



MONTGOMERY COUNTY DEPARTMENT OF PARKS
THE MARYLAND - NATIONAL CAPITAL PARK AND PLANNING COMMISSION

MCPB Item No 12
5/22/08

May 12, 2008

TO: Montgomery County Planning Board

VIA: Mary Bradford, Director of Parks *M Bradford*
Mike Riley, Deputy Director for Park Administration *MR*
John Hench, Chief, Park Planning and Stewardship Division *J Hench*
Lyn Coleman, Park and Trail Planning Supervisor *L Coleman*

FROM: Tanya Schmieler, Park Planning Supervisor *TKS*

SUBJECT: **Northwest Branch Recreational Park Master Plan: Plan Objectives, Outreach Strategy Recommendations, and Plan Schedule**

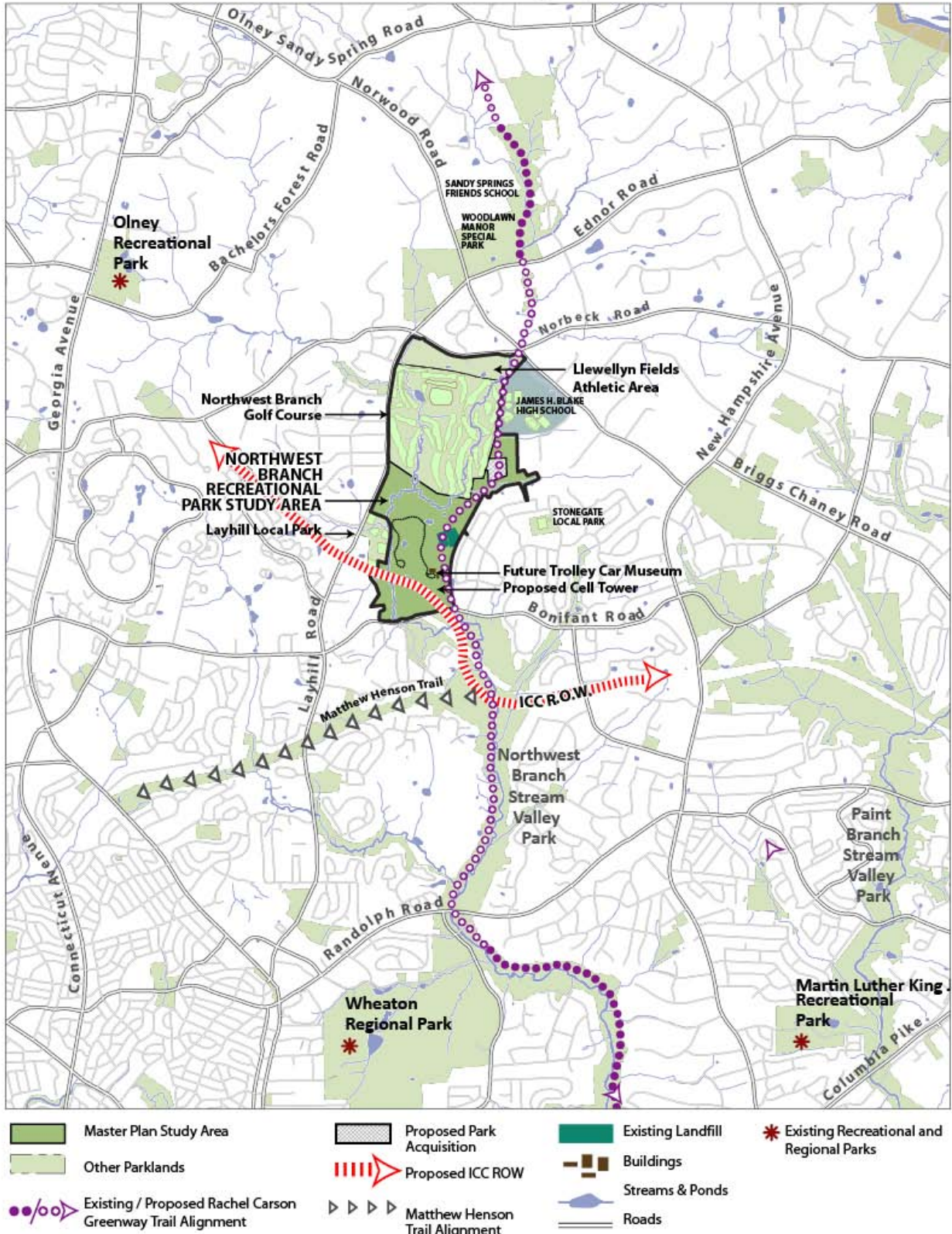
RECOMMENDED PLANNING BOARD ACTION: Approval

Background

The partially developed 680-acre Northwest Branch Recreational Park (NWBRP) is located in the mid-eastern portion of Montgomery County, north of Bonifant Road. This area is not currently served by a regional or recreational park. (Recreational Parks are defined as parks larger than 50 acres that are more intensively developed than Regional Parks but may also contain natural areas.) **(See Figure 1)** The NWBRP currently includes a Golf Course operated by the Revenue Authority, the National Capital Trolley Museum and a closed landfill. It is adjacent to the existing Layhill Local Park. The undeveloped portion of the Park has been envisioned for many years as a future recreation area. A master plan is needed at this time to provide a vision and sketch plan for the park related to many current proposals in and near the park including: the Trolley Museum relocation, a proposed Verizon Telecommunications Tower, ICC construction, the Rachel Carson Trail, and the proposed Llewellyn Fields Athletic area. The Park also has the potential to provide several of the recreation facility needs identified in the 2005 Land Preservation, Park and Recreation (PROS) Plan. **(See Figure 2)**

This memorandum presents objectives and related issues, an outreach strategy, and schedule for the Northwest Branch Recreational Park (NWBRP) Master Plan development, for Planning Board approval.

Figure 1 – Vicinity Map



Overview

The major focus of the Master Plan for Northwest Branch Recreational Park will be to develop a concept plan for a family destination area that will complement the Trolley Museum Facilities. With the future ICC Construction, the Trolley Museum is required to relocate its track and building, and will have a large new visitors center and car barns. We have an exciting opportunity to provide future facilities such as picnic areas, playgrounds, trails, etc. to augment the Trolley Museum facilities and have a place where families and groups could come and spend the day. There is no large picnic/playground facility in this area at the present time, and Wheaton Regional is extremely overcrowded. Preserving areas for nature study and nature trails is also important. The Rachel Carson Trail will travel the length of the park to connect the Trolley Area to Norbeck Road and a hard and natural surface trail system could connect various elements throughout the park. Additionally, ballfields will be located at the future Athletic area on the Northern edge of the park near Llewellyn Fields to be constructed by the State as mitigation for the ICC.

Proposed Plan Objectives

As an early step in the Master Plan process, staff identified preliminary objectives and related issues for the Park Plan and discussed them with the community and other groups. This input helped shape the Plan Objectives recommended below. Issues related to each objective that will be explored during plan development are also discussed.

