

APPROVED AND ADOPTED    APRIL 2019



# MARCRAIL

COMMUNITIES SECTOR PLAN

## Abstract

This Sector Plan contains text and supporting maps for a limited amendment to the approved and adopted 1985 Boyds Master Plan, the 1989 Germantown Master Plan and the 2009 Germantown Employment Area Sector Plan. It also amends the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties as amended, the Master Plan of Highways and Transitways within Montgomery County as amended, the 2004 Rustic Roads Functional Master Plan as amended, the 2018 Bicycle Master Plan as amended and the Master Plan for Historic Preservation in Montgomery County, Maryland.

The Plan makes recommendations for land use, zoning, transportation, design, sustainability, community facilities and parks and open spaces.

## Source of Copies

The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

Online: [montgomeryplanning.org/planning/communities/area-3/marc-rail-communities/](http://montgomeryplanning.org/planning/communities/area-3/marc-rail-communities/)

## Notice to Readers

Each area master or sector plan reflects a vision of future development that responds to the unique character of the local community within the context of a countywide perspective. Area master and sector plans are intended to convey land use policy for defined geographic areas and should be interpreted together with relevant countywide functional master plans.

Sector plans generally look ahead about 20 years from the date of adoption. As communities evolve, the specifics of a master plan may become less relevant over time. Generally, sketches or drawings in an

adopted sector plan are for illustrative purposes only; they are intended to convey a general character rather than a specific commitment to a particular detailed design.

Sector plans do not specify all development possibilities for a particular property or area. To understand the full range of development options, the reader should be aware of additional land uses and development potential available through permitted conditional uses; variances; transferable development rights (TDRs); moderately priced dwelling units (MPDUs); rezoning by local map amendments; public projects and mandatory referral processes; and municipal annexations.

## The Maryland-National Capital Park and Planning Commission

The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties; the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles in the two counties.

The Commission is charged with preparing, adopting and amending or extending the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties.

The Commission operates in each county through a Planning Board appointed by and responsible to each county's government. All local plans, recommendations on zoning amendments, administration of subdivision regulations and general administration of parks are responsibilities of the respective Planning Boards.



# MARC Rail Communities Sector Plan

Prepared by the Montgomery County Planning Department  
[MontgomeryPlanning.org](http://MontgomeryPlanning.org)

**Approved and Adopted | April 2019**  
The Maryland-National Park and Planning Commission



**CERTIFICATION OF APPROVAL AND ADOPTION**

**MARC RAIL COMMUNITIES SECTOR PLAN**

This Comprehensive Amendment to portions of the *Approved and Adopted 1985 Boyds Master Plan*, portions of the *Approved and Adopted 1989 Germantown Master Plan* and portions of the *Approved and Adopted 2009 Germantown Employment Area Sector Plan*, as amended; being also an amendment to the *General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery County and Prince George's Counties*, as amended; the *Master Plan for Historic Preservation*, as amended; the *Master Plan of Highways and Transitways within Montgomery County*, as amended; the *Bicycle Master Plan*, as amended; and the *Countywide Transit Corridors Functional Master Plan*, as amended; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No. 19-84 on April 30, 2019, and has been adopted by The Maryland-National Capital Park and Planning Commission by Resolution No. 19-13 on June 19, 2019, after duly advertised public hearings pursuant to the Land Use Article – Division II, of the Annotated Code of Maryland.

**THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION**



Elizabeth M. Hewlett  
Chair



Casey Anderson  
Vice-Chair



Joseph Zimmerman  
Secretary-Treasurer





THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
8787 Georgia Avenue • Silver Spring, Maryland 20910-3760

MCPB NO. 19-056  
M-NCPPC NO. 19-13

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of the Land Use Article of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*; and

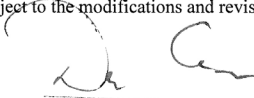
WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to procedures set forth in the Montgomery County Code, Chapter 33A, held a duly advertised public hearing on February 1, 2018 on the Public Hearing Draft for the MARC Rail Communities Sector Plan, being also an amendment to portions of the approved and adopted 1985 *Boyd's Master Plan*; 1989 *Germantown Master Plan*; 2009 *Germantown Employment Area Sector Plan*; *The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties*, as amended; 2004 *Rustic Roads Functional Master Plan*, as amended; 2013 *Countywide Transit Corridors Functional Master Plan*, as amended; 2018 *Master Plan of Highways and Transitways*, as amended; 2018 *Countywide Bikeways Functional Master Plan*, as amended; and the *Master Plan for Historic Preservation in Montgomery County*, as amended.

WHEREAS, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, on December 20, 2018, approved the Planning Board Draft of the MARC Rail Communities Sector Plan, recommended that it be approved by the District Council, and forwarded it to the County Executive for recommendations and analysis; and

WHEREAS, the Montgomery County Council sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing on February 12, 2019, wherein testimony was received concerning the Planning Board Draft of the MARC Rail Communities Sector Plan; and

WHEREAS, the Montgomery County Executive reviewed and made recommendations on the MARC Rail Communities Sector Plan and forwarded those recommendations and analysis to the District Council on February 26, 2019; and

WHEREAS, the District Council, on April 30, 2019 approved the Planning Board Draft Of the MARC Rail Communities Sector Plan subject to the modifications and revisions set forth in Resolution No. 19-84.

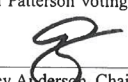
  
Approved for legal sufficiency  
M-NCPPC Office of the General Counsel

NOW, THEREFORE BE IT RESOLVED, that the Montgomery County Planning Board and The Maryland-National Capital Park and Planning Commission do hereby adopt the said MARC Rail Communities Sector Plan, together with the *General Plan for the Physical Development of the Maryland-Washington Regional District within Montgomery and Prince George's Counties*, as amended, and as approved by the District Council in the attached Resolution No. 19-84; and

BE IT FURTHER RESOLVED, that copies of said Amendment must be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

\*\*\*\*\*

This is to certify that the foregoing is a true and correct copy of Resolution No. 19-56 adopted by the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission at its regular meeting held on Thursday, May 30, 2019 in Silver Spring, Maryland on motion of Commissioner Patterson, seconded by Commissioner Cichy, with a vote of 4 to 0, with Chair Anderson and Commissioners Fani-González, Cichy, and Patterson voting in favor of the motion and Vice Chair Dreyfuss absent.

  
Casey Anderson, Chair  
Montgomery County Planning Board

CERTIFICATION

This is to certify that the foregoing is a true and correct copy of Resolution No. 19-13 adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Dreyfuss, seconded by Commissioner Doerner, with Chair Hewlett, Vice-Chair Anderson, Commissioners Bailey, Cichy, Doerner and Dreyfuss voting in favor of the motion, with Commissioners Fani-Gonzalez, Geraldo, Patterson and Washington being absent from the meeting held on Wednesday, June 19, 2019 at the Montgomery Regional Office Auditorium in Silver Spring, Maryland.

  
Anju A. Bennett  
Acting Executive Director





# Table of Contents

<b>I. INTRODUCTION .....</b>	<b>1</b>
A. Plan Purpose.....	1
B. Plan Background.....	2
C. Plan Boundaries.....	4
D. Community Engagement Process .....	6
E. Previous Plans and Supporting Studies .....	7
<b>II. VISION .....</b>	<b>10</b>
A. Assets, Challenges and Opportunities .....	10
B. Boyds Vision and Priorities .....	16
C. Germantown Vision and Priorities .....	18
<b>III. HISTORY OF THE MARC RAIL COMMUNITIES .....</b>	<b>21</b>
A. Metropolitan Branch of the Baltimore and Ohio Railroad .....	21
B. History of Boyds.....	23
C. Boyds Today.....	24
D. History of Germantown .....	26
E. Germantown Today .....	28
<b>IV. PLAN RECOMMENDATIONS.....</b>	<b>31</b>
A. Connect .....	39
B. Renew.....	69
C. Preserve.....	91
D. Sustain .....	95
<b>V. IMPLEMENTATION .....</b>	<b>99</b>
A. Zoning.....	99
B. Special Districts .....	99
C. Bicycle and Pedestrian Priority Areas .....	99
D. Environmental .....	100
E. Historic Preservation .....	100
F. Capital Improvement Projects .....	100

# List of Figures and Tables

## Figures

<b>Figure 1</b> - MARC Plan Locations in Relation to Montgomery County .....	2
<b>Figure 2</b> - Boyds and Germantown MARC Station Areas with Walk Radii .....	3
<b>Figure 3</b> - Aerial of the Boyds Planning Area .....	4
<b>Figure 4</b> - Aerial of the Germantown Planning Area .....	5
<b>Figure 5</b> - Previous Area Master Plans in Relationship to the MARC Rail Communities Sector Plan .....	8
<b>Figure 6</b> - Concept for Boyds .....	17
<b>Figure 7</b> - Concept for Germantown.....	19
<b>Figure 8</b> - 1882 Scharf Map of the Metropolitan Branch of the B&O Railroad through Montgomery County .....	21
<b>Figure 9</b> - 1879 Hopkins Map with MARC Rail Communities Sector Plan Area Boundaries .....	22
<b>Figure 10</b> - Boyds Historic Resources.....	25
<b>Figure 11</b> - Germantown Historic Resources .....	27
<b>Figure 12</b> - Boyds Reference Key .....	32
<b>Figure 13</b> - Germantown Reference Key.....	33
<b>Figure 14</b> - Existing Boyds Land Use .....	34
<b>Figure 15</b> - Proposed Boyds Land Use .....	35
<b>Figure 16</b> - Existing Germantown Land Use.....	36
<b>Figure 17</b> - Proposed Germantown Land Use.....	37
<b>Figure 18</b> - The Expanded Boyds MARC Station on the Anderson Properties, as Viewed from Clarksburg Road ( <b>Illustrative</b> ) .....	38
<b>Figure 19</b> - The Expanded Boyds MARC Station on the Anderson Properties, as Viewed from Barnesville Road ( <b>Illustrative</b> ) .....	40
<b>Figure 20</b> - Boyds Road Classifications .....	44
<b>Figure 21</b> - Boyds Bike Classifications .....	45
<b>Figure 22</b> - Proposed Typical Street Section for Barnesville Road from the MARC Platform to the Post Office .....	46
<b>Figure 23</b> - Proposed Typical Street Section for Barnesville Road from Clarksburg Road to the MARC Platform.....	46
<b>Figure 24</b> - Proposed Typical Street Section for Clopper Road East of Clarksburg Road .....	47
<b>Figure 25</b> - Proposed Typical Street Section for Clarksburg Road.....	47
<b>Figure 26</b> - Replacement Clarksburg Road Railroad Bridge near the Existing Bridge Location ( <b>Illustrative</b> ) .....	49
<b>Figure 27</b> - New MD 117 Roadway Bridge over the Existing Railroad ( <b>Illustrative</b> ) .....	49
<b>Figure 28</b> - Proposed Clopper Road Rustic Road Designation .....	51
<b>Figure 29</b> - Germantown Town Center Urban Road Code Area and Bicycle and Pedestrian Priority Area.....	52
<b>Figure 30</b> - Germantown Road Classifications .....	56
<b>Figure 31</b> - Germantown Bike Classifications .....	57



<b>Figure 32</b> - Existing Middlebrook Road.....	58
<b>Figure 33</b> - Proposed Typical Street Section for Middlebrook Road Mid-Term .....	58
<b>Figure 34</b> - Proposed Typical Street Section for Middlebrook Road Long-Term .....	59
<b>Figure 35</b> - Existing Great Seneca Highway .....	60
<b>Figure 36</b> - Proposed Typical Street Section for Great Seneca Highway (North of the Railroad Tracks) .....	60
<b>Figure 37</b> - Proposed Typical Street Section for Wisteria Drive from Waters Road to Crystal Rock Drive .....	61
<b>Figure 38</b> - Proposed Typical Street Section for Wisteria Drive from Crystal Rock Drive to Great Seneca Highway.....	61
<b>Figure 39</b> - Existing Germantown Road .....	62
<b>Figure 40</b> - Proposed Typical Street Section for Germantown Road (North of the Railroad Tracks) .....	62
<b>Figure 41</b> - Proposed Bowman Mill Drive from Germantown Road to Walter Johnson Road .....	63
<b>Figure 42</b> - Proposed Extension of Bowman Mill Drive and Private Road Connecting Bowman Mill Drive and Walter Johnson Road.....	63
<b>Figure 43</b> - Proposed Typical Street Section for Crystal Rock Drive .....	64
<b>Figure 44</b> - Proposed Typical Street Section for Waters House Avenue .....	64
<b>Figure 45</b> - Proposed Typical Street Section for Waters Road .....	65
<b>Figure 46</b> - Existing Dawson Farm Road .....	65
<b>Figure 47</b> - Proposed Typical Street Section for Walter Johnson Road.....	66
<b>Figure 48</b> - Proposed Typical Street Section for Liberty Mill Road .....	66
<b>Figure 49</b> - Boyds MARC Station Conceptual Plan ( <b>Illustrative</b> ) .....	71
<b>Figure 50</b> - Germantown Conceptual Plan ( <b>Illustrative</b> ).....	73
<b>Figure 51</b> - Perspective from the Intersection of Middlebrook Road and Crystal Rock Drive ( <b>Illustrative</b> ).....	74
<b>Figure 52</b> - Perspective Looking North on Walter Johnson Road ( <b>Illustrative</b> ).....	75
<b>Figure 53</b> - Housing Types ( <b>Illustratives along Top</b> ) .....	76-77
<b>Figure 54</b> - Conceptual Plans of Buildings Placed along Streets and Arranged Around Open Spaces ( <b>Illustratives</b> ) .....	78
<b>Figure 55</b> - Germantown Reference Key with Historic District .....	79
<b>Figure 56</b> - Existing Boyds Zoning .....	86
<b>Figure 57</b> - Proposed Boyds Zoning .....	87
<b>Figure 58</b> - Existing Germantown Zoning .....	88
<b>Figure 59</b> - Proposed Germantown Zoning .....	89
<b>Figure 60</b> - Parks' Best Natural Areas and Land Under Easements.....	95

## Tables

<b>Table 1</b> - Previous Plans and Key Recommendations .....	7
<b>Table 2</b> - Boyds Road and Bike Classifications .....	43
<b>Table 3</b> - Germantown Road and Bike Classifications.....	54-55

# Appendices

**Appendix A** - Boyds MARC Station Concept Study, Anderson Property Site Analysis, Montgomery County Department of Transportation

**Appendix B** - Boyds MD 117 Crossing Study Evaluation

**Appendix C** - Transportation Analysis Summary for the MARC Rail Communities Sector Plan

**Appendix D** - Urban Land Institute Washington Leadership Institute Mini-Technical Assistance Panel

**Appendix E** - Historic Preservation

**Appendix F** - “Strategies for Maintaining Historic Character,” excerpt from Vision of Boyds: A Long-Range Preservation Plan

**Appendix G** - Policy for Parks

**Appendix H** - Pedestrian Road Safety Audit (Middlebrook Road)

**Appendix I** - Germantown MARC Rail Carbon Emissions Analysis







## I. INTRODUCTION

### A. Plan Purpose

The purpose of this plan is to promote a range of safe transportation alternatives, improvements to the existing transportation systems and better connections to the Maryland Area Regional Commuter (MARC) train station areas that respect the residential neighborhoods and historic resources of Boyds and Germantown.

The Plan looks to the future by offering recommendations that support and better utilize existing transit assets, improve transportation connections and traffic safety in both station areas. In addition, the Plan proposes ways to revitalize the built environment around the Boyds and Germantown stations in a manner that appropriately complements surrounding residential neighborhoods and historic resources.

At the same time, the MARC Rail Communities Plan is a preservation strategy that aims to protect and enhance valued historic rural character and resources in both Boyds and Germantown.

The Plan recommends actions related to four broadly defined planning principles, which provide the organizing framework for this document:

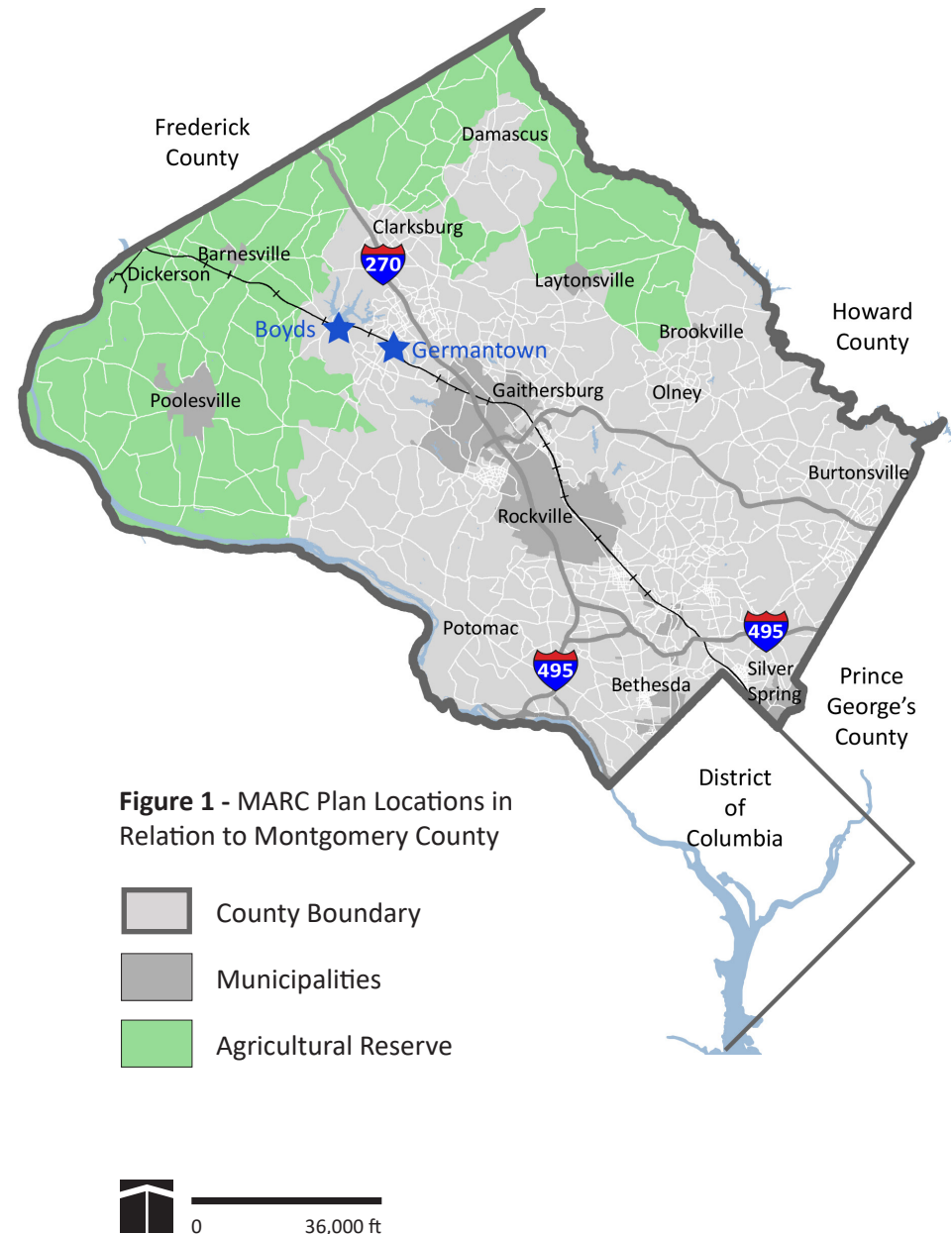
- **CONNECT:** Encourage multi-modal transportation.
- **RENEW:** Reinforce land uses and strengthen urban design and the public realm.
- **PRESERVE:** Support historic preservation and adaptive reuse.
- **SUSTAIN:** Ensure environmental sustainability and sufficient infrastructure capacity.

## B. Plan Background

Boyd's and Germantown are historic rail communities that grew with the arrival of the Metropolitan Branch of the Baltimore and Ohio (B&O) Railroad. Although each community is distinguished by its different size and character, the two communities are connected as commuter rail stops along the Maryland Area Regional Commuter (MARC) Brunswick Line. They are linked by their rich history, historic resources, road network, surrounding natural systems and notable geology.

Boyd's and Germantown are located in the upper portion of Montgomery County, an area that has experienced significant population growth over the past 50 years. With this growth, anticipated to continue in coming decades, ongoing improvements to the transportation system will be necessary. These upgrades will require balanced mobility solutions that ease the impact on area roadways by providing alternative transportation choices at the Boyd's and Germantown stations.

The Boyd's station—with limited train service, insufficient parking and no public transportation connections—faces the challenge of maintaining the viability of MARC service, while addressing traffic pressures in the vicinity of the station. The Germantown station, which supports the highest ridership along the Brunswick Line, is also unable to meet the commuter demand for accessing MARC service at the station. Due to the auto-oriented development patterns in both station areas—including a lack of safe and convenient pedestrian and bicycle connections—commuters rely heavily on the automobile for access to both stations.



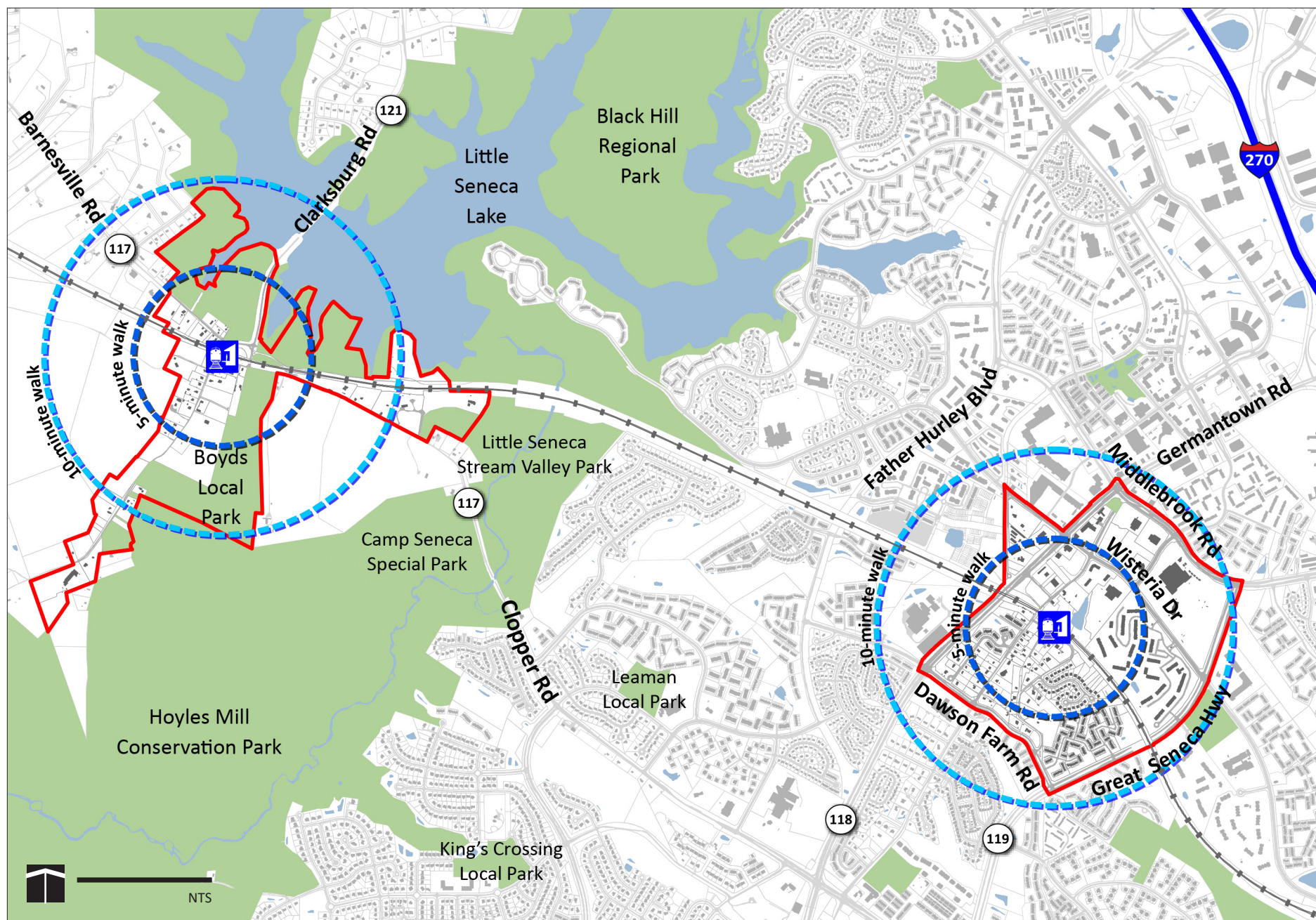


Figure 2 - Boyds and Germantown MARC Station Areas with Walk Radii



### C. Plan Boundaries

The MARC Rail Communities Plan encompasses two distinct planning areas in the upper portion of Montgomery County, Boyds and Germantown. Located less than 2.5 miles apart, the two communities are connected by the CSX-owned railroad corridor, along which the MARC Brunswick Line provides commuter rail service.

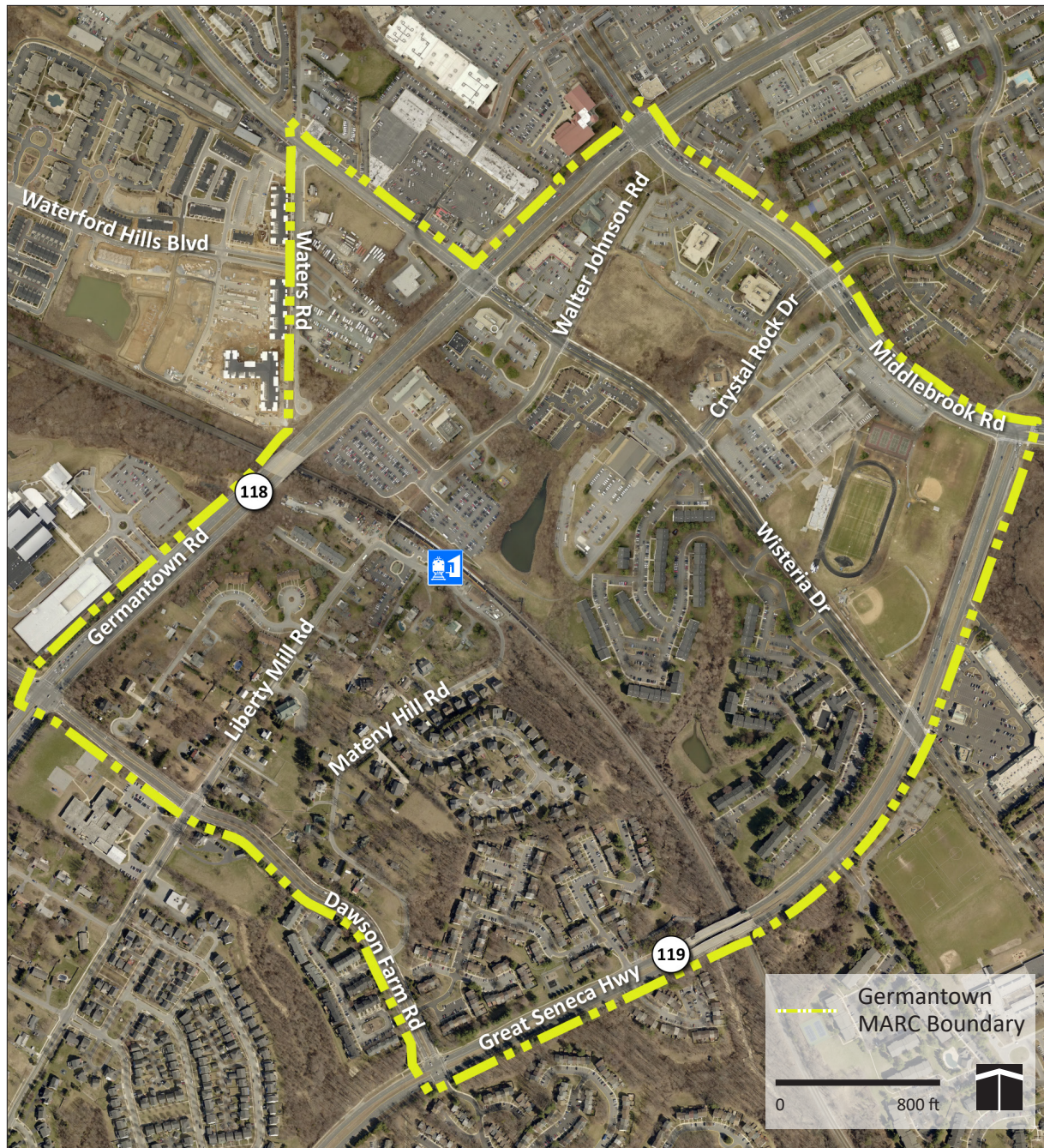
#### Boyds

The Boyds plan area includes approximately 252 acres surrounding the Boyds MARC Station. The area comprises private and public lands adjoining Little Seneca Lake; residential and commercial properties along Barnesville Road near its junction with Clarksburg Road; industrial properties on the south side of the railroad tracks north of Clopper Road; the undeveloped Boyds Local Park and portions of Hoyles Mill Conservation Park; and residential and institutional properties along White Ground Road and portions of Clopper Road. The area contains exceptional rustic roads, an historic district and an historic site, all designated as such by Montgomery County.



**Figure 3** - Aerial of the Boyds Planning Area





### Germantown

The Germantown plan area encompasses approximately 290 acres north and south of the CSX railroad tracks and Germantown MARC Station, in an area generally bounded by Middlebrook Road to the northeast, Great Seneca Highway to the southeast, Dawson Farm Road to the southwest and Germantown and Waters Roads to the northwest. On the north side of the railroad tracks, commercial and institutional uses predominate, while south of the railroad tracks, uses are mainly residential. The area contains an historic district and five historic sites, all designated on the Master Plan for Historic Preservation in Montgomery County, Maryland.

**Figure 4 - Aerial of the Germantown Planning Area**



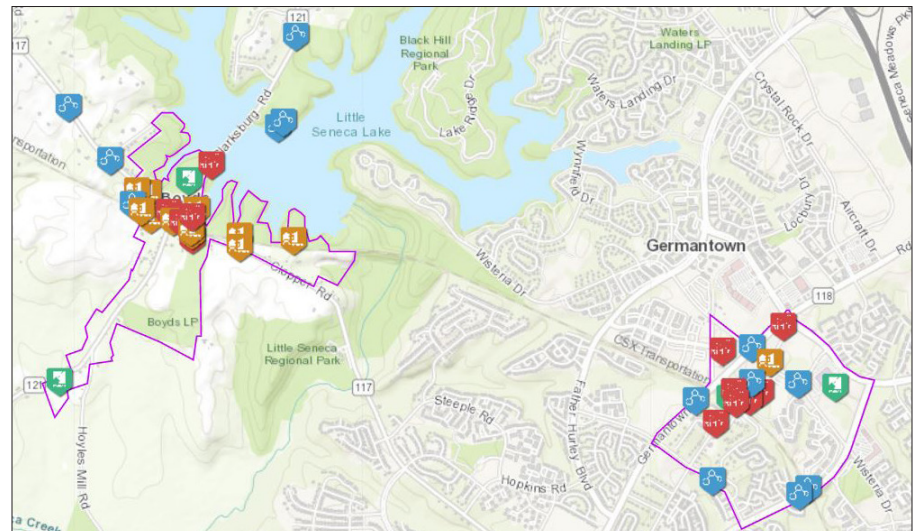
## D. Community Engagement Process

The Plan's recommendations emerged through a robust and iterative community engagement process that involved key stakeholders in both the Boyds and Germantown communities. This outreach was conducted in a variety of ways in order to reach a broad cross-section of both communities. Outreach methods included:

- Presentations to community groups, including the Boyds Civic Association, Germantown Alliance and the Upcounty Citizens Advisory Committee.
- Community surveys and questionnaires.
- Digital outreach and regular plan updates through the Plan's website ([montgomeryplanning.org/marcrailplan](http://montgomeryplanning.org/marcrailplan)).
- Place-based feedback through an online interactive feedback map.
- Informational posters placed at prominent and well-traveled locations.
- Community meetings and design workshops, including:
  - A community kick-off meeting on November 4, 2015 held at the Sidney Kramer Upcounty Regional Services Center in Germantown.
  - A four-day community design workshop held at the Sidney Kramer Upcounty Regional Services Center on March 7, 2016 and March 14-16, 2016, featuring both day and evening activities to allow for the broadest possible public participation.
  - A community meeting held on November 30, 2016 at the Sidney Kramer Upcounty Regional Services Center.
  - The Planning Board's Public Hearing held in Germantown at the BlackRock Center for the Arts on February 1, 2018.



Agency presentation at the design workshop held in March 2016 at the Sidney Kramer Upcounty Regional Services Center



Web-based interactive feedback map

## E. Previous Plans and Supporting Studies

### *Relationship to Previous Functional and Area Master Plans*

The MARC Rail Communities Plan focuses on two smaller geographic areas within the larger Boyds and Germantown planning areas that were the focus of earlier master and sector plans. The new plan examines land uses, zoning and urban design at the two MARC stations, as well as multi-modal transportation connections to the stations in greater detail than the previous plans. The key recommendations of the relevant functional and area master plans are summarized in Table 1 (right).

