Testimony

Retain the rural character of Boyds and the Agricultural Reserve.



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Retain the rural character of Boyds and the Agricultural Reserve.

Staff Response

Boyds has limited development potential, with all properties on well and septic. Densities and zoning are generally consistent with an area on well and septic. The water and sewer envelope is over one mile away and costs approximately \$492 per linear foot to build.



1. Maintain Character of the Community

Testimony

Do not extend public water and sewer to Boyds.



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Testimony

Do not extend public water and sewer to Boyds.

Staff Response

The plan recommends that Boyds continue to be served by well and septic disposal.

The diabase geology could result in future septic failures. The plan provides that water and sewer may be provided if necessary for public health.



1. Maintain Character of the Community

Testimony

Boyds is surrounded by properties under forest and farmland easements. Add a map showing the easements, and a recommendation to support these perpetual easements.



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Testimony

Boyd's is surrounded by properties under forest and farmland easements. Add a map showing the easements, and a recommendation to support these perpetual easements.

Staff Response

Language and a map can be added to the plan that discusses the farm and forest easements.



2. MARC Expansion

Testimony

Keep MARC station in Boyds to support Boyds' historic character.



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Testimony

Keep MARC station in Boyds to support Boyds' historic character.

Staff Response

This plan provides recommendations for continued commuter service from the existing station location through greater connectivity and expanded parking.



2. MARC Expansion

Testimony

Support the recommendations to preserve and adaptively reuse the Anderson property.



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Testimony

Support the recommendations to preserve and adaptively reuse the Anderson property.

Staff Response

The plan envisions that the buildings may serve as a station shelter for MARC and Ride On commuters and a gathering space for community members during non-MARC operating hours.



2. MARC Expansion

Testimony

Acquire the Anderson property to expand Boyds MARC station with room for Ride On service with bus loop and additional parking.



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Testimony

Acquire the Anderson property to expand Boyds MARC station with room for Ride On service with bus loop and additional parking.

Staff Response

The site is strategically located to accommodate additional commuter parking and a Ride On bus stop with turnaround. Commuters will not have to drive through the underpass or cross roadways on foot to access the station platform.



3. Long-Term Boyds MARC Station Location

Testimony

Support the construction of a new Boyds station at the industrial property adjacent to the railroad tracks, if expanding the existing station is insufficient.



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Staff Response

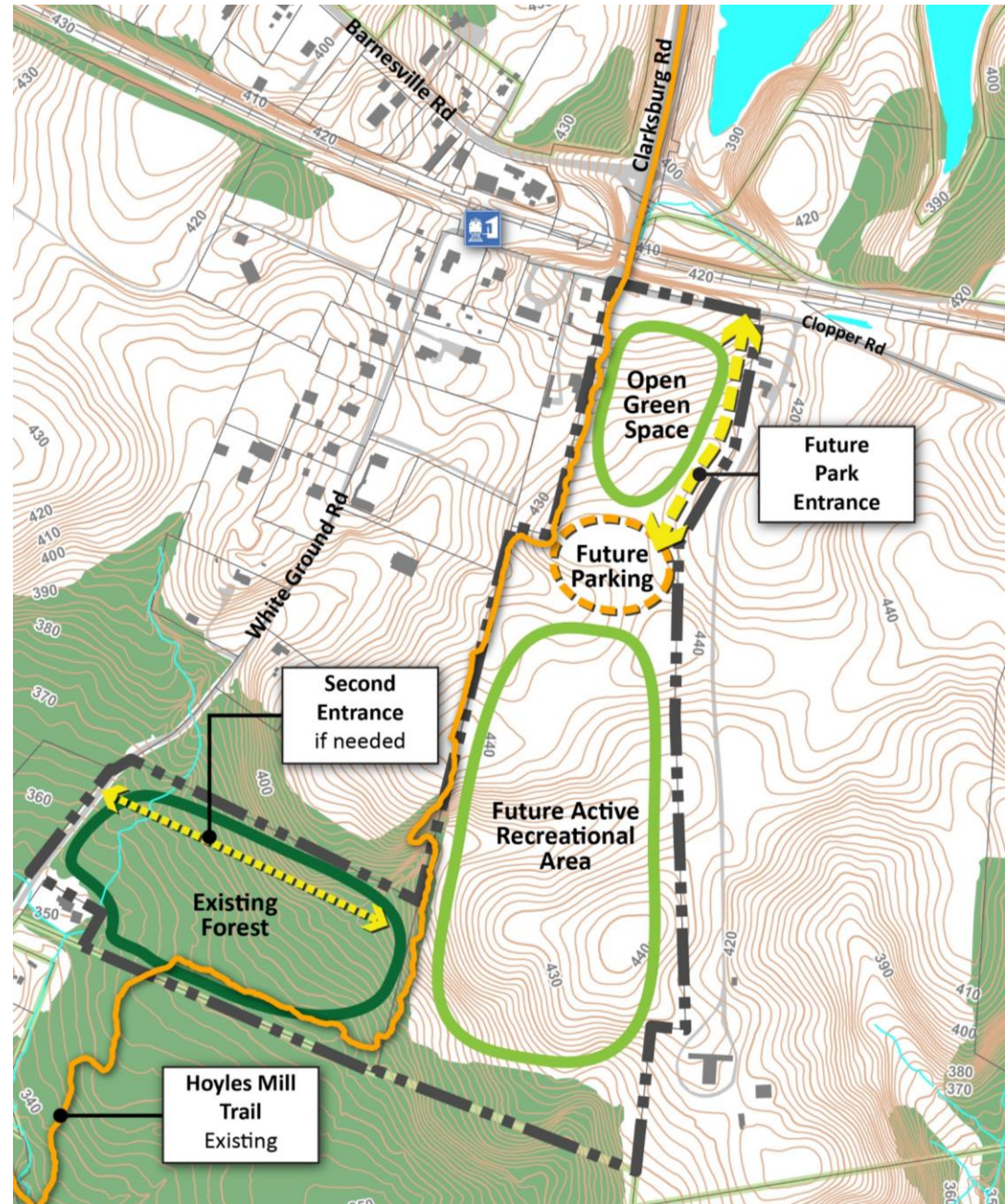
It is not anticipated that the station will move during the life of this plan. Beyond 20 years, the plan offers an alternative site adjacent to the tracks, should the need arise.