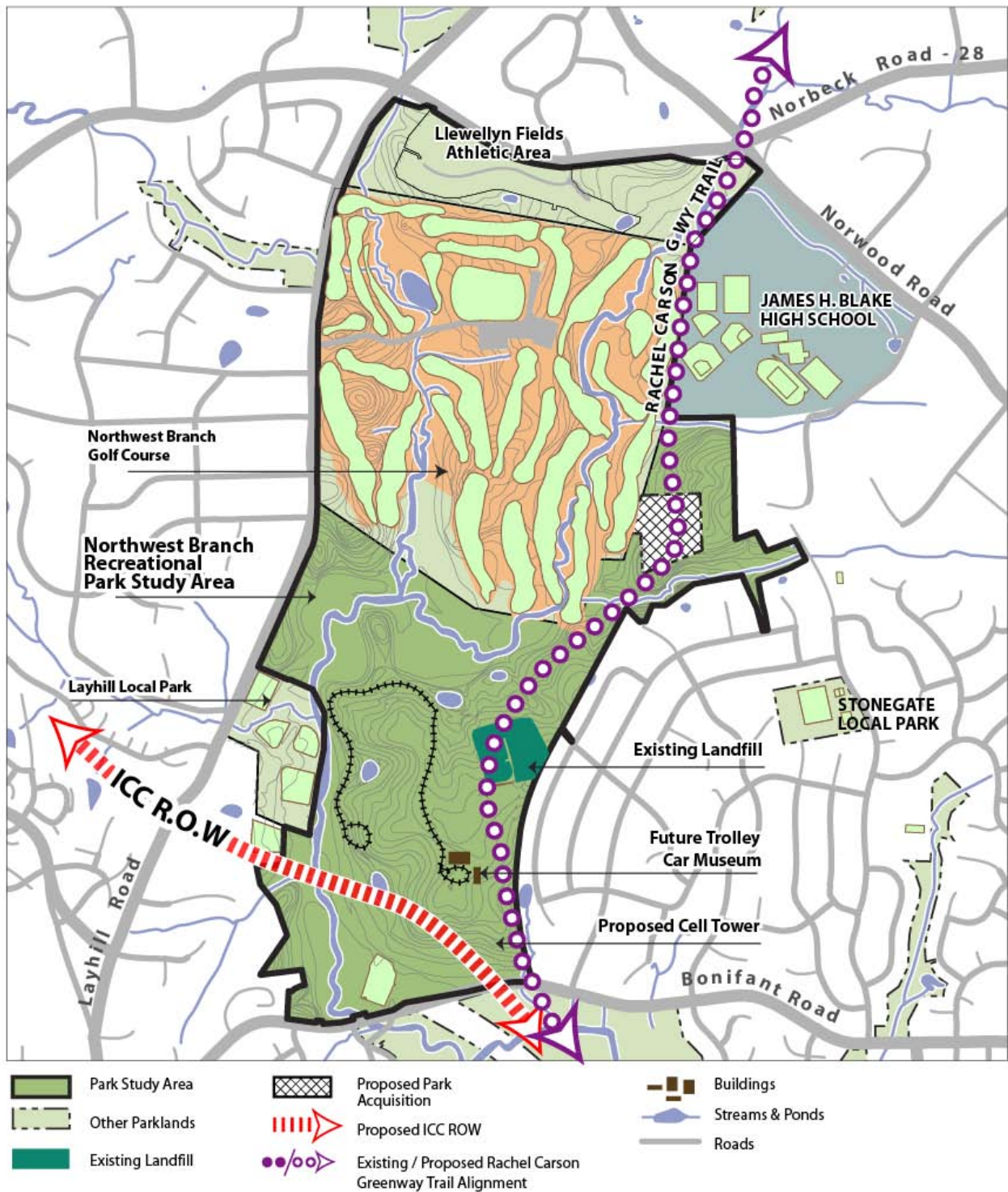
1. **Complement and Enhance Trolley Museum and Related Facilities to provide a Family Destination Park**

The National Capital Trolley Museum (NCTM) is the main component of the Park at the present time. It opened to the public in 1969 and has approximately 20,000 visitors a year to the Exhibit Hall, car barns and trolley ride. The preservation and interpretation of the historic trolley system is the major function of the NCTM and there are many opportunities to expand and enhance this function during future park development.

The ICC alignment will eliminate the museum at the current site on Bonifant Road, and SHA is funding construction of a new museum, car barn, trolley track and parking on the undeveloped portion of Northwest Branch Recreational Park **(See Attachment 3)**. A Plan for the relocation and expansion of the Trolley Museum was approved by the Planning Board in 1999. The new museum facilities will include streetcar display, streetcar maintenance and visitor buildings which will look like former electric railway buildings in Washington, DC. A new railway segment will connect these facilities to the end of the present railway. A central plaza (not yet funded) is also envisioned for the future which will create a 1950's urban village setting for the trolley including street furniture, a Little Tavern building, 50's auto dealership store, etc. Additional museum features may be provided by partnering in the future with activities that would draw in families, are historic, and relate to transportation. A possible "festival area" open space might also be appropriate adjacent to the northeast of the trolley to accommodate antique car shows, etc.

An important design issue to consider during planning will be providing maximum safety for both park and trolley users by locating any active recreation areas away from the track, by placing an attractive safety barrier such as a split rail fence, adjacent to the tracks, and by locating driveways and paths to avoid the trolley tracks. Views for the trolley passengers must be considered, as well as sharing parking to reduce impervious areas.

Figure 2 – Existing Situation Map



2. Provide additional Recreation Facilities to serve area and County Needs

To complement the existing and future facilities at the Trolley Museum, a creative playground with a transportation theme (one that could showcase play equipment based on airplanes, cars, trucks, and potentially streetcars) would be a lively addition to the park. Providing trail facilities for bicyclists is also an important recreation need. Related requests received from individuals or groups include bicycling facilities on both natural and hard surface trails, a bicycle skills area, and a BMX facility.

Developing the area in a way that does not impact adjacent residents is an important issue to the community, and concerns regarding noise from any potential dog park have been expressed.

There are several future recreation facility needs identified in the 2005 PROS Plan (Land Preservation, Parks and Recreation Plan) that can be considered for the Park, including: athletic fields (to be provided by the future Llewellyn Fields portion of the park); playgrounds, picnic shelters, and group picnic areas, trails, natural areas and a dog park. The adjacent Layhill Local Park also has 4 athletic fields, shelter and a small playground. **(See Attachment 5)** A fifth field being displaced by the ICC will be relocated at Llewellyn Fields. There are 6 undeveloped areas north of Bonifant Road near the Trolley Museum that have the potential to provide future Recreation. The rolling meadow topography offers the potential to develop knoll areas, leaving the lower areas as meadowland with nature trails. **(See Attachment 8)**

3. Develop a trail system to provide recreation, exercise and connectivity

There are many issues relating to providing a trail system in the Park. The most important include:

- Development of The Rachel Carson Greenway that traverses the park;
- Providing connections to the Layhill Local Park; and
- Developing loop trails for nature, recreation facility access, bicycling, and health and fitness.

These issues are described in more detail below and shown on **Figure 3**. The ICC Bikeway and related connections are discussed in Objective 6 on page 8.

A. The Rachel Carson Greenway Trail.

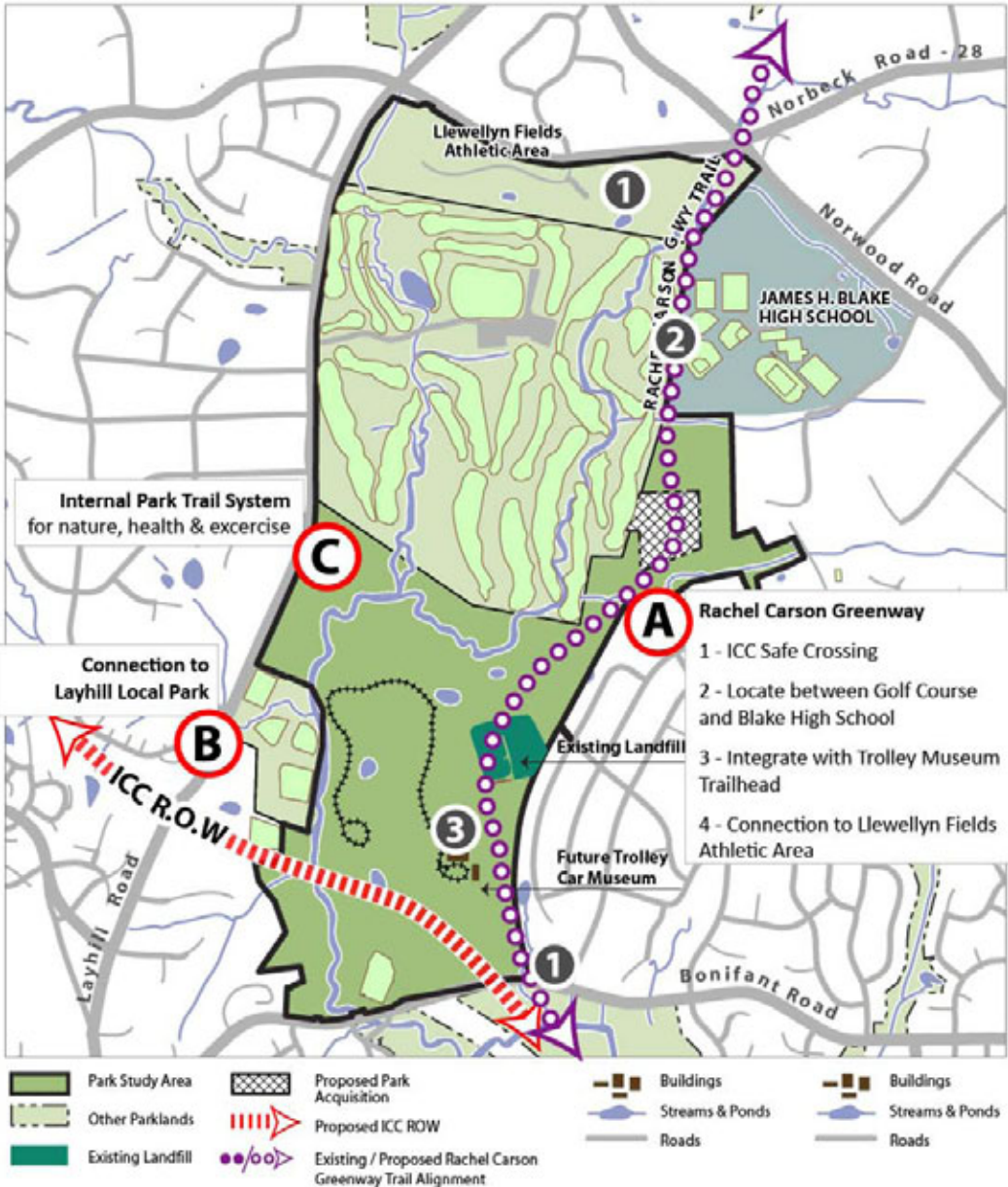
The Rachel Carson Greenway Natural Surface trail is proposed to run north-south through the eastern portion of the park. Challenges to this trail include its connections to other portions of the park, including Llewellyn Fields athletic area (which includes wetlands and a required stream crossing) and the ICC bikeway as well as the adjoining neighborhood. Providing a safe crossing of Bonifant Road is one of the most difficult issues to be studied, and alternatives may include a user-activated traffic light. Additionally finding an alignment through the narrow gap between the golf course and Blake High School will be very difficult.