### *2014 Zoning Ordinance*

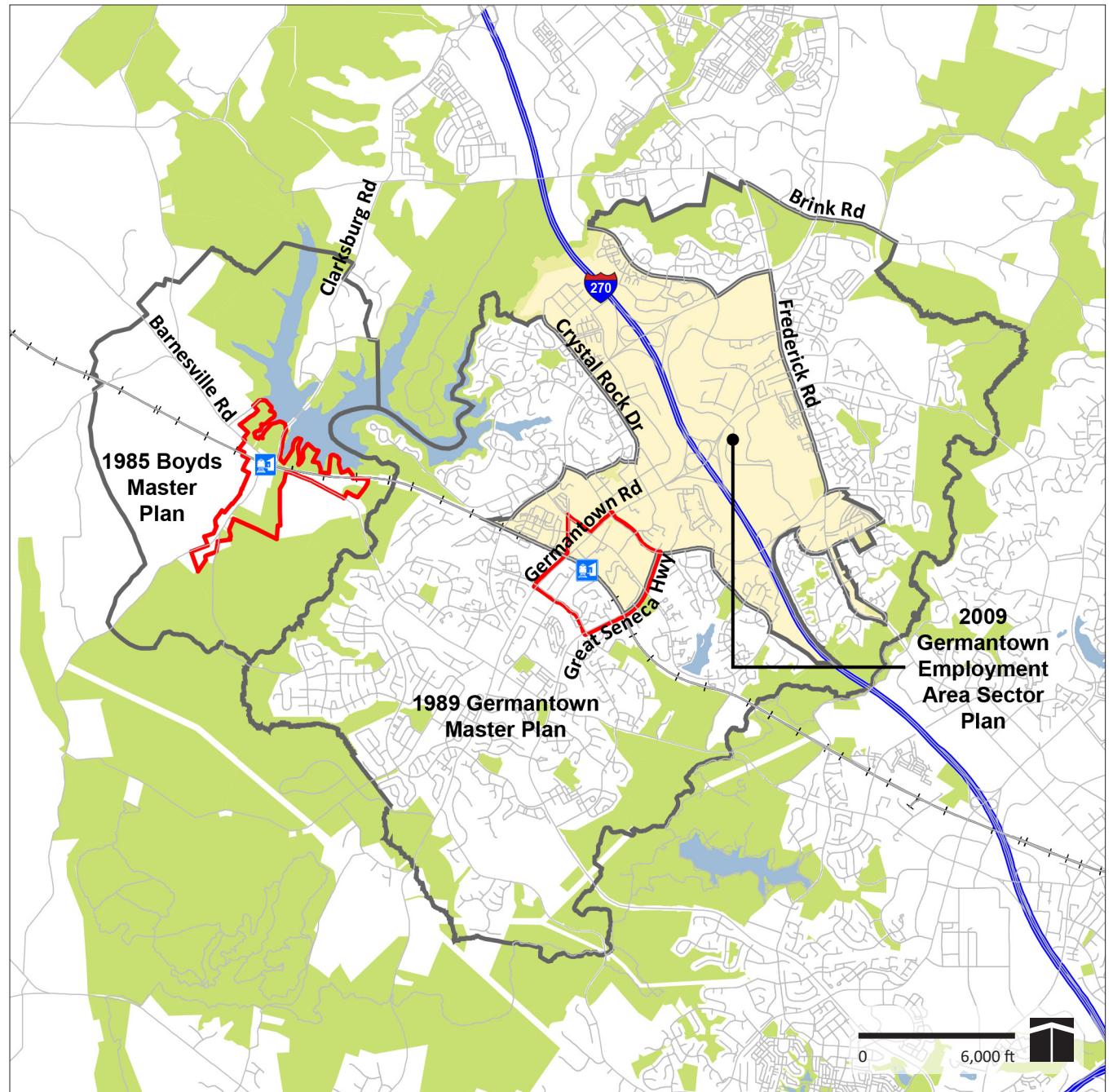
Montgomery County's zoning code and zoning map were updated to modernize zoning regulations and create new tools to help achieve goals in community plans. The new zoning code and zoning map became effective on October 30, 2014. This Plan seeks to tailor the application of the new zoning ordinance to the sector plan areas and respect the intentions of the previous master plans.

**Table 1 - Previous Plans and Key Recommendations**

Previous Plans	Key Recommendations
1979 Master Plan for Historic Preservation	<ul style="list-style-type: none"> <li>Designate Winderbourne (Totten House) in Boyds as an historic site.</li> </ul>
1985 Amendment to the Master Plan for Historic Preservation	<ul style="list-style-type: none"> <li>Designate the Madeline V. Waters House in Germantown as an historic site.</li> </ul>
1985 Boyds Master Plan	<ul style="list-style-type: none"> <li>Balance regional development pressures while retaining the integrity of the Boyds community.</li> <li>Establish the Boyds Historic District.</li> <li>Develop the Boyds Local Park.</li> <li>Realign Barnesville, Clopper and White Ground Roads.</li> <li>Rehabilitate the commuter rail station area.</li> </ul>
1989 Germantown Master Plan	<ul style="list-style-type: none"> <li>Envision the Town Center District as the downtown area of Germantown with a mix of uses.</li> <li>Designate the Germantown Historic District, Pumphrey/Mateny House, Upton Bowman House and Wallich Heimer House (as well as other resources) in the Master Plan for Historic Preservation.</li> <li>Expand and improve the Germantown commuter rail station.</li> <li>Provide a pedestrian promenade along "Old" MD 118 (now Walter Johnson and Liberty Mill Roads).</li> </ul>
1996 Rustic Roads Functional Master Plan	<ul style="list-style-type: none"> <li>Classify White Ground Road as a rustic road.</li> <li>Classify Hoyles Mill Road as an exceptional rustic road.</li> </ul>
2004 Rustic Roads Functional Master Plan Amendment	<ul style="list-style-type: none"> <li>Reclassify White Ground Road as an exceptional rustic road.</li> </ul>
2009 Germantown Employment Area Sector Plan	<ul style="list-style-type: none"> <li>Transform Germantown's central employment corridor into a vibrant town center and mixed-use, uptown district.</li> <li>Build on the existing cultural, historic and civic facilities in Germantown.</li> <li>Incorporate structured parking, retail and enhancements to public spaces at the Germantown MARC Station.</li> <li>Provide a more varied mix of housing types to increase the number of commuters traveling to the MARC station on foot.</li> </ul>
2018 Bicycle Master Plan	<ul style="list-style-type: none"> <li>Confirm bike facility recommendations on Germantown Road, Middlebrook Road and Great Seneca Highway.</li> </ul>



**Figure 5 - Previous Area Master Plans  
in Relationship to the MARC Rail  
Communities Sector Plan**





### *Supporting Studies*

The MARC Rail Communities Plan incorporates and builds on the findings of several studies conducted by county and state agencies and engineering consultants during the planning process. Four studies evaluated transportation options and have a bearing on this Plan's recommendations.

- **Boyds MARC Station Ride On Bus Service and Parking:** In Boyds, the Montgomery County Department of Transportation (MCDOT) evaluated options for Ride On bus service from Clarksburg and expanded commuter parking at the Boyds MARC Station. A site on the north side of the existing platform can accommodate both Ride On and parking facilities. Funding for the property acquisition has been approved (see Appendix A for MCDOT's Concept Plan).
- **Boyds Traffic Operations:** In Boyds, the Maryland State Highway Administration (SHA) installed traffic signals to alleviate traffic backups on Clarksburg and Barnesville Roads during the morning rush hour. The signals became operational in October 2018 (assessments of the operations are ongoing).
- **Middlebrook Road Pedestrian Road Safety Audit:** In Germantown, MCDOT conducted the Pedestrian Road Safety Audit for Middlebrook Road. A section of the audit area extends within the Plan boundary. The safety audit examined areas with a high incidence of collisions involving pedestrians and bicyclists. Funding to evaluate safety improvements was placed in the County's 2019-24 Capital Improvements Program.
- **The Maryland Transit Administration's MARC Cornerstone Plan:** This Plan provides near- and long-term guidance for improvements to the MARC system. The plan release is anticipated in late 2019.

## II. VISION

### A. Assets, Challenges and Opportunities

#### 1. *Ensuring Continued Viability and Future Demands of MARC Service*

*MTA leases space from CSX on the Brunswick Line for limited commuter train service.*

CSX's freight movement is this line's priority, followed by Amtrak service. MARC service is the lowest priority on the line. The current lease agreement permits nine trains each morning southbound, and nine trains in the evening northbound, with one midday northbound train on Fridays only.

The Boyds MARC Station has low ridership and receives limited train service. Only four morning trains stop at the Boyds station and, in 2005, the Maryland Transit Administration (MTA) recommended closing the station due to low ridership. However, the community lobbied to ensure that the station remained open and MCDOT is studying options to provide Ride On service and additional MARC parking at the station.

The Germantown MARC Station has high ridership and is the most used station on the Brunswick Line. All nine morning and evening trains stop at Germantown. Nearly a thousand daily riders board the train at this station.

*MARC ridership, while expected to increase, is limited by physical and operational constraints.*

Current commuter parking constraints at both stations, combined with commuters' reliance on the automobile for accessing each station, impose limits on additional MARC ridership. At the Boyds station, only 16 parking spaces are currently available for MARC riders, thereby contributing to both low ridership and limited train service at this station. At the Germantown station, the station's parking lots have a utilization rate of 99 percent and are usually



Boyds MARC Station parking lot with an historic house in the background



Germantown MARC Station parking lot





Pedestrian underpass connects both sides of the tracks at Boyds MARC Station



Sidewalks along Middlebrook Road in Germantown

at capacity by 7:30 each morning. The operational constraints from CSX freight traffic, limited passenger seats and daytime train storage capacity constraints at Union Station in Washington, DC further limit the number of passengers, coaches and trains.

## 2. *Improving Walking and Bicycling*

*Both station areas are auto-dominated and driving-dependent.*

In Boyds, riders cannot easily bike or walk to the station due to the lack of sidewalks and pathways along the community's narrow roads. In Germantown, a large majority of riders reach the station via automobile, including those who live less than two miles away (55 percent).

*The railroad tracks and limited street connections divide and fragment the station areas.*

The railroad tracks connecting Boyds and Germantown to the region are a physical barrier to the station areas. They fragment the surrounding communities by contributing to a disconnected street network that limits access to and through the station areas. At the Boyds station, a railroad bridge over Clarksburg Road and a pedestrian underpass, both built in 1927, provide the only connections across the tracks; neither meets modern design standards for pedestrian, bicycle and vehicular mobility. In Germantown, limited crossings of the tracks make walking and bicycling routes long and inefficient.

*Pedestrian and bicycle safety is a real concern.*

There is a history of collisions involving pedestrians and bicycles in both station areas. The lack of suitable connections across the tracks encourages informal crossings of the tracks on foot in Boyds. In Germantown, between 2011 and 2015 along Middlebrook Road between Father Hurley Boulevard and Waring Station Road, there were 11 pedestrian- and six bicycle-related collisions, along with 302 vehicular crashes. In 2017, a fatal pedestrian collision occurred at the intersection of Middlebrook Road and Great Seneca Highway.



### 3. Improving Traffic Flow

*Vehicular travel is constrained by traffic backups and out-of-date infrastructure.*

Significant vehicular backups regularly occur along both Barnesville and Clarksburg Roads north of the railroad tracks in Boyds. The existing underpass beneath the tracks is undersized for modern design standards. In some cases, residents report it takes up to 15 minutes to drive through the intersection. The Maryland State Highway Administration (SHA) has installed traffic signals to help alleviate traffic backups at the intersection during morning rush hour.

### 4. Protect and Leverage the Area's History

*Boyds is an intact historic rural village with limited development potential.*

The Boyds community is a living representation of the post-Civil War period of development and growth generated by the arrival of the railroad in the area and the growth of free black communities throughout Montgomery County. Boyds' original Victorian-era



Existing underpass beneath railroad tracks in Boyds



Commercial area along Barnesville Road



Historic house along White Ground Road



architecture, landscape and rural village character, along with the rail stop, remain intact today. Boyds has retained its historic integrity by being surrounded by parkland, forest and farmland, and through the limitations imposed by the community's well and septic systems.

*Germantown is an historic railroad community that has experienced significant growth and has two distinct areas divided by the railroad tracks.*

Germantown has lost much of the farmland surrounding the station area and some historic buildings to suburban development and expansion of the roadway network. However, the Germantown Historic District, located south of the railroad tracks and on individual sites north of the railroad tracks, conveys the character of the original railroad village. The district, and other 19th and early 20th century buildings, provide a foundation for restoring the community's historic scale and character.



Historic Germantown Bank, now home of the Germantown Historical Society



Historic Pumphrey Mateny House



Part of the Germantown Historic District along Mateny Hill Road



*Adding a third track on this rail line may impact the historic districts in the two communities.*

CSX, which owns the rail lines, has long-term plans to install a third track along the north side of the existing railroad tracks that may impact the foundations of historic buildings in the Boyds Historic District and the steep slopes adjacent to the Germantown station.

**5. *Activate and Revitalize the Station Areas, while Reinforcing Historic Character***

*New gathering and recreation spaces are needed to support MARC service and community character.*

The historic and rural character of Boyds remains remarkably intact. However, properties around the Boyds station, including some historic structures, are currently underutilized. In Germantown, expansive surface parking lots and isolated businesses surround the station and the historic district. Revitalizing both station areas with community-supporting uses and gathering spaces will activate the areas during non-MARC hours.

**6. *Protect and Celebrate the Area's Natural Character***

*Portions of Boyds and Germantown are shaped by unusual geology and rich natural assets.*

A large portion of Boyds and some of Germantown have large bedrock deposits close to the surface. This unusual geologic formation profoundly influences the soil, hydrology and vegetation in each area. In Boyds, approximately 40 percent of the community is comprised of forested land and includes streams, a large man-made lake and wetlands and two of Montgomery Park's designated Best Natural Areas.



Historic Hoyle's Mill (right building)



Properties adjacent to the Boyds MARC Station





Little Seneca Lake and existing rural conditions in Boyds



Expansive surface parking lots near the Germantown MARC Station

## B. Boyds Vision and Priorities

### *Vision*

The Boyds plan area remains a gateway to Montgomery County's Agricultural Reserve, maintaining its quiet village character and historic feeling while providing a transition between the rural western part and more developed areas of the County. The Boyds village center and station area have been re-animated through the restoration and adaptive reuse of the historic Hoyle's Mill. The renovated Hoyle's Mill establishes a new focal point for the village's commercial center and a community gathering space.

Additional parking to support increased MARC service is provided in small, well landscaped surface lots within safe and easy walking distance of the station. The station area is further enhanced by new and improved transportation connections to enable residents, commuters and visitors to access the station on foot and by bike, as well as via private automobile and public transportation. The Boyds Local Park is a gathering place and a gateway to the Boyds Historic District, offering a combination of active and resource-based recreation.

The historic character of Boyds is protected through designation of a portion of Clopper Road as rustic through the County's Rustic Roads Program. In the future, the Edward U. Taylor School, now known at the Taylor Science Materials Center, will be evaluated for designation as an historic site in the Master Plan for Historic Preservation in Montgomery County.

### *Priorities*

- Create a commuter and community-serving facility at the historic Hoyle's Mill site, integrating the mill as part of the facility.
- Provide Ride On service from Clarksburg to the Boyds MARC Station.
- Improve pedestrian and bicycle mobility near the Boyds MARC Station and throughout the community by adding new and improved pedestrian and bicycle facilities.
- Build a modern railroad bridge over Clarksburg Road as close as possible to the existing bridge to the station when it becomes necessary to replace the existing railroad bridge. Rebuild Clarksburg Road under the railroad bridge with pedestrian and bicycle facilities.
- Preserve the rural and historic character of the Boyds community by protecting historic structures, maintaining the character of rustic roads and ensuring context-sensitive development and transportation improvements.



**Figure 6 - Concept for Boyds**

- Historic District**
  - Protect the Boyds Historic District and sites.
  - Protect the character of the rustic roads.
  - Adaptively reuse commercial structures in the historic district.
- Historic Site**
  - Rehabilitate Winderbourne to the extent feasible.
- Open Space**
  - Preserve Montgomery Park's Best Natural Areas.
  - Develop a park on the undeveloped Boyds Local Park that serves as a community gathering space and a 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 Hoyle's Mill Natural Surface Trail.
- Potential Additional MARC Parking Locations**
- Potential MARC Station Relocation**
- Boyd's MARC Boundary**
- MARC Station**

## C. Germantown Vision and Priorities

### *Vision*

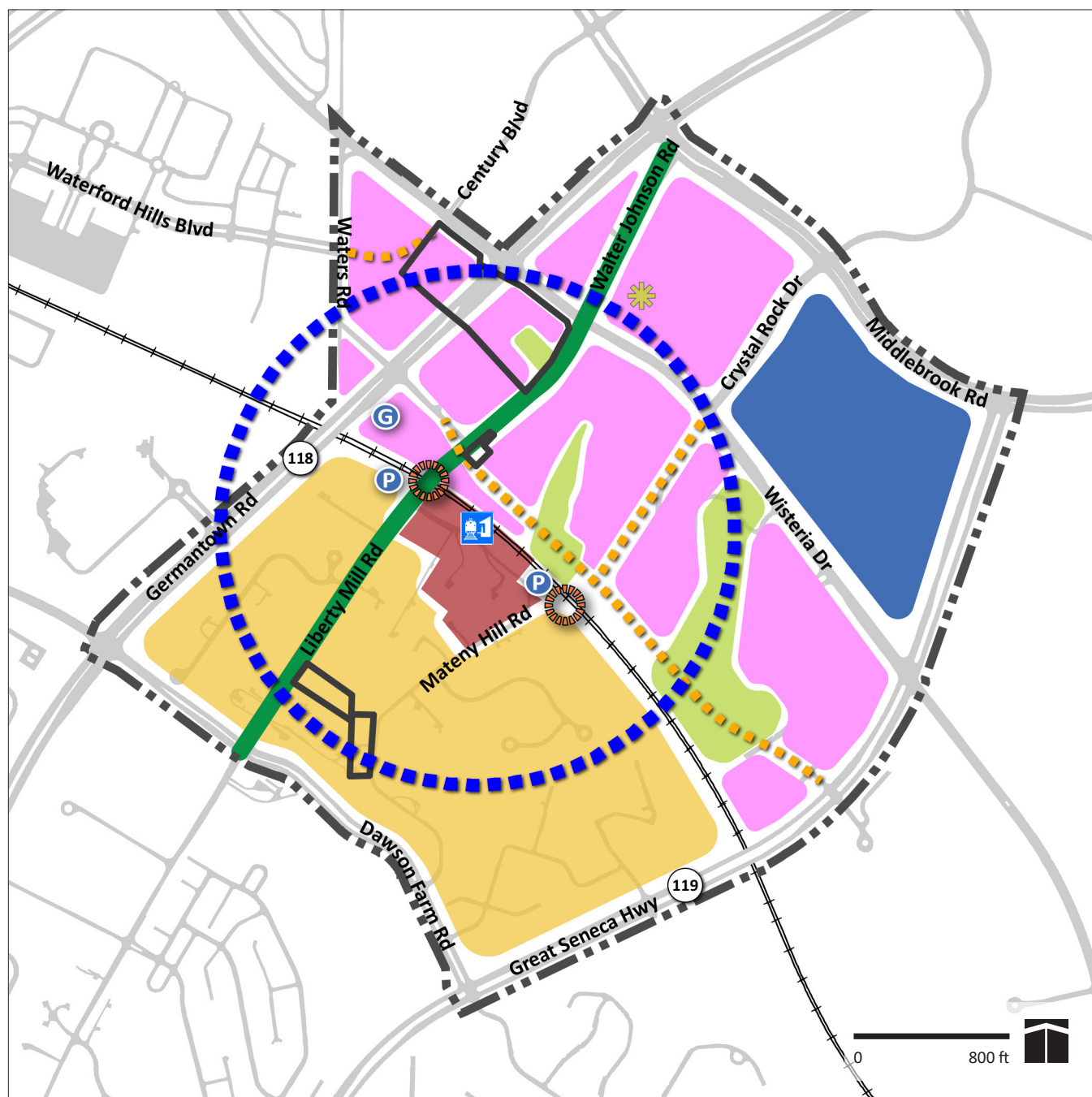
The Germantown plan area is envisioned as a compact, connected and walkable neighborhood with a mix of land uses. These uses include community- and commuter-serving retail, a range of housing options and parking structures for MARC commuters near the station. The historic integrity of the station area is maintained through the preservation and adaptive reuse of historic structures, while the design and placement of new buildings are sensitive to the historic scale and character. A variety of public spaces and dedicated open spaces accommodates community gatherings and enhance existing public events, such as the flea market that draws visitors to the area.

Walter Johnson/Liberty Mill Road, the historic alignment of MD 118, Germantown Road, is revitalized as a neighborhood main street, while an enhanced street network improves access to the station and provides a safer and more comfortable environment for walking and bicycling. The interconnected street grid and redesigned streets near a newly rebuilt Seneca Valley High School support increased walking, biking and student safety.
















### *Priorities*

- Expand commuter parking at the MARC station, while enhancing existing Ride On bus service to the station. Confirm the 2009 Germantown Plan recommendation for structured parking adjacent to Germantown Road.
- Implement a road diet along Middlebrook Road to establish a tree-lined boulevard and improve pedestrian and bicycle mobility and safety. A road diet reduces the number of vehicular travel lanes to provide room for other modes of transportation, lower vehicle speeds, reduced crash rates and improved pedestrian and bicycle safety. The right-of-way is retained to provide an alternative alignment for the future Corridor Cities Transitway (bus rapid transit), if needed.
- Preserve existing historic structures and ensure context-sensitive development and transportation improvements to reinforce the historic character of the area.
- Establish a fine-grained, walkable, interconnected street grid.





**Figure 7 - Concept for Germantown**

- 

 Historic District (red) and Sites (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 tracks.
  - 
 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
  - Improve connectivity for all roadway users.
  - 

 Potential Additional MARC Parking or Garage 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





Aerial View of the CSX Railroad Bridge in the Foreground and Little Seneca Lake in the Background.



### III. HISTORY OF THE MARC RAIL COMMUNITIES

#### A. Metropolitan Branch of the Baltimore and Ohio Railroad

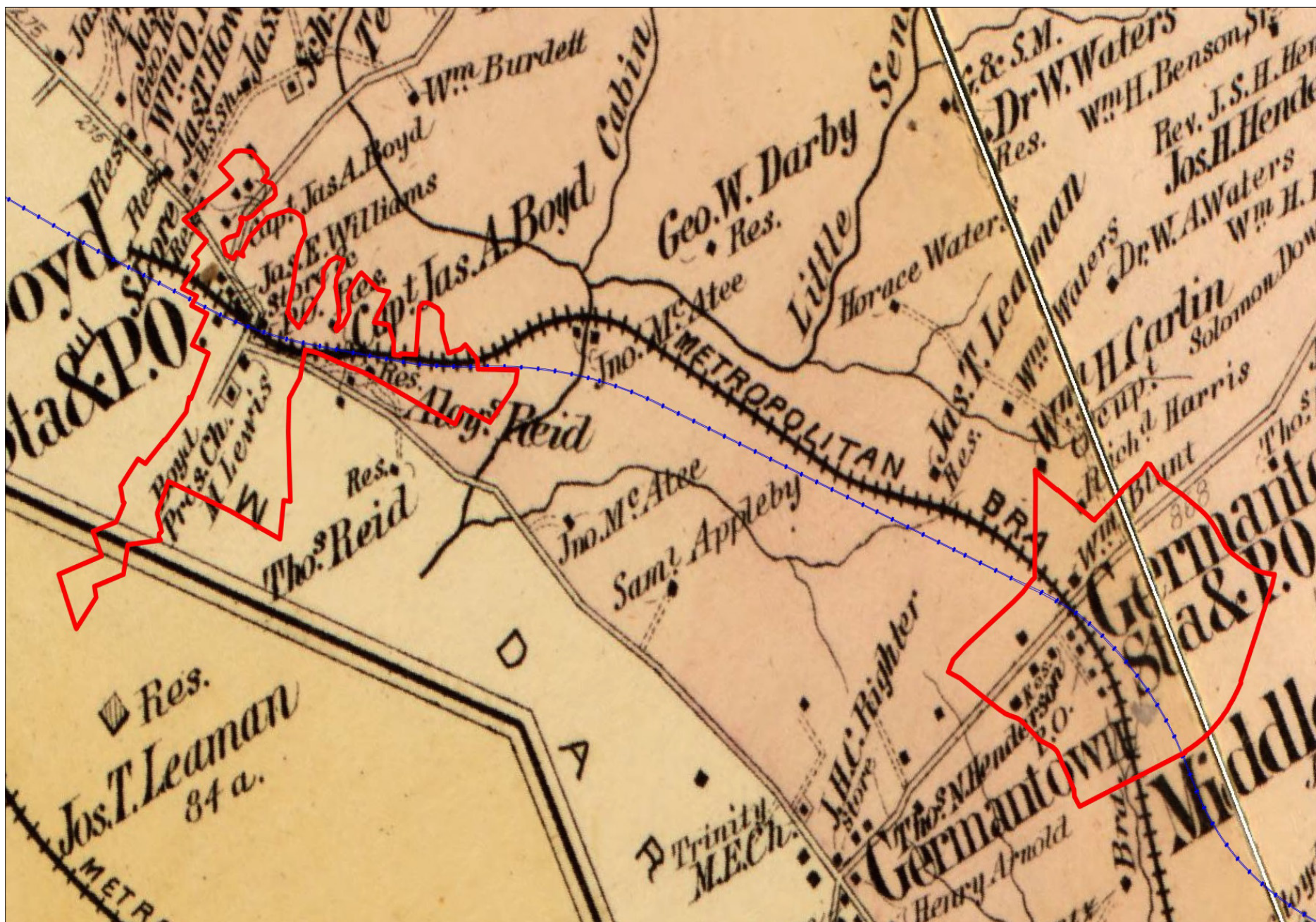
In 1853, the Maryland General Assembly granted a charter to the Metropolitan Railroad Company to run a railroad line through Montgomery County that would connect Georgetown in Washington DC to western portions of the County. When the Metropolitan Railroad Company's franchise expired in 1865 with the railroad unbuilt, the Baltimore and Ohio (B&O) Railroad Company stepped in. The B&O engineers changed the route slightly to run from 6th and B Streets NW in Washington, DC through Silver Spring to meet the B&O main line at Point of Rocks, Maryland, in Frederick County.

The opening of the Metropolitan Branch in 1873 greatly changed Montgomery County. Cutting through the County from southeast to northwest, the railroad brought easier access to Washington, DC and spurred the development of residential suburbs, summer resorts and new centers for trade and manufacturing. Farmers benefited from the importation of new fertilizers, the rail-side location of new steam-powered mills and easier shipment of goods to markets. Boyds and Germantown are examples of rural villages that grew and flourished at stops along the railway.



**Figure 8** - 1882 Scharf Map of the Metropolitan Branch of the B&O Railroad through Montgomery County





**Figure 9 - 1879 Hopkins Map with MARC Rail Communities Sector Plan Area Boundaries**

## B. History of Boyds

*Boyds is a rural village that comprises two historic communities:* White Grounds, a post-Civil War freedman's community for blacks and, to the north, Boyds Station for whites, dating from the last quarter of the 19th century. The two communities maintained separate schools, churches and residential areas. A common water source, Gum Spring, and the railroad gave the two communities shared ties. Much of the architecture and agrarian landscape of Boyds remains intact today and the Boyds rail stop is still in use as a MARC station.

### 1. Early Inhabitants and Tobacco Plantations

The land that became Boyds was traversed by Seneca and Piscataway peoples in the centuries prior to European exploration and settlement in the latter half of the 18th century. An early land grant in the area was Resurvey of Gum Spring, dating from 1753. By the late 1700s, tobacco plantations had supplanted forests, with labor provided by enslaved people.

### 2. White Grounds

After the Civil War, former slaves from the Bucklodge Plantation bought land adjacent to the plantation and established a small enclave known as White Grounds due to the color of the soil in the area. White Grounds included houses, a church, a school and a lodge. Several of these buildings still stand, including the Boyds Negro School and St. Marks United Methodist Church.

A late addition to the White Grounds community was the Edward U. Taylor Elementary School, a one-story modern brick building constructed in 1951-52, with final additions completed in 1968. The school is significant as one of the few modern schools constructed in Montgomery County for black students during the era of segregation.

The school was named for Edward Ulysses Taylor, Montgomery County's Supervisor of Negro Education from 1923 to 1951, who established the County's first high school for black students. Integrated by the enrollment of white students in 1961, the Edward

U. Taylor School is now known as the Taylor Science Materials Center and provides science instructional materials to Montgomery County public schools. The school is proposed to be evaluated for designation as an historic site in the Master Plan for Historic Preservation.

### 3. Boyds Station

Boyds Station was established when James Alexander Boyd, a Scottish stonemason and engineer who built sections of the Metropolitan Branch of the Baltimore and Ohio Railroad, purchased land flanking the railroad in 1873. Boyd built homes for railway workers and established for himself a large residence and a dairy farm known as Bonnie Brae, which was lost to the creation of Little Seneca Lake in the 1980s.

By 1879, prosperous Boyds Station, population 100, had a post office, stores, mills, schools and a church. A handsome brick station terminal designed by Baltimore architect Ephraim Francis Baldwin was built around 1886-1887 on the south side of the tracks, replacing an earlier station house. When more room was needed for double tracking, the brick station house on the south side of the tracks was replaced around 1927 with a smaller building next to the tracks. This structure reportedly was open until the late 1950s and demolished around 1968.

A pedestrian underpass system, a portion of which is still in use, was created in conjunction with double tracking around 1928, when White Ground Road was discontinued across the tracks. Concurrent construction of the railroad bridge re-established the roadway connection from Clopper Road to Barnesville Road.

Summer visitors, liking the climate and convenience of Boyds Station, arrived by rail and patronized area boarding homes and resorts. By the late 19th century, substantial year-long residences were erected, including the Boyd-Maughlin House and Winderbourne.



#### 4. **Historic Resources**

There are several historic resources within the Boyds area of the MARC Rail Communities Plan that were designated in the Montgomery County Master Plan for Historic Preservation, including the Boyds Historic District and Winderbourne.

Additionally, the Boyds-White Grounds Historic District (slightly larger than the Boyds Historic District) and Metropolitan Branch of the B&O Railroad in Montgomery County were found eligible for listing on the National Register of Historic Places (see Appendix E for descriptions).

#### 5. **Rustic Roads**

Roads within the Boyds portion of the Plan area that have notable historic character include White Ground Road and Hoyles Mill Road. They are designated as exceptional rustic roads in the Rustic Road Functional Master Plan. In addition, a portion of Clopper Road is proposed within this plan for designation as a rustic road. (See the Connect section for descriptions.)

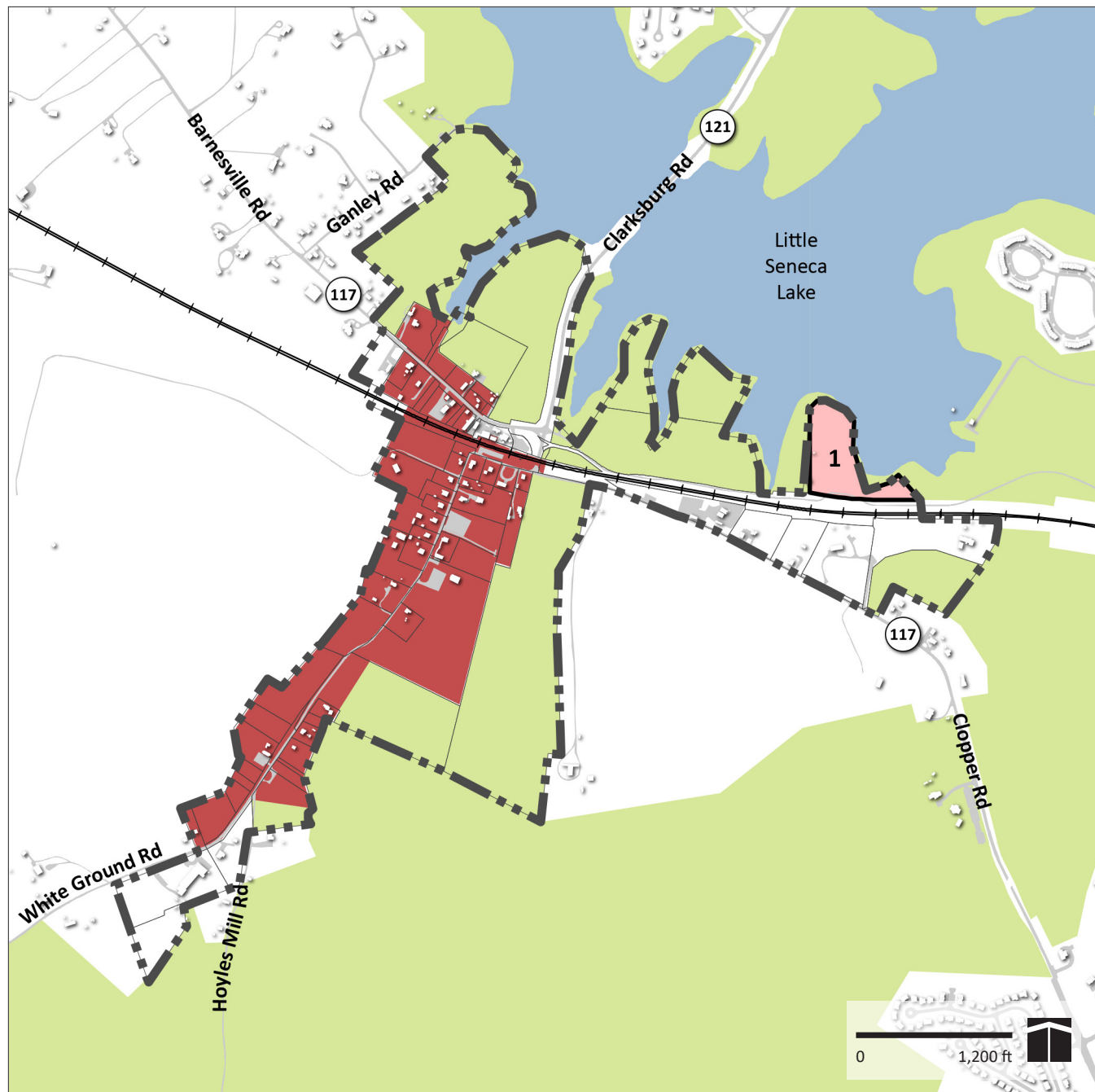
### C. **Boyds Today**

Today, Boyds is a small, rural, unincorporated town with a population of approximately 2,000 people. Situated near the intersection of Barnesville, Clarksburg and Clopper Roads, the heart of Boyds remains centered around the railroad tracks and includes a small commercial area west of the intersection. Much of the community falls within the Boyds Historic District, which encompasses the area on both sides of White Ground Road and north and south of the railroad tracks.