4. Boyds Local Park

Testimony

Reserve parkland for agricultural, park or recreational uses. Oppose use of the park for Boyds MARC station or other transportation purposes.



4. Boyds Local Park

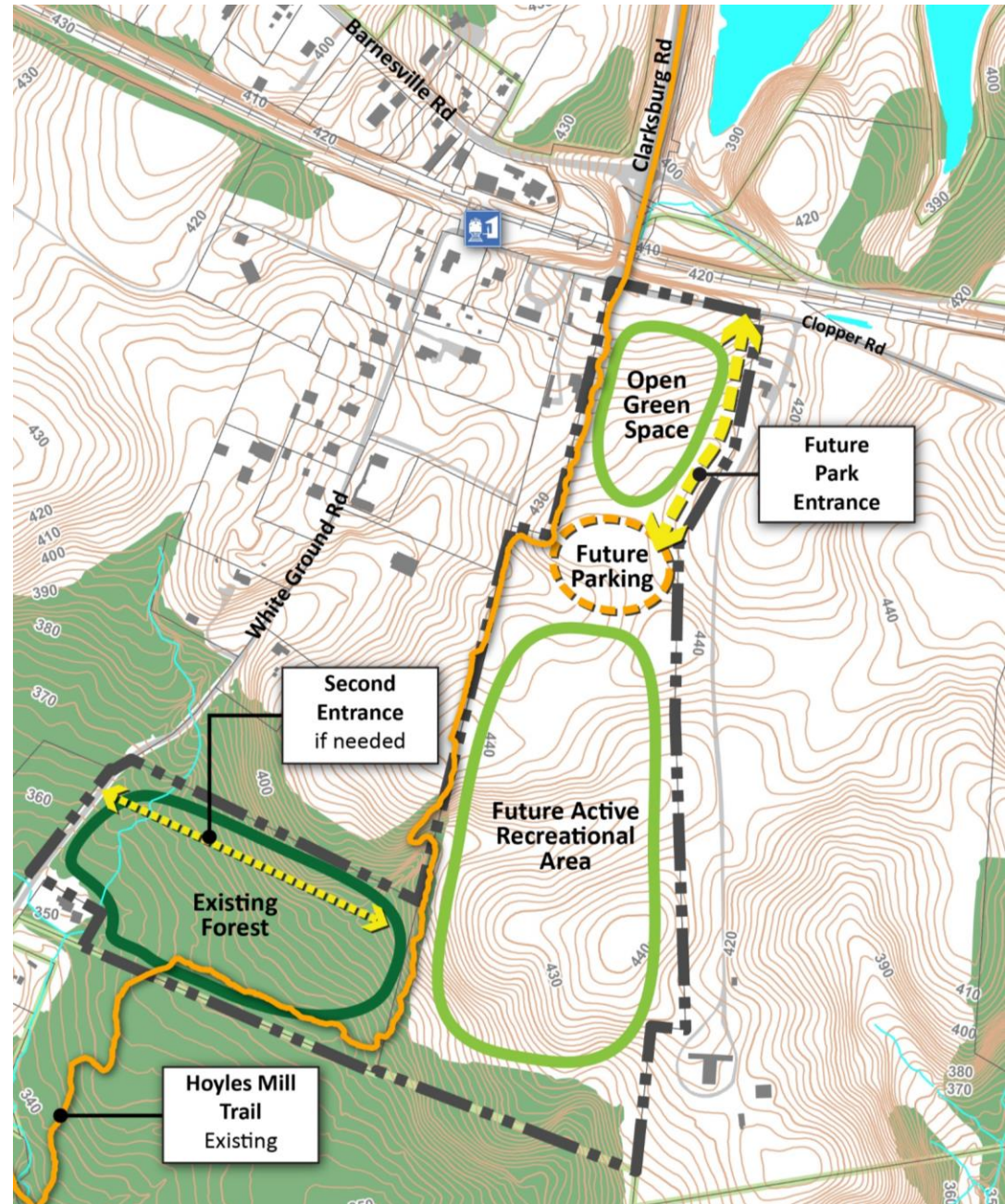
Testimony

Reserve parkland for agricultural, park or recreational uses. Oppose use of the park for Boyds MARC station or other transportation purposes.

Staff Response

Parks recommends that this figure be removed from the plan and that the following language be inserted:

“Design parking lot within Boyds Local Park to provide overflow commuter parking for enhanced MARC station area.”



5. Underpass (Pedestrian)

Testimony

Retain and enhance the existing 1927 pedestrian underpass.



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Testimony

Retain and enhance the existing 1927 pedestrian underpass.

Staff Response

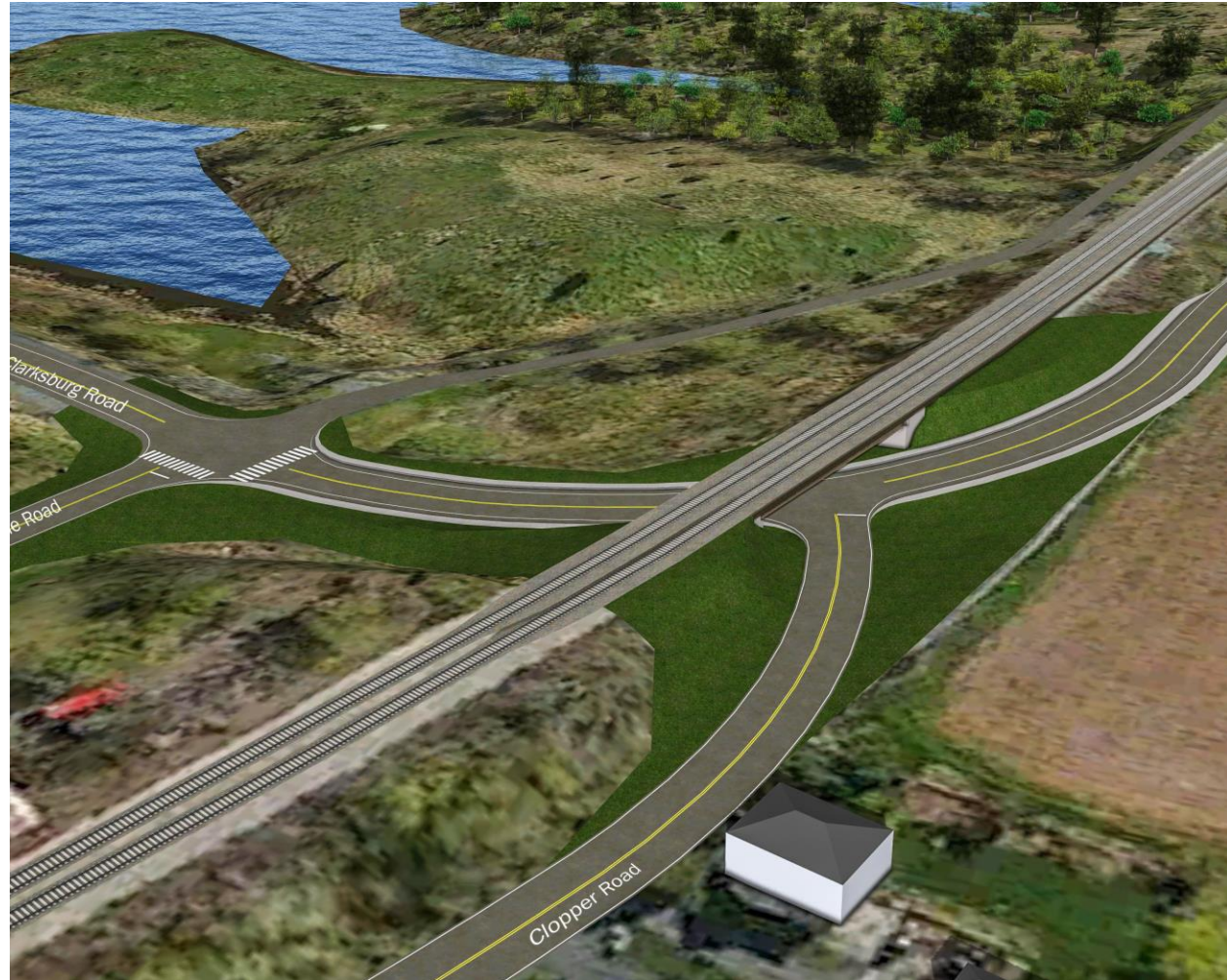
An enhanced pedestrian underpass with wheelchair lifts will allow all commuters to safely get from one side of the tracks to the other. MTA supports this recommendation.