The 2005 Rachel Carson Greenway Trail Corridor Plan provides the foundation for the study of the issues relating to this trail, and included the following trail planning recommendations.

1. Assure that the location and design of the Inter-County Connector (ICC) allows safe and attractive trail passage.
2. Coordinate trail location in relation to golf course and Blake High School. (This area is extremely right due to close proximity of golf course holes and school ball fields.)
3. Integrate trail location with trolley museum and use museum parking lot for trailhead parking.

Additionally, The Rachel Carson Trail Plan recommended nature interpretive themes for this trail segment to interpret the “changing seasons”. (See attachment 6)

Figure 3 – Trail Issues Map



B. Providing trail connections to Layhill Local Park

Connecting Layhill Local Park to the new NWRP recreation area is extremely desirable. Floodplains, the ICC, and avoiding the trolley track and flood plains make this link difficult. An alignment near the ICC that uses boardwalk may be the most feasible way to make this connection. The old un-used portion of the trolley track will also be looked at as a possible trail connection.

C. Providing trails for connectivity, recreational experiences, nature walks, health and exercise.

An important issue with the Plan will be providing trails and trail loops for all users that provide access to activity areas, and opportunities for healthy exercise, dog walking and nature viewing. Trail loops allow users to combine trails for longer usage or have a shorter trail experience. Some trails will be natural surface and some will be hard surface.

D. Use of natural surface trails by bicycles should also be considered.

The Rachel Carson trail does not allow bicycles so there is a need to consider either whether they might be allowed on the portion of the trail in NWBRP or whether to provide a separate cycling trail. A “Heart Smart” trail should be provided using one of the trail loops mentioned above. Heart Smart trails offer a one mile loop with markers inserted in the trail every 1/10th of a mile, for people to use for health and fitness.

4. Provide nature-oriented recreation and protect natural areas.

Land should be set aside in NWBRP to offer opportunities for wildlife study, nature walks, photography, etc. Consideration should be given to leaving the land between recreation areas in meadows so that the area will be preserved for wildlife. Meadow habitat will preserve vistas and provide space for nature-oriented recreation. Natural surface trails should provide access to these areas, with boardwalks wherever crossing the flood plain is necessary. Existing forested areas provide a variety of habitat in the park and should be maintained for nature study and wildlife habitat. (**See Attachment 7**)

In order for the public to fully enjoy and appreciate these natural areas, ways to interpret the park’s wildlife and natural areas should be considered in the plan. *The Rachel Carson Trail Corridor Plan* suggested that the overall interpretive theme for the Northwest Branch Area be the “changing seasons” and also included the following specific suggestions for interpretive opportunities of the Trail and the surrounding NWBR Park area:

- **Use meadow plants to highlight changing seasons:** Meadows in this segment can be created and managed to help define the seasons and the life cycle of plants. Explain importance of early succession meadows for birds and other wildlife, how meadows are maintained in nature and by humans, why they are disappearing. Talk about meadow restoration.

- **Birds and insects:** Talk about butterflies and other insects and their importance to pollination; attract bluebirds with bluebird nest boxes and interpret their life requirements, explain problems that have reduced their numbers, how to help them, how nest boxes help the bluebird population and the success of our Department’s 10 year old program of attracting bluebirds.

- **Initiate a Bat Conservation Program:** The American Bat Society sponsors programs that attract bats to help manage insects at golf courses to reduce reliance on chemicals; bats only flying mammal; discuss misunderstandings about bats and their important role in the **ecosystem**.

- **Reclaim former landfill and interpret the process.** Talk about recycling, waste treatment and conservation issues.

- **Highlight presence of many champion trees.** The seeds of specimen trees eliminated by the ICC can be planted in a grove or “nursery”. Interpretation could include having a trail or station at the NWBRP that would explain specimen trees, how fast (or slow) they grow, etc. As the open areas in the park will be overlooking the ICC, it will be an obvious connection to make. Consideration could be given to having a tree nursery where children can compare the heights of the trees from year-to-

year and record observations of the trees during the changing seasons to tie into the Rachel Carson theme.

Environmental issues that should be addressed in the development and maintenance of the park include invasive species removal and storm water management. Control of invasive species is a big issue in the park. The Region and Weed Warriors should begin to reduce non-nature invasiveness as soon as feasible. Storm water management for all facilities should be provided in an attractive and effective manner. Existing Storm Water Management ponds should be studied to see if they can accommodate the new development or need to be expanded. New technology should be utilized where feasible to reduce imperviousness and “green” development of the park should be encouraged.

5. Reflect new park planning emphasis on historical and cultural interpretation

The Trolley Museum has plans to phase in improvements over time at their new museum/educational facility. The first phase will be the construction of their new, main edifice - a neo Late-Victorian brick structure resembling a historic car barn. A plaza, or publicly paved area beside the tracks and alongside the building, will be proposed in the future to host other structures installed in later phases. One structure might be an early automobile dealership (1920s-40s), which will allow the Trolley Museum site to market itself as an historic automobile venue as well. Another such structure might be a reconstructed Little Tavern to showcase roadside architecture of the 1940s and 50s. The overall concept for the Trolley Museum space is one that exhibits transportation over time.

Historical interpretation can supplement the themes already interpreted at the Trolley Museum, specifically, trolley/streetcar development in Montgomery County in places such as Chevy Chase and Glen Echo. In addition, other ideas for cultural interpretation include the history of the Northwest Branch as one of the original streams protected in the stream valley park system formed by the Commission beginning in 1927. A grant received by the Commission from the state historic preservation office will provide for some additional signage along the Rachel Carson Greenway in the park. Such signage can build upon the theme of Rachel Carson, the environmentalist, and/or upon the cultural history specific to the area, both its milling and farming history. In addition to any new interpretive displays, the trolley/transportation theme can be extended into the new recreational area via innovative play equipment.

6. Provide Best Design in Light of ICC Alignment

The ICC will be constructed just below the new Trolley Museum and future family recreation area, and its related noise and views will impact the area significantly. This impact is greater because the ICC is in a low area where noise is magnified and there are no visual or sound buffers. It will also provide an access barrier to a portion of the park just north of Bonifant Road.

Planning for ways to mitigate both ICC noise and views will be considered in the Master Plan. This can include placing noisier facilities near the ICC and providing tree buffers to help absorb noise and soften views. As the ICC is a transportation facility like the Trolley, some interpretive material of the ICC in signage or kiosks might be placed near the museum or elsewhere in the Park.