Outside the center of Boyds, single-family homes on large lots, along with Boyds Local Park on the eastern edge of the community, serve as a gateway to the eastern edge of the County's Agricultural Reserve, which is preserved as farmland. The community is nearly surrounded by publicly owned and privately protected forest and farmland, and retains its rural village character.



**Hoyle's Mill:** This two-story frame grist mill with pressed tin siding was built around 1915 along the north side of the railroad in the Boyds commercial area. It is one of the few surviving steam-powered grist mills in Montgomery County. The mill's namesake, Smith Hoyle, moved to Boyds in 1893. For several generations, Hoyle's family operated the old water and turbine-powered mill on Little Seneca Creek in today's Hoyles Mill Conservation Park. The family abandoned that mill in 1914. After milling operations ceased in Boyds, the structure was used for a variety of purposes, including storage for the adjacent Anderson Supplies Company, which no longer stands. Today, the mill sits unused in a prominent location near the MARC station within the Boyds Historic District.



**Figure 10 - Boyd's Historic Resources**

- Historic District (MP 18/8)
- Historic Sites
- 1. Winderbourne (MP 18/10)
- Open Space
- Boyd's MARC Boundary

North of the railroad tracks, large properties owned by the Maryland-National Capital Park and Planning Commission (M-NCPPC) and Washington Suburban Sanitary Commission (WSSC), along with the historic Winderbourne property, frame the southern edge of Little Seneca Lake. The area north of the railroad tracks also includes the Boyds Post Office, a small office complex, Boyds Country Store, several small retail structures, including the historic Hoyle's Mill (along Barnesville Road) and a few residences. Portions of this area are within the Boyds Historic District. Little Seneca Lake within Black Hill Regional Park, a man-made lake serving as a backup drinking water supply, defines the northernmost edge of the Plan area.

South of the railroad tracks, most of White Ground and Clopper Roads west of Clarksburg Road are situated within the Boyds Historic District. They are flanked by single-family homes and four institutional properties (the Boyds Presbyterian Church, St. Mark's United Methodist Church, Boyds Negro School and the Edward U. Taylor Science Materials Center). These properties are surrounded by an expanse of forested land.



Historic houses and Boyds Presbyterian Church (upper right corner) along White Ground Road

East of Clarksburg Road, a triangular area adjacent to the railroad tracks along Clopper Road contains a county-owned property, two industrial properties totaling about 10 acres and three single-family residential properties.

#### D. History of Germantown

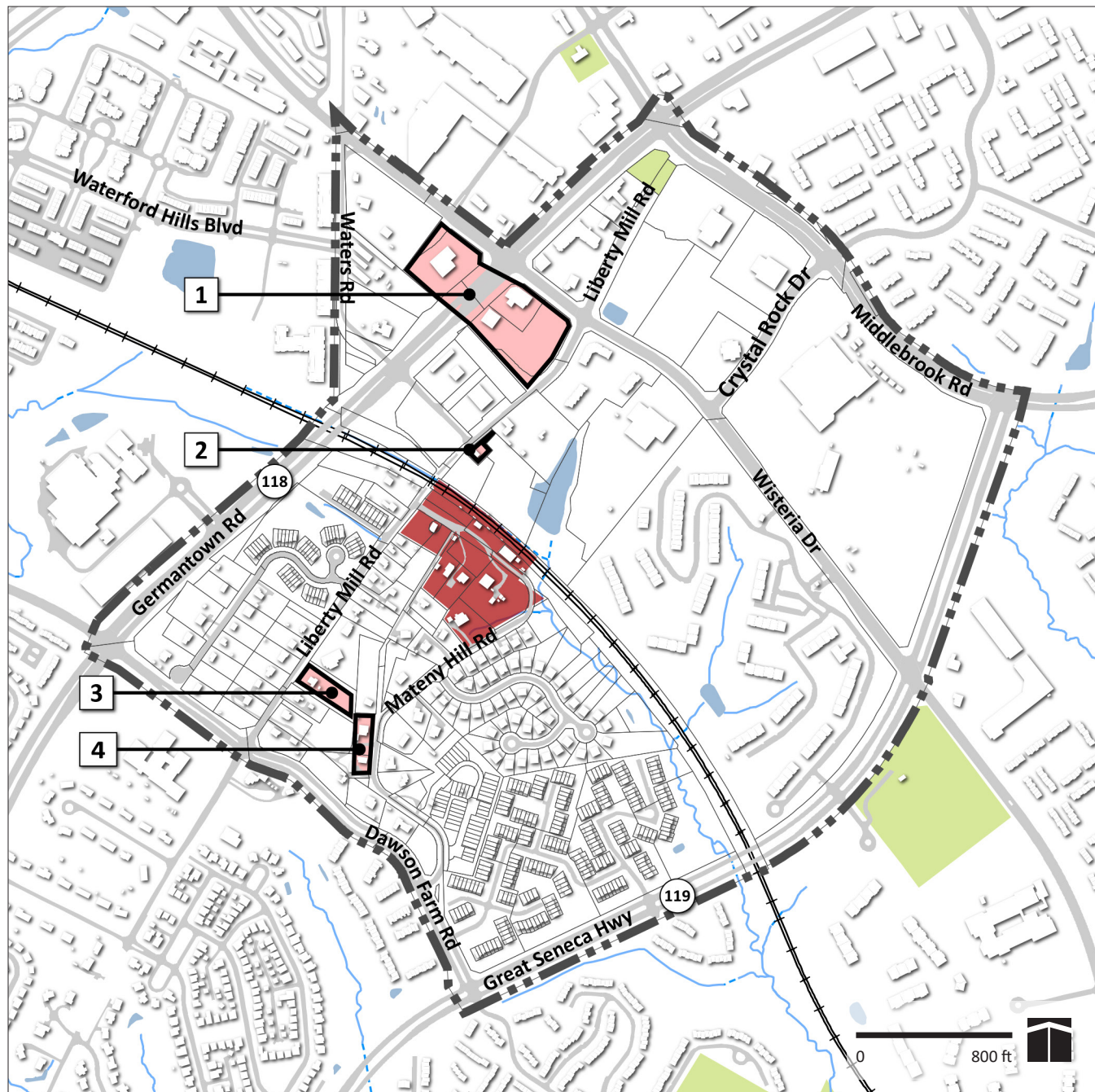
Germantown evolved over time and its center shifted northward with transportation improvements. The original Germantown, which grew near the intersection of today's Liberty Mill and Clopper Roads, was a farming crossroads that began in the 1830s as German-speaking settlers established farms and businesses in the area. These settlers introduced a diverse agriculture to the area that stood in contrast to the soil-depleting, slave-based tobacco farming practiced by English settlers who had begun arriving in the late 18th century.

Free blacks settled near the original Germantown in a pre-Civil War community known as Brownstown, at the junction of Black Rock and Germantown Roads, and in another area on the east side of Riffleford Road. Prior to European settlement and slavery, native peoples, including Piscataway and Seneca, hunted and traveled through the area.

After the Metropolitan Branch of the B&O Railroad opened in 1873, the commercial nucleus of Germantown shifted about one mile north to the railroad stop near today's Mateny Hill and Liberty Mill Roads, within the area of the MARC Rail Communities Plan. This area became known as New Germantown or Germantown Station. A small station house was built in 1878 and replaced in 1891 by a larger station house designed by Baltimore architect Ephraim Francis Baldwin.

Built around the train station were numerous businesses for undertakers, harness and carriage makers, and other merchants. New residences, a bank and stores sprang up in 1888, when the Bowman Brothers constructed Bowman Brothers Mill near the station. The mill burned down in 1914, but in 1916, it was rebuilt with six silos and, from 1918, operated as Liberty Mill. Over the years, the mill became one of the state's largest steam-





**Figure 11 - Germantown Historic Resources**

- Historic District (MP 18/8)
- Historic Sites
- 1. Madeline V. Waters House Site (MP 19/13-1)
- 2. Pumphrey Mateny House (MP 19/13-5)
- 3. Upton Bowman House (MP/13-6)
- 4. Wallich-Heimer House (MP 19/13-7)
- Open Space
- Germantown MARC Boundary

powered flour mills and made New Germantown a regional commercial center. Gradually, this enterprise lost business to mills in western wheat-producing states. The mill closed in 1963 and burned down in 1972. A fire also destroyed the station house and it was rebuilt in 1978.

Late 19th-century Germantown near the railroad tracks remains largely intact, but has lost some of its commercial core. The area today includes an operating railroad station, several early commercial structures and several Victorian-era residences with high architectural integrity. The historic district excludes most of these residences, posing a challenge to maintaining the character of the area.

Several historic resources within the Germantown portion of the Plan area are designated in the Master Plan for Historic Preservation in Montgomery County. The Germantown Historic District comprises commercial buildings, the railway stop and residences and associated structures. In addition, there are four individually designated historic sites: the Madeline V. Waters House Site, Pumphrey Mateny House, Upton Bowman House and Wallich-Heimer House.

Historic resources within the Germantown portion of the Plan area that are determined eligible for the National Register of Historic Places include the Metropolitan Branch of the B&O Railroad, Montgomery County.

## E. Germantown Today

Today, Germantown is a large unincorporated town with a population of approximately 89,000 residents, representing nearly nine percent of the population in Montgomery County. Germantown's suburban development pattern emerged from the growth and expansion that occurred after Montgomery County's General Plan was approved in the 1960s, with the addition of new roads, housing, schools, businesses and a town center.

North-to-south access is now provided by a new alignment of Germantown Road (MD 118) and Great Seneca Highway (MD 119), both four- to six-lane roadways, while east-to-west access is provided by Middlebrook Road, a four-lane roadway, Wisteria Drive, a two-lane roadway and Dawson Farm Road, a four-lane roadway.

The CSX railroad tracks divide the Germantown community into two distinct neighborhoods with vastly different land uses and character. The Germantown MARC Station is located near the geographic center of the community. Large, single-use properties define the area north of the tracks. The properties along the northwest portion of the Germantown boundary adjacent to Walter Johnson, Germantown and Waters Roads have commercial/office, retail and industrial uses. Two regional stormwater ponds abut the north side of the railroad tracks.

This northern area contains most of the Germantown MARC Station parking and three vacant sites with development potential. The northeastern portion of the Germantown Plan boundary contains three public facility/institutional uses, the 1,300-student Seneca Valley High School, the regional



Germantown MARC Station





Germantown MARC Station and pedestrian bridge

Germantown Post Office and a daycare facility. The northern portion of the area also includes the 40.5-acre Rolling Hills apartment complex.

The area south of the railroad tracks is more homogeneous, consisting primarily of single-family homes. The few non-residential land uses south of the tracks, apart from the US Zen Institute on Liberty Mill Road, include commercial and industrial uses located immediately adjacent to the Germantown MARC Station and the Germantown Historical Society headquarters in the historic 1922 Germantown Bank.

Although Germantown is largely developed, its remaining forested areas (roughly 11 percent of its total land area) are concentrated south of the railroad tracks, along a stream valley that is also the southern edge of the railroad and interspersed with residential development.



Germantown MARC Station area north of the railroad tracks along Walter Johnson Road



Germantown Historic District and residential area south of the railroad tracks





The new signalized intersection of Waters Road/Bowman Mill Drive with Germantown Road.



## IV. PLAN RECOMMENDATIONS

The MARC Rail Communities Plan recommendations are organized around the four overarching planning principles that comprise the vision for the Boyds and Germantown communities:

- **CONNECT**
- **RENEW**
- **PRESERVE**
- **SUSTAIN**

For each principle, the Plan provides a series of goals and associated recommendations for fulfilling the MARC Rail Communities Plan vision. Recommendations are organized to include areawide strategies that apply to the entire planning area, followed by specific improvements for Boyds and Germantown. For recommendations that apply to specific areas, the sites are identified in the text—for example, Site BA (B for sites in Boyds) or Sites GA and GB (G for sites in Germantown)—and shown on the maps on the following two pages.

Sketches, drawings and cross sections in this Plan are for illustrative purposes; they are intended to convey the general character, but are not intended to limit ideas for layout and design consistent with the principles of this plan.

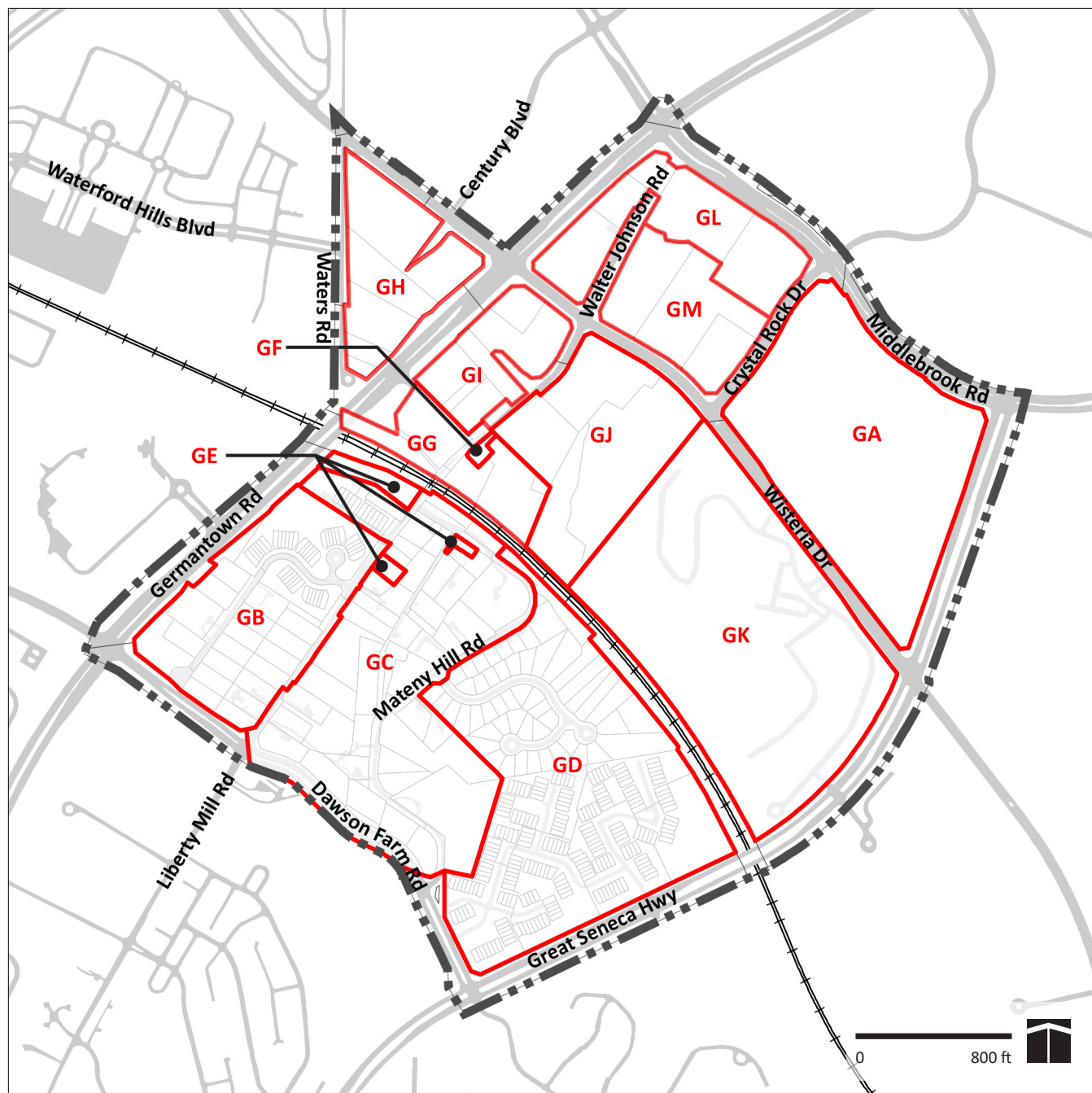
During the development process, property owners should review the recommendations in the Plan. Site constraints found during that process may affect the layout of a particular proposed development.

Figure 12 - Boyds Reference Key

- BX Boyds Site Identifier
- Boyds MARC Boundary







**Figure 13 - Germantown Reference Key**

- GX Germantown Site Identifier
- Germantown MARC Boundary

**Figure 14 - Existing Boyds Land Use**





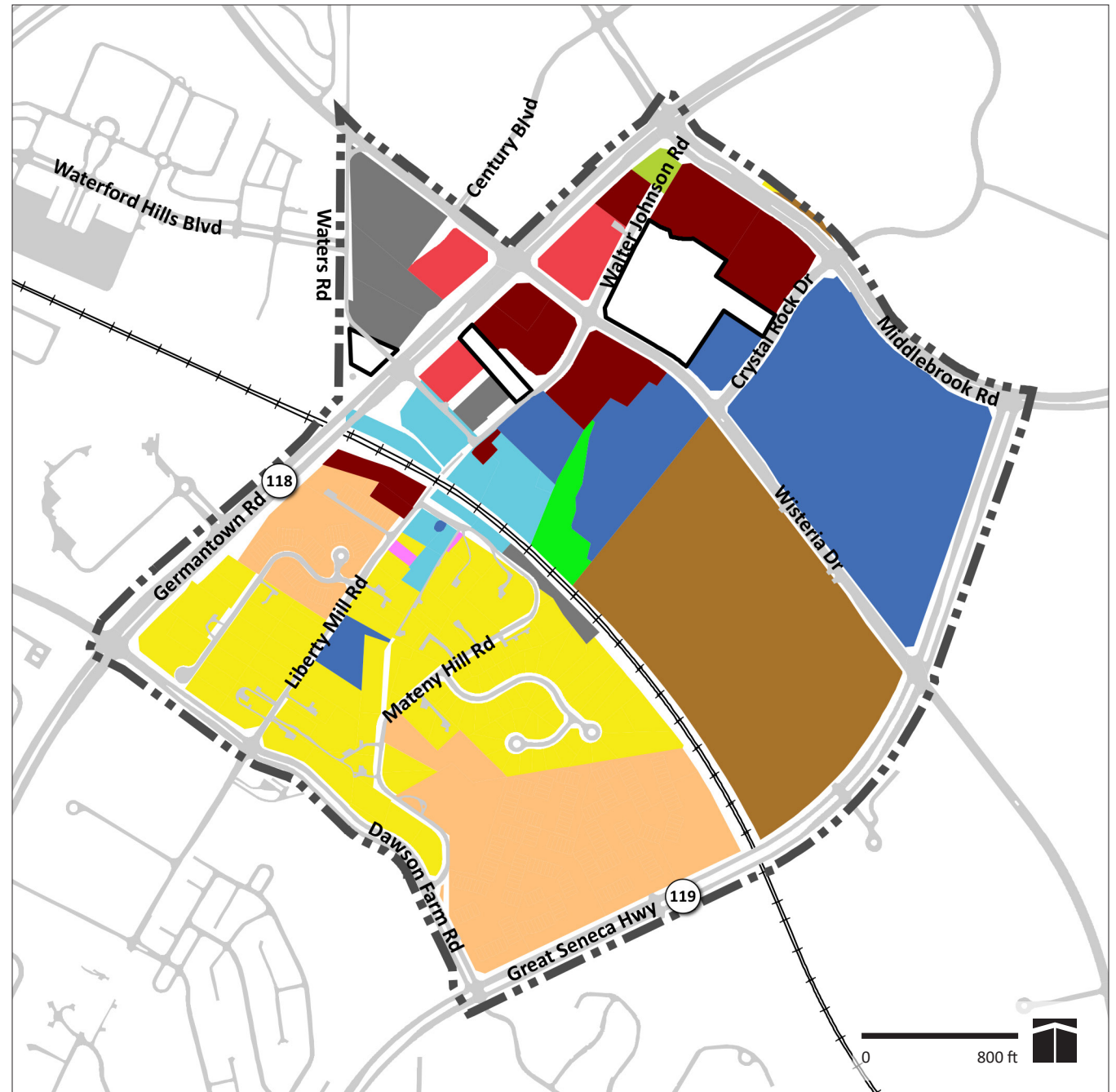
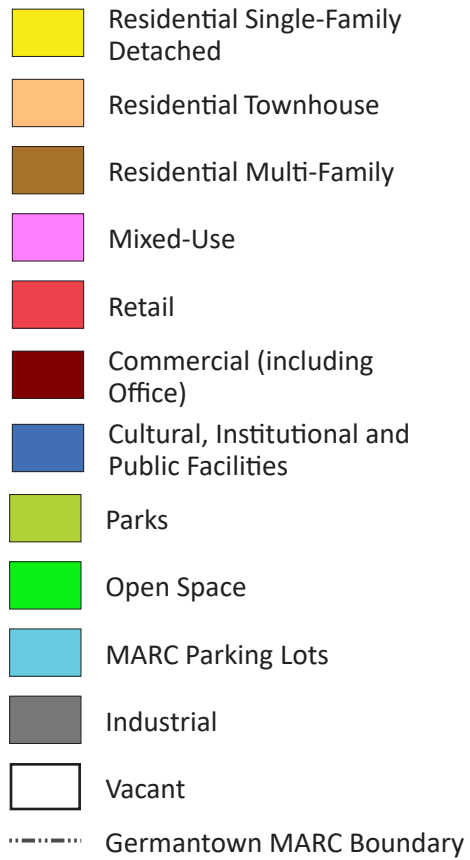
**Figure 15 - Proposed Boyds Land Use**

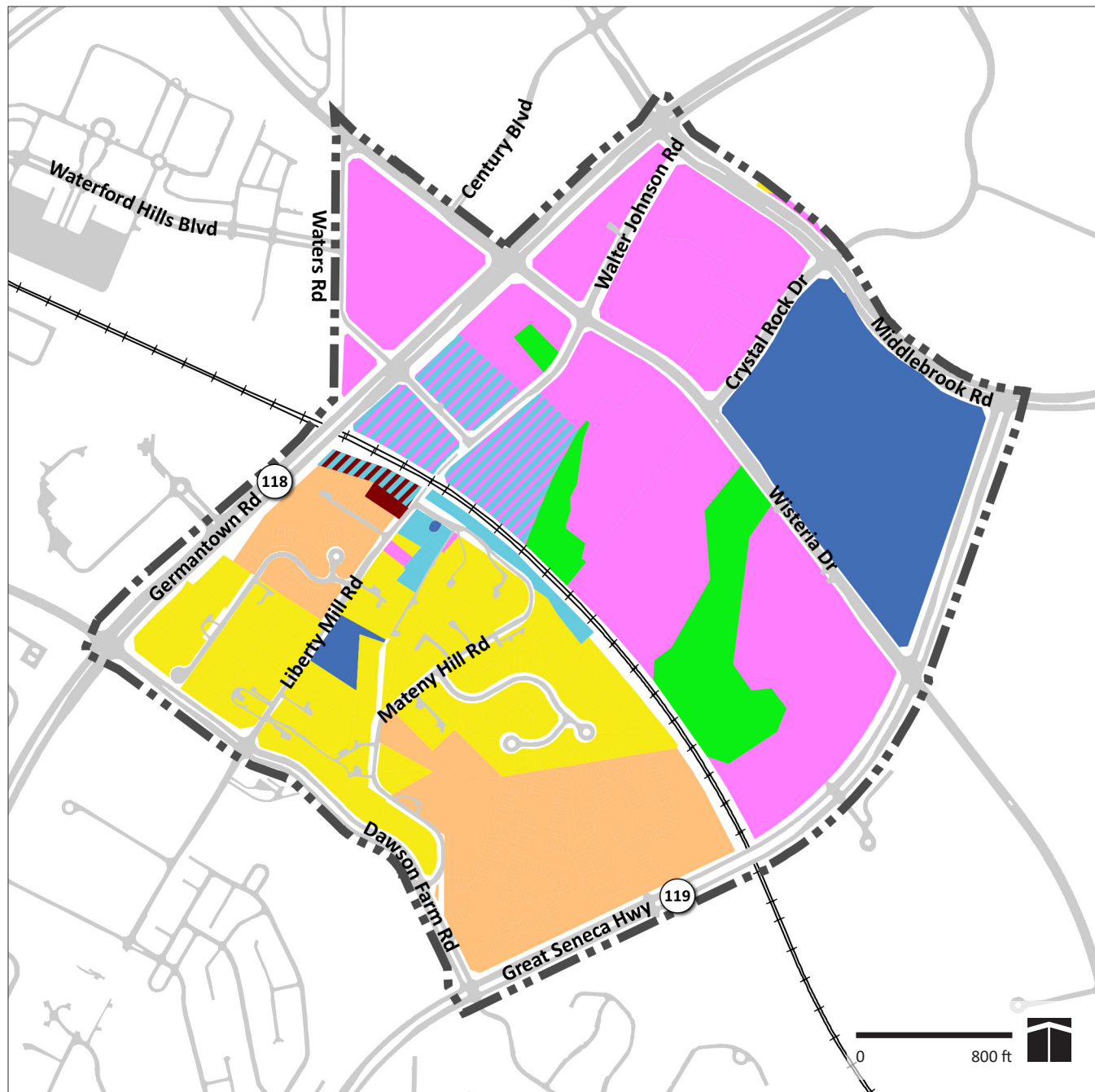
- Rural Residential
- Residential Single-Family Detached
- Retail
- Commercial (including Office)
- Cultural, Institutional and Public Facilities
- Agricultural
- Parks
- MARC Parking Lots
- Industrial
- Boyds MARC Boundary

Hatch notes mix of land uses.



**Figure 16 - Existing Germantown Land Use**





**Figure 17 - Proposed Germantown Land Use**

- Residential Single-Family Detached
- Residential Townhouse
- Mixed-Use
- Commercial (including Office)
- Cultural, Institutional and Public Facilities
- Open Space
- MARC Parking Facilities
- Germantown MARC Boundary

Hatch notes mix of land uses.





**Figure 18 - The Expanded Boyds MARC Station on the Anderson Properties, as Viewed from Clarksburg Road (Illustrative)**

## A. Connect

**Vision:** Preserve and celebrate the MARC stations, their functions and roles as defining elements of each rail community's identity. Support the continued viability of MARC rail service at the Boyds and Germantown stations. Reduce dependency on the automobile for all daily trips by improving the pedestrian and bicycle environments around the stations, expanding public transportation options and managing the roadway network to minimize traffic backups. Ensure safe, context-sensitive transportation improvements that preserve the character, historic resources and community-serving facilities in both communities.

### 1. *Support the future viability of MARC rail through measures to expand ridership and service, while improving connections to stations.*

#### Areawide Recommendations

- a. Maintain, support and increase MARC service by making improvements to bring more riders to each station:
  - Retain and expand parking facilities to enable more MARC riders to park at the Boyds and Germantown stations.
  - Improve and expand pedestrian and bicycle facilities to enhance access to and through the MARC station areas.
  - Ensure regular Ride On bus service with convenient routes and appropriate bus facilities at each station. Coordinate bus and MARC schedules to increase ridership.
  - Promote a variety of community-supporting events at MARC facilities during non-MARC hours.
  - Work with MTA and MCDOT to increase MARC service as ridership increases.
- b. Coordinate transportation improvements with the Montgomery County Planning Department's Historic Preservation Office and the

Rustic Roads Advisory Committee when these upgrades are located within or adjacent to historic districts, historic sites or rustic roads.

- c. Sensitively design the addition of a third track within the Boyds and Germantown Historic Districts to prevent adverse impacts on the historic resources in these areas.

#### Boyds Recommendations

- a. Retain the existing Boyds MARC stop and its function at its current location, and the existing MARC parking lot on Clopper Road south of the railroad tracks (Site BE).
- b. Expand the supply of commuter parking at the Boyds station by utilizing the Anderson properties on the north side of the MARC stop near the intersection of Barnesville and Clarksburg Roads as a commuter-serving parking lot (Site BE).
- c. Moving the Boyds MARC Station to another location is not anticipated during the lifetime of this plan, however:
  - If the station can no longer meet the physical requirements for MARC service, consider a relocated and enlarged MARC rail station on the triangular, industrial property located east of the existing underpass between the railroad tracks and Clopper Road (Site BF). Design the site to be compatible with the historic and rural setting of Boyds.
  - If the station moves to the industrial property, commercial reuse of the Anderson properties is recommended, given their key location within the Boyds commercial area, historic importance to the community and septic system limitations (Site BE).
- d. Establish regular Ride On bus service to the Boyds MARC Station, including appropriate bus-related facilities at the station, to accommodate additional MARC riders (Site BE):





**Figure 19 - The Expanded Boyds MARC Station on the Anderson Properties, as Viewed from Barnesville Road (Illustrative)**

- Create a direct Ride On route connecting Clarksburg with Boyds, as recommended in the 1994 Clarksburg Master Plan.
  - Use a portion of the Anderson properties to construct a Ride On bus layover and turnaround at the station.
  - Provide a shelter for commuters and allow public access to the historic structures on the property by adapting the Hoyle's Mill structure and any other retained buildings.
  - Establish design guidance for the adaptive re-use of the mill and any other structures, as described in the Preserve and Renew sections of this plan.
- e. Provide enhanced bicycle and pedestrian connections along and across the tracks near the Boyds MARC Station (Site BE).
- Connect the expanded commuter parking lot and new bus facilities to the MARC platform with ADA-compliant walkways and facilities.
  - Upgrade the existing pedestrian underpass with ADA-compliant ramps, wheelchair lifts, improved lighting on the ramps and entrance canopies to allow use during inclement weather.
  - Improve the safety of the at-grade crossing over the railroad tracks for pedestrians, such as by installing a pedestrian warning signal for approaching trains.
- f. Improve pedestrian and bicycle access to the station through the addition of sidewalks and bicycle facilities (Sites BC and BE).
- [Germantown Recommendations](#)

- a. Retain the Germantown MARC Station and its function at its current location, and retain the parking lots on the south side of the tracks (Site GC).
- b. Expand the supply of commuter parking at the Germantown MARC Station through the construction of new parking structures and smaller parking lots:
- Confirm the 2009 Germantown Employment Area Sector Plan recommendation to construct a new MARC station garage structure north of the railroad tracks near the intersection of Bowman Mill Drive and Germantown Road (Site GG). Limit the garage height to 60 feet or less to protect the character of the nearby historic district and resources.
  - Construct a second garage along Germantown Road, north of Bowman Mill Drive, if additional capacity is needed following the construction of the first garage (Sites GI or GJ).
  - Provide secured, lighted, covered storage at the MARC station and within the garages to provide facilities for MARC patrons who bicycle to the station.
  - Locate small, well-landscaped parking lots to serve the MARC station south of and adjacent to the tracks (Sites GC, GD or GE). New parking lots should be designed to be compatible with the historic district to protect the area's visual character and historic integrity.
- c. Enhance Ride On bus service to the Germantown MARC Station through the construction of new bus facilities and improvements to existing service (Site GG).
- Retain and enhance the Ride On bus drop-off facilities on the north side of the railroad tracks with a dedicated space for bus circulation, designed to complement the character of nearby historic resources. Coordinate Ride On circulation improvements with the construction of a parking garage.
  - Encourage more MARC riders to take the bus to the MARC station by providing express service to the station and coordinating bus and MARC schedules.
- d. Improve pedestrian and bicycle access to the Germantown MARC Station.
- e. Provide bikeshare facilities near the station and adjacent neighborhoods to increase bicycle access to the MARC station. To the extent possible, bikeshare facilities should be located within higher density neighborhoods and near existing and master-planned bicycle infrastructure. Expansion of bikeshare facilities should be tied to new developments as well as considered as part of Montgomery County's Capital Improvements Program.



- f. Conduct a feasibility study of the installation of gauntlet tracks and high platforms to speed train boarding and alighting, and improve access for MARC riders with disabilities. Ensure that improvements are compatible with the historic district and resources.

**Gauntlet Track for Trains:** A gauntlet track or interlaced track is an arrangement in which railway tracks run parallel on a single track bed and are interlaced (i.e., overlapped) such that only one pair of rails may be used at a time. A gauntlet track can allow a passenger car to pull in beside a high platform, enabling level boarding for passengers, while still providing adequate clearance for freight car passage on the main tracks. Since this configuration requires only slightly more width than a single track, all rails can be carried on the same cross-ties/sleepers. Trains run on the discrete pair of rails appropriate to their direction.

**2. *Create a context-sensitive, interconnected street network that is safe, attractive, comfortable and convenient for all users regardless of age, mobility or transportation choice, supporting the County's complete streets and Vision Zero policies.***

**Areawide Recommendations**

- a. Prioritize each road's context and safety for all users when considering changes or improvements to infrastructure or facilities within the rights-of-way in the Plan area.
- b. Improve the connectivity of the street network for all users. Integrate historic resources through enhanced pedestrian and bicycle linkages.