5. Underpass (Vehicular)

Testimony

Provide guidance on the design and construction for a context-sensitive eventual replacement of the existing railroad bridge.



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Testimony

Provide guidance on the design and construction for a context-sensitive eventual replacement of the existing railroad bridge.

Staff Response

The plan describes and shows a context-sensitive replacement for the existing railroad bridge that complements the rural and historic context of the community. This is a less costly option than an overpass.



6. Road Classifications

Testimony

Classify all roads in the Boyds plan area at a maximum of two lanes.



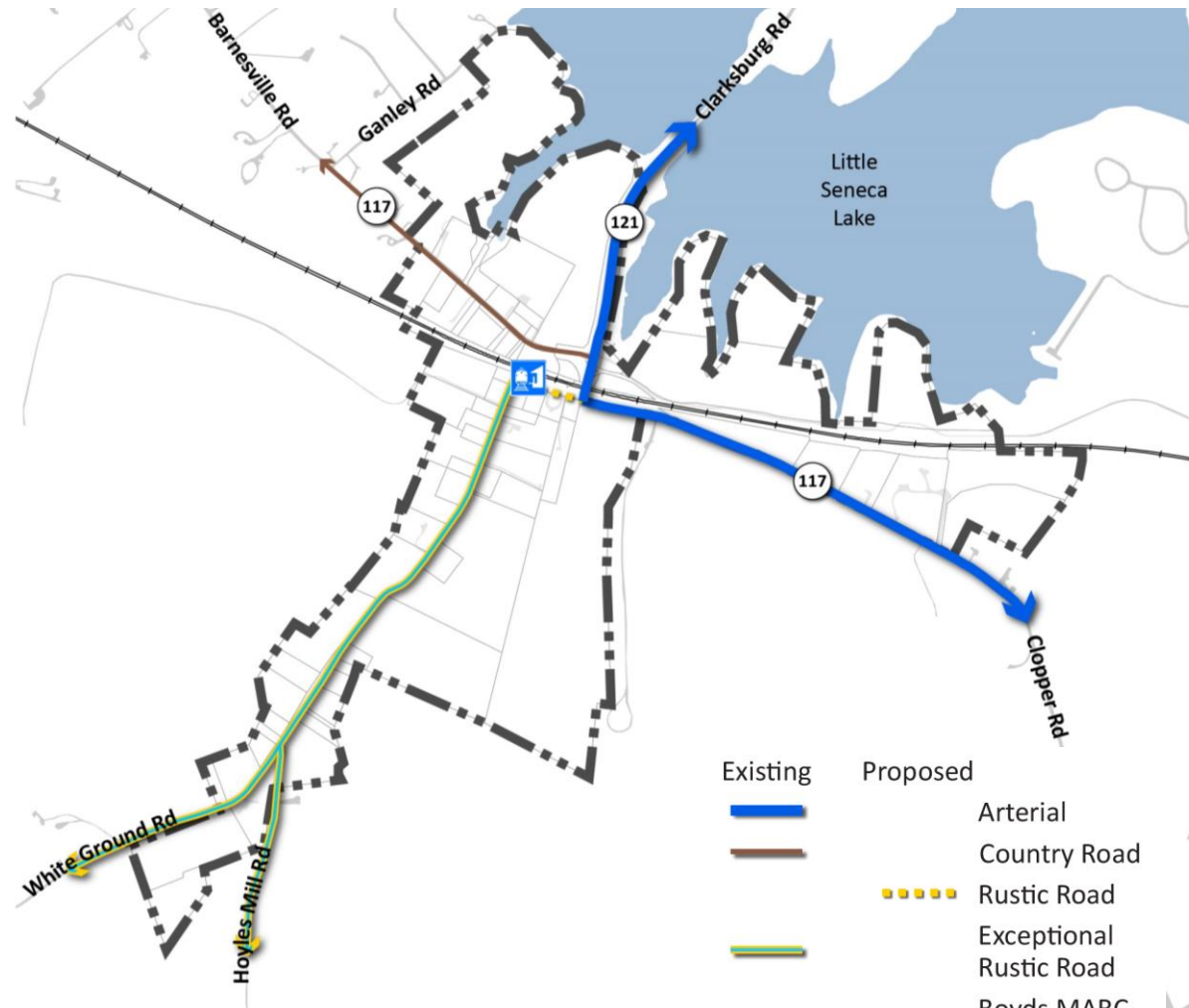
6. Road Classifications

Testimony

Classify all roads in the Boyds plan area at a maximum of two lanes.

Staff Response

This is consistent with the plan's intent to classify roadways in Boyds so that the paved widths are as narrow as possible to maintain the rural historic setting of the community.