Figure 4 – ICC Issues Map



Connecting the Park to the ICC Bikeway

A significant issue related to the ICC is coordinating and connecting the park to the ICC Bikeway. As part of this Plan, an alternate route to the ICC bikeway through the park will be studied.

The wide flood plains and wetlands related to Northwest Branch resulted in all on road alternative to on ICC Bikeway in this area to reduce environmental impacts. The ICC Bikeway ends at Layhill Road and picks up again east of Notley Road and NWBRP. Constructing a hard surface trail through the NWRP from Layhill Local Park past the Trolley museum area and connecting to Bonifant (and then ultimately to Notley), could serve as both an interior park connection and an alternative to a part of the ICC on-road bike trail. As this area traverses the floodplain and will require bridging the Northwest Branch, locating and constructing the trail in an environmentally sensitive manner is essential. A location will be looked at near the ICC that utilizes boardwalk. (*See Figure4*)

Proposed Community Outreach Strategy

In general, the community outreach strategy will rely on several techniques to encourage citizen input and involvement. These include public meetings, a park survey, small group meetings with Recreation Advisory Boards and other special groups, and e-close gap communications.

Public Meetings

The first public outreach meeting was held in coordination with the Eastern and Mid-County Recreation Advisory Boards on February 8, 2008 to obtain early input from nearby homeowners and citizens association. Those attending were asked to comment on three major subjects: future recreation facilities for the park; trail needs and connections to the park, and preservation of environmental areas and nature-oriented recreation. A survey requesting input on park needs was also distributed. Meeting participants gave support for providing activities related to the Trolley Museum and historic displays. The greatest number of requests was for trails and trail-related facilities including trail connections to the ICC bikeway and the Matthew Henson Trail, natural surface bicycling trails, and a bike skills area. Preservation of natural areas, nature trails and wildlife meadows also received strong support. The greatest concern voiced was not locating obtrusive and noisy facilities near the existing residents. **Attachment A** lists the meeting comments in more detail. Staff is maintaining a mailing list of interested citizens who will receive e-mail notices of all meetings. All meetings will be publicized by press releases.

The next community meeting will be scheduled in the fall (**Table 1**). Potential concepts for the Park will be presented. Based on the outcome of this meeting, a Staff Draft Northwest Branch Recreational Park Master will be prepared for Planning Board review in winter 2008/2009.

Survey

A survey has been developed to allow the public to provide input on what they would like to see in the Park. It was distributed at the public meeting and copies are at the Trolley Museum and on the web. **Attachment 2** includes a copy of the survey with responses received to date.

Small Group Meetings

Staff will meet with the Eastern and Mid-County Recreation Advisory Boards and be available to attend meetings of local community groups whenever possible.

Staff will also reach out to groups with diverse memberships. Working with Community Relations, staff will identify ways to reach a diverse audience, includes religious and/or ethnic groups and the Holiday Park Senior Center.

E-Communications

The web site for the plan process has been established and may be reached at www.ParkPlanningandStewardship.org. This site will provide information on the project schedule, upcoming meetings, planning process updates and plan documents. Staff will rely on the web site to keep citizens updated on the plan process, plan recommendations and plan meetings. Interested citizens and civic groups will be encouraged to become part of our e-mail list. E-mail notices of public meetings and forums will be sent to those on the e-mail list. For those interested in the plan who do not have e-mail, press releases will be used to publicize plan meetings and all press releases will have the phone number of staff for those wishing to call and receive notices by regular mail.

Table 1 Proposed Plan Schedule

Trail Plan Process and Schedule
Community "Kick-Off" Meeting February 7, 2008
Issues and Outreach Report to Planning Board May 2008
Staff Draft/Community Meeting(s): Late Fall 2008
Planning Board Approval of Draft Plan for Public Hearing Winter 2008/2009
Planning Board Public Hearing Spring 2009
Worksession / Adoption Summer 2009

Master Plan Context

The following table includes Master Plans that provide context for the Northwest Branch Park Master Plan.

Table 2 – Additional Master Plan Guidance for Northwest Branch Recreational Park

Master Plans	Context
The 1998 Countywide Park Trails Plan	This Plan showed a natural surface trail corridor in the Northwest Branch extending from the D.C. Line to the Patuxent River. It recommended a comprehensive trail study in the corridor once the ICC alignment is determined.
2005 Rachel Carson Greenway Trail Corridor Plan	The Northwest Branch trail was renamed the “Rachel Carson Greenway Trail”. A Plan was prepared for the corridor that mandated specific recommendations related to Trail Planning, Interpretation and the Environment. Each segment of the trail included an interpretive theme. The “Changing Seasons” was the theme recommended for the Northwest Branch Recreational Park section of the Trail.
2001 PROS Plan	The undeveloped portion of Northwest Branch Recreational Park north of Bonifant Road has been envisioned in Park, Recreation, and Open Space Plans for many years as a future recreation area. The 2001 PROS Implementation Plan states that “a family picnic/playground area is envisioned to complement the trolley museum”. Families could come and visit the museum, ride the trolley, and use the future playground and picnic area.
The 1994 Aspen Hill Master Plan	This Plan indicated that a future master plan is needed for the park to determine the type and quantity of facilities that should be developed in the future. It also indicated that issues of accommodating Storm Water Management and the ICC should be addressed, as well as the feasibility of a recreation center.
2005 PROS Plan (A Land Preservation and Recreation Plan for Montgomery County)	This Plan identified future needs for several recreation facilities that could be met by development at Northwest Branch Regional Park. These included athletic Fields, Playgrounds, Picnic Shelters, group picnic areas, Trails, Natural Areas and a Dog Park.

Attachments:

Attachment 1- Notes from the Northwest Branch Recreational Park Master Plan Public Meeting, Thursday February 7, 2008

Attachment 2- Survey Responses for the Northwest Branch Recreational Park Master Plan

Attachment 3- Trolley Museum Engineering Plan and Website Background Material

Attachment 4- Llewellyn Fields Recreation Area- Draft Plan

Attachment 5- Layhill Local Park

Attachment 6- 2005 Rachel Carson Greenway Trail Corridor Plan Interpretive Themes

Attachment 7- Environmental Features Map

Attachment 8- Future Recreation Areas Map

Attachment 1

Notes from the Northwest Branch Recreational Park

Master Plan Public Meeting at Good Hope Recreation Center

7:00PM Thursday February 7, 2008

OVERVIEW

This meeting was co-hosted by the Montgomery County Department of Parks, and the Mid-County and Eastern County Recreation Advisory Boards. It was attended by 41 people including Park and Recreation Staff and Park Police, Recreation Advisory Board Members, representatives from the Trolley Museum, Mid-Atlantic Off Road Enthusiasts, adjacent neighbors and homeowners associations and others. The purpose of Meeting was to gain public input on the future Master Plan for Northwest Branch Recreational Park. The Plan primarily focuses on the undeveloped areas north of Bonifant Road. The preliminary vision for the Park is the Development of the Park as a Family Recreation Activity Area with activities such as an adventure playground and picnic areas that would complement the trolley museum, antique car displays and historic features in Trolley Plaza.

It was noted that the Planning for the Park is just beginning and a Purpose and Outreach Report would be presented to the Planning Board this spring with the Staff Draft of the Plan next winter. A public Input Survey was distributed and it will also be put on the Web.

Updates were given on the Trolley Museum and Verizon Tower construction. Storm Water Management approvals have delayed the Trolley Project by 2 months and costs have escalated. Some of the old track will be used and the museum will need to close from November 2008 – March 2009. The minimal lighting on the visitor's center will be buffered from neighbors. The Verizon Tower will apply for a special exception in the near future.