- c. Classify the road network in a manner that appropriately balances safety, mobility and preservation goals. Modify standard roadway sections when appropriate to ensure safety and to respect and maintain the unique character of the community where these roads are located.
- d. Ensure that future transportation improvements are compatible with historic districts and resources.
- e. Support Montgomery County's efforts to implement its Vision Zero policy to reduce traffic-related fatalities and injuries.

**Vision Zero Policy:** Vision Zero is an initiative to prevent traffic-related fatalities and serious injuries among vehicle occupants, bicyclists and pedestrians. Montgomery County, along with many other communities in this nation and abroad, is working to implement a plan that aims to reduce traffic-related deaths and serious injuries to zero by 2030.

**Boyd's Recommendations**

- a. Protect the rural and historic character of the community's roads while improving pedestrian and bicycle safety and mobility, especially on roads within the historic district. Improvements must be context-sensitive to preserve the historic district's character.
- b. Minimize roadway and pavement widths to minimize impervious surfaces that adversely impact the water quality of Little Seneca Lake and its watershed.

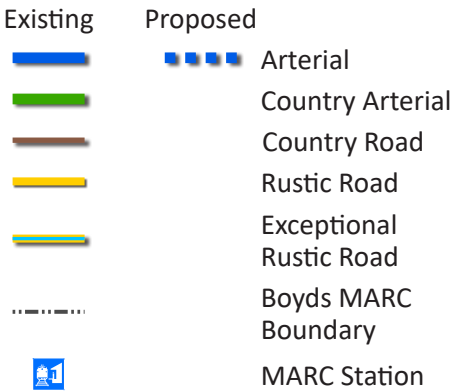
**Table 2 - Boyds Road and Bike Classifications**

Roadway Classification						Bikeway Classification			
Number	Roadway	Limits	Minimum ROW <sup>1</sup>	Through Lanes <sup>2</sup>	Target Speed	Sidepath	Bikeable Shoulder	Sidewalk	Status
<b>Arterial</b>									
A-27	Clarksburg Road (MD 121)	Northern Plan Boundary to Clopper Road	80	2	30	East Side	Both Sides	Under Bridge West Side	Proposed
<b>Country Arterial</b>									
TBD	Clopper Road (MD 117)	Clarksburg Road to Little Seneca Creek	80	2	30/40 <sup>3</sup>	North Side			Proposed
<b>Country Road</b>									
A-7/A-8	Barnesville Road (MD 117)	Clarksburg Road to the MARC Platform	62	2	25	South Side			Proposed
A-7/A-8	Barnesville Road (MD117)	MARC Platform to the Post Office <sup>4</sup>	62	2	25			South Side	Proposed
A-7/A-8	Barnesville Road (MD 117)	Post Office to Bucklodge Road	62	2	35				
<b>Rustic</b>									
TBD	Clopper Road	White Ground Road to Clarksburg Road	70	2	25				
<b>Exceptional Rustic</b>									
E-12	Hoyles Mill Road	White Ground Road to Little Seneca Creek	80	2	25				
E-46	White Ground Road	Clopper Road to Old Bucklodge Road	80	2	25				
<b>Trails</b>									
	Bucklodge - White Ground Connector	Bucklodge Road to White Ground Road							Proposed

1. The minimum ROW may not include land needed for stormwater drainage and bicycle and pedestrian facilities.
2. These are the number of through travel lanes for each segment, not including lanes for turning, parking, acceleration or other purposes auxiliary to through travel unless otherwise noted.
3. 30 miles per hour (MPH) near intersection of Clopper and Clarksburg Roads, 40 MPH elsewhere.
4. Study extending sidewalk beyond the Plan boundary to Ganley Road at the time of feasibility study.



Figure 20 - Boyds Road Classifications





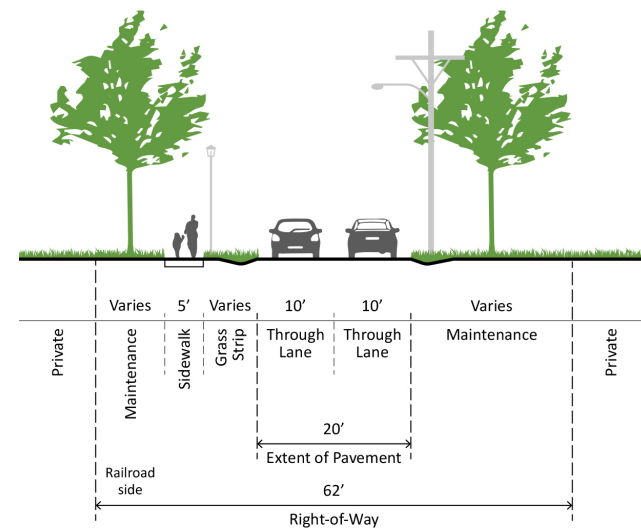
**Figure 21 - Boyd's Bike Classifications**

Existing	Proposed	
		Bikeable Shoulder
		Sidewalk
		Sidewalk
		Trail
		Boyd's MARC Boundary
		MARC Station

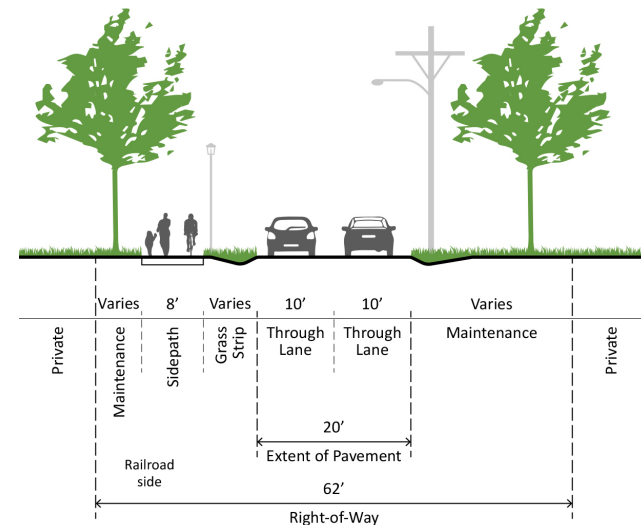


- c. Preserve the rural character of Barnesville Road in the historic district by minimizing changes to the road, its width, alignment and elements along the edges, such as trees and slopes created by the roadway (Sites BA, BC and BE).
  - Classify Barnesville Road as a country road. Shoulders should not be added to the roadway to maintain the rural character of the area.
  - Install a sidewalk along the south side of Barnesville Road, from the Boyds Post Office at the western plan boundary to the MARC station. Design a sidewalk with an informal, meandering alignment to limit the loss of trees and the need for retaining walls.
  - At the design stage, determine if a sidepath should be extended beyond the Plan area to the residential community on Ganley Road to better serve the Boyds community.
  - Coordinate the design of improvements, such as sidewalk materials and retaining walls, within the historic district with Montgomery Planning's Historic Preservation Office staff.

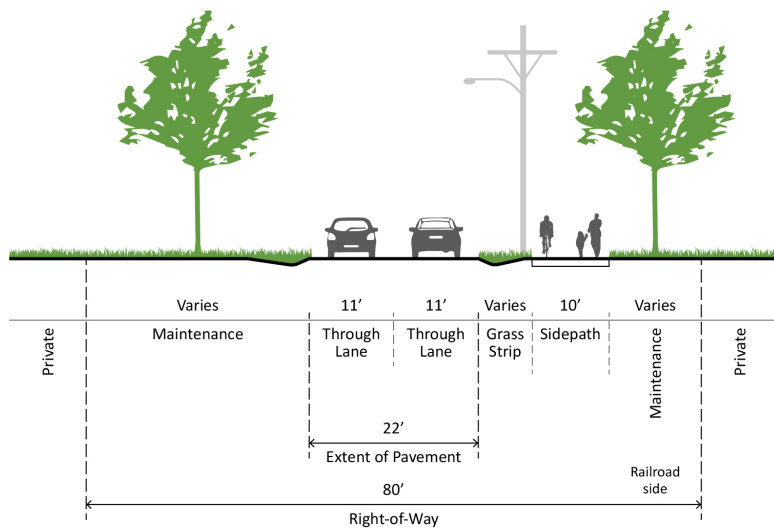
**Sidepaths for Walking and Cycling:** Sidepaths are shared use paths located parallel to and usually within the road right-of-way. They are separated from motorized traffic by a curb, a barrier and/or a landscaped panel, and provide two-way travel for walking, bicycling, jogging and skating. Sidepaths are typically 10 feet wide, but can vary between 8 feet (in constrained locations) and 14 feet wide (where usage is likely to be high).



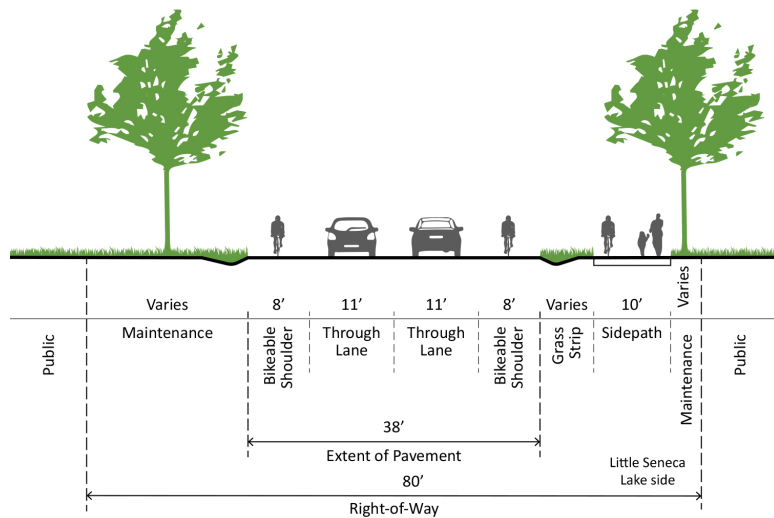
**Figure 22** - Proposed Typical Street Section for Barnesville Road from the MARC Platform to the Post Office



**Figure 23** - Proposed Typical Street Section for Barnesville Road from Clarksburg Road to the MARC Platform



**Figure 24** - Proposed Typical Street Section for Clopper Road East of Clarksburg Road



**Figure 25** - Proposed Typical Street Section for Clarksburg Road

- d. Maintain the rural character of Clopper Road from Clarksburg Road to the eastern sector plan boundary, as a transition from developed Germantown to rural Boyds and the Agricultural Reserve farther west (Sites BF and BG).
  - Classify this section of Clopper Road as a country arterial.
  - Install a sidepath along the north and east side of Clopper Road connecting to the existing path in Germantown, outside the Plan area.
  - Use the old Clopper Road alignment adjacent to Little Seneca Stream Valley Park for the sidepath to retain the wooded edges along the roadway.
  - Minimize the impact of the sidepath on existing houses and their front yards by shifting the Clopper Road pavement southward. These older houses and yards serve as an informal gateway into historic Boyds and their relationship to the road should be maintained.
- e. Confirm Clarksburg Road as an arterial roadway.
  - Install a sidepath along the east side of the road connecting to the proposed sidepath on Clopper Road. Provide a crosswalk at the intersection of Clarksburg and Barnesville Roads that links to the sidepath connecting to the MARC station.
  - Provide a sidewalk on the west side of the road under the railroad bridge when it is reconstructed.
  - Provide bikeable shoulders on both sides of the road.



- f. Limit improvements along rustic roads, including the widening of roads and the addition of bicycle and pedestrian facilities, to avoid changing the historic character of the roads (Sites BD and BE).
- Classify Clopper Road as a rustic road within the historic district. An exception to road code policy for adding a pedestrian facility may be considered if needed for pedestrian connectivity to the MARC station along this section of Clopper Road, and for treatments as needed for underpass improvements.
  - Confirm the classification of White Ground Road as an exceptional rustic road that is a shared roadway for vehicles, bicycles and pedestrians to use safely with no separated facilities.
  - Confirm the classification of Hoyles Mill Road as an exceptional rustic road. The road is closed at Hoyles Mill Conservation Park and becomes a trail, as recommended by the 1996 Rustic Roads Functional Master Plan. No further changes are recommended.
  - Coordinate the design of any changes to the roads with Historic Preservation staff and the Rustic Roads Advisory Committee, to ensure a coordinated sequence of local, state and federal reviews triggered by the historic resources and rustic road designations within the Plan area.
  - Maintain the historic architectural character, scale, setbacks, trees, tree canopies, view sheds and development patterns along rustic roads.
- g. Avoid constructing roundabouts or vehicular overpasses, which are incompatible with Boyds' rural, historic character (Sites BA, BB, BD, BE and BF).

**Rustic Road Program:** Rustic roads are historic and scenic roadways that reflect the agricultural character and rural origins of the County. Roads that are preserved through the program may be classified as rustic or exceptional rustic roads. This plan confirms White Ground and Hoyles Mill Roads as exceptional rustic roads, and adds the segment of Clopper Road between Clarksburg and White Ground Roads to the program as a new rustic road.

**Best Natural Areas Criteria:** The M-NCPPC Department of Parks' Best Natural Areas contain the highest quality natural resources in Montgomery County. Features include large wetlands, high quality aquatic resources and forests, diverse native vegetation, dramatic topography and bedrock formations. The criteria for designating these areas include:

- Large acreage of contiguous, high quality forest
- Rare, threatened, endangered and watchlist plants
- Biodiversity areas
- Unique habitats or topography
- Wetlands of high quality (including wetlands of special state concern)
- Aquatic biological community rated good or excellent
- Special trout management areas

- h. Design and construct a context-sensitive replacement of the existing railroad bridge where Clarksburg Road passes beneath the CSX railroad tracks to improve access between Clarksburg and Clopper Roads (Sites BB, BE and BF).
- Retain the 1927 railroad bridge over Clarksburg Road (MD 121) in the Boyds Historic District as long as feasible. The bridge replacement may result from CSX adding a third track.
  - Should the historic structure be replaced, locate the new railroad bridge immediately east of the existing bridge to limit negative impacts to the historic district. Design the new intersection to improve turning movements, overall operations and enhance sightlines at Clarksburg and Clopper Roads.
  - Retain the existing underpass, if feasible, to provide a safe and comfortable pedestrian and bicycle connection between the Hoyles Mill Natural Surface Trail, Hoyles Mill Conservation Park, Boyds Local Park and Black Hill Regional Park.
  - This Plan offers two alternatives connecting Clarksburg Road to Clopper Road: an underpass or a bridge.

- For the underpass option, design the new road under the new railroad bridge to modern standards with a span wide enough to accommodate a sidewalk on the west side connecting to the MARC station, a sidepath on the east side and bikeable shoulders on both sides of Clarksburg Road.
- Ensure a context-sensitive design that complements the rural and historic context while protecting nearby natural resources and visual impacts on the historic district.
- Coordinate the alignment of the replacement underpass or bridge to limit its adverse effects on Black Hill Regional Park, the Hoyles Mill Natural Surface Trail connection and environmentally sensitive natural resources in this area. These natural features include forested buffers around water resources and county-designated Best Natural Areas within the park.
- During the design and construction of the replacement bridge, the design will be subject to the M-NCPPC Policy for Parks (see sidebar).
- Coordinate the new bridge design with members of the Planning Department's Historic Preservation Office, Department of Parks, Rustic Roads Advisory Committee and the community.



**Figure 26 - Replacement Clarksburg Road Railroad Bridge near the Existing Bridge Location (Illustrative)**

**Policy for Parks:** The M-NCPPC policy for non-park uses of parkland is to avoid, minimize, mitigate or compensate, in this order of preference. (see Appendix G).

- Design and construct bicycle and pedestrian facilities to connect residents to the MARC station, the Boyds Historic District and the future Boyds Local Park.
  - Construct a sidepath on the east side of Clarksburg Road and bikeable shoulders along both sides of the road that continues to Clarksburg (Sites BA and BE). This sidepath will connect to the sidepath on the north side of Clopper Road (Sites BF and BG).
  - Construct a sidepath on the south side of Barnesville Road from Clarksburg Road to the MARC station (Site BC and BE).
  - Provide secured, covered bicycle parking at the MARC station. Locations to be considered include the barn and near the platform (Site BE).
- If CSX track improvements occur between the western boundary of the Boyds Historic District and Bucklodge Road, install a trail along the south side of the tracks as part of track construction, as first recommended in the 1978 Boyds Master Plan (Sites BD and BE).



**Figure 27 - New MD 117 Roadway Bridge over the Existing Railroad (Illustrative)**

## Clopper Road- Rustic Road Designation

**Justification:** Clopper Road is a narrow road intended for local use with a traffic volume and accident history consistent with a rustic road designation. The road is located within the Boyds Historic District, has high historic value, provides access to historic resources and follows an historic alignment. Clopper Road meets the criteria for a rustic road.

### **Significant Features:**

- Historic roadway alignment.
- Narrow pavement width.
- Forest along the north side of road.

**Description:** The section of Clopper Road recommended as a rustic road begins at the intersection of Clarksburg Road at the 1927 railroad bridge, and continues westward one block, rising gently and terminating in a sharp bend at White Ground Road, an exceptional rustic road. The north side of the road is bordered by the railroad embankment, which slopes upward from the road. This side is wooded and includes a small MARC parking lot screened from the road by trees. Homes line the south side of the road, with two-story frame Gothic Revival houses at each end of the road section. The asphalt pavement of the road is narrow, 17-20 feet wide, with no shoulders, curbs, gutters, sidewalks, centerline or edge markings. This section of Clopper Road is located within the Boyds Historic District.

## Evaluation

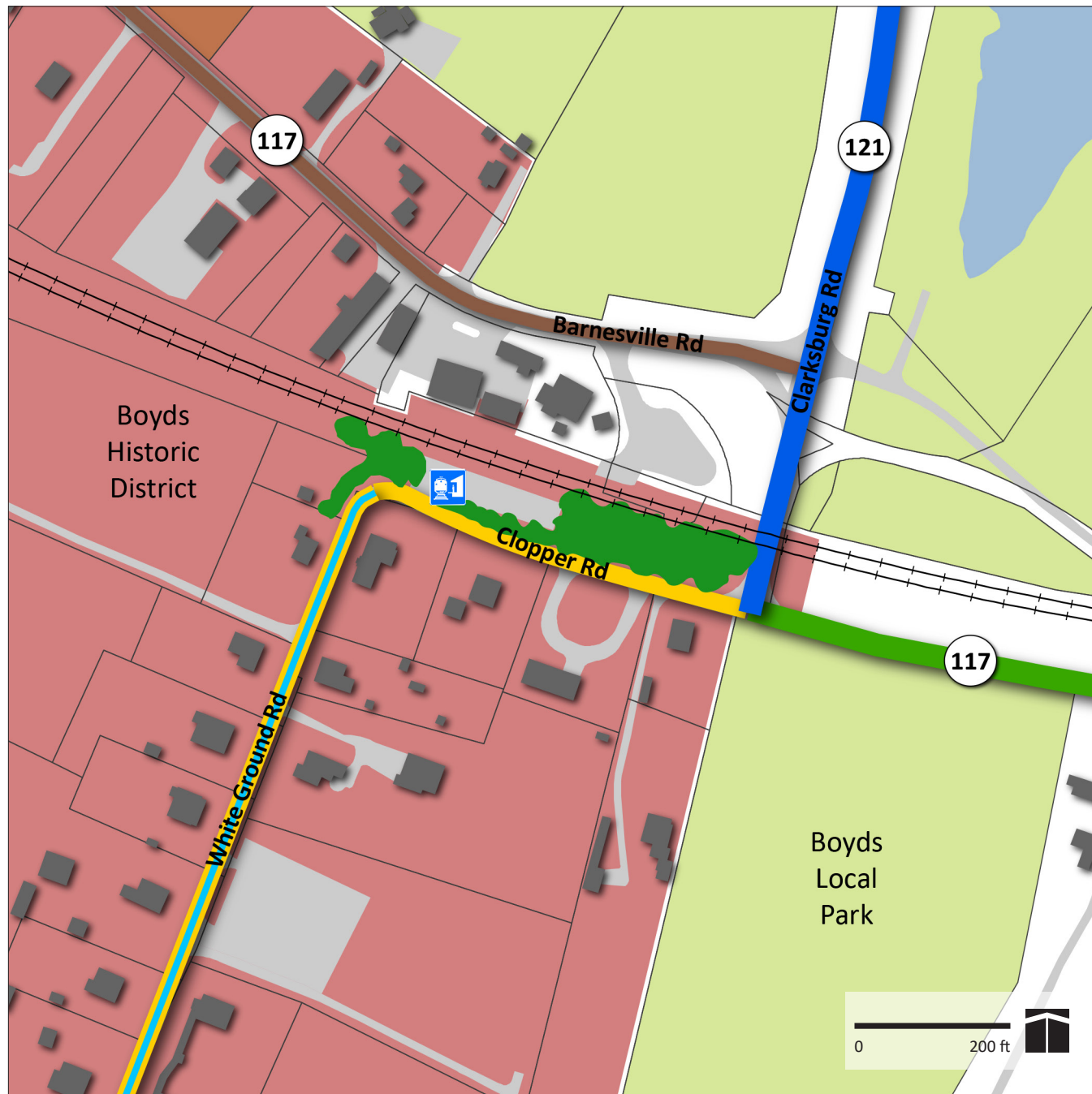
**History:** This segment of Clopper Road was established when the Metropolitan Branch of the B&O Railroad was constructed in Boyds in 1873. Earlier maps show Barnesville Road and eastern Clopper Road

as a continuous road that met the railroad line at an oblique angle. To accommodate the tracks, the road alignment was moved slightly south, paralleling the tracks and connecting to White Ground Road, which crossed the tracks to reestablish the connection to Barnesville Road. When the railroad was widened to two tracks in 1927, Barnesville Road was extended and the railroad bridge was added at the eastern end of the block. This extension allowed the closure of the White Ground Road track crossing on the western end, and the addition of the pedestrian underpass. In 1984, Clarksburg Road was realigned with the completion of Little Seneca Lake, moving from the northwestern side of Boyds to join Barnesville and Clopper Roads at the railroad bridge.

**Driving Experience:** Beginning at the intersection of Clarksburg Road, the 1927 concrete railroad bridge and a wooded embankment encloses the road on the north side. The road narrows as it passes a simple, 1880s Gothic Revival house located close to the road near the intersection, followed by two modern houses to the west and a second Gothic Revival house featuring a wheel window in the center gable. This house faces the road near its terminus, with a view of woods ahead and a sharp left turn onto White Ground Road. Small outbuildings can be glimpsed behind the houses. On the north side, the MARC parking lot, screened by trees and the railroad embankment to the east, becomes visible nearing the western end of the road.

**Traffic:** A study completed in December 2014 by the Maryland State Highway Administration counted fewer than 700 trips per day on this portion of Clopper Road.






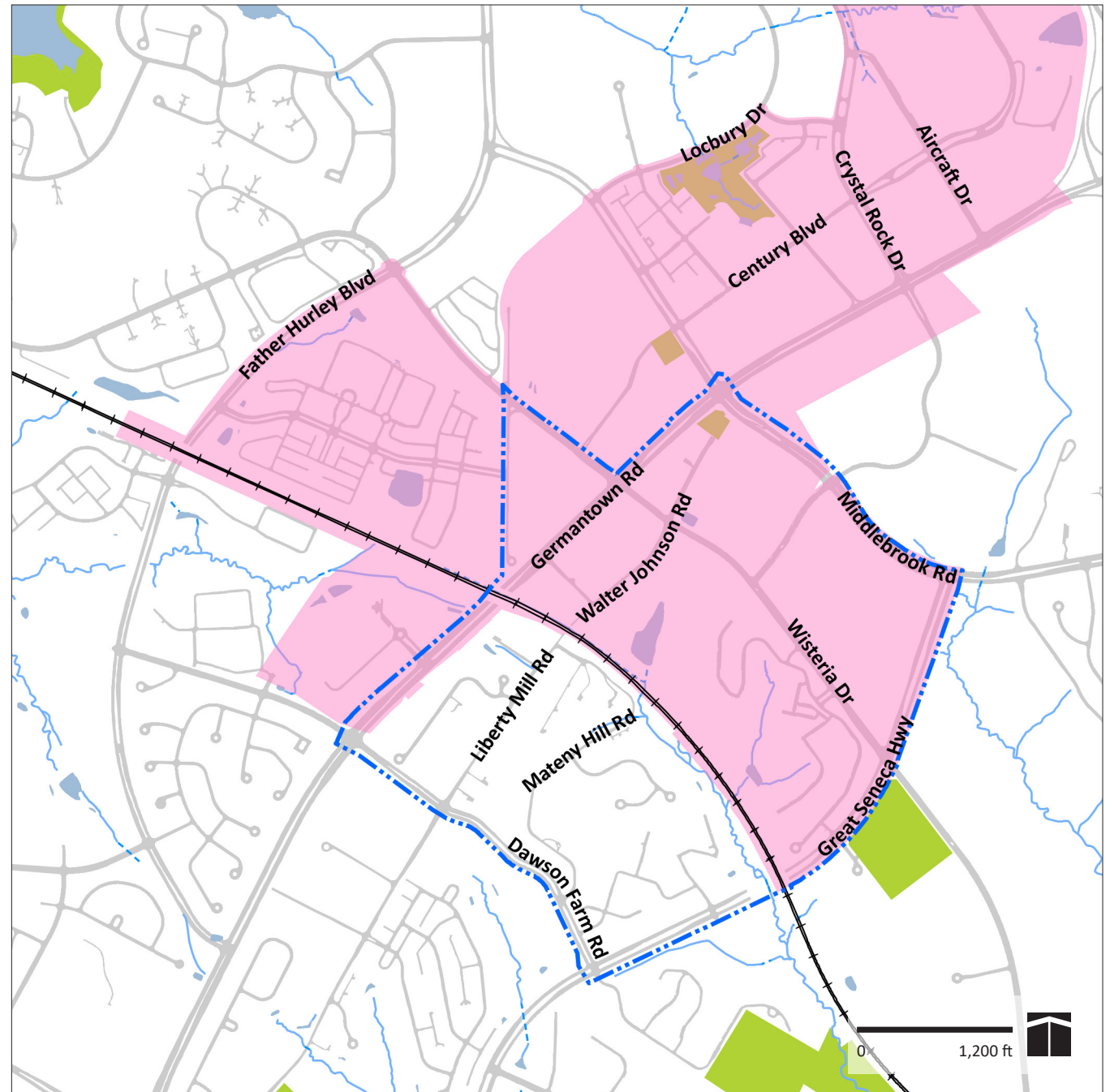


**Figure 28 - Proposed Clopper Road Rustic Road Designation**

- Historic District (MP 18/8)
- Forest
- Open Space
- Arterial
- Proposed Country Arterial
- Proposed Country Road
- Proposed Rustic Road
- Exceptional Rustic Road
- 1 MARC Station

**Figure 29** - Germantown Town Center Urban Road Code Area and Bicycle and Pedestrian Priority Area

-  GTC Urban Road Code Area and BiPPA
-  Germantown MARC Boundary
-  MARC Station



### Germantown Recommendations

- a. Transform the MARC station area from an auto-dominated environment to an interconnected street network that is safe and comfortable for pedestrians, bicyclists, transit riders and motorists (Sites GA, GF, GG, GH, GI, GJ, GK, GL and GM).
  - Provide a network of local roads and pedestrian/bicycle facilities that will result in improved circulation and safe access, and create a fine-grained network of small, walkable blocks on the north side of the railroad tracks. Implement context-sensitive improvements to streets that calm traffic, improve safety and respect historic resources.
  - Maintain the south side of the tracks with improved and safer pedestrian and bicycle facilities in a context-sensitive manner that recognizes the historic character of the area.
- b. Confirm the Urban Road Code Area and the Bicycle and Pedestrian Priority Area (BiPPA) to enable the enhanced pedestrian and bicycle environment.

**Urban Road Code:** In 2014, the County Council updated a law commonly referred to as the “Urban Road Code.” This code is intended to maximize the choice, safety, convenience and mobility of all users. It requires each road and street within designated areas to facilitate multi-modal transportation and ensure all users can travel safely in the public right-of-way. The Urban Road Code promotes the installation of sidewalks and bicycle facilities throughout the designated areas. It requires urban roads to have narrow vehicle lanes, narrower curb radii than is typical and lower target speeds.

**Bicycle and Pedestrian Priority Area:** In Montgomery County, these geographical areas are dedicated to enhancing pedestrian and bicycle traffic, and making safety a priority. The objective of the program is to improve safe bicycle and pedestrian access to neighborhoods and communities.



- c. Design complete streets that are safe and comfortable for all users.
- Plant tall-growing shade trees between pedestrian and bicycle facilities and the roadway to buffer pedestrians and bicyclists from vehicles and provide traffic calming. Provide a double row of street trees along the sides of Middlebrook Road, Germantown Road and Great Seneca Highway.
  - Provide shade trees in the medians to increase tree canopy along roadways.
  - Design roadways with narrow lane widths within the Urban Road Code Areas.
  - Design stormwater management facilities to safely accommodate on-street parking and pedestrians using the sidewalks.
  - Ensure pedestrian safety and comfort on all area streets by

limiting crossing distances to 60 feet or less (curb-to-curb or between the curb and a minimum six-foot wide refuge).

- Provide special design considerations for roads in the Seneca Valley High School vicinity to ensure safety and access for an expanded student population.
- d. Evaluate relocating existing overhead utilities underground to provide room for a shade tree canopy and unobstructed bicycle and pedestrian facilities. All new or reconstructed roads should have underground utilities, if feasible. Coordinated public-private ventures may be needed to complete undergrounding in some areas. Where overhead utilities remain, shade trees should be located to allow a mature tree canopy to develop.

**Table 3 - Germantown Road and Bike Classifications**

Roadway Classification							Bikeway Classification			
Number	Roadway	Limits	Minimum ROW	Through Lanes <sup>1</sup>	Parking	Target Speed	Separated Bike Lane	Conventional Bike Lane	Sidepath	Status
<b>Major Highway</b>										
M-61	Germantown Road (MD 118)	Middlebrook Road to the railroad tracks	150	6D		30			West Side	Proposed
M-61	Germantown Road (MD 118)	Railroad tracks to Dawson Farm Road	150	6D		40			West Side	Proposed
M-90	Great Seneca Highway (MD 119)	Middlebrook Road to railroad tracks	150	4D		30/35 <sup>2</sup>			Both Sides	Existing on East Side
M-90	Great Seneca Highway (MD 119)	Railroad tracks to Dawson Farm Road	150	4D		40			Both Sides	Existing on East Side
<b>Arterial</b>										
TBD	Middlebrook Road	Germantown Road to Great Seneca Highway	150 <sup>3</sup>	4D		30/35 <sup>2</sup>	Both Sides			Proposed
A-254	Dawson Farm Road	Germantown Road to Great Seneca Highway	100	4D		30		Both Sides	South Side	Existing

Roadway Classification							Bikeway Classification			
Number	Roadway	Limits	Minimum ROW	Through Lanes <sup>1</sup>	Parking	Target Speed	Separated Bike Lane	Conventional Bike Lane	Sidepath	Status
<b>Business District</b>										
B-1	Crystal Rock Drive	Middlebrook Road to Wisteria Drive	80	2	Both Sides	25			East Side	Proposed
B-2	Wisteria Drive	Crystal Rock Drive to Great Seneca Highway	100	4D <sup>4</sup>	Off-Peak Both Sides	25	North Side		South Side	Proposed
B-2	Wisteria Drive	Waters Road to Crystal Rock Drive	115	4D	Both Sides	25	North Side		South Side	Proposed
B-3	Walter Johnson Road	Middlebrook Road to MARC pedestrian bridge	80	2	Both Sides	25			West Side	Proposed
B-5	Waters Road	Wisteria Drive to Germantown Road	70	2	Both Sides	25				
B-16	Bowman Mill Drive	Germantown Road to Walter Johnson Road	60	2		25			South Side	Proposed
B-22	Waters House Avenue <sup>5</sup>	Wisteria Drive to Waterford Hills Boulevard	70	2	Both Sides	25				
TBD	Bowman Mill Drive Extended <sup>6</sup>	Walter Johnson Road to Great Seneca Highway	70	2	One Side	25			South Side	Proposed
TBD	Crystal Rock Drive Extended <sup>6</sup>	Wisteria Drive to Bowman Mill Drive Extended	80	2	Both Sides	25			East Side	Proposed
<b>Unclassified</b>										
NA	Liberty Mill Road	MARC pedestrian bridge to Dawson Farm Road	70	2		25			West Side	Proposed

1. These are the number of through travel lanes for each segment, not including lanes for turning, parking, acceleration or other purposes auxiliary to through travel unless otherwise noted.
2. Speed during school hours/Speed during non-school hours.
3. In the event that the Corridor Cities Transitway alignment shifts to Middlebrook Road, the 150-foot right-of-way can accommodate the facility.
4. 4D during weekday morning and evening peak hours, 2D with on-street parking at all other times.
5. Identified as an extension of Century Boulevard in the 2009 Germantown Employment Area Sector Plan.
6. The alignment of new roads will be determined during the development review process.