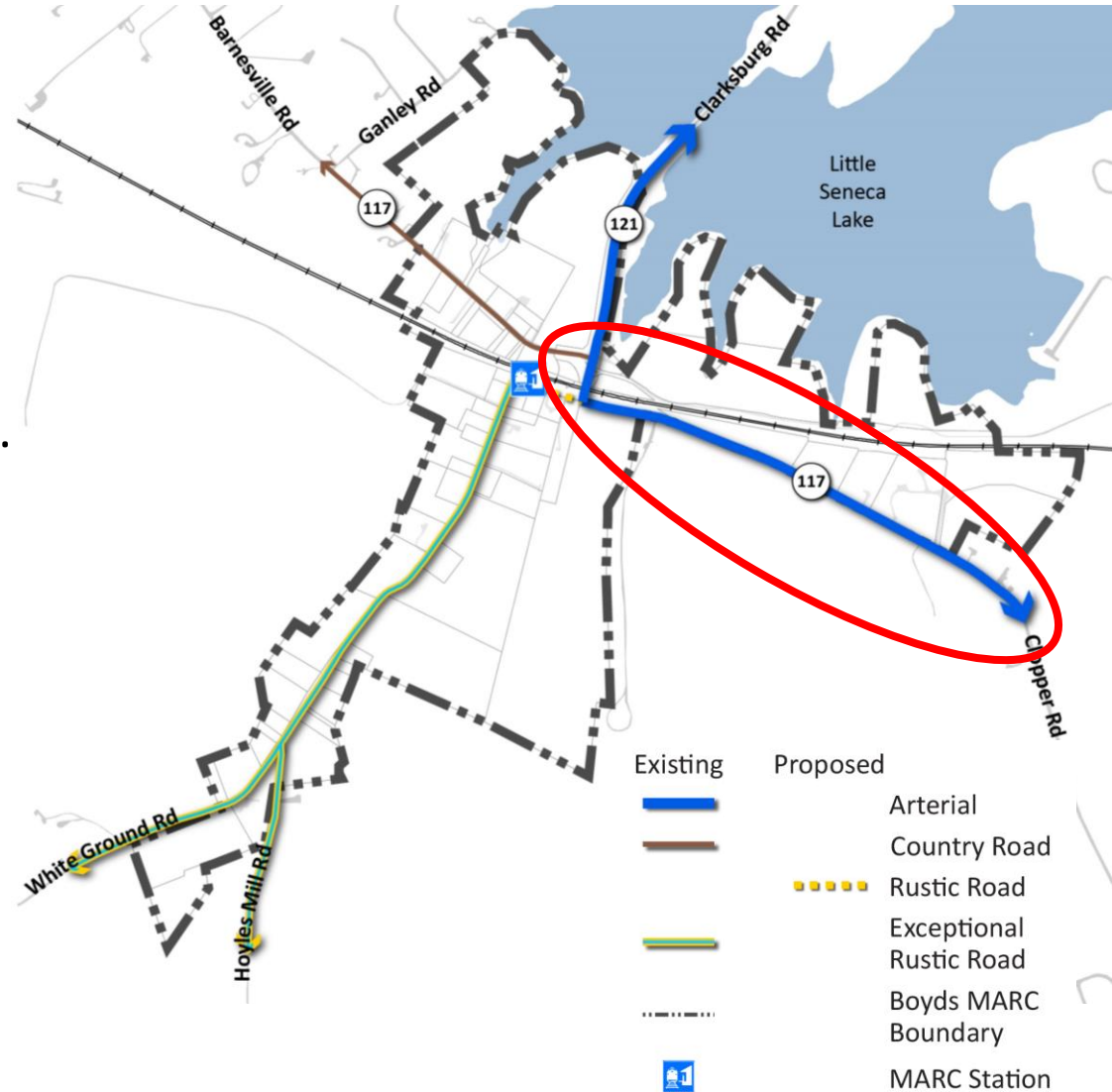


6. Road Classifications

Testimony

Classify the roads as follows:

- ❑ Clopper Road between Clarksburg Road and Little Seneca Creek as a two-lane country arterial.
- ❑ Clopper Road as rustic in the historic district.
- ❑ White Ground Road as exceptional rustic.