FOCUS GROUP COMMENTS

The Meeting participants visited 3 Stations around the Room and Recorded Comments on 1) Natural Resources; 2) Trails and 3) Recreation and Trolley. A summary of comments, issues and concerns were as follows:

1. Natural Resources:

- Provide Meadow Habitat between recreation areas. Keep vistas open
- Part of track is in stream buffer (New turnaround is of concern).
- Concern about trees covered in vines – want to save trees
 - Invasive removal planned
- Additional storm water runoff may be a concern
 - Reduce what is there
- Will trails to Layhill Ballfields be cut off because of ICC?
- Trees to be cataloged within 2 years prior to construction.
- Water quality monitoring should be done before and after development

2. Trails:

- Rachel Carson – Plan will evaluate location crossing of Bonifant Rd.
- Connections to ICC Trail, Layhill Local Park and ICC are major trail issues
- Need paved trail loops and connections in the park
- Should have natural surface nature trails
- Studying connections to ICC Trail. It is essential to link ICC Trail from Layhill to ICC near Bonifant but it will very expensive – may be 20 years – this is too long – forces people into cars. Where ICC crosses Bonifant it will be 30 feet higher.
- Environmental constraints will make Bridging North West Branch difficult
- Rachel Carson is natural surface
- Rachel Carson should allow bikes
- A bicyclist should be able to get to Wheaton Regional Park from Matthew Henson
- Provide neighborhood connections by extending the blacktop path next to pond to the Park and Rachel Carson Trail.
- Too many wetlands to easily get from Layhill Local Park to North West Branch Recreational Park. Boardwalk possible.
- Need multi-use natural surface trails to accommodate bikes and pedestrians. Build a series of loops
- Consider Natural Surface Trail (include bikes) on old trolley track bed
- Provide bicycle off-road practice area – with obstacles dirt jumps
- Need a trail connection to Matthew Henson. Natural Surface? Shared use?
- Improvements needed along Layhill Road
 - Bike path side between Layhill Local Park and Llewellyn Park
 - Roadway widening
- More policing/speed enforcement vicinity of Layhill Local Park

3. Recreation Facilities and Trolley:

- Concerned about increased traffic on Layhill Road
- Concerned about impact to neighbors – keep development away from homes. No matter what is proposed, mitigation of neighborhood impacts should be addressed.
- Want BMX Bike Area – Dirt surface track especially needed since “banned” from Skate Park
- Should not have festival area, but should be nature study.
- Need a Left-Hand turn lane into Trolley Museum going east on Bonifant
- Need appropriate signage (not like near P.O. on Connecticut Ave) Safe Pedestrian Xing
- Objection to Dog Park – Noise and traffic barking sets off neighborhood dogs. Has been discussed.
- Dovetail Trolley Education/info with Nature Education (at stops, for example). Don't wipe out wildlife habitat. It is great to see wildlife from Trolley.
- Trolley Plaza – can function as a commons with space for performances, etc. (concerts, enactments) appropriate to the historic interpretive themes. Involve Historic Preservation/Cultural Resources to this project.
- How does this park compare in size to Wheaton Regional Park? Will you do a comparison of intensity of development between this park and Wheaton Regional Park.?

Attachment 2

Survey Responses and Comments received on the Northwest Branch Recreational Park Master Plan Survey. (The following is a summary of 37 surveys turned in to date.)

What Kind of Activities Would You Like to See in the Park? (Please check all that apply)

ACTIVITY	YES	NO	UNCERTAIN	SUGGESTIONS
Activities for Seniors	20	25		Hiking trails
Activities for Teens	26	8		Bike challenge skills area
Activities for Younger children	32	6		
Activities for Young Adults	22	5		
Activities for Families	34	3		Picnics
Nature Study Areas	34	2		
Wildlife Meadows	28	3		
Trolley Museum	26	4		
Historic Displays	21	6		
Nature Trails	35	1		
Informal Play Field	27	7		No soccer fields
Adventure playground	21	11		
Family Picnicking	31	3		
Picnicking in shelters for family events / groups	24	10		
Concerts	15	13		
Festivals	12	13		
Bicycling Area	37	5		BMX, mountain biking, dirt trails
Paved Paths	25	11		
Natural Surface Trails	33	0		Multiuse bike 2
Dog Exercise Area	17	15		
Area for Skateboarding	16	17		Skate & BMX facility needed 4

COMMENTS:

Additional Activities: Farmers Market, BMX, Bike challenge skills area

Trails: need Down County Natural Surface biking trails. Allow bikes on Rachel Carson (RC) Trail. Link RC trail to Wheaton Regional.

Environment: Keep North West Branch buffer natural, leave forest buffer, keep park natural, do water quality monitoring, maintain wildlife habitat, and control SWM.

Other: Consider effects/view from Neighborhood (no noise/crowds). Need left turn lane into Trolley.

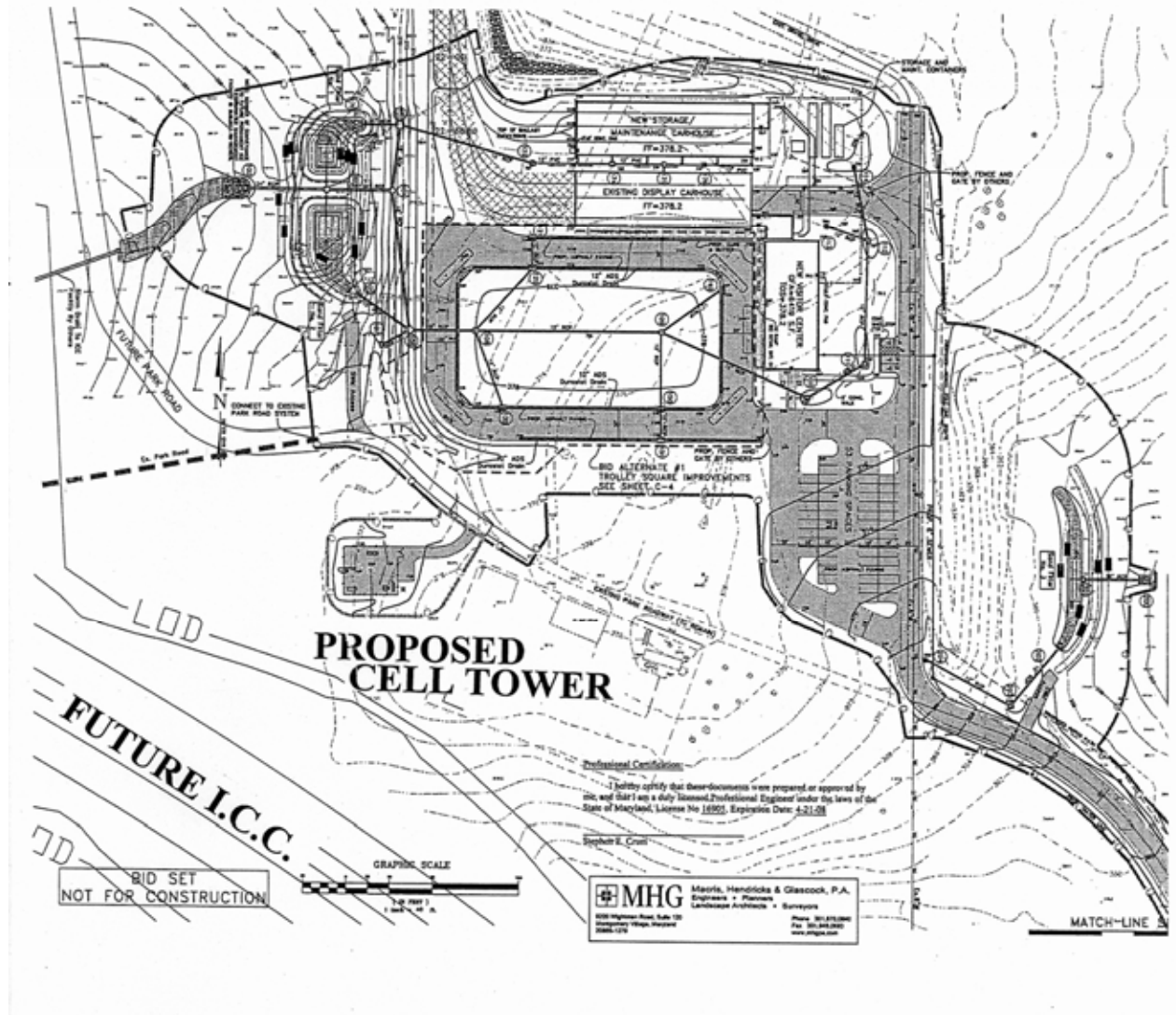
Groups represented: Stonegate Citizens Association, Cloverly, Neighbors of North West Branch, and Park Hills, MORE

Tanya.Schmieler@mncppc-mc.org Visit our website at www.ParkPlanningandStewardship.org for more information. Thank you for your help!