**Figure 30 - Germantown Road Classifications**

Existing

Proposed

Major Highway

Arterial

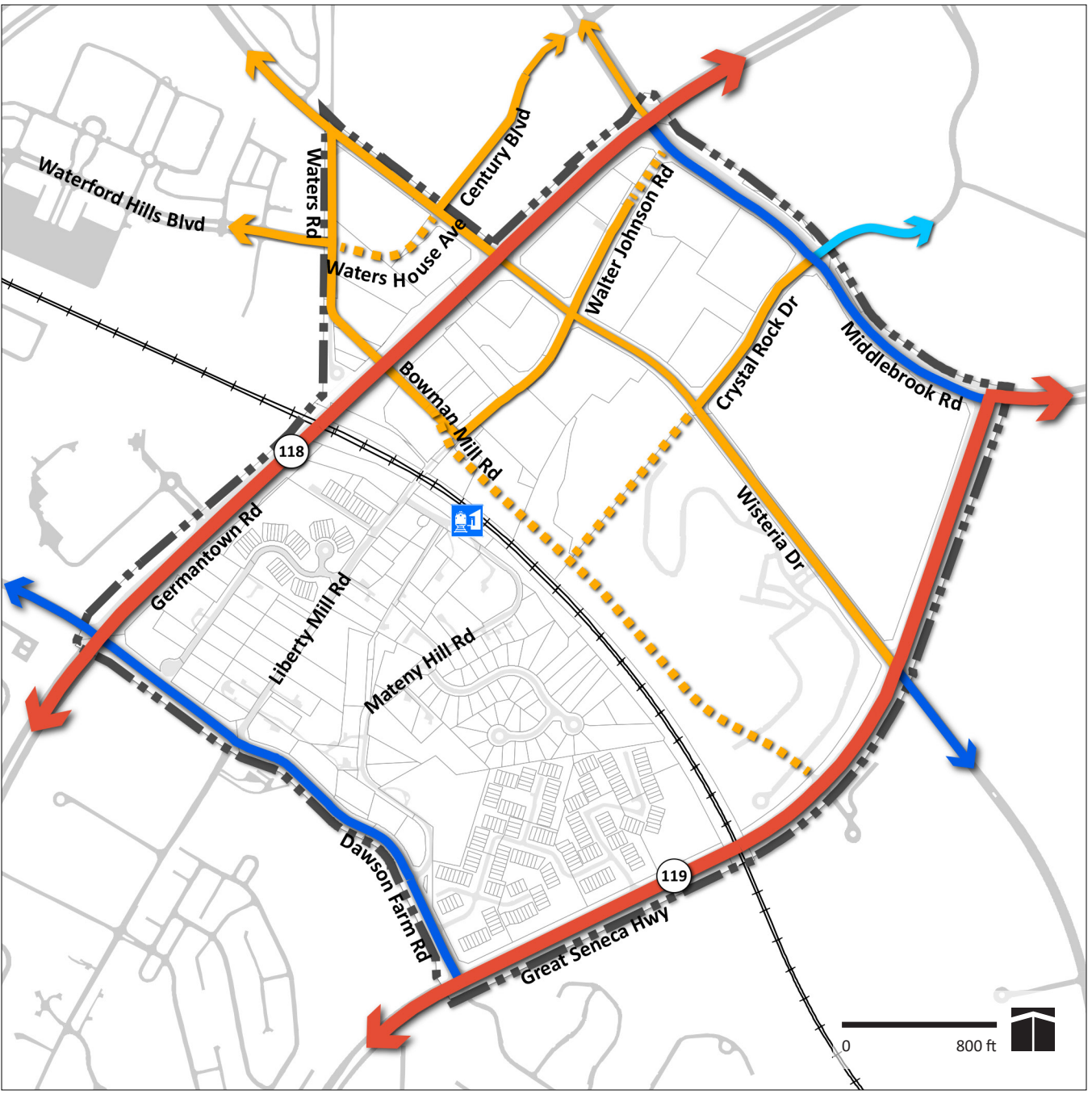
Business District

Minor Arterial

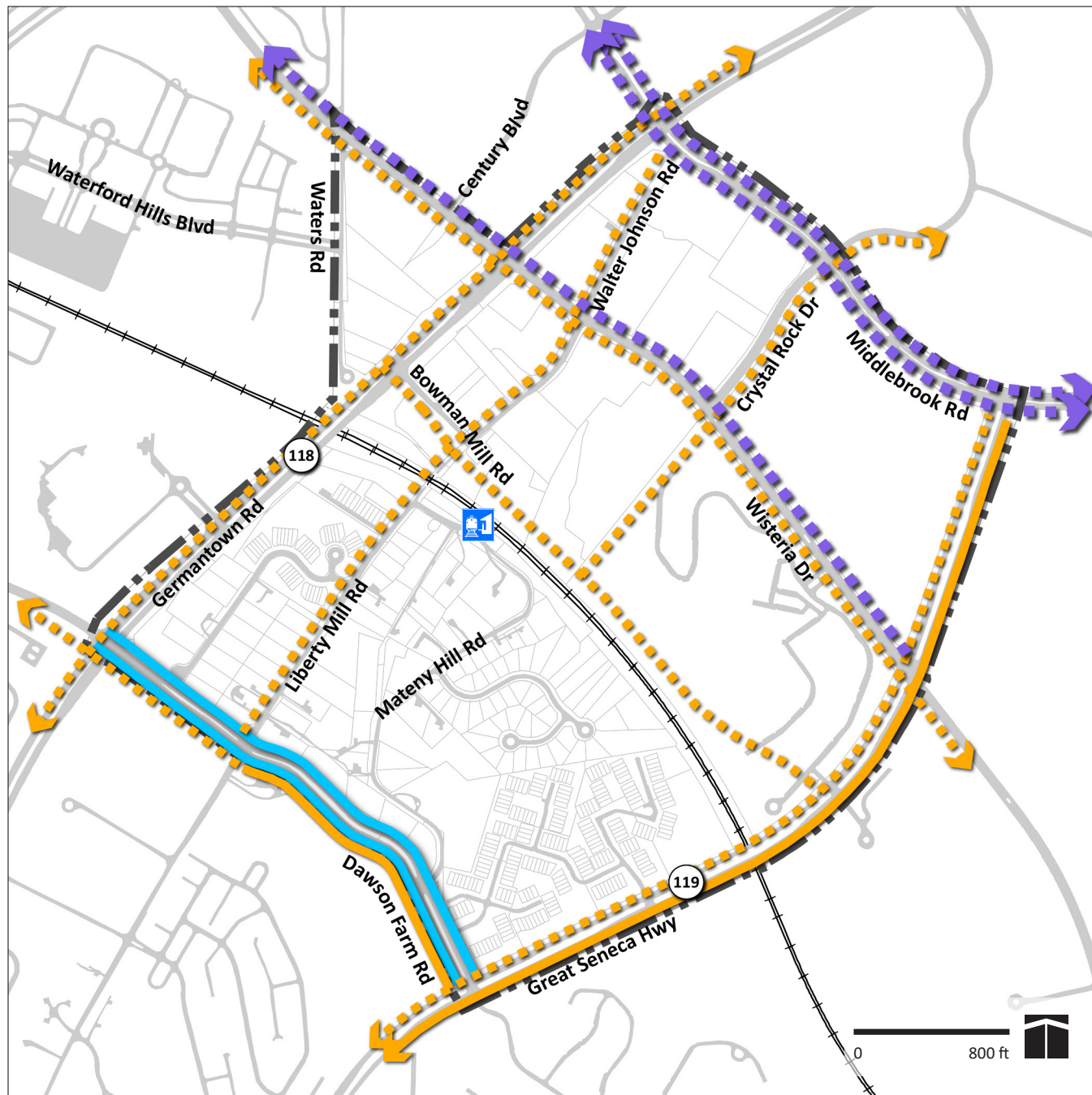
Germantown MARC Boundary

MARC Station

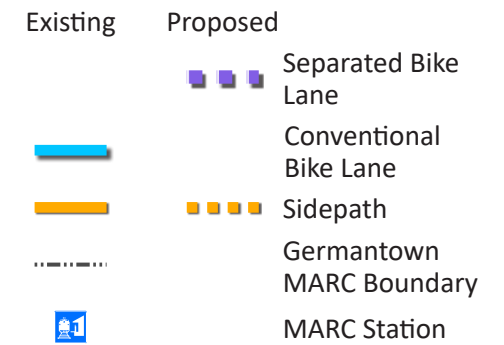
Alignments of proposed roads will be determined during development review process.



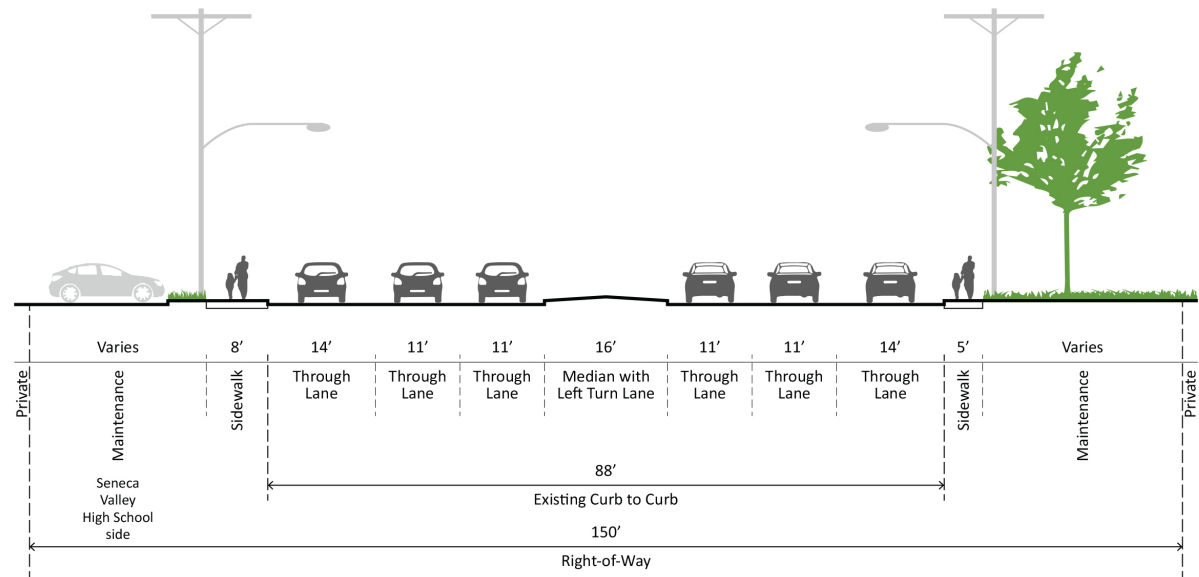




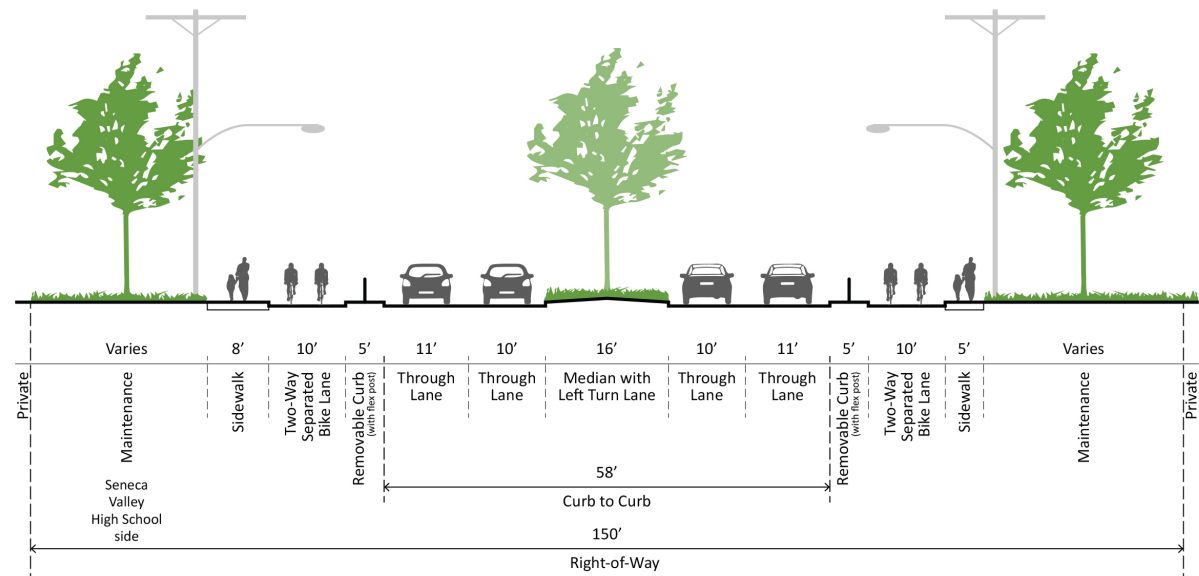
**Figure 31 - Germantown Bike Classifications**



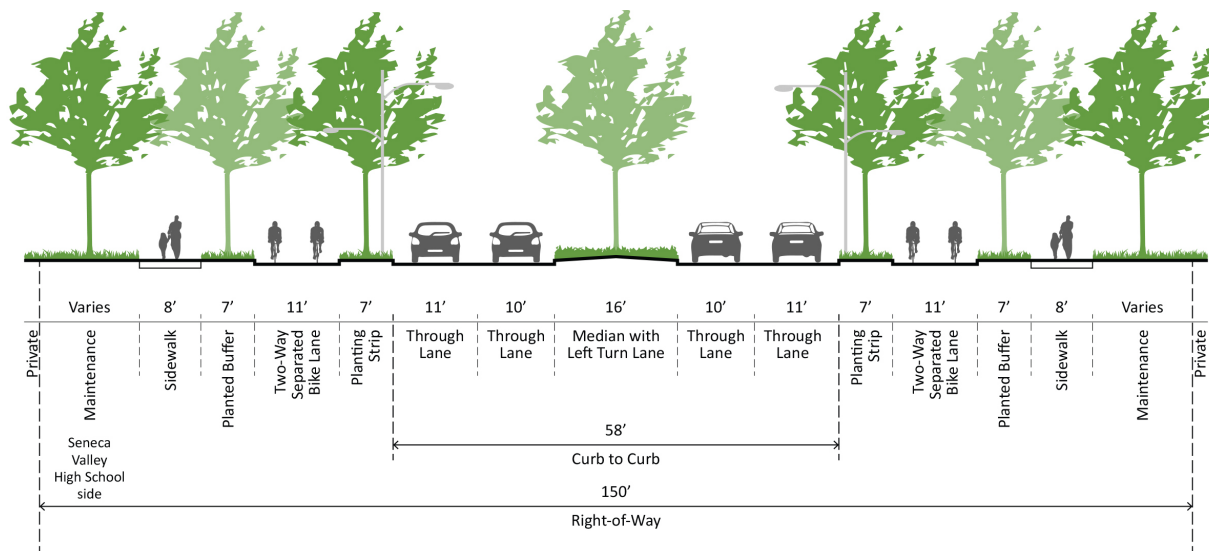
- e. Implement a “road diet” to transform Middlebrook Road into a tree-lined boulevard and a complete street. The goal is to create a safer, more pleasant walking and bicycling environment where vehicular traffic is slowed, safety is improved and the tree canopy is expanded.
- Classify Middlebrook Road as a four-lane divided arterial that provides through movements and access to abutting properties.
  - Reduce the number of through lanes on Middlebrook Road from six lanes to four lanes, as analyzed in the traffic forecasting model.
  - Set target speeds to 30 miles per hour during school hours and 35 miles per hour during non-school hours.
  - Incorporate a minimum 16-foot-wide central planted median with a minimum 6-foot pedestrian refuge where there are turn lanes.
  - Maintain existing sidewalks on both sides of the street in the mid-term to encourage safety improvements more quickly and avoid moving curbs more than once. In the long term, establish 8-foot-wide sidewalks on both sides of the street.
  - Provide one-way separated bike lanes on both sides of the street in the mid-term; in the long term, establish two-way separated bike lanes on both sides of the street.
  - In the mid-term, implement street improvements in a phased approach, with incremental changes as redevelopment occurs or as capital projects are implemented. Figure 33 shows the mid-term section. Mid-term improvements should be considered the first step toward implementation of the road diet.



**Figure 32 - Existing Middlebrook Road**



**Figure 33 - Proposed Typical Street Section for Middlebrook Road Mid-Term**

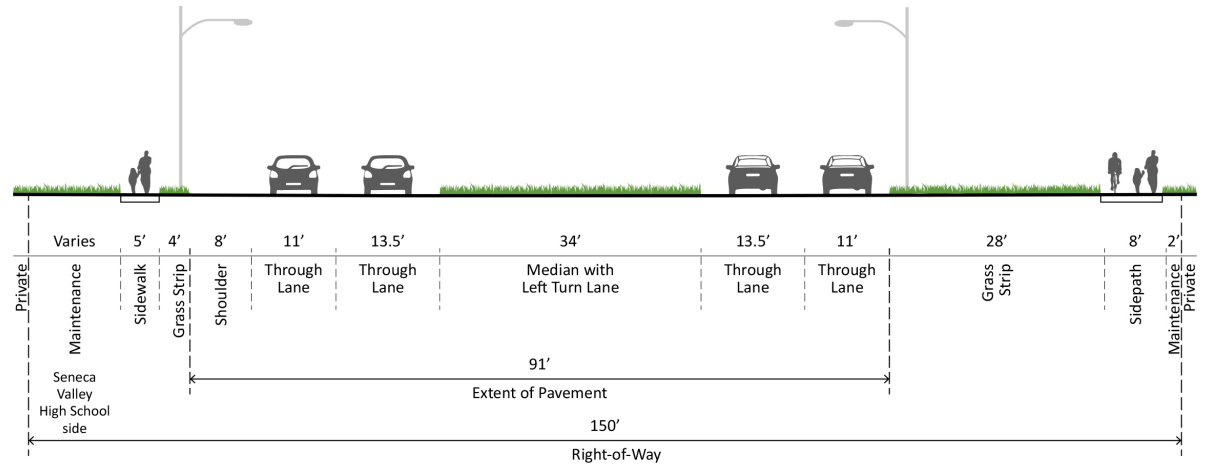


- MCDOT is likely to conduct further analytical studies of the road diet. If this analysis proves that full implementation results in severe operational problems on Middlebrook Road, a modification of the six-lane section, with narrower lanes, improved pedestrian facilities and a two-way separated bike lane on the south side of the road should be implemented. Additional details on this section may be found in Appendix C.

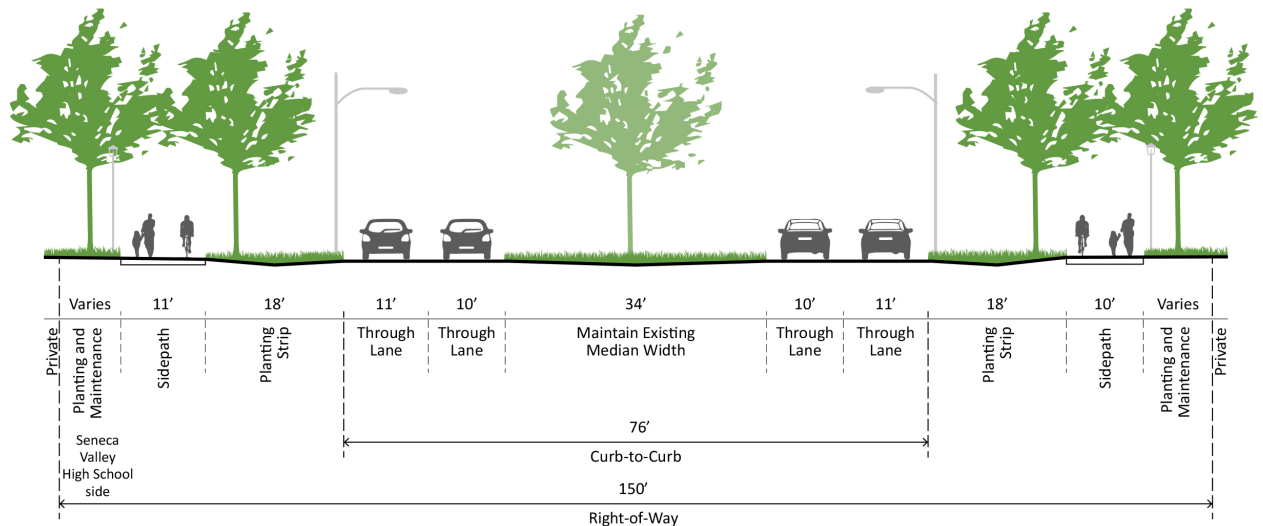
**Figure 34** - Proposed Typical Street Section for Middlebrook Road Long-Term



- f. Maintain Great Seneca Highway as a four-lane divided roadway.
- Classify Great Seneca Highway as a four-lane divided major highway. North of the railroad tracks, the road falls within the Urban Road Code Area.
  - Establish the street as a tree-lined boulevard with curbs and gutters to provide buffering for pedestrians and bicyclists, improve safety and comfort and expand pedestrian and bicycle facilities.
  - Allow roadway intersection access within the proposed expansion of the Urban Road Code Area north of the railroad tracks.
  - Provide curbs and gutters if required south of the railroad tracks to support shade trees in accordance with Montgomery County Department of Transportation's standards.
  - Construct sidepaths with a double row of shade trees on both sides of the street.



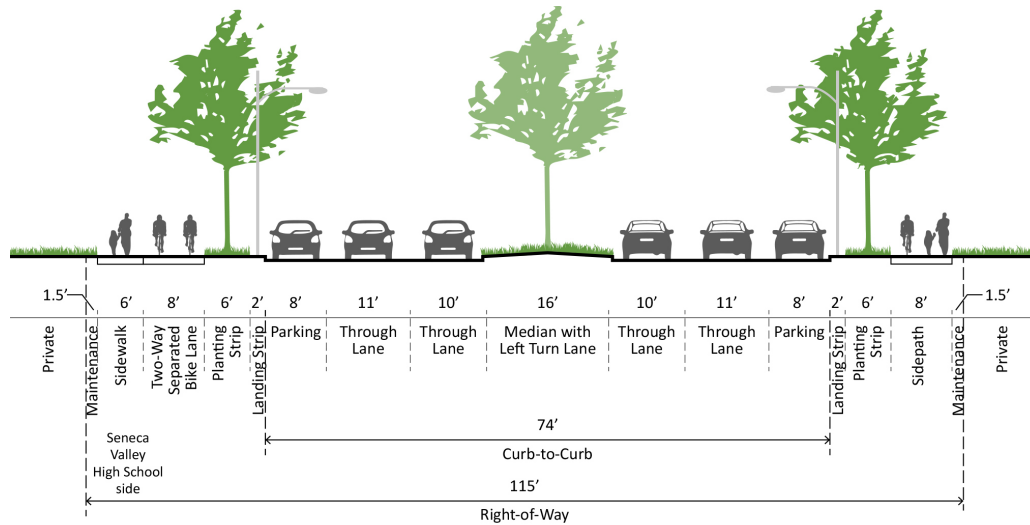
**Figure 35 - Existing Great Seneca Highway**



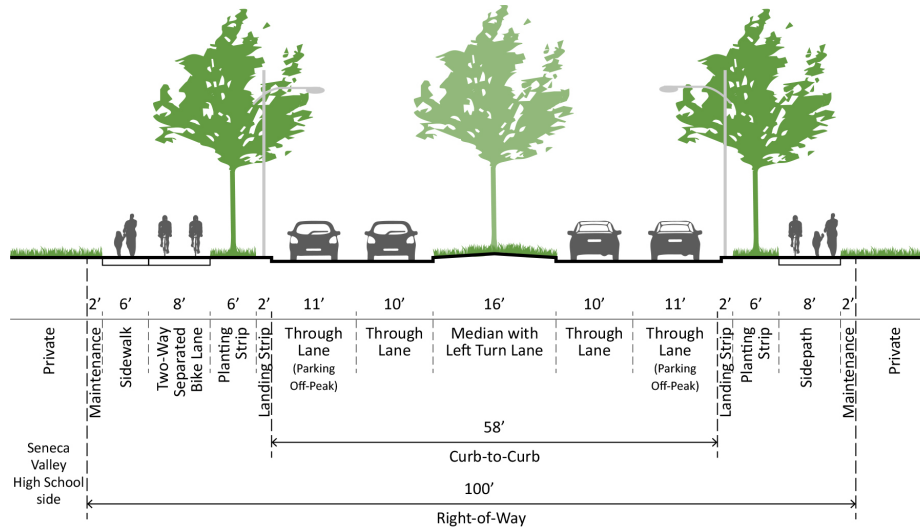
**Figure 36 - Proposed Typical Street Section for Great Seneca Highway (North of the Railroad Tracks)\***

\*south of the tracks, lane widths may conform to the suburban major highway standards

- g. Confirm the 2009 Germantown Employment Area Sector Plan classifications for Wisteria Drive as a four-lane divided business district street.
- Establish Wisteria Drive as a tree-lined boulevard with facilities that improve mobility and safety for pedestrians and bicyclists adjacent to Seneca Valley High School and in proximity to the Germantown MARC Station.
  - Provide dedicated on-street parking lanes from Waters Road to Crystal Rock Drive. Use the curb lanes for off-peak parking between Crystal Rock Drive to Great Seneca Highway.
  - Construct a sidewalk and two-way separated bike lanes on the northeast (school) side and a sidepath on the southwest side with shade trees on both sides along the curb.
  - Incorporate medians with pedestrian refuges to ensure pedestrian crossings and median breaks to ensure safe vehicular turning movements.



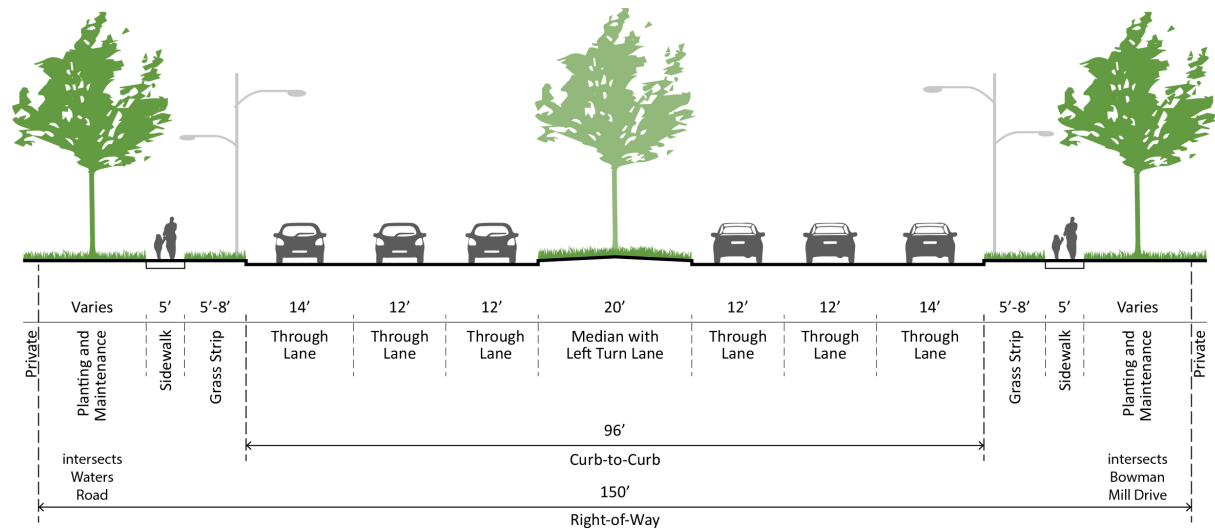
**Figure 37** - Proposed Typical Street Section for Wisteria Drive from Waters Road to Crystal Rock Drive



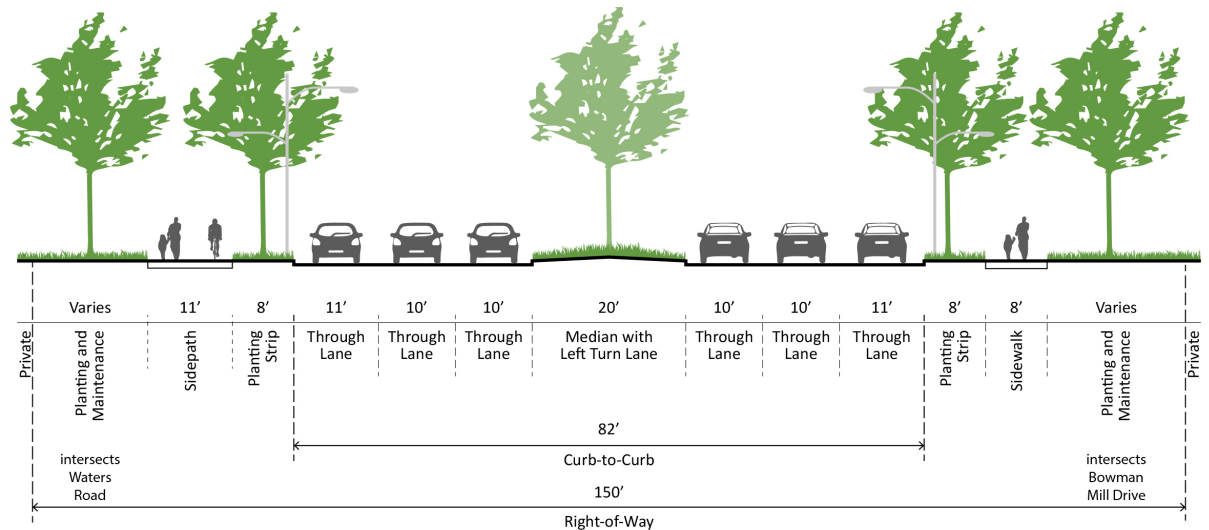
**Figure 38** - Proposed Typical Street Section for Wisteria Drive from Crystal Rock Drive to Great Seneca Highway

h. Confirm the classification of Germantown Road as a six-lane divided major highway. Within the Plan area, the road falls within the Urban Road Code Area.

- Construct a sidepath on the northwest side of the street.
- Confirm restrictions on the widening of the intersection approaches on Germantown Road north of the tracks, unless needed for pedestrian safety or improved bus and bicycle access.



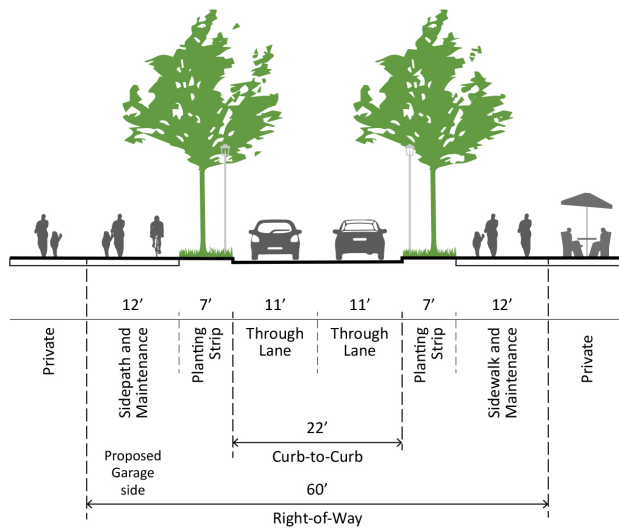
**Figure 39 - Existing Germantown Road**



**Figure 40 - Proposed Typical Street Section for Germantown Road (North of the Railroad Tracks)\***

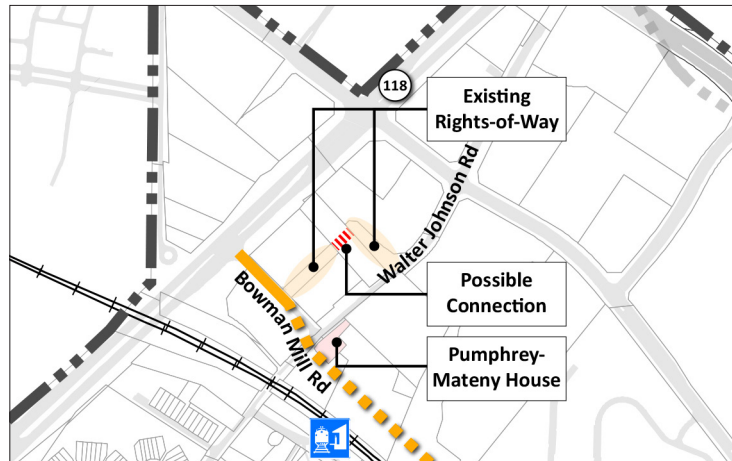
\*south of the tracks, lane widths may conform to the suburban major highway standards





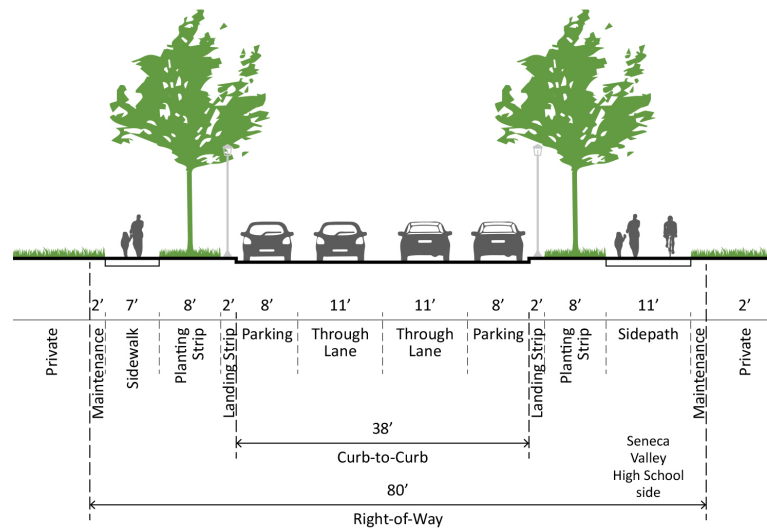
**Figure 41** - Proposed Typical Street Section for Bowman Mill Drive from Germantown Road to Walter Johnson Road

- i. Classify Bowman Mill Drive as a two-lane business district street with wide sidewalks and shade trees.
  - Realign Bowman Mill Drive so that it runs along the south side of the Pumphrey-Mateny House to provide a dedicated bus drop-off loop adjacent to the Germantown MARC station.
  - Create a public road route from Bowman Mill Drive to Great Seneca Highway to improve connectivity and access to the MARC station. This route will also help to distribute traffic and avoid the widening of intersections beyond the recommended 60-foot crossing distances for pedestrians.
  - Confirm the recommended private road connection between Bowman Mill Drive and Walter Johnson Road as recommended in the 2009 Germantown Employment Area Sector Plan, unless properties are consolidated for redevelopment (Site GI).