6. Road Classifications

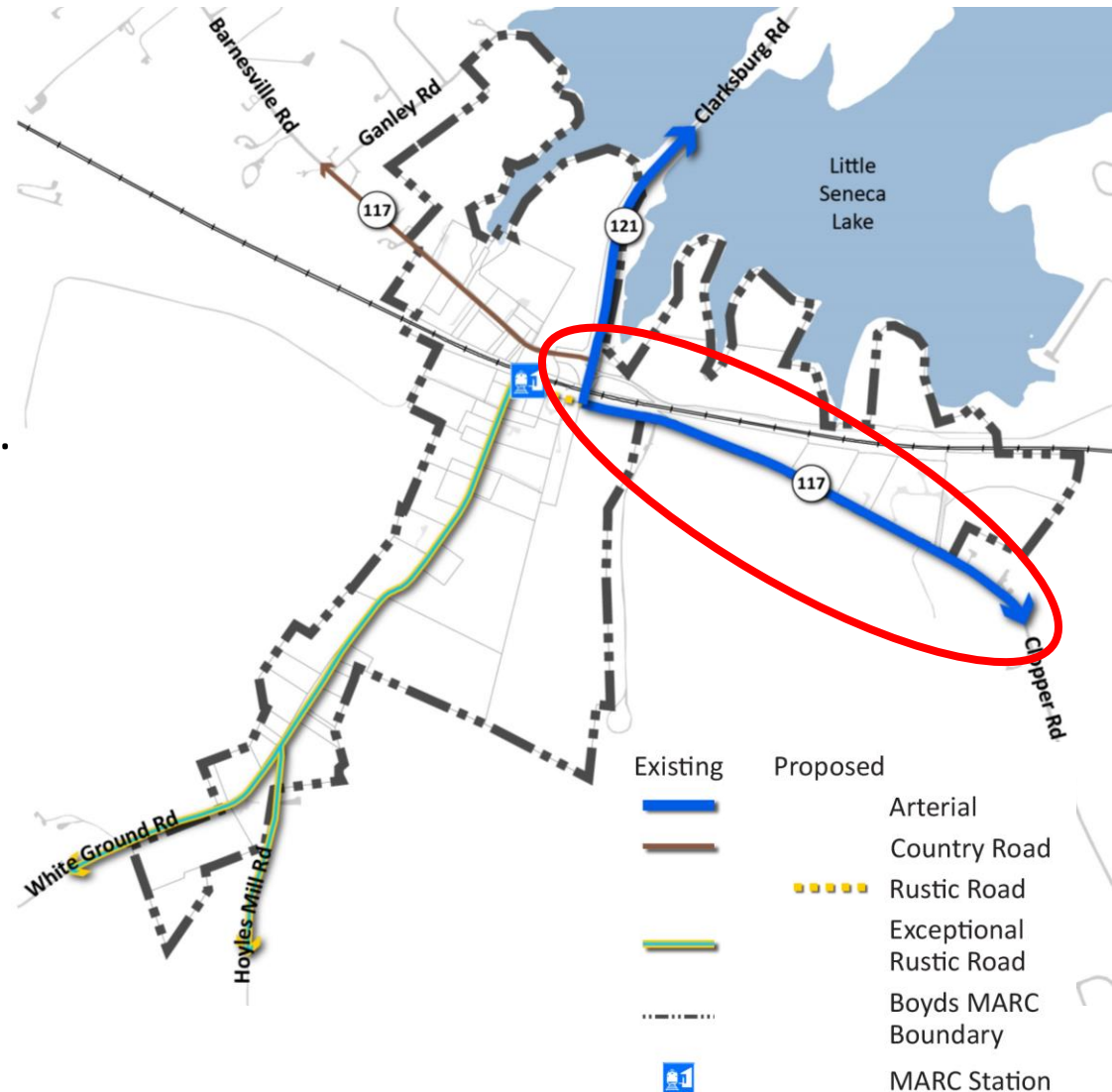
Testimony

Classify the roads as follows:

- ❑ Clopper Road between Clarksburg Road and Little Seneca Creek as a two-lane country arterial.
- ❑ Clopper Road as rustic in the historic district.
- ❑ White Ground Road as exceptional rustic.

Staff Response

The classification for Clopper Road from Clarksburg Road to the eastern sector plan boundary would be a change from the Public Hearing Draft.