Attachment 3

Trolley Museum Engineering Plan and Website Background Material

FUTURE TROLLEY CAR MUSEUM



National Capital Trolley Museum

MISSION AND HISTORY

[Mission](#) | [History](#)

MISSION STATEMENT

The National Capital Trolley Museum preserves and interprets the heritage of electric and interurban railways of Washington, DC and environs for the benefit of present and future generations, while supplementing its collections with significant national and international objects to enhance its interpretive programs.

HISTORY

The National Capital Trolley Museum was founded in 1959 after the abandonment of streetcar service in the District of Columbia had become a certainty. The Museum opened to the public in 1969 at its present location in Northwest Branch Park in Montgomery County, Maryland.

The Museum's volunteers constructed and have maintained a visitor's center, car barns, and a demonstration railway. These volunteer efforts continued with maintenance and on-going development of the Museum's facilities.

In the early hours of Sunday, September 28, 2003, a fire of unknown origin destroyed four streetcars from the Washington Streetcar Collection, three Austrian trams from the International Collection, the Johnstown Traction Company car from the American Trolley Collection and their car barn. Thirty two days after the fire, following intense efforts by volunteers and contractors, and using its remaining collection of eleven cars, the Museum once again began offering trolley rides to the public.

The Museum receives no government support for its day-to-day operations, which are funded solely by fares sold, gift shop sales and donations. The Museum does from time to time receive government grants for specific capital and restoration projects, and is grateful to the Maryland-National Capital Park and Planning Commission for the free use of parkland and support of its development efforts.

[Back to Top](#)

August 27, 2007 Copyright © National Capital Trolley Museum - <http://dctrolley.org/>

National Capital Trolley Museum

NCTM IS MOVING, NOT CLOSING

Recent newspaper articles have led some of our visitors and long-time friends to believe that the Trolley Museum must close to make way for the Inter-County Connector (ICC). The Museum offers the following information to clarify its current status and future plans for operations in Northwest Branch Park.

When will the Trolley Museum close?

The Trolley Museum is not closing. We are developing new facilities adjacent to our present location in Northwest Branch Park.

Why must the Museum move?

Changes in the location of the ICC alignment by the State Highway Administration (SHA) to reduce environmental impact require that the highway now cross through the area of our visitor center, car barn, and parking lot. In addition, the highway alignment will interrupt our existing railway. These factors require that we must move to new facilities.

What will the new Museum look like?

The new facilities will include streetcar display, streetcar maintenance, and visitor accommodation buildings which employ architectural elements of former electric railway buildings in Washington, DC. A new railway segment will connect these facilities to the end of the present railway. For the first time in the Museum's history, visitors will be able to approach streetcars from the Museum's collections inside a display building. Museum programming will expand in the Visitor's Center with dedicated auditorium, classroom, library, and archival storage spaces.



ELEVATION
SCALE: 1/8" = 1'-0"

When will the Museum move?

SHA has asked that we vacate the present location during the Fall of 2008. Museum staff are working with design teams to develop construction drawings based on a master plan approved in 1999 when the threat of the ICC made improvement/expansion of existing facilities impossible. Uninterrupted Museum service for 20,000 visitors annually requires the cooperation of all agencies involved.



Construction of Car Barn

July 2007 (left) and October 2007 (right)

November 1, 2007

Copyright © National Capital Trolley Museum

National Capital Trolley Museum

NCTM EXHIBIT HALL

COLLECTION, PRESERVATION, INTERPRETATION

The NCTM Exhibit Hall, the streetcar rides through Northwest Branch Park, and our Educational Program are all designed to fulfill the Museum's mission to collect and preserve objects related to the electric railway systems of the region and to use these objects to interpret the role of these transportation systems in the growth and development of the region.

COLLECTED OBJECTS

As you first enter the Exhibit Hall, you will see actual parts from the trolleys and street cars of the area, including



- a trolley wheel and slider (to collect the electricity from overhead wires),
- a controller from an early (1904) street car,
- a valve from an air brake,
- a plow from the street cars that ran inside the city limits of the District of Columbia with an explanation of this unusual system, and
- the ubiquitous farebox used on most public transportation in the 20th century (this one is from Cleveland).



Panels on the walls explain these systems to the visitor and young guests enjoy the hands on experience. [Back to Top](#)

MULTI-MEDIA

A bank of computer screens next to the farebox allows the visitor to

- review scenes of street cars in Washington DC and along the Potomac to Glen Echo,
- to learn about light rail in several cities in North America, and
- to teach children (and adults) the names of the various parts of the electric street car.



In the far corner of the room is a space marked "Theater". Every twenty minutes a narrated slide show, "Washington's Trolleys Rediscovered", produced by Carroll James, describes the history of street cars in Washington DC, from the first horse-drawn vehicles in 1862 to the dismantling of the local system 99 years and 6 months later.

MODEL STREET CAR LAYOUT



For the youngest visitors, the most memorable display in the Exhibit Hall is the model street car layout. The setting represents Connecticut Avenue in the 1930's - a time when there were still horses pulling wagons, that milk trucks were making home deliveries, and that not all of the the trolley tracks were encased in concrete. Several different street car models (from the 1920's to 1950's) are used in the display, although only one runs at a time. The exhibit is activated by the push of a button to call the street car from the station on the far right side. The street car goes around a long loop, then returns to the station where the passengers disembark and the street car then waits for another call.



[Back to Top](#)

REGIONAL HISTORY

Large panels around the room illustrate the development of the various communities in the region where streetcars were in operation. In the late 19th and early 20th century, there were many streetcar lines in the region. At that time, the building, driving, and maintaining streetcars and right of way ranked 5th in the country for industry size. Company ownership was in private hands and often included an electric generation facility to provide power for the streetcars.



Eventually, as consumer devices were developed for use by consumers, the streetcar company became the provider of electricity for homes and businesses various communities. This situation stayed this way until 1935 when the Public Utility Holding Company Act forced financial separation of streetcar companies from their electric companies. In addition to the Depression, this breakup of the holding

companies and the rise of the automobile as preferred means of personal transportation eventually led to the failure of many streetcar companies in the U.S. without income from the sale of electrical power to subsidize streetcar operations.

However, streetcars had already greatly influenced local development and growth of the suburbs along the streetcar lines. For the Museum, the development of Chevy Chase is a good teaching example of a "streetcar community".

[Back to Top](#)

PRESERVATION

One of the valued items in the Museum's collections is not even inside the Museum. As visitors board the trolley, they notice an ornate, windowed structure, about the size of a closet, up on a post next to the boarding platform. This is one of the five switching towers that originally controlled street car traffic near Union Station. This tower, most recently located at 7th Street and Pennsylvania Avenue, was donated to the Museum in 1977 by a local family who had originally obtained it for use as a playhouse. [More details.](#)



[Back to Top](#)