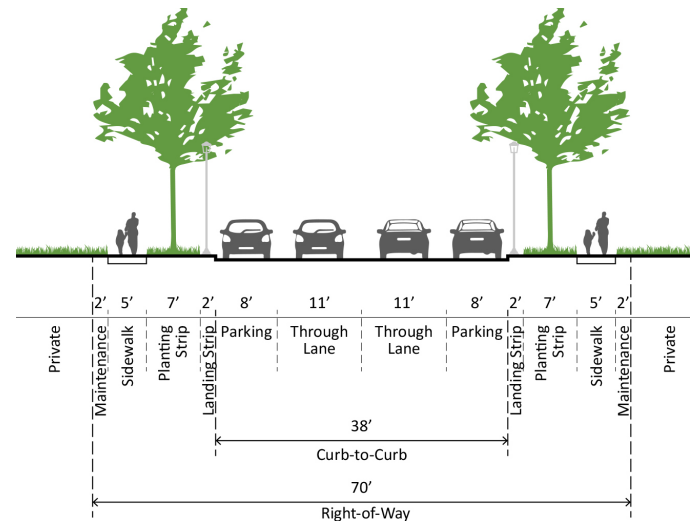


**Figure 42** - Proposed Extension of Bowman Mill Drive and Private Road Connecting Bowman Mill Drive and Walter Johnson Road

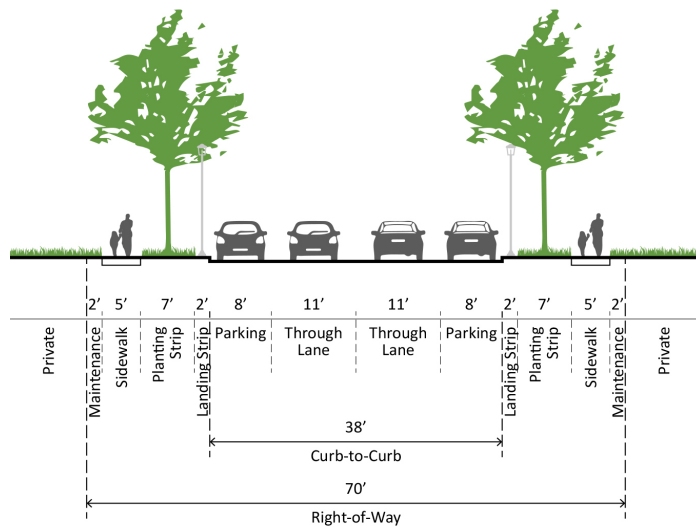
- j. Confirm Crystal Rock Drive as a two-lane business district street with parking on both sides to serve adjacent development.
  - Continue a sidepath on the east (school) side and a sidewalk on the west side with shade trees on both sides.
  - At redevelopment of the Germantown Post Office (Site GJ) or Site GK, construct a street southward toward the MARC station to improve station access. Connect the extension to Bowman Mill Drive Extended.
  
- k. Connect Waterford Hills Boulevard to future Century Boulevard Extended (through the Lotte Plaza development) via Waters House Road. Confirm this linkage from the 2009 Germantown Employment Area Sector Plan as Waters House Avenue, formerly designated as Century Boulevard.
  - Classify Waters House Avenue as a two-lane business district street with parking on both sides to serve adjacent development.



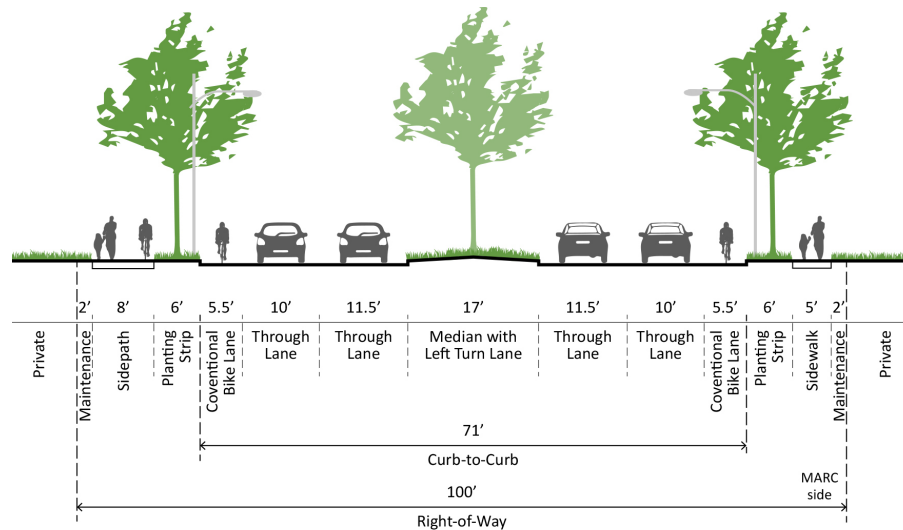
**Figure 43** - Proposed Typical Street Section for Crystal Rock Drive



**Figure 44** -Proposed Typical Street Section for Waters House Avenue



**Figure 45 - Proposed Typical Street Section for Waters Road**

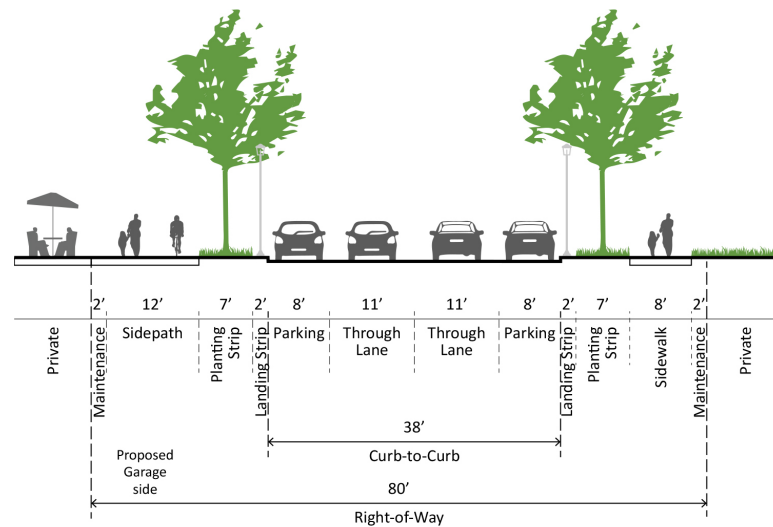


**Figure 46 - Existing Dawson Farm Road**

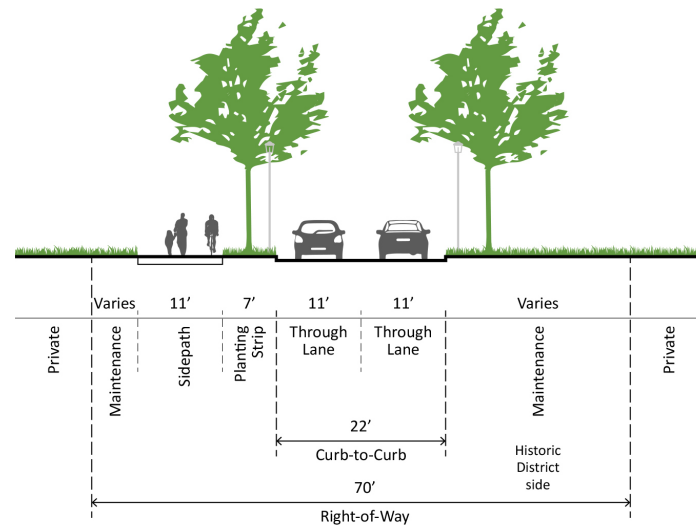
- I. Confirm the classification of Waters Road as a two-lane, business district street with parking on both sides, street trees and wide sidewalks.
- m. Provide needed roadway connections in the Rolling Hills apartments site, Germantown Regional Post Office site and Gunners Lake Thirteen property as determined at the time of future redevelopment of those properties (Sites GJ, GK, GL and GM).
  - Provide a network of streets with limited curb cuts to create pedestrian-friendly, walkable blocks.
  - Include wide sidewalks with shade trees buffering pedestrians from the roadway.
- n. Retain the existing pedestrian/bikeway bridge over the railroad tracks, west of the Germantown Historic District, connecting Liberty Mill and Walter Johnson Roads, and linking both sides of the railroad tracks (Sites GC and GG).
- o. Confirm Dawson Farm Road as a four-lane, divided arterial. Retain the conventional bike lane on both sides and the sidepath on the south side.



- p. Enhance streetscapes along Walter Johnson and Liberty Mill Roads to improve the walking and bicycling experience while reinforcing the street's historic role as the spine of historic Germantown and a significant link to the MARC station (Sites GB, GC, GE, GF, GG, GI, GJ, GL and GM).
- Confirm classification of Walter Johnson Road as a two-lane business district street with parking on both sides. It should intersect with Middlebrook Road at least 100 feet from the Middlebrook Road/Germantown Road intersection. Turns from Walter Johnson should be designated as “right in, right out only.”
  - Design the streetscape to complement the historic character of the area.
  - Construct a sidepath on the northwest side of the streets linking to the bridge and a broad sidewalk on the southeast side of the streets with shade trees on both sides. If pedestrian facilities (south of the railroad tracks) cannot be located on both sides of the street, a sidepath on the northwest side will suffice.
  - Fill in missing pedestrian facilities along Liberty Mill Road to provide safe pedestrian connections to the MARC station from the adjacent neighborhood.
  - Bury all utilities, if feasible, including overhead power lines, to reduce sidewalk obstructions and allow for the growth of mature trees.
  - Incorporate signature lighting on Walter Johnson and Liberty Mill Roads in coordination with Historic Preservation staff and community stakeholders to enhance the historic character of the area.



**Figure 47** - Proposed Typical Street Section for Walter Johnson Road



**Figure 48** - Proposed Typical Street Section for Liberty Mill Road

- q. Fill in missing sidewalk linkages along Mateny Hill Road to provide safe and pleasant pedestrian connections to the MARC station from the adjacent neighborhood (Site GD). Design the sidewalk and any necessary lighting within the Germantown Historic District in consultation with Historic Preservation staff and community groups.
- r. Study the potential for a new bicycle and pedestrian bridge across the railroad tracks, east of the station, to provide more convenient connections between the north and south sides of the railroad tracks near Seneca Valley High School (Sites GC and GD). Such a facility may be needed as part of CSX's long-term plans for a third track. Consider a design that is reminiscent of the railroad context, such as a railroad trestle.
- s. Allow extended pavement within two-foot maintenance strips on one or both sides of the rights-of-ways to allow for wide sidewalks and sidepaths within the Urban Road Code Area where pedestrian and cyclist activity warrants it or when there is an adjacent commercial or institutional use.

### ***3. Ensure any expansion of rail facilities is compatible with existing historic districts and resources.***

#### *Areawide Recommendations*

- a. Sensitively design the addition of a third track within the Boyds and Germantown Historic Districts to preserve historic structures and resources.

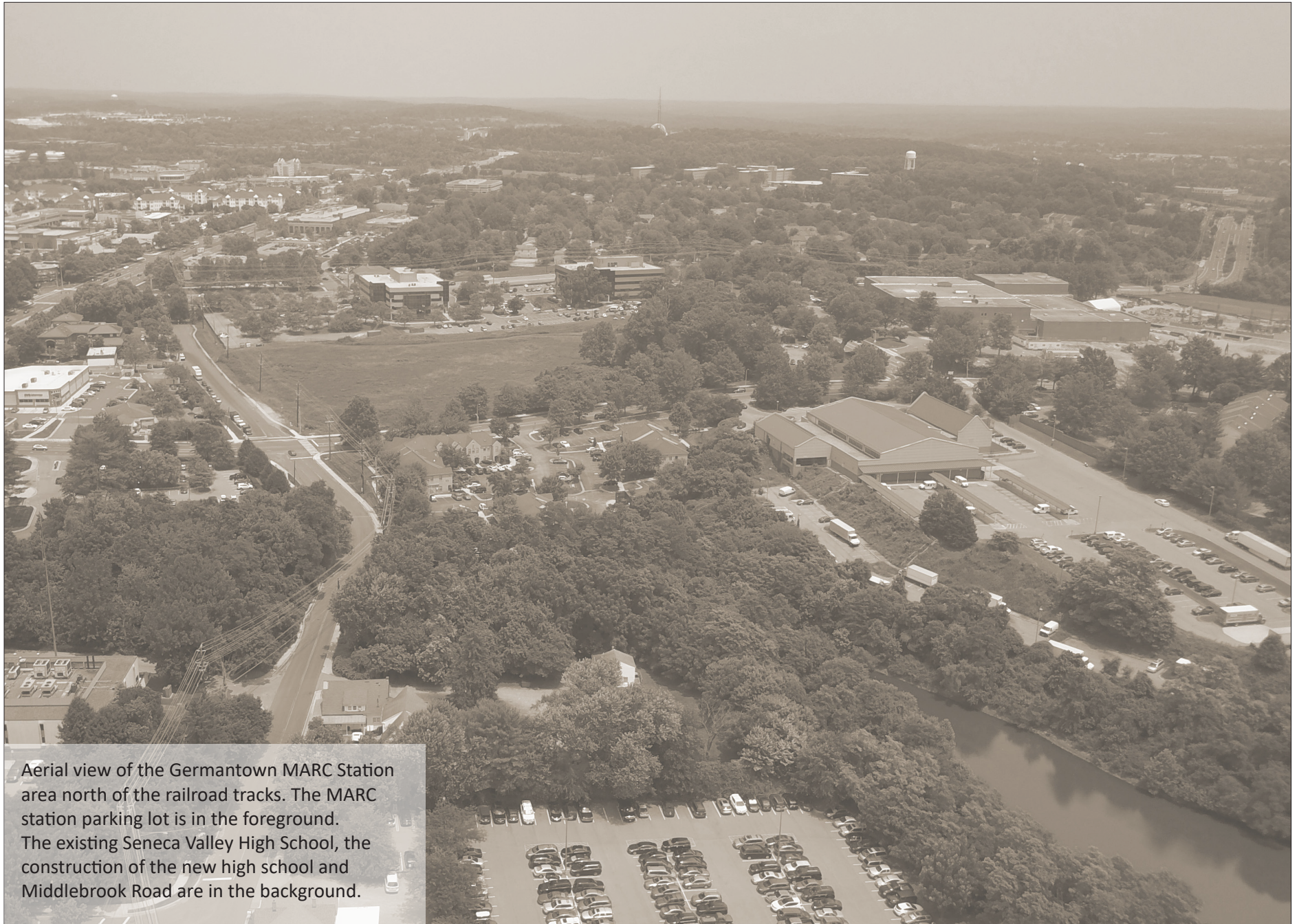
#### *Boyds Recommendations*

- a. If triple-tracking must occur within the Boyds Historic District, expansion of the railroad right-of-way must be located along the south side of the tracks to avoid adverse effects on the historic Hoyle's Mill (Sites BC and BE).

#### *Germantown Recommendations*

- a. If triple-tracking must occur within the Germantown Historic District, then it should be located along the north side of the tracks to avoid infringing upon the historic district.
- b. If track work or the extension of Bowman Mill Drive necessitates reconstruction of the regional stormwater facilities north of the Germantown MARC Station and historic district, coordinate the design of these facilities with the Planning Department and community groups to ensure visual compatibility (Sites GF, GG, GJ and GK).





Aerial view of the Germantown MARC Station area north of the railroad tracks. The MARC station parking lot is in the foreground. The existing Seneca Valley High School, the construction of the new high school and Middlebrook Road are in the background.



## B. Renew

**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 well-designed streetscapes that enrich distinctive community identities and the public realm. Support MARC ridership by sensitively expanding commuter parking areas.

### 1. *Promote compatible infill development around the Boyds and Germantown MARC Stations, while protecting existing residential uses, historically significant structures and natural areas.*

#### Areawide Recommendations

- a. Strengthen and enhance historic areas and residential neighborhoods by allowing infill development that echoes the existing patterns of nearby historic resources and residential neighborhoods:
  - Emphasize quality design of new development.
  - Encourage compatible land uses for infill development.
  - Build new structures with compatible architectural styles, scales and heights.
  - Reflect historical development patterns, such as reduced front building setbacks.
  - Encourage the adaptive reuse of underutilized historic structures in a manner that is sensitive and appropriate to the historic context.

#### Boyd's Recommendations

- a. Preserve Boyds' historic fabric and rural village character, continuing the community's historical function as a gateway to the Agricultural Reserve and a transition between rural Montgomery County and metropolitan Washington, DC.
  - Support existing or similar uses throughout the Boyds plan area to preserve the character of the community and serve as a transition and a gateway to the historic district. Any modernizations or parking expansions should occur at the rear of the existing buildings to retain the architectural character and prevent adverse visual impacts on the community.
  - Encourage reuse of historic structures to support the character of the area and strengthen the viability of the commercial district and MARC station area.
  - Permit appropriately scaled infill development, consistent with recommendations in the Preserve section of this plan.
  - Reduce building setbacks to maintain the historic character and development patterns of Boyds.
  - Protect and manage designated historic districts and individual historic sites, as described in the goals and recommendations in the Preserve section.
  - Follow guidance for architectural compatibility, landscapes, signage, lighting, paths and street furniture as provided in the Preserve section, to ensure compatibility with the character of the historic district.
- b. If the Boyds station can no longer meet the physical requirements for MARC service, use the existing station site as a trailhead, event parking or overflow commuter parking. Commemorate Boyds' history and interpret the history of the B&O Railroad in this location, and develop and install interpretative signage (Site BE).

- c. Design the enhanced MARC station area, including the Anderson properties, to be sensitive to the historic Hoyle's Mill and other structures (Site BE) (See Appendix A for MCDOT's Concept Study).
  - Prior to any changes, additions and/or removals, assess all the structures on the site for National Register of Historic Places significance. This site falls within the National Register Historic District.
  - Review all potential changes to the mill with the County's Historic Preservation Commission.
  - Remove the large, Dutch-gabled building and the small block building adjacent to Barnesville Road to create the room for a Ride On bus loop and drop off.
  - Provide a MARC and Ride On shelter possibly with a restroom. Existing or sensitively-designed new structures may be used for this purpose. These structures provide a co-location opportunity for community uses.
  - Create a plaza area and green space within the bus loop. Preserve the green area to protect the existing septic field.
  - Design the expanded MARC parking area with an extensive tree canopy and stormwater management treatments to protect the water quality of Little Seneca Lake. Screen all parking with landscaping and low walls to protect the historic resources and community character.
  - Design the new walkways connecting the parking area and bus loop to the MARC platform for compatibility with the historic Hoyle's Mill and other resources. Sensitively design canopies over the pedestrian underpass with guidance from Historic Preservation staff to assure visual compatibility.
- Encourage community activities at the MARC station during evening and weekend hours, such as farmers markets, local fundraisers and civic meetings.
  - Retain and improve the existing MARC parking lot south of the railroad tracks, including the addition of a sidewalk to the pedestrian underpass.
- d. Retain and support existing Boyds institutions (Site BD) in recognition of their roles as historical and physical landmarks, including the Boyds Negro School, Boyds Presbyterian Church, St. Mark's United Methodist Church and Edward U. Taylor School (now known as the Taylor Science Materials Center).
- e. Consider the adaptive reuse of the Boyds Post Office building if the United States Postal Service should decide to close or relocate the existing facility (Site BC).
- f. Support continued uses on the two existing industrial properties on Clopper Road abutting the railroad tracks (Sites BF and BG). Add landscaping to provide visual buffering of these uses from adjacent properties and the road, because these properties form the eastern gateway to the Boyds Historic District.





Figure 49 - Boyds MARC Station Conceptual Plan (Illustrative)



### Germantown Recommendations

- a. Transform the Germantown MARC Station area into an inviting, walkable community destination with a mix of uses.
    - Protect and enhance the historic district and resources to maintain the distinctive late-19th century character, which reflects the area's railroad history.
    - Encourage compatible uses, renovations and adaptive reuse of historic structures to ensure their continued viability. Retain the integrity of the facades and exteriors of these historic structures. Detailed recommendations are in the Preserve section of this plan.
    - Expand MARC parking in the core of the Germantown MARC Station area to support the future number of commuters. Design expansions to protect the scale, character and integrity of the surrounding Germantown Historic District.
    - Maintain the character of the stable residential neighborhood south of the railroad tracks.
  - b. Expand MARC parking with surface lots and garages to support greater ridership (Sites GD, GE, GG, GI and GJ).
    - Confirm the location for a MARC station garage on the County-owned north parking lot abutting Germantown Road. This site for the garage has been recommended since the relocation of Germantown Road in the 1990s and by the Maryland Transit Administration in its MARC Growth and Investment Plan Update 2013 to 2050.
    - Allow heights of up to 60 feet for the proposed garage to reduce visual impacts on the Pumphrey-Mateny House and historic district.
    - Screen the garage from Walter Johnson Road with buildings wrapping around its perimeter. These buildings should complement the height and scale of the Pumphrey-Mateny House and help to create a cohesive streetscape within the public realm.
- Construct a second parking structure north of Bowman Mill Drive if parking needs exceed capacity following the construction of the first garage.
  - For any parking garage facing public rights-of-ways, provide architectural details on the exteriors facing the rights-of-way. Provide activating uses at street level and screen the garage with buildings that line the street and complement the height and scale of the nearby historic structures.
  - Work with Montgomery County's Public Art Program on possibly commissioning artwork on street facades.
  - Connect new parking lots and structures to the station area and platform with wide, tree-lined sidewalks.
  - Plant trees along the perimeter and interior of existing and new MARC parking lots to provide maximum shade and stormwater management enhancement.
  - Retain and enhance the Ride On bus facilities as described in the Connect section.
  - Support small surface parking lots south of and adjacent to the railroad tracks on properties abutting the tracks. Design parking lots to complement the historic district. Screen the perimeter and interior of new parking lots with plants and trees to provide shade and stormwater enhancement. Limit expansion of parking south of Mateny Hill Road.
  - Beyond the life of this plan, future transportation technologies may reduce or eliminate the need for MARC passengers to park at the station. If such a decrease in parking occurs, provide a compatible mix of uses near the station at an appropriate scale that complements the historic district and the resources on both sides of the railroad tracks.





**Figure 50 - Germantown Conceptual Plan (Illustrative)**





**Figure 51 - Perspective from the Intersection of Middlebrook Road and Crystal Rock Drive (Illustrative)**



c. North of the MARC station, encourage compatible mixed-use infill development and redevelopment that include an expanded range of living options, as recommended in the 2009 Germantown Employment Area Sector Plan. Germantown's highest densities are located to the north of this plan area and step down to the Germantown Historic District to ensure compatibility with the historic sites and stable residential areas.

- Between Middlebrook Road and Wisteria Drive:

- Establish greater densities and taller buildings between Middlebrook Road and Wisteria Drive, where there will be a minimal impact on historic resources and residential areas (Site GL).
- Confirm the mixed-use recommendation emphasizing office and commercial uses where visibility is highest along

Middlebrook and Germantown Roads. Locate residential uses toward Wisteria Drive.

- Confirm the relocation of Germantown Square Urban Park to a more suitable location for community use near the Upcounty Services Center. Redevelop the site with a signature building, oriented toward the intersection of Middlebrook and Germantown roads. Limited residential uses may be appropriate in this area, if located along Walter Johnson Road (Site GL).

- Between Wisteria Drive and the railroad tracks:

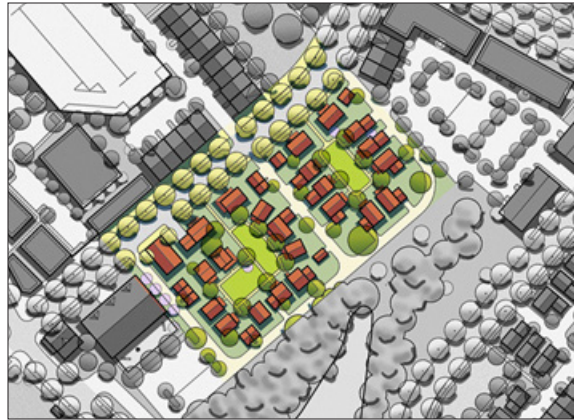
- Confirm lower densities and heights between Wisteria Drive and the railroad tracks. Develop a finely scaled pattern that respects the historic resources in this area, as well as the historic district, which begins at the railroad tracks.



**Figure 52 - Perspective Looking North on Walter Johnson Road (Illustrative)**



- Allow mixed uses with a predominantly residential character and compatible non-residential uses south of Wisteria Drive, such as the existing North Lake Medical Park and daycare center (Site GJ).
- Encourage an expanded variety of housing types throughout the area, from small, detached residences to multifamily apartment buildings near the MARC station to serve the needs of a diverse population in terms of age, income and number of people in a household.
  - Broaden housing types to include live-work units and units meeting the Design for Life accessibility standards set by the Montgomery County Department of Permitting Services. Consider cottage-style housing in which single-family homes are clustered around a shared open space and small apartment buildings arranged around courtyards. Shared parking and garages may also be clustered.
  - Confirm the housing recommendations found in the 2009 Germantown Employment Area Sector Plan.
- Use rear lanes or alley-accessed driveways and garages throughout the area to improve the pedestrian realm with uninterrupted sidewalks and bike facilities. Avoid parking garages placed at the front of houses and buildings.

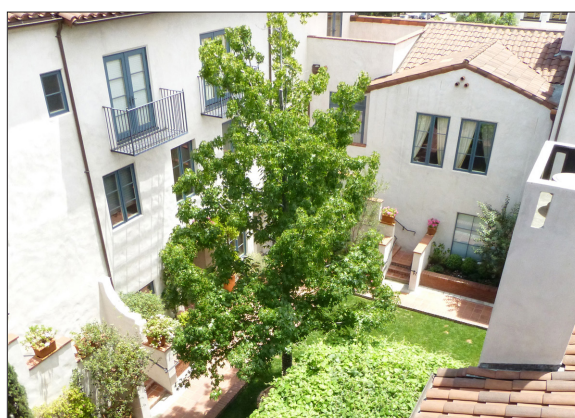
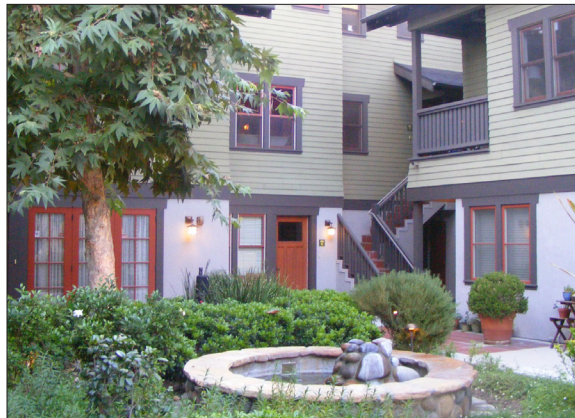
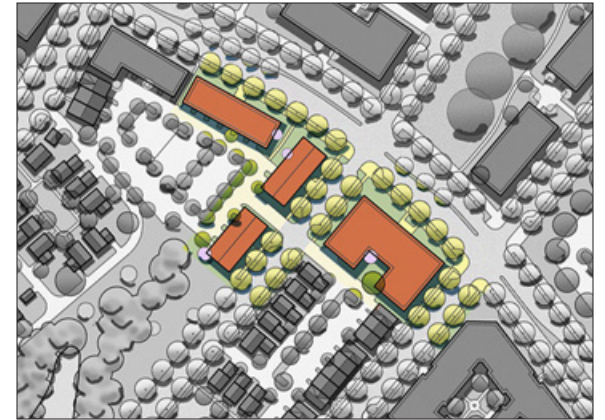
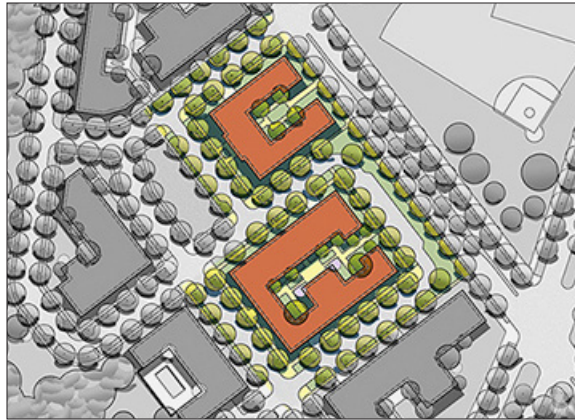


**Figure 53 - Housing Types  
(Illustratives along Top)**

Cottage houses

Townhouses





Live-work units

Courtyard housing

Small apartment buildings



- d. South of the railroad tracks, protect the historic and residential character of the area (Sites GB, GC, GD and GE).
- Encourage the reuse of historic structures to support the character of the area and strengthen the viability of the commercial district and MARC station area.
  - Permit appropriately scaled infill development, consistent with recommendations in the Preserve section of this plan.
  - Maintain the setbacks of older structures to support the historic character and development patterns of Germantown.
  - Follow guidance for landscapes, signage, lighting, paths and street furniture as provided in the Preserve section, to ensure compatibility with the character of the historic district.
- e. Create an attractive public realm that enhances the character of the Germantown MARC area.
- Carefully design infill development to reflect the character of the historic areas and promote a fine-scaled, walkable environment.
  - Frame streetscapes and public spaces with buildings.
  - Locate new buildings to define the street edges and create active street fronts.
  - Orient the primary building facades and entrances to face public streets and improve pedestrian accessibility.
  - Incorporate the setbacks, scale and architectural elements of historic buildings into any new infill or redevelopment in the existing residential area. Provide height transitions from existing buildings to new development.
  - Screen parking areas with buildings, low site walls and landscaping.



**Figure 54 - Conceptual Plans of Buildings Placed along Streets and Arranged Around Open Spaces (Illustratives)**

**2. *Promote compact, walkable and context-sensitive development that supports the Boyds and Germantown MARC stations, while protecting and reinforcing each community's scale, historic character and sense of place.***

Areawide Recommendations

- a. Ensure context-sensitive new development that is compatible with the scale, placement and architectural styles of existing buildings that are part of the historic fabric in the Boyds and Germantown communities:
  - Maintain the historic setback patterns and scale for any new buildings.
  - Adaptively reuse buildings that add character and maintain the integrity of the historic district.
  - Locate additions to existing buildings on the sides or rear of the structures, so as not to damage the original architectural character of the buildings.
  - Encourage architectural styles that complement existing buildings in the historic district.
  - Use materials for new buildings and additions that are similar to those found in the Boyds and Germantown communities.
  - Incorporate traditional architectural elements into new buildings, such as porches, stoops, bay windows and dormer windows.
  - Design signage as an integral part of a building facade to complement the architecture and not obstruct key architectural features.

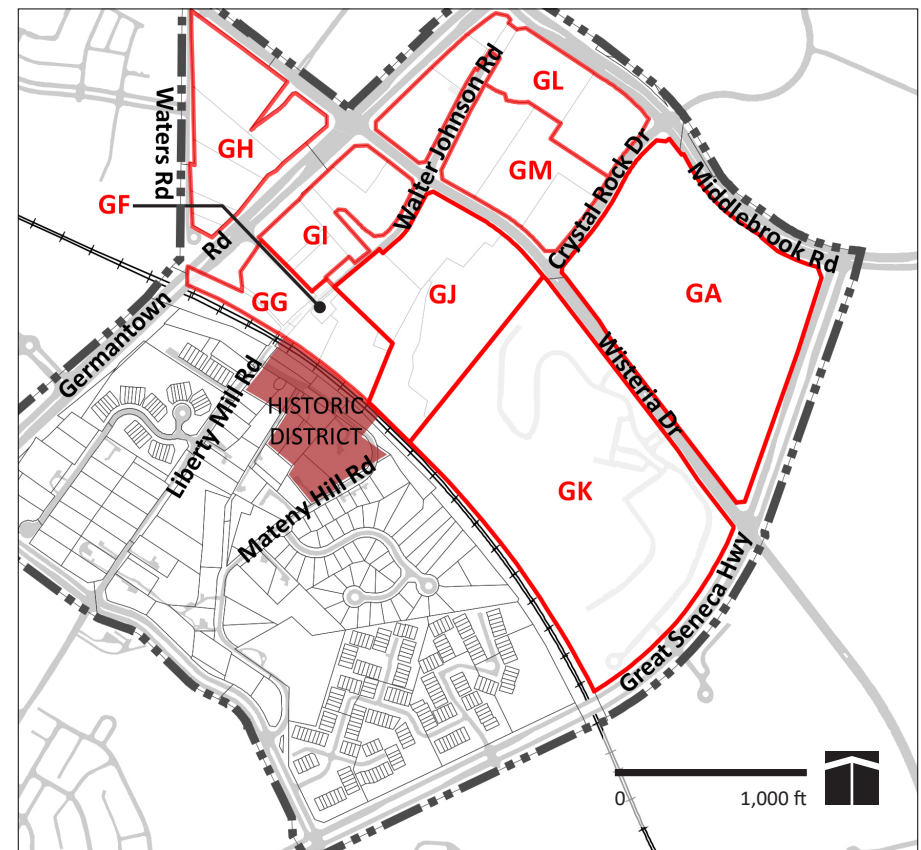
Boyds Recommendations

- a. Maintain the exceptional rustic road character of White Ground and Hoyles Mill roads, including existing building setback patterns with the placement of buildings close to the road (Site BD).
- b. Use appropriate paving materials for sidewalks and shared-use paths that complement the architecture of the Boyds Historic District (Sites BC and BE).