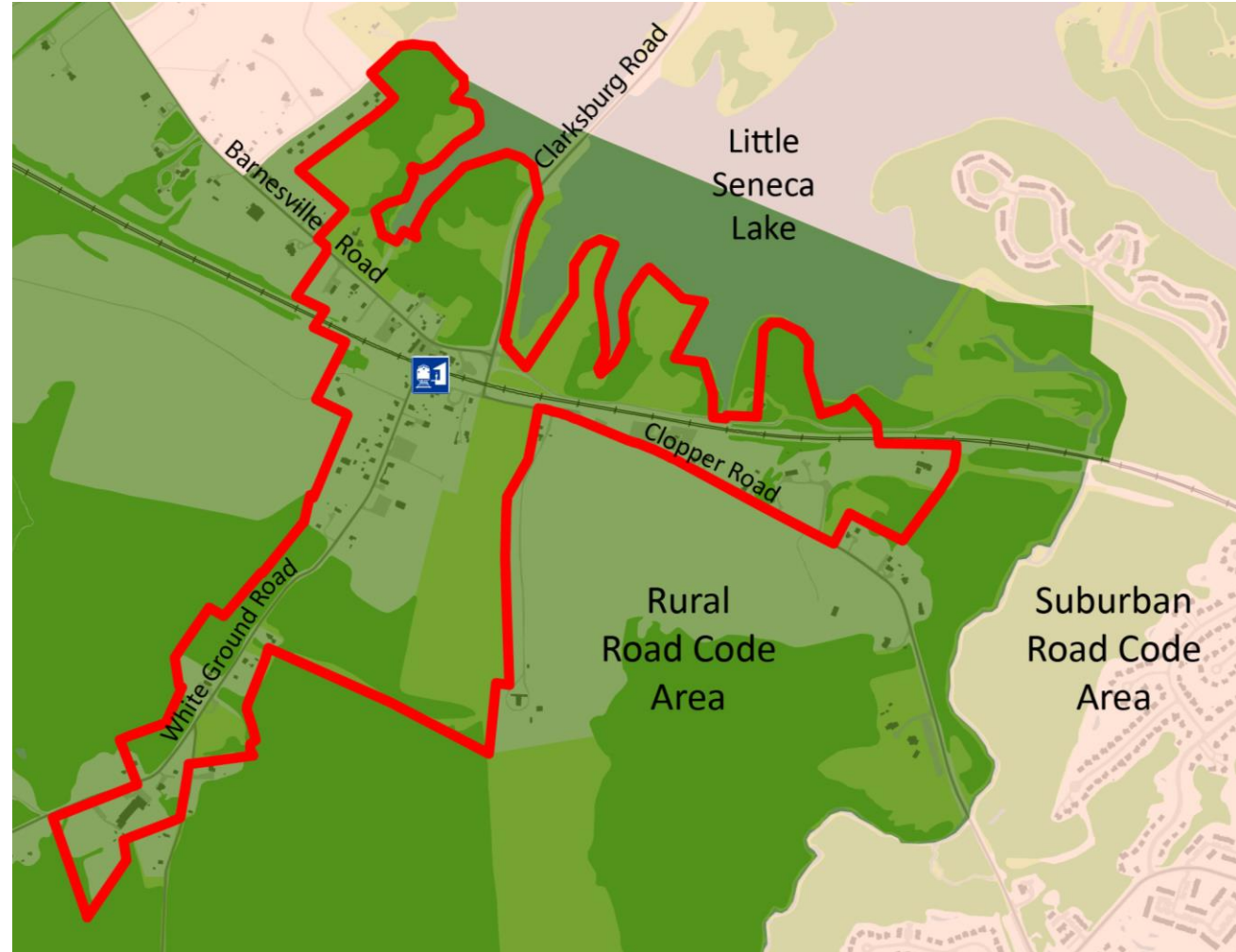
6. Road Classifications

Country Arterial Definition

A Country Arterial is an Arterial, typically in the County's agricultural reserve.

Arterial Definition

An Arterial is a road meant primarily for through movement of vehicles at a moderate speed, although some access to abutting property is expected.





70' RIGHT-OF-WAY

2' 18' 4' 11' 11' 4' 18' 2'

14.5'* SHLD

TYP CUT
2:1 MAX
(4:1 MAX
WITHIN
PUE)

LINE

2' 6.5' 4' 2% 5% 2% 4' 6.5' 2' 2%

+0.10

**

4:1

1' TYP

PGL & P/R
=0.00

ALT FILL SECTION
(SEE NOTE 6)

4:1 MAX

PROPERTY

PROPERTY

*17' FOR 45 OR 50 MPH
**BACKSLOPES ARE APPROXIMATELY 2.5:1

80' RIGHT-OF-WAY

2' 5' 8' 14' 11' 11' 14' 8' 5' 2'

12.5' 1.5' 12.5' 1.5'

1.5' CURB OFFSET

5' 2% 2% 2% 2%

+0.43

1' TYP

PGL. & P/R = 0.00

CONCRETE SIDEWALK, 4" THICK (7" AT DRIVEWAYS)

SHA TYPE 'A' CONCRETE CURB & GUTTER (8" THICK GUTTER)

TYP CUT 2:1 MAX (4:1 MAX WITHIN PUE)

TYP FILL 2:1 MAX (4:1 MAX WITHIN PUE)

PROPERTY LINE

7. Overlay Zone

Testimony

Support the recommended zoning, including the Rural Village Center (RVC) Overlay zone to allow septic systems to cross property lines.



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Testimony

Support the recommended zoning, including the Rural Village Center (RVC) Overlay zone to allow septic systems to cross property lines.

Staff Response

The overlay zone may not be necessary. Design issues are reviewed through the Historic Area Work Permit (HAWP) process. DPS staff can address septic concerns through the permitting process.



8. Third Track

Testimony

Discourage the addition of a third track within the Boyds Historic District.