INTERPRETATION

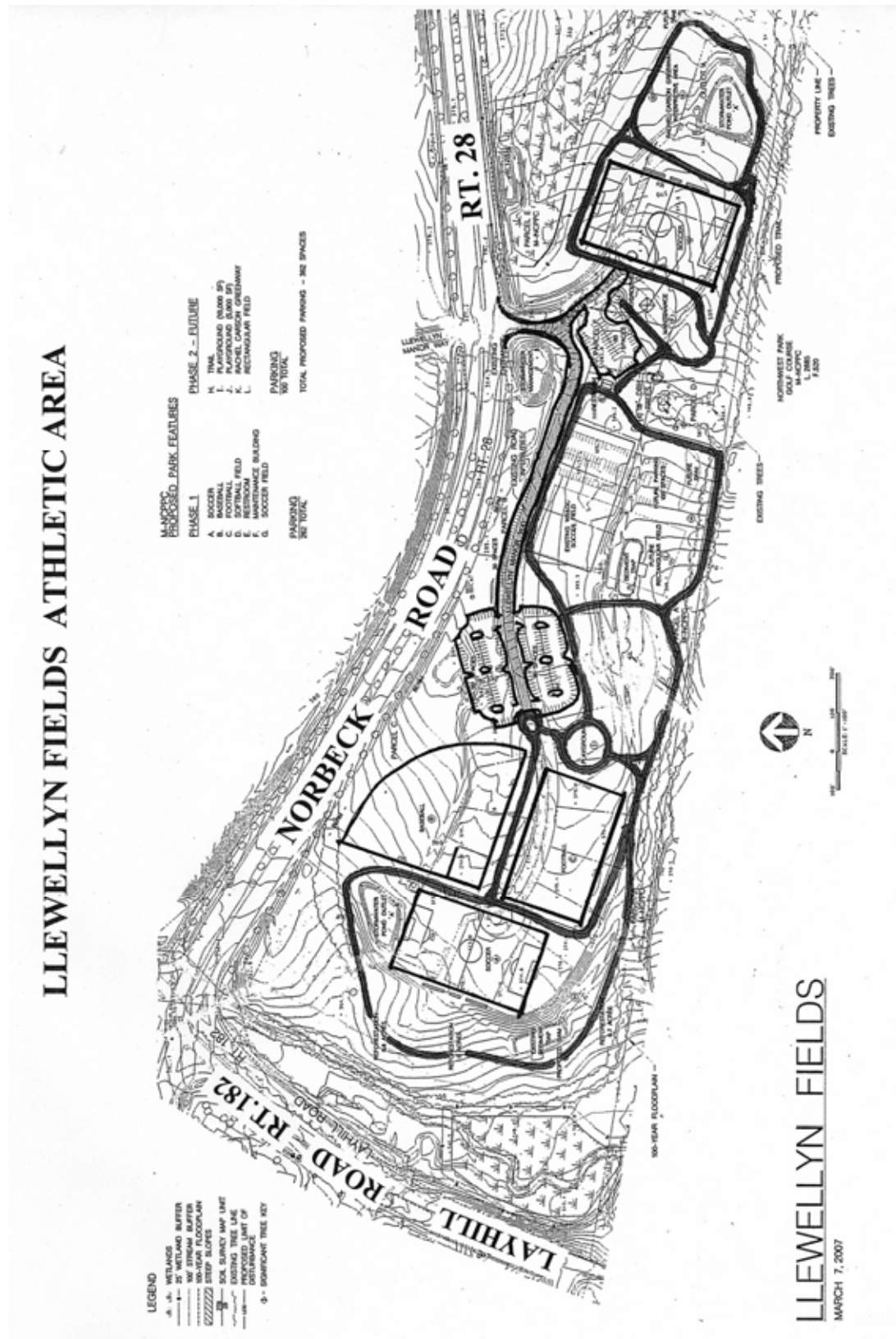
The largest objects in the Museum's collection are the trolleys. These electric magic carpets are fondly remembered by some and have never been experienced by many others, except at the Museum. While the trolley ride can be a marvelous adventure, it also represents a ride into the past. Passengers can see through the eyes of our earliest neighbors that there were stretches of unbroken land between stops - land that they know today is bustling with shopping centers, homes, schools, and autos. Using maps in the Museum and knowledge of local geography, Docents are able to point out to visitors where the trolleys used to go and where Metro goes now. And, just to bring a bit of the past home, the intrepid explorer can even find some of the old right of way and imagine what it was like when the trolley went through his or her neighborhood.

[Back to Top](#)

November 2, 2007 Copyright © National Capital Trolley Museum - <http://dctrolley.org/>

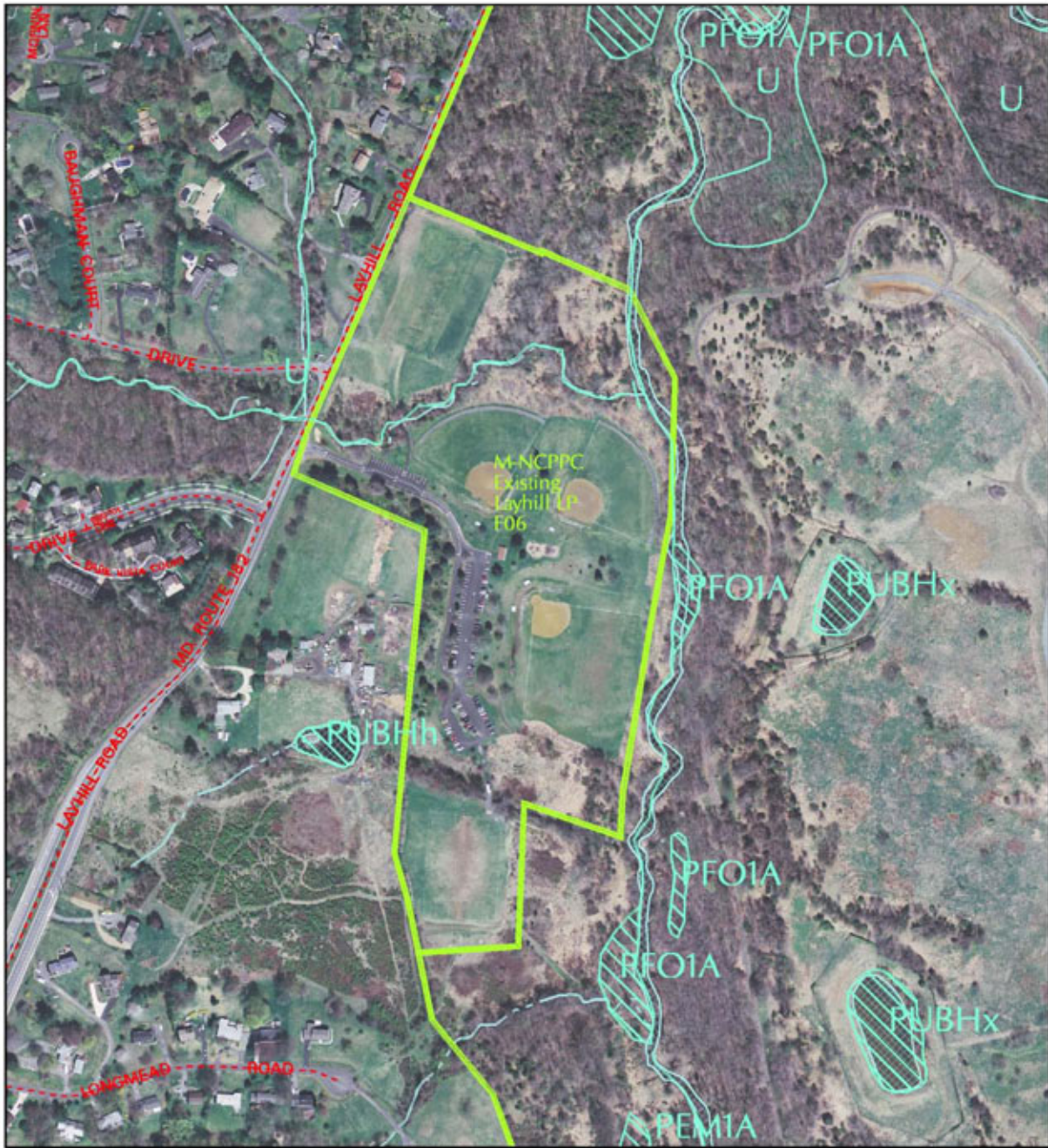
Attachment 4

Llewellyn Fields Recreation Area- Draft Plan



Attachment 5

Layhill Local Park



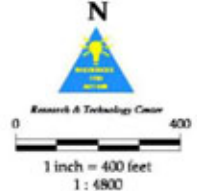
Map compiled on May 14, 2008 at 12:20 PM | Site located on base sheet no - 220NW02 | Date of Orthophotos: April 2006 - Used with permission from Montgomery County Government

NOTICE

The planimetric, property, and topographic information shown on this map is based on copyrighted Map Products from the Montgomery County Department of Park and Planning of the Maryland - National Capital Park and Planning Commission, and may not be copied or reproduced without written permission from M-NCPPC.

