



MARC Rail Communities Sector Plan – Working Draft

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Staff Recommendation

Approve the Working Draft of the MARC Rail Communities Sector Plan as the Public Hearing Draft and set the public hearing date for February 1, 2018.

Summary

The MARC Rail Communities Sector Plan was initiated by the Planning Department in November 2015. The Planning Board approved the Scope of Work for the Plan on January 28, 2016. Numerous meetings have been held with the community throughout the past two years, including a four-day workshop at the Upcounty Services Center during March 2016. On October 19, 2017, staff presented preliminary recommendations to the Planning Board. On December 21, 2017, staff will present the Working Draft of the MARC Rail Communities Sector Plan to the Planning Board. The Working Draft is an amendment to the 1985 Boyds Master Plan, the 1989 Germantown Master Plan and the 2009 Germantown Employment Area Sector Plan. Staff will be providing information regarding the differences between this Plan and the previous master plans.

Staff recommends approval of the Working Draft as the Public Hearing Draft and set the public hearing for February 1, 2018. The Plan's appendices will be available on-line prior to the public hearing.

Attachment:

MARC Rail Communities Sector Plan Working Draft



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 Countywide Bikeways Functional Master Plan as amended and the Master Plan for Historic Preservation.

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

Source of Copies

The Maryland-National Capital Park and Planning Commission

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Silver Spring, MD 20910-3760

Online: 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.

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

Master 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; transferrable development rights (TDRs); moderately priced dwelling units (MPDUs); rezoning by local map amendments; public projects and mandatory referral process; 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 the County government. All local plans, recommendations on zoning amendments, administration of subdivision regulations and general administration of parks are responsibilities of the Planning Boards.

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To be added

APPENDICES

- A. Boyds MARC Station Concept Study, Montgomery County Department of Transportation
- B. Boyds MD 117 Crossing Study Evaluation
- C. Transportation Analysis including the Germantown Road Diet
- D. Urban Land Institute Washington Leadership Institute Mini-Technical Assistance Panel
- E. Historic Preservation
- F. “Strategies for Maintaining Historic Character,” excerpt from Vision of Boyds: A Long-Range Preservation Plan
- G. Policy for Parks

II. 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 station areas that respect the residential neighborhoods and historic resources of each community.

The MARC Rail Communities Plan aims to address these common challenges, as well as the particular needs of the Boyds and Germantown communities. At its heart, 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.

At the same time, 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.

The plan recommends short- and long-term actions related to four broadly defined planning principles, which provide the organizing framework for this document:

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

B. Plan Background

Boyds 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 and surrounding natural systems and notable geology.

Boyds 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 Boyds and Germantown stations.

The Boyds 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, a major hub 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.