8. Third Track

Testimony

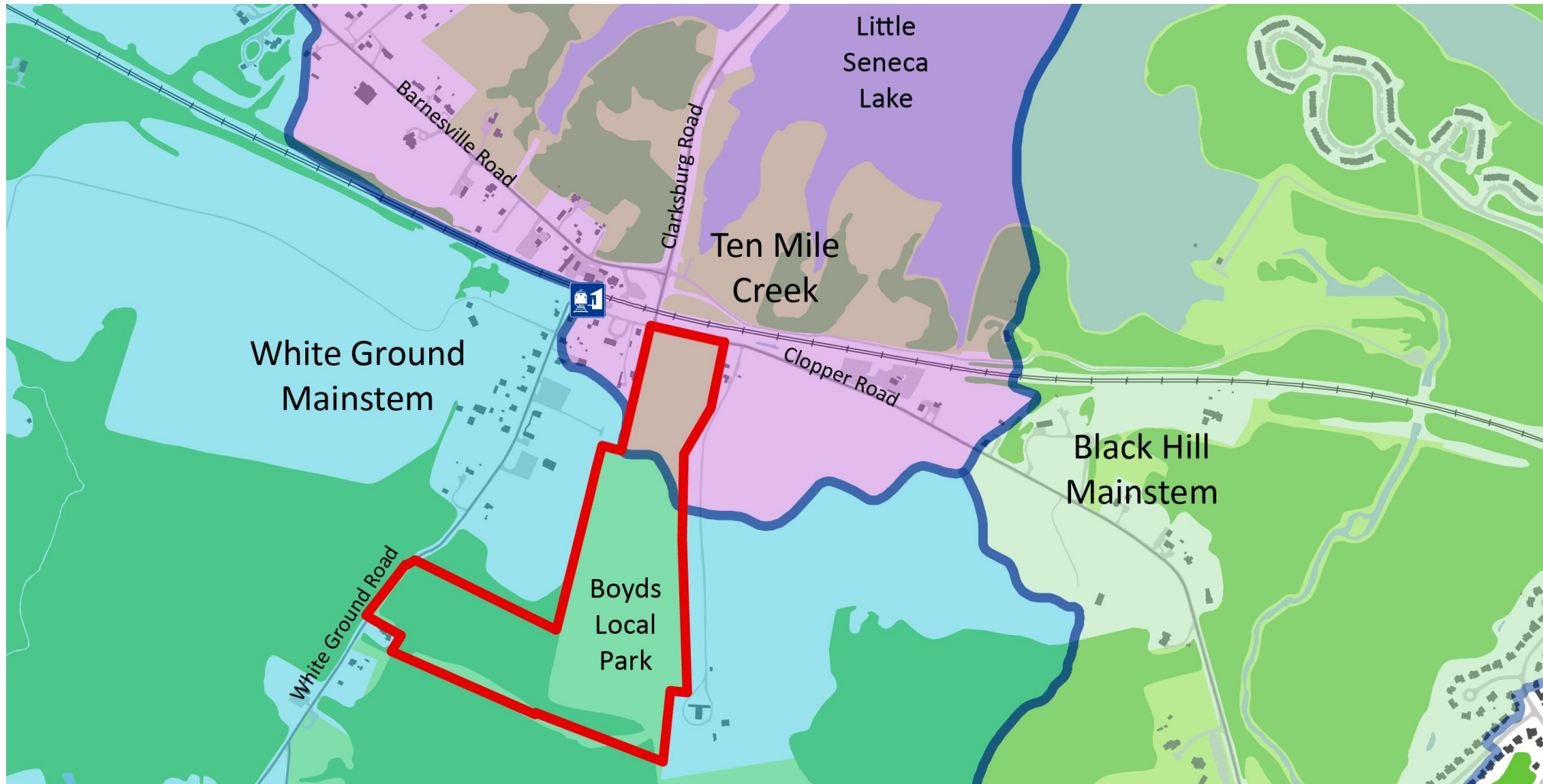
Discourage the addition of a third track within the Boyds Historic District.

Staff Response

The plan recognizes the potential for a third track. If there is a need to run it through Boyds, it should be located on the south side of the tracks.



Errata: Ten Mile Creek Sub-Watershed





Discussion



B. Boyds Local Park

- Location of Boyds Local Park relative to MARC station.



C. Boyds Local Park

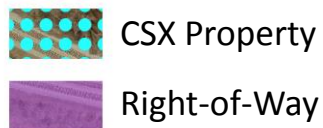
- Outside the 1/10 mile walk radius to the station (blue dashed line).
 - ❑ Preferred criteria established by MCDOT in conjunction with the Boyds Civic Association.
 - ❑ Provide room for 25 or more additional parking spaces.

From March 2017 Anderson Property Site Analysis, prepared by Whitman, Requardt & Associates, LLP. (see Appendix A)



D. Boyds Local Park

- Ownership constraints for access from the park to the station.
 - Clopper Road from the Clarksburg Road underpass to White Ground Road is owned by CSX.
 - A steep grade also makes it difficult to construct an ADA accessible sidewalk from the park to the MARC station.



2. MARC Expansion



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