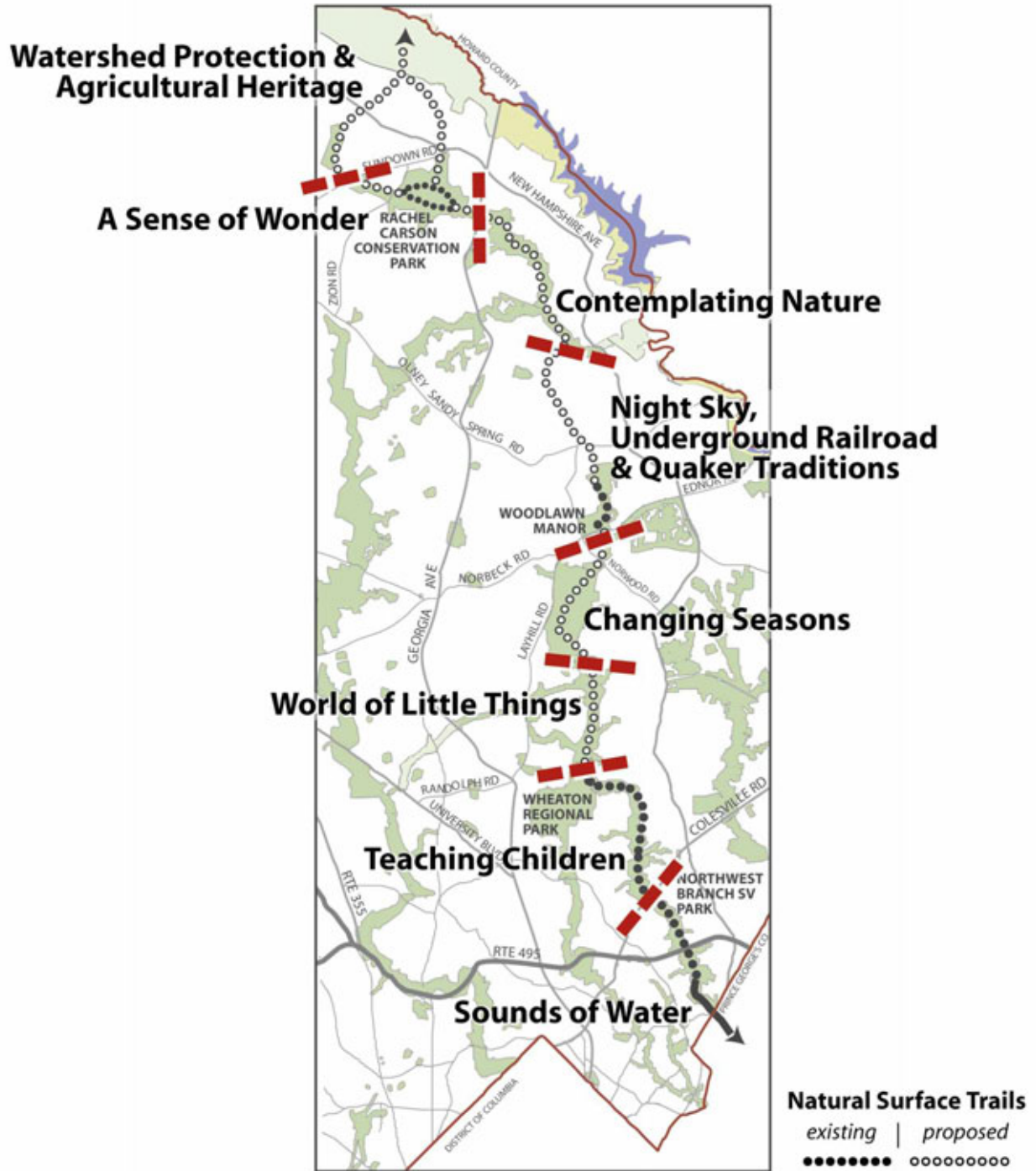
Property lines are compiled by adjusting the property lines to topography created from aerial photography and should not be interpreted as actual field surveys. Planimetric features were compiled from 1:14400 scale aerial photography using stereo photogrammetric methods. This map is created from a variety of data sources, and may not reflect the most current conditions in any one location and may not be completely accurate or up to date. All map features are approximately within five feet of their true location. This map may not be the same as a map of the same area plotted at an earlier time as the data is continuously updated. Use of this map, other than for general planning purposes is not recommended. - Copyright 1998

MONTGOMERY COUNTY DEPARTMENT OF PARK AND PLANNING
 THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION
 8307 Georgia Avenue - Silver Spring, Maryland 20910-2210



Attachment 6

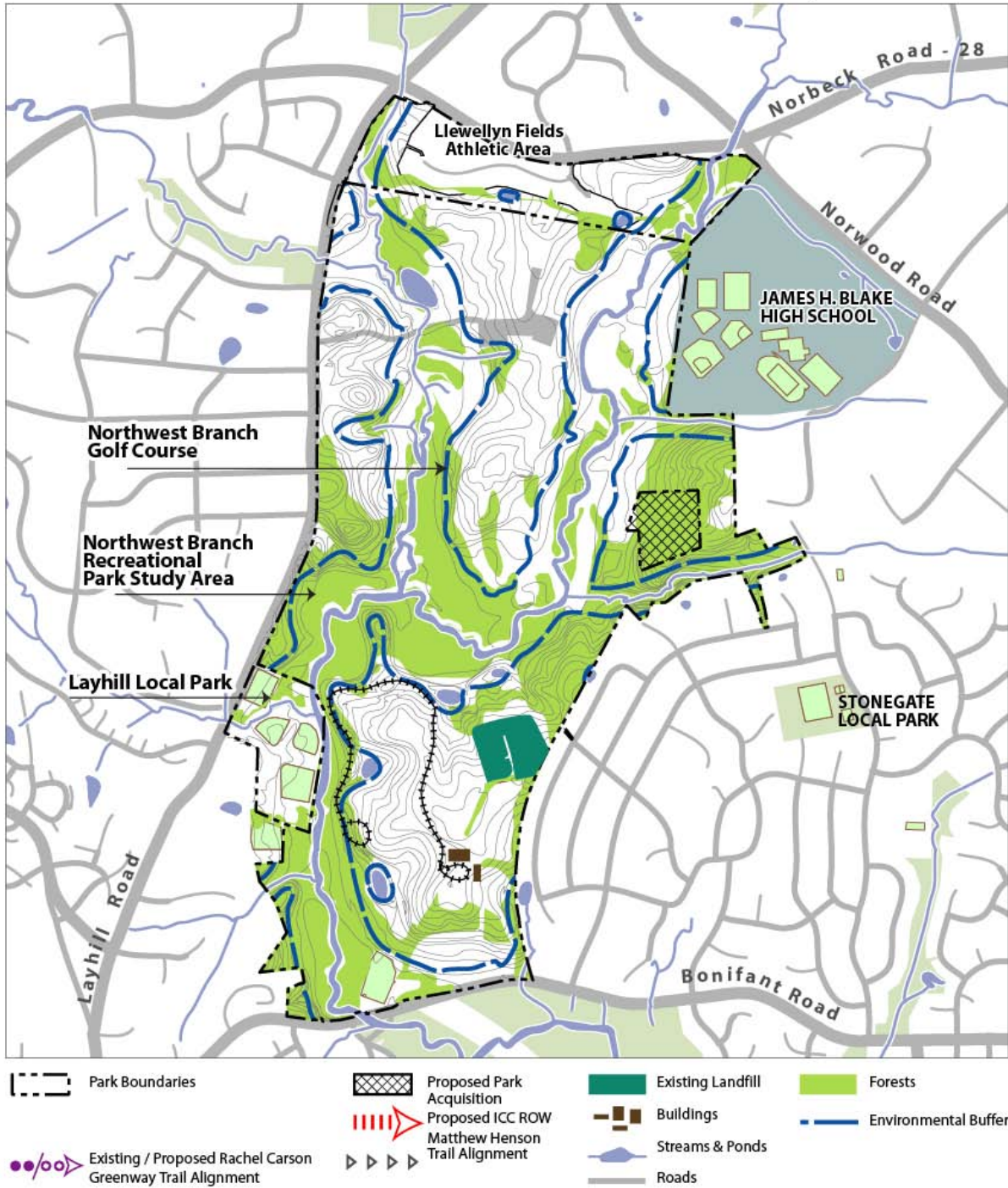
Interpretive themes from the 2005 Rachel Carson Greenway Trail Corridor Plan. Northwest Branch Recreational Park features prominently in the “Changing Seasons” section.



Creating a thematic Interpretation of our County’s Resources based on “Sense of Wonder” by Rachel Carson (see implementation chapter).

Attachment 7

Environmental Features Map



Attachment 8

Future Recreation Area