-  County Boundary
-  Municipalities
-  Agricultural Reserve

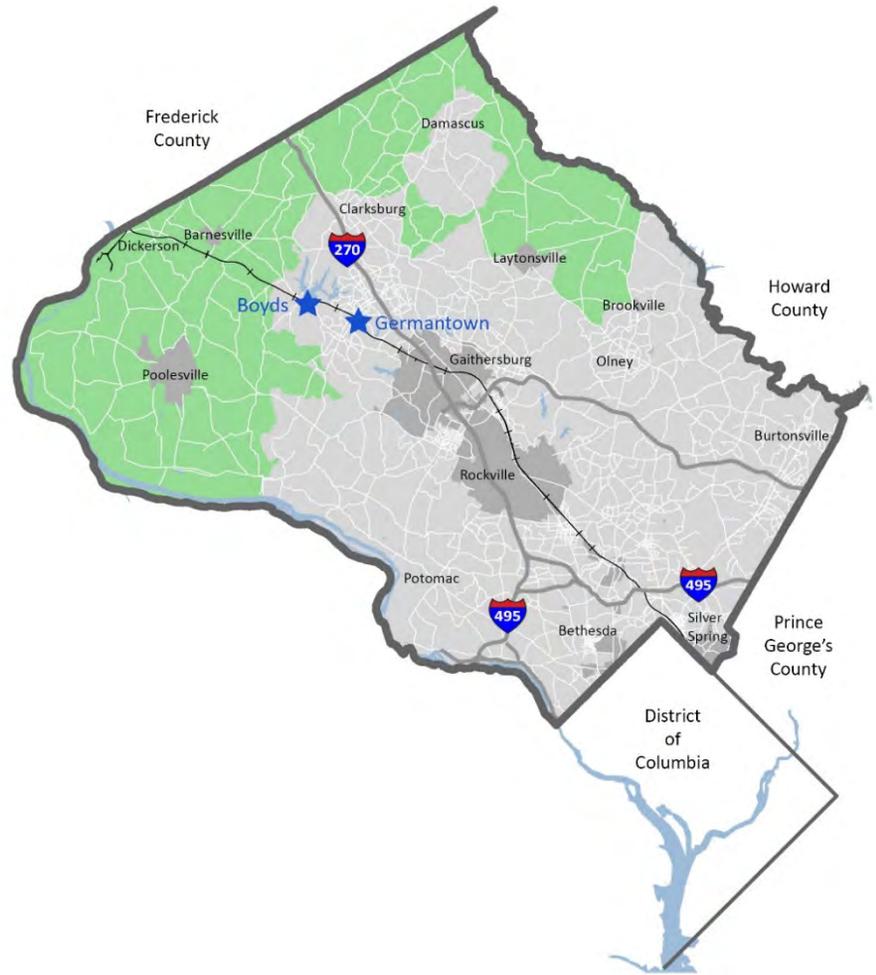


Figure 1:
Location of the Boyds and Germantown MARC Station Areas

C. Plan Boundaries

The MARC Rail Communities Plan encompasses two distinct planning areas—Boyd and Germantown—in the upper portion of Montgomery County. 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.