- c. In the commercial area along Barnesville Road, incorporate pedestrian-scaled lighting, street furniture and wayfinding signage that complements the character of the historic district while helping to activate public space (Sites BC and BE).

Germantown Recommendations

- a. Ensure that new building heights and transitions between building heights are context-sensitive and compatible with the Germantown Historic District and other existing structures that shape the character of the community. Transition the buildings



**Figure 55 - Germantown Reference Key with Historic District**

along Waters Road, Germantown Road, Walter Johnson Road and Wisteria Drive from higher to lower heights to ensure compatibility with the Germantown Historic District. On Site GK, the Rolling Hills apartment complex, allow maximum building heights on the eastern portion of the property, nearer Great Seneca Highway. On the western portion of the property, lower building heights, similar to those recommended for Site GG, should be maintained for compatibility with the nearby historic dDistrict.

- b. Foster a walkable and active environment along streets within the Germantown plan area by establishing short blocks and a building line along property frontage to regulate the relationship of buildings to streets:
  - Create a network of new, local streets with 250- to 350-foot long, walkable blocks, as recommended in the 2009 Germantown Employment Area Sector Plan. Provide publicly accessible mid-block crossings where block lengths are greater.
  - Incorporate a mix of land uses along the street.
  - Locate buildings close to the street right-of-way, with parking located to the side or rear of buildings and structures.
- c. Design streets and streetscapes to promote a comfortable walking environment that fosters a distinct sense of place:
  - Design streets with wide sidewalks and tree-lined planting panels that provide shade for pedestrians. Reduce crossing distances with bulb-outs or neck downs to increase safety for pedestrians.
  - Establish Walter Johnson Road as a neighborhood main street and primary pedestrian link to the MARC station by incorporating wide sidewalks, neighborhood-serving uses, a variety of public open spaces and outdoor gathering spaces and seating.
  - Transform Middlebrook Road into a tree-lined, four-lane boulevard, creating a pedestrian- and bicyclist-friendly environment that slows traffic, enhances safety and increases the tree canopy.
  - Accommodate on-street parking along Walter Johnson Road, Crystal Rock Drive and Wisteria Drive, and along new interior

streets to expand parking opportunities; provide a landscaped buffer for pedestrians.

- Establish a walkable public realm with street-oriented buildings and gathering spaces at sidewalks within the Urban Road Code Area by locating public utilities within conduit in rights-of-ways and avoiding public utility easement setbacks.
- d. Incorporate interpretive signage or art that celebrates the late Walter Johnson, his history as a pitcher with the Washington Senators baseball team, a Montgomery County commissioner and a local dairy farmer.

### ***3. Establish a network of attractive parks, public spaces, trails and community gathering places in the Boyds and Germantown communities to provide space for recreation and social interaction, while enhancing the beauty and environmental quality of both communities.***

#### *Areawide Recommendations*

- a. Encourage the use of the facilities at the MARC stations for community-supporting activities during non-MARC (evening, weekend and holiday) hours. Such uses will activate the station areas throughout the week and establish a greater sense of place. Partner with community and civic groups in programming these facilities with activities.
- b. Provide residential uses with publicly accessible spaces to promote gathering and improve connectivity. Public spaces, such as civic greens, neighborhood greens and through-block connections, as defined in the Montgomery County Planning Department's 2017 Recreation Guidelines, are recommended.



### Boyd's Recommendations

- a. Promote the shared use of the repurposed and renovated Hoyle's Mill, proposed plaza area and expanded commuter parking in the Boyds MARC Station area. This revitalization will enable a variety of community-serving activities that will activate the station area during non-commuting hours and support a range of events and community gatherings (Site BE). Potential uses include a small farmers' market, trailheads, heritage days activities, cultural celebrations, public or civic association meetings, and similar activities.
- b. Design and construct a small open space with attractive landscaping and paving in the commercial area along Barnesville Road that may serve as a gathering space for residents, visitors and commuters (Site BE).
- c. Develop the unimproved Boyds Local Park site to serve as a community green space, gathering place and gateway to the Boyds Historic District (Site BD).
  - Conduct test borings to identify the extent and depth of the diabase geology on the site. The results will help determine the types and locations of potential facility options.
  - Design new park facilities with active recreation, open green space and parking, in consultation with the community.
  - Design a parking lot within Boyds Local Park to provide overflow commuter parking for an enhanced MARC station area.
  - Provide a safe pedestrian connection to the MARC station area from the shared parking lot.
  - Provide a primary park entrance from Clopper Road and a secondary entrance, if needed, from White Ground Road. Coordinate the design of the park entrance with the replacement Clarksburg Road underpass.
  - Retain and incorporate the existing Hoyle's Mill Natural Surface trail to provide a connection between the Black Hill Regional Park to the north and the Hoyle's Mill Conservation Park to the south.

### Germantown Recommendations

- a. Establish a network of public open spaces to serve as outdoor gathering places and community social spaces. These spaces may vary in size and contain facilities ranging from landscaping, seating and picnic areas. Private spaces with elements such as play equipment, sculpture or ornamental gardens and dog park facilities may supplement publicly accessible open spaces.
- b. Create continuous open spaces for gathering and recreation.
  - Maintain the mature Walter Johnson oaks growing on the area's diabase geology to the extent feasible.
  - Following soil boring tests, consider designing required green spaces around diabase areas.
- c. Establish a community focal point and gathering place near the northeast corner of Wisteria Drive and Walter Johnson Road.
- d. Encourage the incorporation of private, landscaped open space as part of courtyard buildings, cottage-style housing and other housing types organized around central common areas.
- e. Continue to promote compatible shared uses of the Germantown MARC Station facilities, such as the coffee shop in the Germantown MARC Station and the seasonal Germantown Flea Market, that support MARC ridership, activate the station area during non-MARC hours (evenings, weekends and holidays) and establish the station area as a community gathering place serving Germantown residents (Sites GC and GG).
- f. Confirm recommendations from the 2009 Germantown Employment Area Sector Plan.
  - Relocate the Germantown Square Urban Park to a site by the Sidney Kramer Upcounty Regional Services Center at Middlebrook Road and Century Boulevard.

- Enhance the existing railroad pond stormwater facility between the Germantown Post Office and the railroad tracks with native plantings. Develop a nature-oriented trail for passive recreation connected to adjoining sidewalks. Provide seating areas for viewing wildlife (Site GJ).
- Enhance the south end of Walter Johnson Road, the north end of Liberty Mill Road and the pedestrian bridge connecting them as an urban open space celebrating “old Route 118” with seating, landscaping and public art (Sites GC and GG).
- Provide public amenities that enhance identity and character, integrating historic, cultural and nature-oriented themes.

#### 4. *Provide high quality schools and community facilities throughout the Boyds and Germantown areas.*

##### Areawide Recommendations

- Support ongoing improvements to schools in the four school clusters located in the Boyds and Germantown areas. These clusters are Seneca Valley, Northwest, Clarksburg and Poolesville.
  - Clarksburg Village Elementary School Site #2 is funded for construction and anticipated to open in September 2019.
  - Montgomery County Public Schools has recommended planning for Clarksburg Elementary School #9. This new school would be constructed at the Cabin Branch site located at the intersection of Clarksburg and Byrne Park roads and is scheduled to be completed in September 2022 (pending planning and construction funding approval).
  - Seneca Valley High School is being rebuilt onsite and is anticipated to open in 2020, with an increased capacity of 2,581 students. A boundary realignment will ensure that this rebuilt school will help alleviate enrollment burdens at Northwest and Clarksburg high schools. This boundary study will evaluate the utilizations and articulation patterns of the middle schools in the three clusters.

- Retain the future school sites in Germantown and Clarksburg.
  - There are two future elementary school sites in Germantown. One is on Schaeffer Road south of Clopper Road, called Northwest Elementary School #8; and the second is Waring Station Elementary School in the Seneca Valley cluster.
  - In the Clarksburg cluster where growth continues, one additional master planned elementary school site is located at the intersection of West Old Baltimore Road and Seneca Ayr Drive (the property is currently owned by the Maryland-National Capital Park and Planning Commission). During the site selection process for Clarksburg Elementary School #9, two additional properties were identified that could be considered for future elementary school sites. These include an M-NCPPC-owned property located at the intersection of Skylark and Piedmont roads and a Washington Suburban Sanitary Commission (WSSC)-owned property located at the intersection of Route 27 and Brink Road.



Example of a community gathering space

- c. Support needed for school modernizations and expansions for area students.
  - In the Northwest Cluster, Montgomery County Public Schools has recommended planning for additions at Ronald McNair Elementary School and Clopper Mill Elementary School. The McNair expansion is expected to add capacity for an additional 135 students and is scheduled for completion in September 2022 (pending planning and construction funding approval). The scope and timeline for the Clopper Mill expansion are not yet known.
  - In the Seneca Valley Cluster, Montgomery County Public Schools has recommended planning for an addition at Lake Seneca Elementary School, however the scope and timeline for the expansion are not yet known.
  - In the Clarksburg Cluster, Montgomery County Public Schools has recommended planning for a major capital project at Neelsville Middle School to address various building systems and programmatic needs. The scope (including the extent to which it would add student capacity) and timeline for the project are not yet known.
  - In the Poolesville Cluster, Montgomery County Public Schools has recommended planning for a major capital project at Poolesville High School to address various building systems and programmatic needs. The scope (including the extent to which it would add student capacity) and timeline for the project are not yet known.
- d. Explore alternative solutions to school capacity challenges, such as repurposing vacant spaces or underutilized buildings for educational purposes.
- e. Multiple public facilities are located within and surrounding the planning area; the need for additional facilities is not anticipated.
  - Two US post offices are located in the Plan area. The Germantown Post Office is located on Wisteria Drive and the Boyds Post Office is located on Barnesville Road.
  - The 5th District Police Station serves both Boyds and Germantown. The station is located on Aircraft Drive.

- The Germantown/Kingsview Fire Station, Number 22, on Germantown Road at Clopper Road, opened in 2009 and serves both south Germantown and Boyds.
- The Germantown Library opened in 2007 on Century Boulevard within the Germantown Town Center. Other nearby library branches that serve the area are in Gaithersburg, Quince Orchard and Poolesville.
- The upcounty area is served by the Sidney Kramer Upcounty Regional Services Center, which opened in 2000 and is the largest of Montgomery County's five regional services centers. It is located at the intersection of Germantown and Middlebrook roads.
- The Germantown Community Recreation Center and Germantown Outdoor Pool are located on Kingsview Road, and provide recreation facilities for residents of both Boyds and Germantown.

## 5. *Apply zoning to support the land use recommendations.*

### Areawide Recommendations

- a. Apply zoning to achieve the land uses, heights and densities recommended by the Plan.
- b. Replace zones retained from the previous zoning ordinance with the nearest equivalent zone, as required by the zoning code during the Sectional Map Amendment (SMA) process for this plan.

### Boyds Recommendations

- a. Provide zoning that supports the historic and rural community character of Boyds, and is consistent with densities in locations outside of the water and sewer envelopes.
  - Retain the existing residential and agricultural zones, Residential-200 (R-200), Residential Estate-1 (RE-1), Residential Estate-2 (RE-2) and Rural (R).



**Schools in the Planning Area:** Schools in four school clusters, Seneca Valley, Northwest, Clarksburg and Poolesville, with 16 individual schools, serve the families in the MARC Rail Communities Plan area.

It is estimated that the plan will increase residential capacity by 1,450 households in the Germantown area. If fully realized, this capacity will add approximately 310 more elementary students, 120 more middle school students and 160 more high school students to the area across the Clarksburg, Northwest and Seneca Valley clusters.

Due to septic system constraints, future residential growth in the Boyds area will be limited and is not anticipated to impact area schools. As a result, the plan does not anticipate that it will have any impact on the Poolesville Cluster.

The Montgomery County Subdivision Staging Policy rates each school as open conditionally or in moratorium, depending on six-year enrollment projections. At this time, the Lake Seneca Elementary School service area is in moratorium with no planned capacity solutions. Until there is adequate school capacity, residential projects within the Lake Seneca Elementary School service area cannot move forward. School utilization is tested annually. Additional details may be found in the annual school test, published on the Planning Department's website at [montgomeryplanning.org](http://montgomeryplanning.org).

- Replace the Town Sector (T-S) zone on parkland surrounding Little Seneca Lake with the RE-2 and Rural zones.
- Replace the Neighborhood Retail zone (NR 0.75, H 45) with Commercial Residential Neighborhood zone (CRN 0.25, C 0.25, R 0.25, H 45) to allow flexibility of uses in historic structures and reflect densities that can be reached using well and septic facilities.
- Replace the Moderate Industrial zone (IM 2.5, H 50) with the Moderate Industrial zone (IM 0.25, H 50) to reflect densities that can be achieved using well and septic facilities.

- b. Allow reduced setbacks and additional septic capacity across property lines, where the patterns are compatible and replicate existing development, consistent with the Historic Area Work Permit and County permitting processes.

#### Germantown Recommendations

- a. Apply zoning that supports the historic and residential areas of Germantown and allows compatible redevelopment.

##### South of the Railroad Tracks

- Retain the residential zones, Residential-200 (R-200) and Residential-60 (R-60) (Sites GB and GC).
- Replace the Residential Townhouse zones, Residential Townhouse 6.0 (RT-6.0) and RT-12.5 zones with the Townhouse Low Density (TLD) and Townhouse Medium Density (TMD) zones, respectively (Sites GB, GC and GD).
- Retain the Commercial Residential Neighborhood zone (CRN 0.5, C 0.5, R 0.25, H 35).

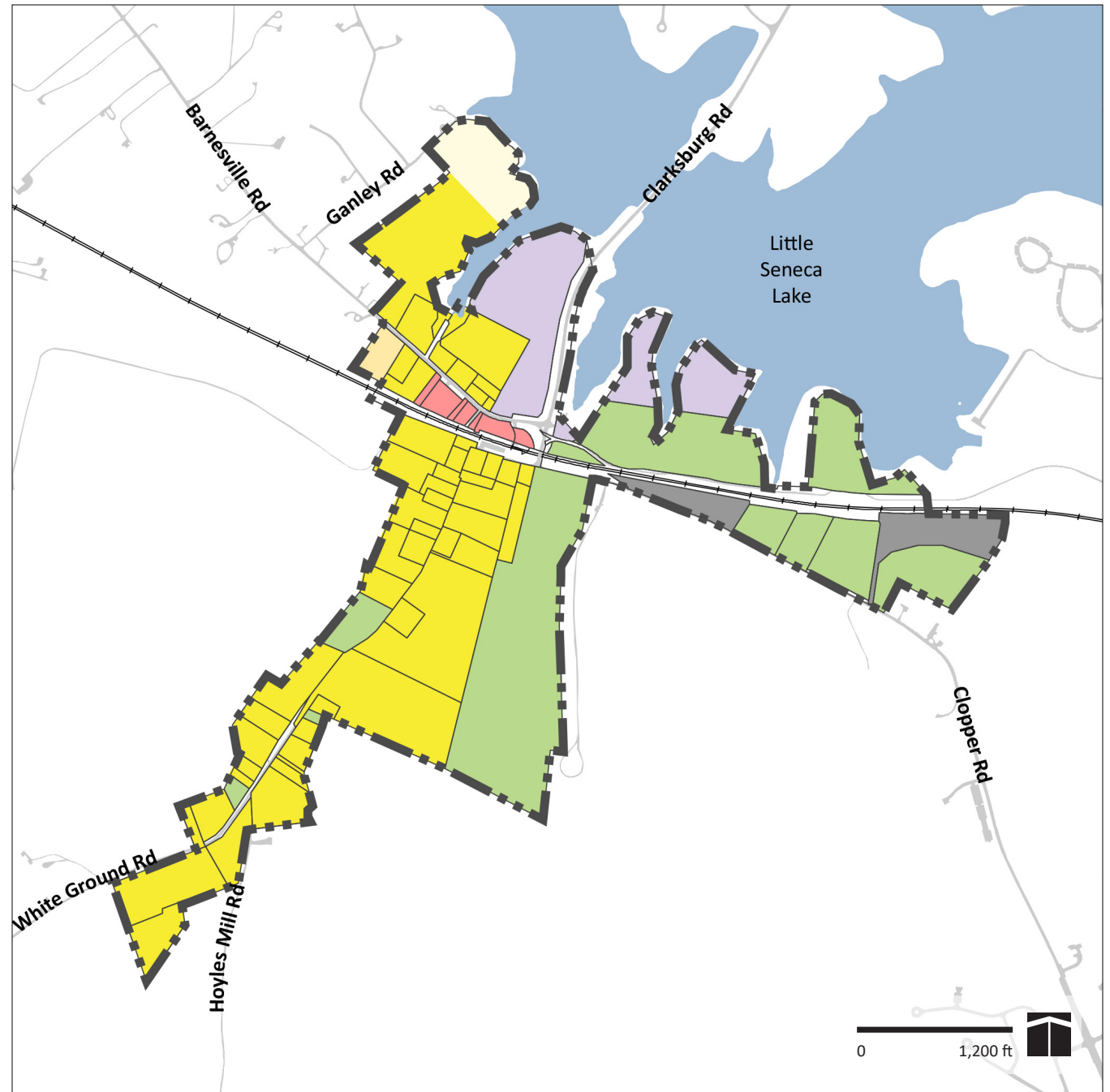
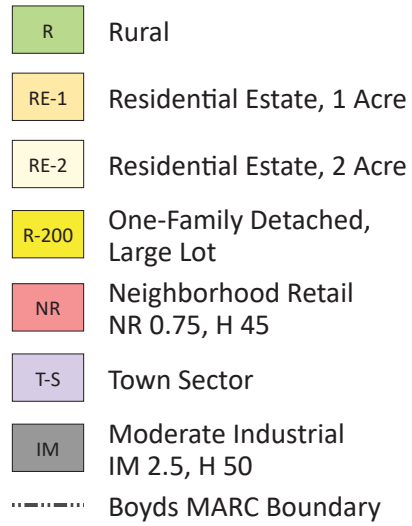
##### North of the Railroad Tracks

- Retain the Residential-200 zone (R-200) on the Seneca Valley High School area (Site GA).
- Replace the Commercial Residential zone (CR 2.0, C 1.5, R 1.5, H 40T) with the Commercial Residential Neighborhood zone (CRN 0.75, C 0.5, R 0.75, H 60) on the Pumphrey-Mateny House property at 19401 Walter Johnson Road (Site GF). Site GG is recommended for reclassification from CR 2.0, C 1.5, R 1.5, H 40T to CRT 0.75, C 0.5, R 0.75, H 60 to reflect the recommended land uses, heights and densities in this plan.
- Replace the Commercial Residential Town zone (CRT 1.0, C 0.5, R 0.75, H 65T) with (CRT 1.0, C 0.75, R 0.75, H 65) to allow for existing land uses and provide a future mix of uses (Site GH).
- Replace the Commercial Residential zone (CR 0.5, C 0.25, R 0.25, H 60T) with the Commercial Residential zone (CR 1.0, C 0.75, R 0.75, H 70) to allow a mix of uses along Walter Johnson Road in proximity to the MARC station (Site GI).

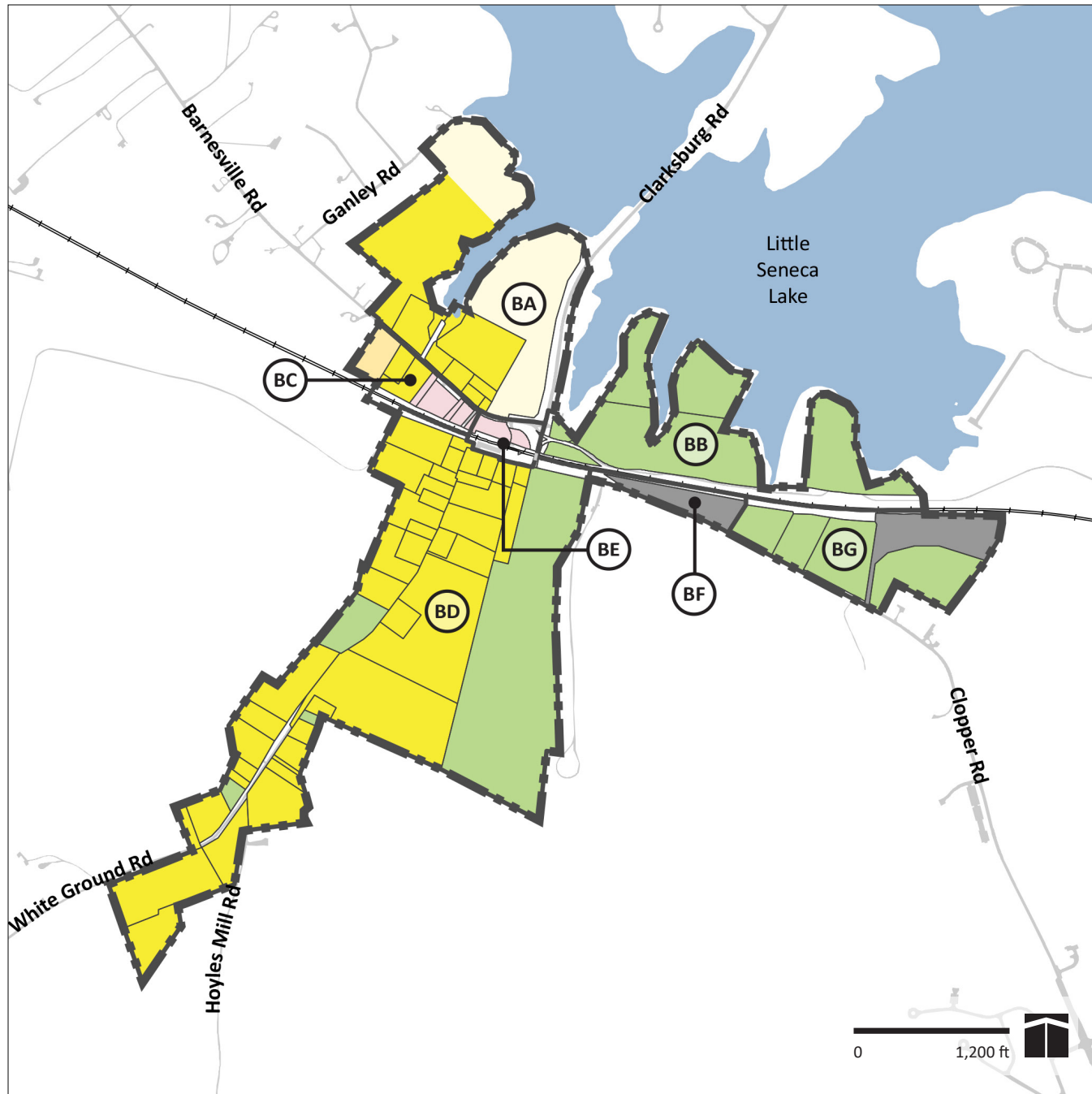
- Replace the Commercial Residential zones (CR 1.0, C 0.5, R 0.75, H 60 T; CR 0.75, C 0.25, R 0.5, H 60T; and CR 1.0, C 0.25, R 1.0, H 60T) with a single, consistent Commercial Residential zone (CR 0.75, C 0.5, R 0.75, H 60) to reflect the Plan's recommendations (Site GJ).
  - Replace the Commercial Residential Town zone (CRT 1.5, R 0.5, R 1.0, H 90T) with the Commercial Residential zone (CR 1.0, C 0.25, R 0.75, H 90) to support the Plan's recommendations (Site GK).
  - Replace the Commercial Residential zone (CR 2.0, C 1.75, R 0.75, H 100T) with the Commercial Residential zone (CR 1.25, C 0.75, R 0.75, H 75 to support the Plan recommendations (Site GM).
  - Replace the Commercial Residential zones (CR 2.0, C 1.0, R 1.5 H 100T) and (CR 2.0, C 1.75, R 0.75, H 100T) with the Commercial Residential zone (CR 1.25, C 0.75, R 0.75, H 100) to support the Plan recommendations and the concept of building heights increasing toward the Germantown Town Center (Site GL).
- b. Confirm the Germantown Transit Mixed-Use Overlay Zone to prioritize the use of building lot terminations (BLTs) in optional method developments.

**Site Constraints:** During the development process, property owners should review the recommendations in the Plan. Site constraints found during this process will affect the layout of a particular proposed development.

**Figure 56 - Existing Boyds Zoning**



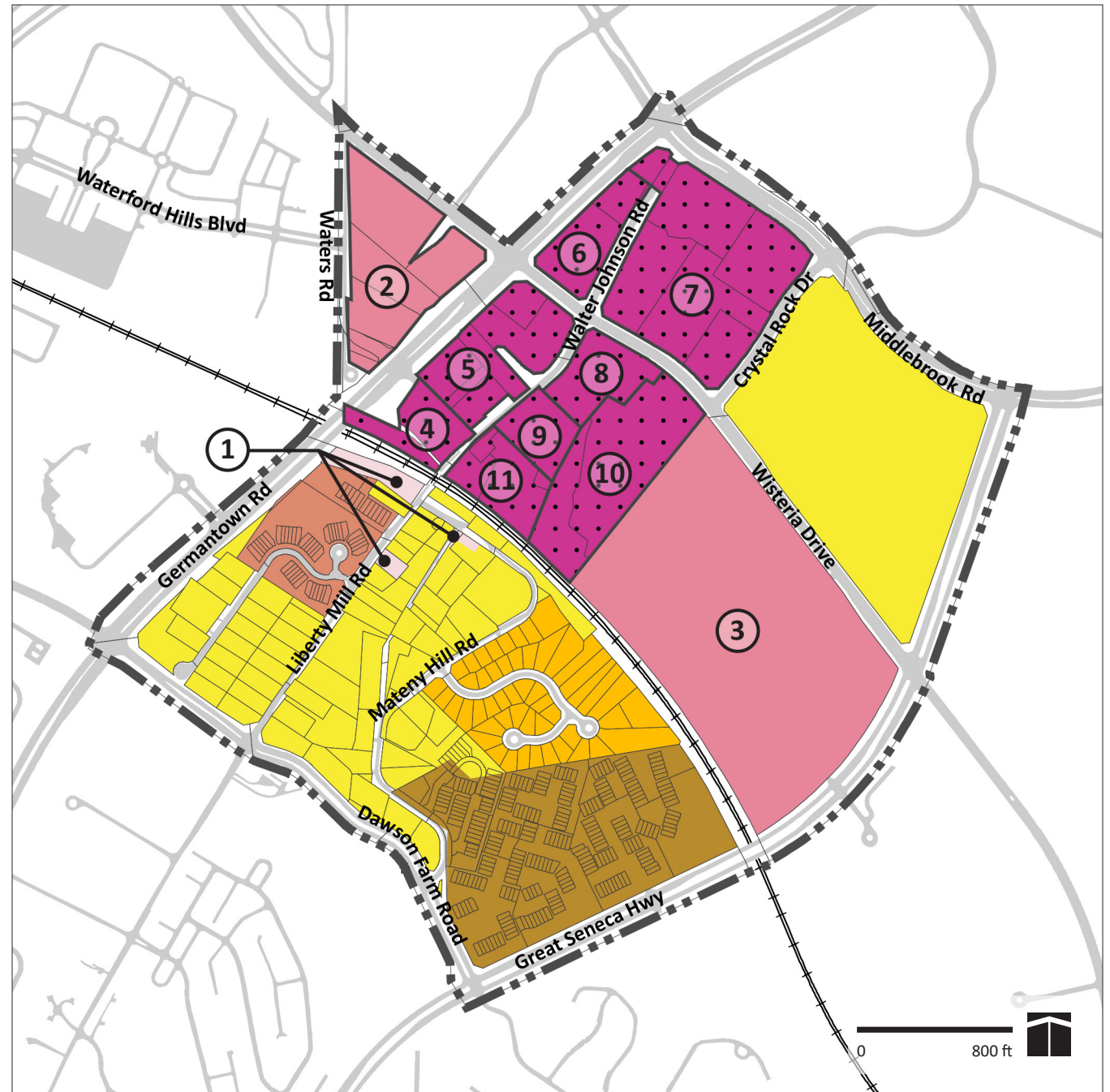
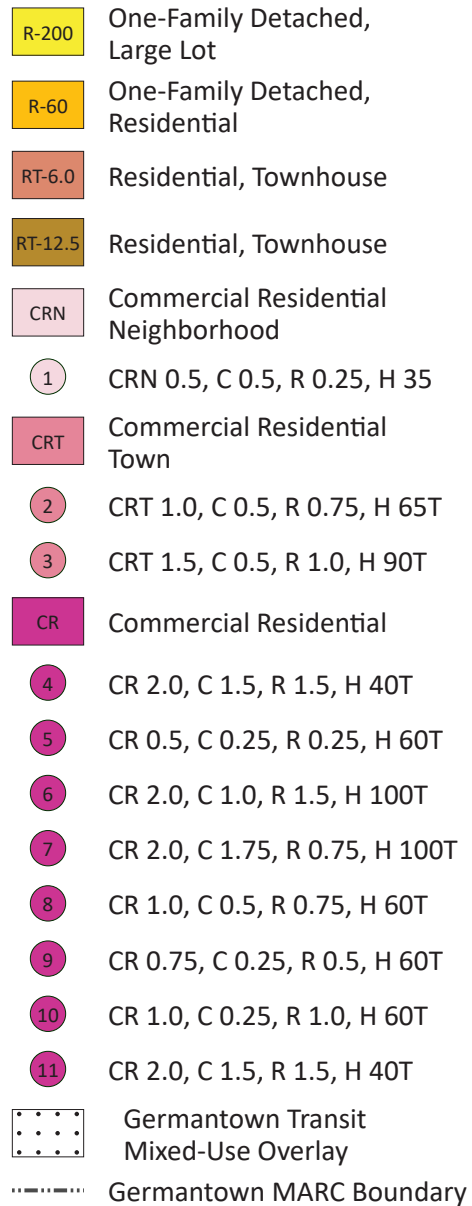


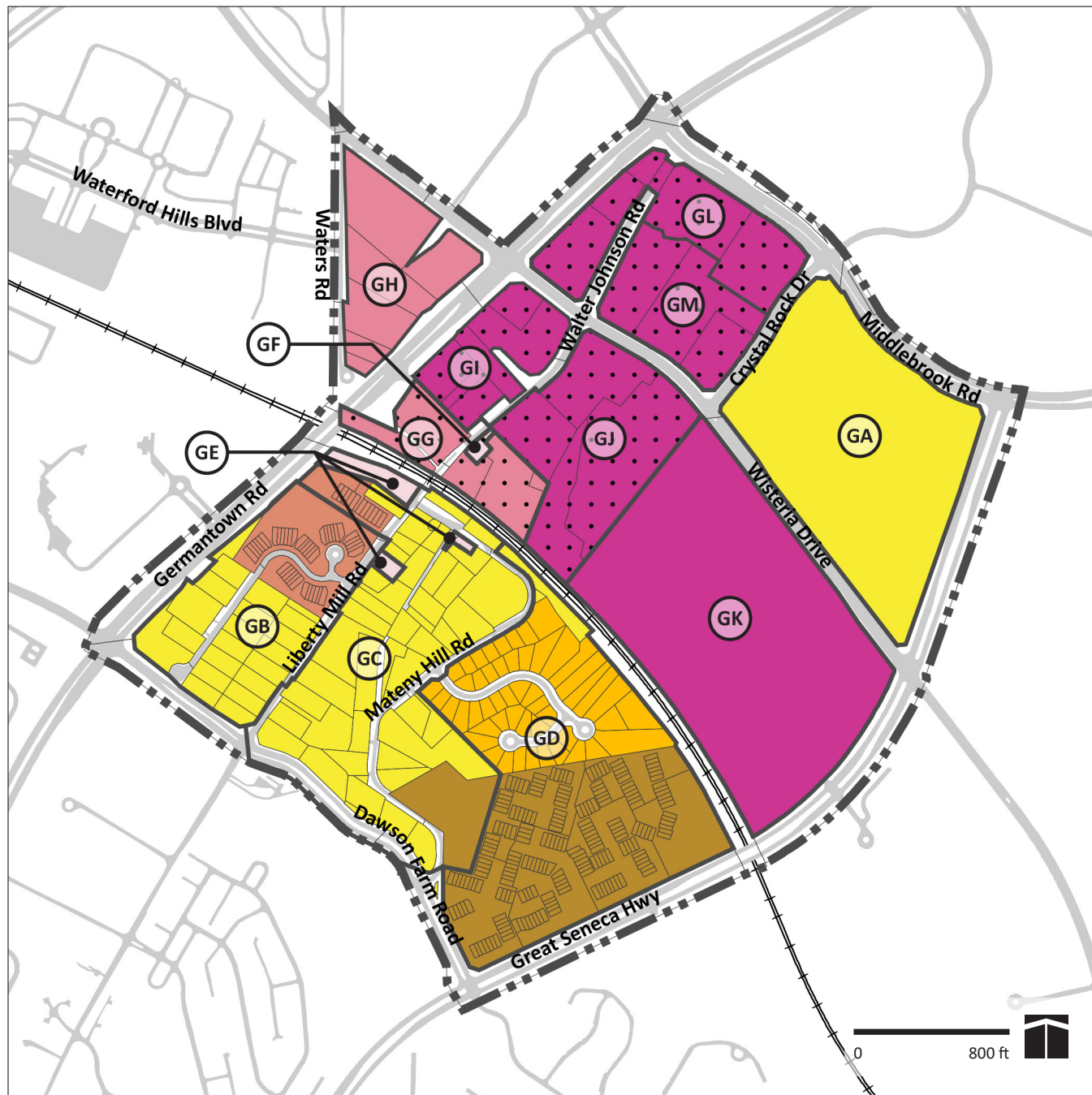


**Figure 57 - Proposed Boyds Zoning**

- 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
- Boyd's MARC Boundary

**Figure 58 - Existing Germantown Zoning**





**Figure 59 - Proposed Germantown Zoning**

- R-200 One-Family Detached, Large Lot
- R-60 One-Family Detached, Residential
- TLD Townhouse Low Density
- TMD Townhouse Medium Density
- CRN Commercial Residential Neighborhood
  - GE CRN 0.5, C 0.5, R 0.25, H 35
  - GF CRN 0.75, C 0.5, R 0.75, H 60
- CRT Commercial Residential Town
  - GG CRT 0.75, C 0.5, R 0.75, H 60
  - GH CRT 1.0, C 0.75, R 0.75, H 65
- CR Commercial Residential
  - GI CR 1.0, C 0.75, R 0.75, H 75
  - GJ CR 0.75, C 0.5, R 0.75, H 60
  - GK CR 1.0, C 0.25, R 0.75, H 90
  - GL CR 1.25, C 0.75, R 0.75, H 100
  - GM CR 1.25, C 0.75, R 0.75, H 75
- Germantown Transit Mixed-Use Overlay
- Germantown MARC Boundary





The Boyds Presbyterian Church on  
White Ground Road



## C. Preserve

**Vision:** Preserve, celebrate and interpret the shared history and unique historic resources of the Boyds and Germantown rail communities to foster distinctive community identities 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 are compatible with, and maintain the integrity of, the historic settings.