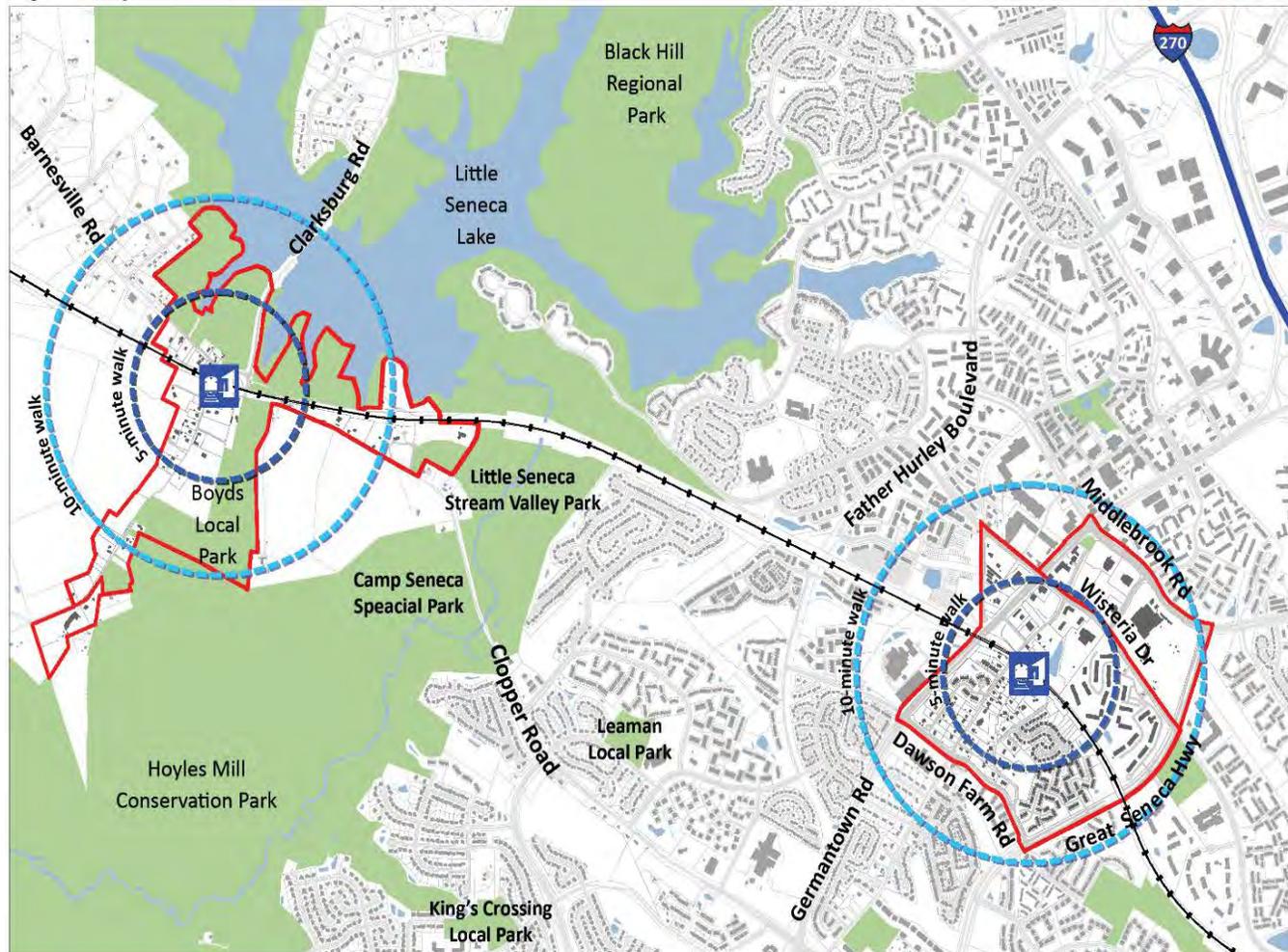


Figure 2:
Boyd and Germantown MARC
Station Areas with Walk Radii

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 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.

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 on the northwest. On the north side of the railroad tracks, commercial uses predominate while south of the railroad tracks, uses are mainly residential. The area contains an historic district and five historic sites, all designated as such by Montgomery County.



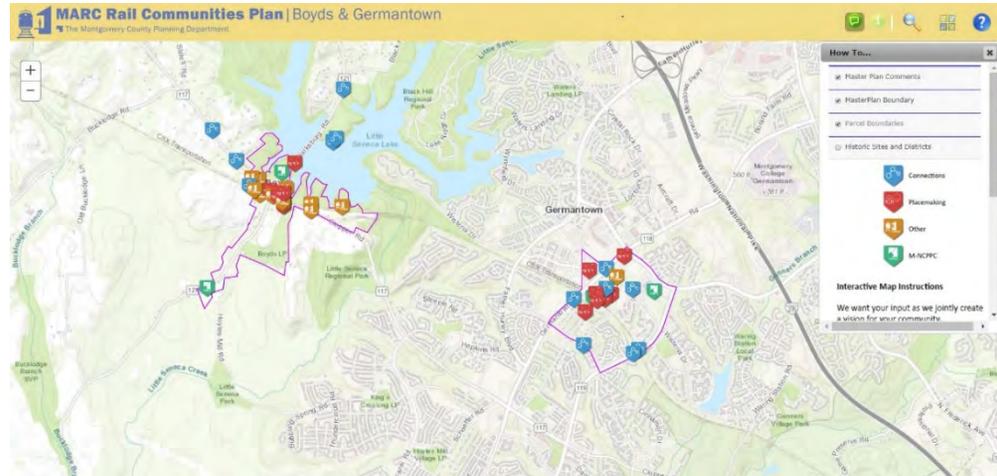
Left, Figure 3:
Aerial View of
Boyds Planning
Area

Right, Figure 4:
Aerial View of
Germantown
Plan 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).
- 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.



Top: Web-based interactive map

Above: Agency presentation at the design workshop held in March 2016 at the Upcounty Regional Services Center

E. Previous Plans and Supporting Studies

1. 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. This plan examines land uses, zoning and urban design at the two MARC stations, as well as, multimodal 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 the following table.

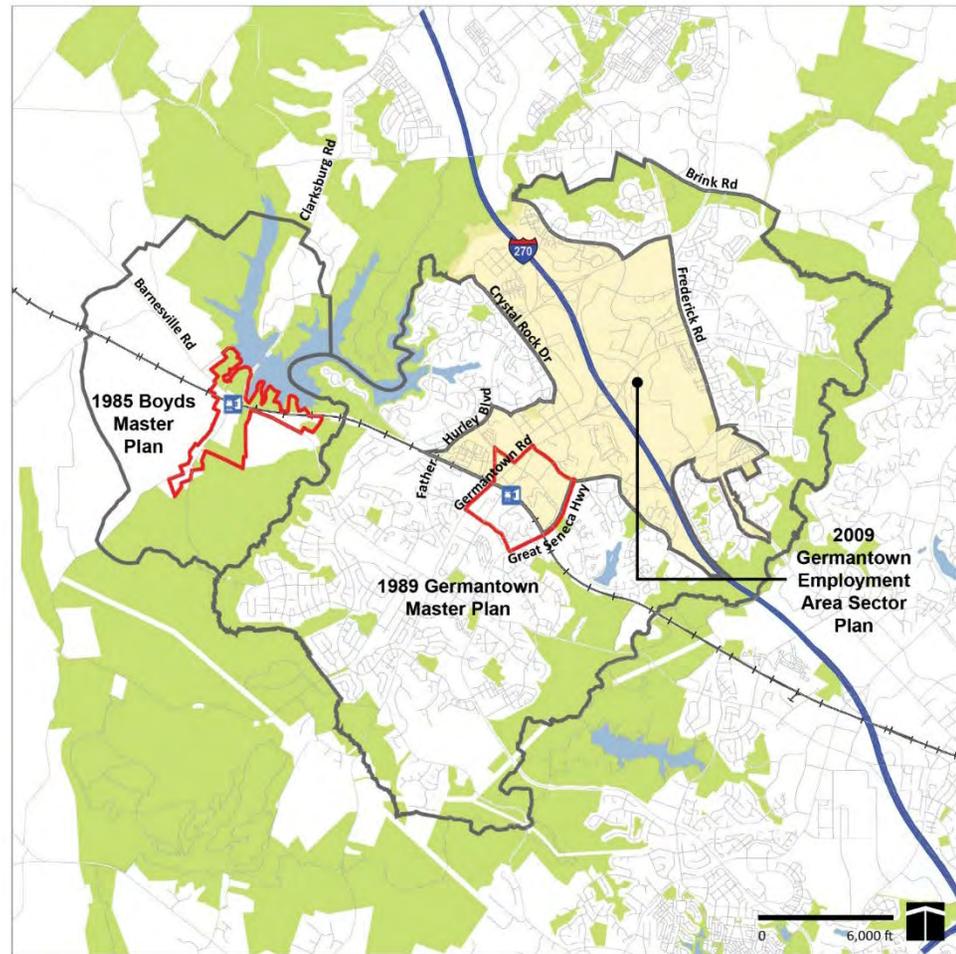


Figure 5: Previous Master Plans in Relationship to MARC Rail Communities Plan

Other Relevant Plans	Key Recommendations
1979 Master Plan for Historic Preservation	<ul style="list-style-type: none"> • Designate Winderbourne (Totten House) as an historic site.
1985 Amendment to the Master Plan for Historic Preservation	<ul style="list-style-type: none"> • Designate the Madeline V. Waters House as an historic site.
1985 Boyds Master Plan	<ul style="list-style-type: none"> • Balance regional development pressures while retaining the integrity of the Boyds community. • Establish the Boyds Historic District. • Develop the Boyds Local Park. • Realign Barnesville, Clopper and White Ground Roads. • Rehabilitate the commuter rail station area.
1989 Germantown Master Plan	<ul style="list-style-type: none"> • Envision the Town Center District as the downtown area of Germantown with a mix of uses, including a cultural arts center, library and upcounty government center. • 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. • Preserve the existing residential character of the historic area. • Expand and improve the Germantown commuter rail station; provide Park and Ride facilities to serve carpools, vanpools and commuter buses. • Establish the previous plan’s recommendation for a quiet, green, pedestrian-oriented enclave north of the MARC station, with a strong link to the historic district. • Provide a pedestrian promenade along “Old” MD 118 (now Walter Johnson and Liberty Mill Roads).
1996 Rustic Roads Functional Master Plan	<ul style="list-style-type: none"> • Classify White Ground Road as a rustic road. • Classify Hoyles Mill Road as an exceptional rustic road.
2004 Rustic Roads Functional Master Plan Amendment	<ul style="list-style-type: none"> • Reclassify White Ground Road as an exceptional rustic road.
2005 Countywide Bikeways Functional Master Plan	<ul style="list-style-type: none"> • Confirm bike facility recommendations on Germantown Road, Middlebrook Road and Great Seneca Highway.

Other Relevant Plans	Key Recommendations
2009 Germantown Employment Area Sector Plan	<ul style="list-style-type: none"> • Transform Germantown’s central employment corridor into a vibrant town center and mixed-use, uptown district. • Cluster development at Corridor Cities Transitway (bus rapid transit) stations to encourage use of transit, provide convenience and create a focus of activity. • Build on the existing cultural, historic and civic facilities in Germantown. • Incorporate structured parking, retail and enhancements to public spaces at the Germantown MARC Station, with special attention given to design compatibility with the existing historic resources. • Provide a more varied mix of housing types to increase the number of commuters traveling to the MARC station on foot. • Enhance Germantown’s natural environment.

2. Ongoing and Completed Supporting Studies

The MARC Rail Communities Plan incorporates and builds on the findings of numerous ongoing and completed studies conducted by county and state agencies and engineering consultants during the planning process. Three ongoing studies are evaluating transportation options that have a bearing on this plan’s recommendations.