### 1. *Retain, restore and rehabilitate historic resources that contribute to the historic fabric of both communities.*

#### Areawide Recommendations

- a. Evaluate 20th-century resources within the Boyds and Germantown planning areas for designation in the Montgomery County Master Plan for Historic Resources.
- b. Reconfirm the existing Master Plan for Historic Preservation designations in Boyds and Germantown, as described in Appendix E.

#### Boyds Recommendations

- a. Protect and enhance the Boyds Historic District while preserving and rehabilitating individual historic sites within the district (Sites BA, BC, BD and BE).
- b. Retain as much as feasible of the 1927 pedestrian underpass under the railroad where White Ground Road once crossed the tracks (Sites BD and BE).
  - Improve lighting and flood prevention measures, such as add weather-protective canopies over the entrances to the pedestrian underpass.

- Incorporate ramps and wheelchair lifts to the extent feasible to meet accessibility standards.
  - Provide sufficient agency budgets for maintenance of the pedestrian underpass.
- c. Rehabilitate historic Winderbourne to the extent feasible (Site BB).
    - If the Historic Preservation Commission determines that rehabilitation of the building is infeasible and the property becomes free of built structures, support public acquisition of the property and its use as a park, with appropriate commemoration of the historic building.
    - If the site becomes public land, place an interpretive sign in the landscape to commemorate the history of the original building and site.



Boyds Negro School

- d. Encourage retention of existing homes east of the existing underpass between the railroad track because the homes contribute to the Boyds area character (Site BG).
  - Although these properties are not designated by the County as historic, their architecture, location and scale serve as a transition to the Boyds Historic District.
  - Modernization of these houses or parking expansions should be located behind the existing buildings to retain the original architectural character of the dwellings, as seen from the street.
- e. In the future, evaluate the Edward U. Taylor Science Materials Center for designation as an historic site to commemorate its role as one of the few modern schools constructed in Montgomery County for black students during the era of segregation (Site BD).



Edward U. Taylor Science Materials Center

#### Germantown Recommendations

- a. Protect and enhance the Germantown Historic District, the residential neighborhood south of the railroad tracks and the historic resources north and south of the railroad tracks (Sites GC, GE, GF, GG, GH and GI).
- b. Maintain the entire Madeline V. Waters House (MP 19/13-1) historic site (Sites GH and GI) and all rights-of-way, including Germantown Road and Wisteria Drive within its designated environmental setting as follows:
  - The portion of the site north of Germantown Road, within the Wisteria Drive right-of-way, must maintain the existing linear park with benches, lighting, stone wall, pavers and commemorative monument/signage. Street signage should be added for Waters House Avenue.
  - The portion of the site south of Germantown Road must maintain the historic row of trees (including replanting as necessary) and existing commemorative signage within a publicly accessible, grassy open space.
  - For both north and south portions of the site, commemorative signage must be erected along the street frontage of every parcel and the existing environmental setting, and these requirements will remain in place even if there is parcel assemblage, resubdivision or redevelopment of the site.



**2. *Encourage the compatible reuse of structures that lend historic character to the Boyds and Germantown communities, and maintain the rail communities' historic integrity while revitalizing and enhancing MARC station areas.***

*Areawide Recommendations*

- a. Allow appropriate flexibility in the reuse of historic structures to ensure their continued viability and maximize opportunities for active uses that will serve the community and MARC commuters.

*Boyds Recommendations*

- a. Adaptively reuse the historic Hoyle's Mill within the Boyds Historic District and explore reuse of the nearby barn building outside of the historic district to establish a focal point for the Boyds commercial area (Site BE) (See Appendix A for MCDOT's Concept Study):
  - Assess all of the structures on the site with the historic Hoyle's Mill, Parcels 155 and 157, for National Register eligibility prior to any changes, additions and/or removals.
  - Commemorate historical uses on the parcel, including, among others, the location of the former station house, which is no longer standing.
  - Redesign the site to support the reuse of the mill building. Coordinate all changes to the mill with the Montgomery County Historic Preservation Commission.
  - Design alterations to the repurposed mill and any other buildings—including landscaping, lighting and walkways—in a manner that is sensitive to the surrounding historic district. Design landscaping, lighting, signage, paths and structures that support and are sensitive to the character of the historic district.
  - Explore relocation and reuse of the Quonset hut and the barn building, if possible.

*Germantown Recommendations*

- a. Renovate and promote the continued adaptive reuse of existing structures, such as the former Germantown Presbyterian Church building and many of the older homes south of the tracks, which contribute to the historic fabric of Germantown.

**3. *Ensure that future development and supporting elements are compatible with existing historic districts and resources.***

*Areawide Recommendations*

- a. Ensure that land uses and public spaces are compatible with historic resources. Incorporate relevant historic themes to these land uses and public spaces (e.g., Native American, agricultural, railroad, industrial or African American) wherever possible.
- b. Maintain and restore the historic setback pattern and scale of historic structures where infill development occurs.
- c. Encourage the use of architectural styles and paving materials that complement the architecture of existing buildings within the Boyds and Germantown historic districts.
- d. Locate parking to the backs or sides of buildings. Screen parking areas with low walls or plantings to minimize their visual impact on historic resources.
- e. Apply Americans with Disabilities Act (ADA) accessibility requirements and stormwater management facilities compatible with each historic district in order to maintain the historic integrity of the Boyds and Germantown communities.

- f. Design all sidewalks, necessary lighting and street furniture within historic districts to complement and enhance the historic character of each district.

#### Boyd's Recommendations

- a. For additional guidance, refer to the Strategies for Maintaining Historic Character in Vision of Boyds: A Long-Range Preservation Plan, a 1992 study conducted by M-NCPPC (see Appendix F).

#### Germantown Recommendations

- a. Design parking structures to be sensitive to and complementary in scale and materials to nearby historic resources (Sites GG, GI and GJ). Discourage the construction of garages within the historic district south of the railroad tracks to preserve the area's historic and visual character. Limit the heights of any new buildings north of the historic district adjacent to the Pumphrey-Mateny House to 60 feet to reduce their visual impact on historic resources and character (Sites GG and GJ).

### ***4. Celebrate, interpret and highlight Boyds and Germantown historic resources through programming, interpretive elements and improvements to wayfinding.***

#### Areawide Recommendations

- a. Support activities within the Plan area that enliven and highlight historic resources. Consult local historical societies and civic groups for ideas about programs.

- b. Encourage history-themed signage and art in the Boyds and Germantown plan areas that integrate and highlight historic resources within each community.
  - Prioritize these elements as public amenities.
  - Identify funding sources and coordinate content in consultation with Historic Preservation staff and local historical societies.
  - Follow applicable public art guidelines and adopt the National Park Service standards for signage.

#### Boyd's Recommendations

- a. Develop appropriate interpretive signage commemorating historic Boyds, the history of the B&O Railroad and the former Baldwin-designed train station in Boyds (Site BE).
- b. Support the Boyds Historical Society's ongoing activities at the 1895 Boyds Negro School to highlight this important example of an educational facility for rural black children in Montgomery County. The historical society purchased and restored this school in 1980 (Site BD).

#### Germantown Recommendations

- a. Celebrate Germantown's history and historic resources through local events, walking tours, signage and artwork.
- b. Support the design and installation of wayfinding, signage and public art to create connections and interpretive narratives linking area destinations and historic resources. Potential locations should include, but are not limited to, Wisteria Drive, Walter Johnson Road and Liberty Mill Road (Sites GC, GF, GG, GI and GJ).

## D. 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.

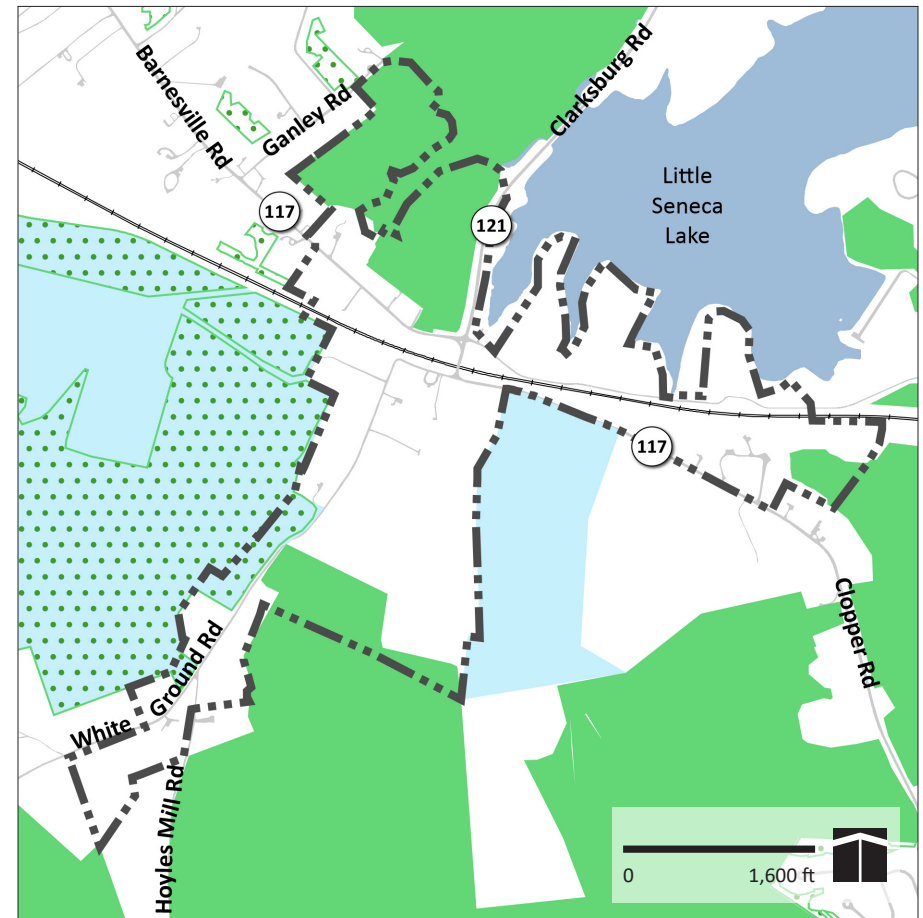
### 1. *Preserve and enhance the area's natural assets and tree canopy, including designated Best Natural Areas.*

#### Areawide Recommendations

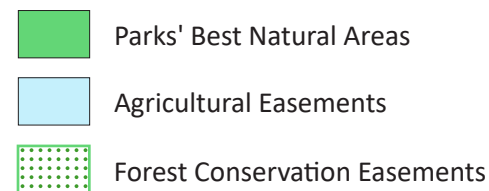
- Preserve scarce existing forested land within the Plan area and implement additional forest planting near sensitive water resources to maintain protected and connected stream valleys.
- Expand the tree canopy by planting new trees along streets and designing surface parking lots to include significant tree canopy. This vegetation will better manage stormwater and mitigate the heat island effect within the densely built environment.

#### Boyd's Recommendation

- Expand forest planting within the naturalized buffer of the tributary to Little Seneca Creek that meanders along the western side of the Taylor Science Materials Center to protect stream banks and improve water quality (Site BD).
- Confirm the extensive farmland and forest conservation easements in and around the Boyd's MARC Station area.



**Figure 60 - Parks' Best Natural Areas and Land Under Easements**





### Germantown Recommendations

- a. Promote the planting of shade trees along streets and within parking lots. The goal is to shade at least one-third of the parking lots and one-fourth of the roads in the Germantown community. Implement design standards for tree planting that ensure a full canopy at maturity, such as providing adequate soil volume and water during summer months.
- b. Minimize the extent of grading and removal of existing vegetation as part of environmental site design of infill development, while promoting the preservation of existing trees and woodland buffers along property boundaries and between uses.
- c. Maintain the stand of mature Walter Johnson oaks on the properties north of the intersection of Crystal Rock and Wisteria drives to the extent feasible (Sites GL and GM).



Existing vacant land with the Walter Johnson oaks



Diabase geology in Germantown



## 2. *Protect and restore the area's water resources.*

### Areawide Recommendations

- a. Limit and reduce the extent of impervious surfaces in the Plan area.
  - Incorporate areas for rain gardens, planters and other sustainable stormwater management features to capture and filter stormwater before it enters water bodies and the public sewer system.
  - Incorporate landscape planting strips, shade trees and stormwater management features within parking lots to limit the heat island effect and collect stormwater runoff.

### Boyd's Recommendations

- a. Maintain and enhance forested buffers to protect sensitive water resources and water quality, including near Little Seneca Lake and along Little Seneca Creek and its tributaries.

- b. Limit impervious surfaces on properties near Little Seneca Lake, Little Seneca Creek and tributary streams to protect water quality.
- c. If redevelopment occurs on properties near sensitive water resources, such as Little Seneca Lake and the Little Seneca Creek watershed, require appropriate environmental site design best practices, incorporate open spaces as required by zoning and, as appropriate, dedicate stream buffers.

### Germantown Recommendation

- a. Retrofit or upgrade older regional stormwater ponds throughout the Plan area as redevelopment occurs to provide water quality treatment as well as quantity control according to current standards. The dams for two existing ponds are classified as high hazard dams because of their potential impacts on the railroad line in the event of a failure. The railroad pond is at or above capacity and additional stormwater treatment facilities are needed in this area to support future development.



Shaded sidewalk



Tree canopy in parking lot



Planted area on sidewalk for stormwater management

**3. *Acknowledge the area's unusual geology, its influence on the area's natural character and the constraints it imposes on development and infrastructure.***

*Areawide Recommendations*

- a. Recognize and celebrate the area's diabase geology of igneous rock with limited soil depths as influencing the area's natural assets, including soil, hydrology and vegetation.
- b. Prior to development or redevelopment, perform appropriate site investigations to understand the depth and extent of volcanic bedrock underlying portions of the area and potential limitations on underground facilities, such as parking, basements and infrastructure.
- c. Protect the remaining vegetated diabase seam areas, including those with remnants of the original stream system.

*Boyd's Recommendations*

- a. Acknowledge the limitations imposed by diabase bedrock underlying the Boyd's community on the provision of water and sewer (see D. Sustain section for additional recommendations pertaining to water and sewer infrastructure).

*Germantown Recommendations*

- a. On the properties with surface rock or minimal soil cover—such as those north of Crystal Rock Drive—additional measures may have to be taken to preserve the oak trees on the Walter Johnson parcel during and after construction (Site GM).

**4. *Manage infrastructure and utilities to ensure responsible growth, preserve community character and safeguard public health.***

*Boyd's Recommendations*

- a. Continue to serve Boyd's with individual wells and septic treatment systems. Due to the volcanic rock formation that underlies much of this area, existing wells and treatment systems are difficult to maintain under current environmental and health standards. Problems with septic failures and ground water quality have been ongoing for decades, and require innovative solutions. The Montgomery County Department of Environmental Protection, within its 10-Year Comprehensive Water Supply and Sewerage Systems Plan, recommends that Boyd's be added to the public water and sewer service area.
- b. In order to maintain Boyd's rural, historic and residential character, and protect the area from development pressures, provide community sewerage service only if the County determines that provision of this service is necessary to safeguard the public's health. If it is determined that sewerage service is necessary for public health reasons, the service area should be limited to residential and institutional uses along White Ground Road and Hoyles Mill Road and include the MARC station area and Anderson properties.

*Germantown Recommendations*

- a. Continue to provide and plan for public water and sewer service for the entire Germantown community.



## V. IMPLEMENTATION

### A. Zoning

The recommendations for the MARC Rail Communities Plan will be implemented through a comprehensive Sectional Map Amendment. That amendment will confirm existing zones where the Plan recommends no changes and will apply zones recommended in the Plan.

#### Zoning in Boyds

- South of the CSX right-of-way (Sites BD and BF), the Plan retains the existing zones, including the R-200 zone for properties along White Ground and Hoyles Mill roads, and the Rural zone for the Boyds Local Park, two farm parcels on White Ground Road and three residences on Clopper Road.
- The Plan retains the Moderate Industrial (IM) zone for properties east of Clarksburg Road (Sites BF and BG), but reduces the allowable density to reflect development potential using private wells and septic systems.
- North of the CSX right-of-way, the Plan reclassifies properties in the Neighborhood Retail (NR) zone (Sites BC and BE) to the Commercial Residential Neighborhood (CRN) zone, which will enable historically sensitive revitalization of the rail station area.
- The Plan recommends reclassification of areas in the Town Sector (T-S) zone (Sites BA and BB) to the Residential Estate, 2-Acre (RE-2) and Rural zones, following Article 59.8.1.1, which precludes application of the T-S zone in any Sectional Map Amendment adopted after October 30, 2014. Affected properties are owned by the Washington Suburban Sanitary Commission and the Maryland-National Capital Park and Planning Commission.
- The Plan retains the remaining R-200, RE-1, RE-2 and Rural zones north of the CSX right-of-way (Sites BA, BB, and BC).

#### Zoning in Germantown

- The MARC Rail Communities Plan retains the Commercial Residential (CR) zone for most properties in Germantown, but adjusts densities

and building heights to reflect recommendations made in the 2009 Germantown Employment Area Sector Plan.

- The Plan reclassifies several properties from the CR zone to the CRN zone to reflect recommendations made in the 2009 Germantown Employment Area Sector Plan for MARC rail station parking areas.
- The Plan recommends reclassification of areas in the Residential, Townhouse (RT-6.0) and Residential, Townhouse (RT-12.5) zones to the Townhouse Low Density (TLD) and Townhouse Medium Density (TMD) zones, following Article 59.8.1.1, which precludes application of the RT-6.0 and RT-12.5 zones in any Sectional Map Amendment adopted after October 30, 2014. Affected properties are privately owned.
- The Plan retains the R-60 and R-200 zones.
- The Plan confirms application of the Germantown Transit Mixed-Use Overlay Zone to prioritize use of building lot terminations.

### B. Special Districts

The MARC Rail Communities Plan confirms the 2009 Germantown Employment Area Sector Plan recommendation for the creation of an Urban Service District as depicted in that plan on page 92. Such a service district can provide increased levels of maintenance for properties with a civic focus, such as the pedestrian amenities and gathering spaces at the rail station, as well as improved maintenance of streetscape and lighting. This plan also confirms the 2009 Germantown Employment Area Sector Plan recommendation for creation of a parking district that would set rules for managing public parking facilities in the town center.

### C. Bicycle and Pedestrian Priority Area

This Plan recommends modification of the Germantown Bicycle and Pedestrian Priority Area to conform to the Urban Road Code Area in Germantown to help facilitate this Plan's recommendations for road sections that are safer and more hospitable for pedestrians and bicyclists. Adding these areas to the Bicycle and Pedestrian Priority Area will help

achieve the goals and objectives of Montgomery County's Vision Zero and complete streets policies.

#### **D. Environmental**

The recommendations of the MARC Rail Communities Sector Plan have been subject to a carbon emissions analysis, in conformance with Montgomery County Code Section 33A-14. This study examined the three main components of greenhouse gas emissions: embodied emissions, building energy emissions and transportation emissions. Appendix I contains this analysis.

##### *Sewer and Water Systems*

For Boyds, this Plan contemplates continued use of private wells and septic systems for existing development and rail station area revitalization projects. Public water and sewer service will continue to serve the Germantown Station area.

##### *Shades of Green*

The Plan encourages private property owners to participate in the Shades of Green program, which provides trees and plants to qualifying property owners, and can increase the tree canopy coverage in Germantown. It recommends expanding the boundary of the Germantown Town Center Shades of Green area to conform to the Germantown Town Center Urban Road Code area.

#### **E. Historic Preservation**

This Plan confirms the historic districts and designated historic sites in both Boyds and Germantown. The Boyds area is also part of the Montgomery County Heritage Area's Farming History Cluster, as are the area's rustic roads.

#### **F. Capital Improvement Projects**

A number of this Plan's recommendations will require capital improvement projects funded by Montgomery County and the State of Maryland. In Boyds, improvements to the rail station area will require public funds to be spent on land acquisition, station area design, building renovation, sidewalk, path and pedestrian underpass design, construction and rehabilitation, improved bicycle facilities at the station and new bike facilities on Clopper, Barnesville and Clarksburg roads that will provide access to the station. The establishment of recommended bus service to the station will also require design and construction funding.

In Germantown, capital improvement projects will be needed to implement this plan's recommendations for improved road sections on Middlebrook Road, Wisteria Drive, Great Seneca Highway, and Walter Johnson and Liberty Mill roads. These improved sections will include bicycle facilities. At the rail station, public funding will support design and construction of recommended parking structures and, where necessary, acquisition of land if additional structures are warranted.

## The Plan Process

A plan provides comprehensive recommendations for the use of publicly and privately owned land. Each plan reflects a vision of the future that responds to the unique character of the local community within the context of a countywide perspective. Together with relevant policies, plans should be referred to by public officials and private individuals when making land use decisions.

The WORKING DRAFT PLAN is prepared by the Montgomery County Planning Department for presentation to the Montgomery County Planning Board. The Planning Board reviews the Working Draft Plan, makes preliminary changes as appropriate and approves the Plan for a public hearing. After the Planning Board's changes are made, the document becomes the Public Hearing Draft Plan.

The PUBLIC HEARING DRAFT PLAN is the formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public testimony. The Planning Board holds a public hearing and receives testimony, after which it holds public worksessions to review the testimony and revise the Public Hearing Draft Plan as appropriate. When the Planning Board's changes are made, the document becomes the Planning Board Draft Plan.

The PLANNING BOARD DRAFT PLAN is the Planning Board's recommended version of the Plan and reflects their revisions to the Public Hearing Draft Plan. The Regional District Act requires the Planning Board to transmit a master plan or a sector plan to the County Council with copies to the County Executive who must, within 60 days, prepare and transmit a fiscal impact analysis of the Planning Board Draft Plan to the County Council. The County Executive may also forward other comments and recommendations to the County Council.

After receiving the County Executive's fiscal impact analysis and comments, the County Council holds a public hearing to receive public testimony. After the hearing record is closed, the relevant Council committee holds public worksessions to review the testimony and makes recommendations to the County Council. The Council holds worksessions, then adopts a resolution approving the Planning Board Draft, as revised.

After Council approval, the Plan is forwarded to The Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the Plan officially amends the master plans, functional plans and sector plans cited in the Commission's adoption resolution.



## Elected and Appointed Officials

### County Council

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Gabe Albornoz  
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Evan Glass  
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### Special Thanks To:

Boyd's Civic Association  
Boyd's Historical Society  
Germantown Historical Society  
Rhodeside & Harwell  
Sabra & Associates  
VHB

\*Former Staff Members

Resolution No.: 19-84  
Introduced: April 30, 2019  
Adopted: April 30, 2019

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND**

Lead Sponsor: County Council

**SUBJECT:** Approval of December 2018 MARC Rail Communities Sector Plan

1. On December 20, 2018, the Montgomery County Planning Board transmitted to the County Executive and the County Council the December 2018 Planning Board Draft MARC Rail Communities Sector Plan.
2. The December 2018 Planning Board Draft MARC Rail Communities Sector Plan contains the text and supporting maps for an amendment to portions of the approved and adopted 1985 Boyds Master Plan, the 1989 Germantown Master Plan, and the 2009 Germantown Employment Area Sector Plan. It also amends The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; the Master Plan of Highways and Transitways within Montgomery County, as amended; the 2004 Rustic Roads Functional Master Plan, as amended; the Bicycle Master Plan, as amended; and the Master Plan for Historic Preservation in Montgomery County, Maryland.
3. On February 12, 2019, the County Council held a public hearing on the December 2018 Planning Board Draft MARC Rail Communities Sector Plan. The Sector Plan was referred to the Council's Planning, Housing, and Economic Development Committee for review and recommendations.
4. On February 26, 2019, the Office of Management and Budget transmitted to the County Council the Executive's Fiscal Impact Statement for the December 2018 Planning Board Draft MARC Rail Communities Sector Plan.
5. On March 11 and 25, 2019, the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Planning Board Draft MARC Rail Communities Sector Plan.

Page 2

Resolution No.: 19-84

6. On April 30, 2019, the County Council reviewed the Planning Board Draft MARC Rail Communities Sector Plan and the recommendations of the Planning, Housing, and Economic Development Committee.

**Action**

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft MARC Rail Communities Sector Plan, dated December 2018, is approved with revisions. County Council revisions to the Planning Board Draft MARC Rail Communities Sector Plan are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring. All page references are to the December 2018 Planning Board Draft MARC Rail Communities Sector Plan.

Page 7: Revise name of plan under "Previous Plans" in Table 1 as follows:

[2018 Countywide Bikeways Functional] Bicycle Master Plan

Page 12: Revise the third sentence under "3. Improving Traffic Flow" as follows:

In some cases, residents report it takes up to 15 minutes to drive through the intersection.

Page 48: Add a bullet after the third bullet under "h." as follows:

This Plan offers two alternatives connecting Clarksburg Road to Clopper Road: an underpass or a bridge.

Page 48: Revise the fourth bullet under "h." as follows:

For the underpass option, [Design] design the new road under the new railroad bridge to modern standards with a span wide enough to accommodate a sidewalk on the west side connecting to the MARC station, a sidepath on the east side and bikeable shoulders on both sides of Clarksburg Road.

Page 49: Revise the sixth bullet under "h." as follows:

Coordinate the alignment of the replacement underpass or bridge to limit its adverse effects on Black Hill Regional park, the Hoyles Mill Natural Surface Trail connection and environmentally sensitive natural resources in this area. These natural features include forested buffers around water resources and county-designated Best Natural Areas within the park.

Page 49: Add a new graphic depicting the overpass alternative.



Page 58: Rename Figure 32 as Figure 32a.

Page 58: Add “Figure 32b – Proposed Typical Street Section for Middlebrook Road Mid-Term”.

Page 58: Revise the seventh bullet under “e.” as follows:

In the mid-term, implement street improvements in a phased approach, with incremental changes as redevelopment occurs or as capital projects are implemented. Figure 32b shows the mid-term section. Mid-term improvements should be considered the first step towards implementation of the road diet.

Page 58: Add a new eighth bullet under “e.” as follows:

MCDOT is likely to conduct further analytical studies of the road diet. If this analysis proves that full implementation results in severe operational problems on Middlebrook Road, a modification of the six-lane section with narrower lanes, improved pedestrian facilities, and a two-way separated bike lane on the south side of the road should be implemented. Additional details on this section may be found in Appendix C.

Page 60: Revise the final bullet under “h.” as follows:

Confirm restrictions on the widening of the intersection approaches on Germantown Road [intersections] north of the tracks, unless needed for pedestrian safety or improved bus and bicycle access.

Page 62: Revise the second bullet under “i.” as follows:

[Extend] Create a public road route from Bowman Mill Road to Great Seneca Highway to improve connectivity and access to the MARC station. This [extension] route will also help to distribute traffic and avoid the widening of intersections beyond the recommended 60-foot crossing distances for pedestrians.

Page 65: Revise the first bullet under “p.” as follows:

Confirm classification of Walter Johnson Road as a two-lane business district street with parking on both sides. It should intersect with Middlebrook Road at least 100 feet from the Middlebrook Road/Germantown Road intersection. Turns from Walter Johnson should be designated as “right in, right out” only.

Page 67: Revise the first bullet under “Boyd’s Recommendations”, “a.” as follows:

[Retain] Support existing or similar uses throughout the Boyds plan area to preserve the character of the community and serve as a transition and a gateway to the historic district. Any modernizations or parking expansions should occur at the rear of the existing buildings to retain the architectural character and prevent adverse visual impacts on the community.

Page 69: Replace Figure 47 with the final Boyds MARC Station Conceptual Plan if determined prior to the publication of the Plan.

Page 78: Revise recommendation “a.” and delete bullets under “Germantown Recommendations” as follows:

- a. Ensure that new building heights and transitions between building heights are context-sensitive and compatible with the Germantown Historic District and other existing structures that shape the character of the community. Transition the buildings along Waters Road, Germantown Road, Walter Johnson Road, and Wisteria Drive from higher to lower heights to ensure compatibility with the Germantown Historic District[;]. On Site GJ, the Rolling Hills apartment complex, allow maximum building heights on the eastern portion of the property, nearer Great Seneca Highway. On the western portion of the property, lower building heights, similar to those recommended for Site GF, should be maintained for compatibility with the nearby Historic District.
  - [Building heights may reach 60 feet immediately north of the historic district on the existing MARC station surface parking lots (Site GF).
  - Allow building heights up to 60 feet east of Walter Johnson Road and south of Wisteria Drive (Site GH).
  - Allow building heights up to 60 feet along Waters Road (Site GH).
  - The western side of the Rolling Hills apartments property should have heights limited to 60 feet, due to its proximity to the Germantown Historic District, but may step up to 90 feet near Great Seneca Highway.
  - Allow building heights to step up to 75 feet on Germantown Road between Bowman Mill Road and Wisteria Drive (Site GH).
  - Allow building heights up to 75 feet along north of Wisteria Drive between Walter Johnson Road and Crystal Rock Drive (Site GL).
  - Allow building heights up to 100 feet along Germantown Road north of Wisteria Drive and along Middlebrook Road (Site GK.)]

Page 78: Eliminate Figure 54.

Page 83: Revise second bullet under “Germantown Recommendations”, “a.”, “North of the Railroad Tracks” as follows:

Replace the Commercial Residential zone (CR 2.0, C 1.5, R 1.5, H 40T) with the Commercial Residential Neighborhood zone (CRN 0.75, [C 0.25] C 0.5, R 0.75, H 60) on the Pumphrey-Mateny House property at 19401 Walter Johnson Road (Site GF). The remainder of Site GF is recommended for reclassification from CR 2.0, C 1.5, R 1.5, H 40T to CRT 0.75, C 0.5, R 0.75, H 60 to reflect the recommended land uses, heights and densities in this plan [(Site GF)].

Page 88: Revise the start of “Boyd’s Recommendations”, “b.” as follows:

Retain as much as feasible of the 1927 pedestrian underpass under the railroad where White Ground Road once crossed the tracks (Sites BD and BE).

Page 88: Revise the second bullet under “Boyd’s Recommendations”, “b.” as follows:

Incorporate ramps and wheelchair lifts to the extent feasible to meet accessibility standards.

Page 91: Revise the first two sentences under “3.”, “Germantown Recommendations”, “a.” as follows:

Design parking structures to be sensitive to and complementary in scale and materials to nearby historic resources (GF, GH and GI). Discourage the construction of garages within the historic district south of the railroad tracks to preserve the area’s historic and visual character [(GF, GG and GH)].

Page 95: Revise recommendation “b.” under “4.”, “Boyd’s Recommendations” as follows:

In order to maintain Boyd’s rural, historic and residential character, and protect the area from development pressures, provide community sewerage service only if the County determines that provision of service is necessary to safeguard the public’s health. [Confirming the 1985 Boyd’s Master Plan recommendation, if] If it is determined that sewerage service is necessary for public health reasons, the service area should be limited to residential and institutional uses along White Ground Road and Hoyle’s Mill Road and include the MARC Station area and Anderson properties.

#### **General**

All illustrations and tables included in the Plan will be revised to reflect the District Council changes to the Planning Board Draft MARC Rail Communities Sector Plan (December 2018). The text and graphics will be revised as necessary to achieve and improve clarity and consistency, to update factual information, and to convey the actions of the District Council. Graphics and tables will be revised to be consistent with the text, and titles should be renumbered where appropriate.

This is a correct copy of Council action.

  
Megan Davey Limarzi  
Clerk of the Council





# MARC Rail Communities Sector Plan

Prepared by the Montgomery County Planning Department  
[MontgomeryPlanning.org](http://MontgomeryPlanning.org)

**Approved and Adopted | April 2019**  
The Maryland-National Park and Planning Commission