- **Boyd’s MARC Station Ride On Bus Service and Parking:** In Boyds, the Montgomery County Department of Transportation (MCDOT) has 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 (see Appendix A for MCDOT’s Concept Plan).
- **Boyd’s Traffic Operations:** In Boyds, the Maryland State Highway Administration (SHA) is designing traffic signals to alleviate traffic backups on Clarksburg and Barnesville Roads during the morning rush hour (Ongoing).
- **Middlebrook Road Pedestrian Road Safety Audit:** In Germantown, MCDOT is conducting a Pedestrian Road Safety Audit for Middlebrook Road. A section of this road extends within the plan area. The safety audit is examining areas with a high incidence of collisions involving pedestrians and bicyclists (Anticipated completion is early 2018).

In addition to the three above studies, two completed engineering studies evaluated additional transportation elements that the community identified as concerns during the planning process:

- **Boyd’s MD 117 Crossing Feasibility Evaluation:** The community asked the Maryland State Highway Administration (SHA) to evaluate a bypass of the 1927 railroad bridge, where Clarksburg Road crosses under the CSX tracks immediately north of Clopper Road. The underpass below the railroad bridge does not meet current design standards and does not include any

bicyclist or pedestrian facilities. MCDOT requested the inclusion of this study as part of the MARC Rail Communities Plan (see Appendix B).

- [Transportation Road Diet Analysis](#): In Germantown, in response to community concerns regarding pedestrian safety along Middlebrook Road, a consultant was engaged to recommend ways to reduce traffic speeds and expand pedestrian and bicycle facilities, especially near Seneca Valley High School (see Appendix C).

II. VISION

A. Assets, Challenges and Opportunities

1. 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. Boyds' original Victorian-era architecture, landscape and rural village character along with the rail stop remains intact today. Boyds has retained its historic integrity by being surrounded by parkland, forest and farmland, and 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 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.

Adding a third rail track 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. Any future railroad expansion could adversely impact the foundations of historic buildings in the Boyds Historic District, the steep slopes adjacent to the Germantown station and compromise the general integrity of the Boyds and Germantown historic districts.

Left: Historic houses along White Ground Road in Boyds



Right: Historic Hoyles Mill (right building) in Boyds



Left: Commercial area in Boyds along Barnesville Road



Right: Historic Pumphrey Mateny House in Germantown



Left: Historic Germantown Bank, now home of the Germantown Historical Society



Right: Portion of the Germantown Historic District along Mateny Hill Road



2. Ensuring Continued Viability and Future Demands of MARC Service

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 RideOn service and additional MARC parking at the station.

MARC ridership, while expected to increase, is limited by parking and access 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 at capacity by 7:30 a.m. each morning.

3. 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. At Germantown, a large majority of riders reach the station via automobile, including those who live less than two miles away (55 percent).



Existing MARC Station parking lots
Left: Boyds
Right: Germantown

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.

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



Right: Pedestrian bridge provides only north-south connection at the Germantown MARC Station



Left: Sidewalks along Middlebrook Road in Germantown



Right: Bicyclist using sidewalk on Middlebrook Road in Germantown





Existing underpass beneath train tracks in Boyds

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 encourage informal crossings of the tracks on foot in Boyds. In Germantown 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, between 2011 and 2015. In 2017, a fatal pedestrian collision occurred at the intersection of Middlebrook Road and Great Seneca Highway.

4. 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, it takes up to 15 minutes to drive through the intersection. The Maryland State Highway Administration (SHA) is designing traffic signals to help alleviate traffic backups at the intersection during morning rush hour.

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 use.



Left: Properties adjacent to Boyds MARC Station

Right: Expansive surface parking lots near Germantown MARC Station

6. Protect and celebrating 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. Additionally, in Boyds, approximately 40 percent of the community comprises forested land and includes streams, a large man-made lake and wetlands, as well as two of the county's designated Best Natural Areas.



Little Seneca Lake and existing rural conditions in Boyds

B. Boyds 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 in the county. The Boyds village center and station area have been re-animated through the restoration and adaptive reuse of the historic Hoyles Mill. The renovated 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 contained within small, well landscaped surface lots within 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, evaluate the Edward U. Taylor School for designation as an historic site in the Master Plan for Historic Preservation in Montgomery County.

Boyds Priorities

- 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.
- Create commuter and community-serving facilities at the historic Hoyles Mill site, integrating the mill and adjacent barn.
- 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.
- Provide a modern underpass underneath the railroad bridge with pedestrian and bicycle facilities.

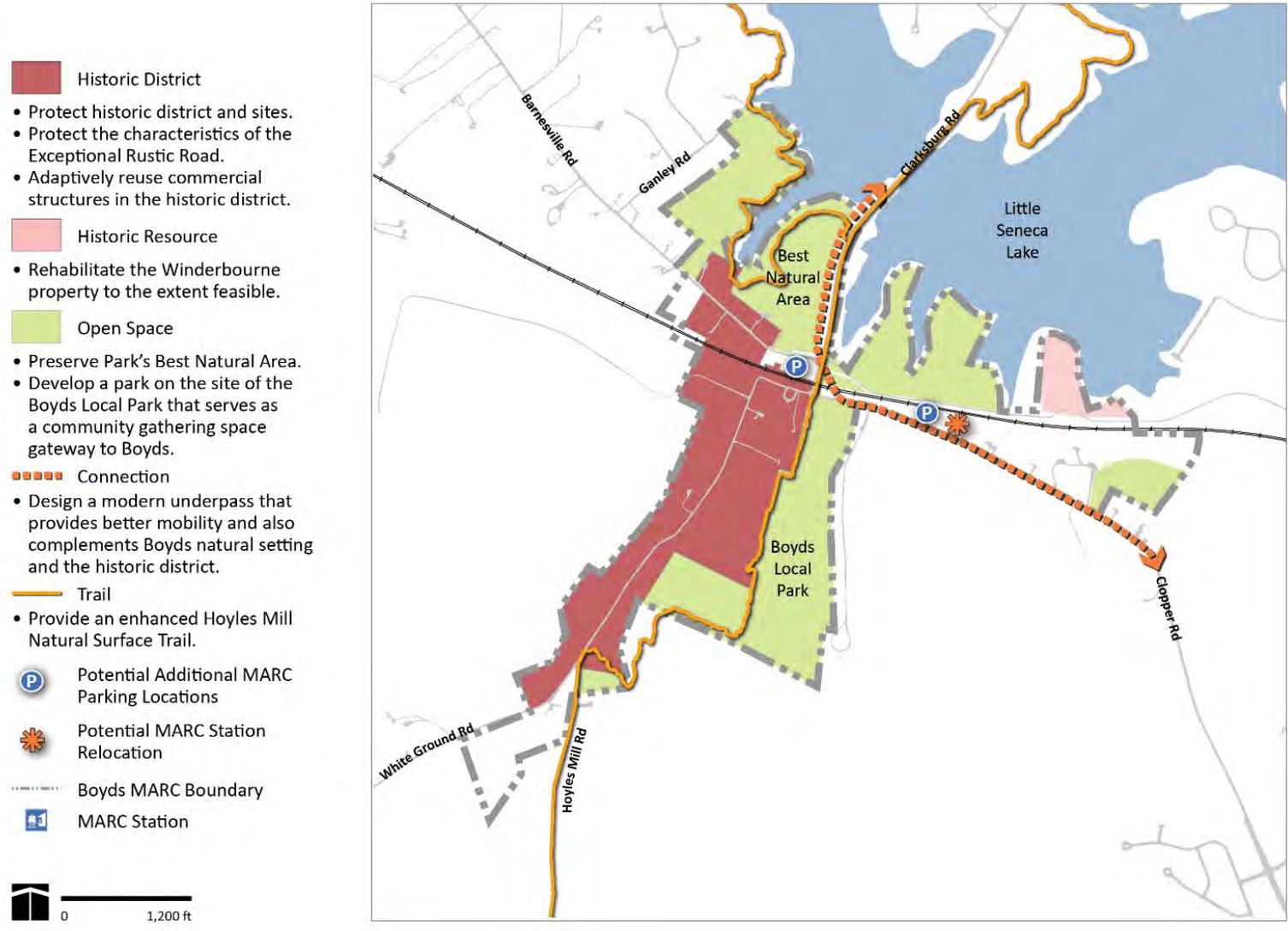


Figure 6: Boyds Concept Diagram

C. Germantown 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 complement their scale and character. A variety of public spaces and dedicated open spaces accommodate community gatherings and enhance existing public events, such as the flea market that continues to draw visitors to the area.

Walter Johnson/Liberty Mill Road, the historic alignment of 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.

Germantown Priorities

- Preserve existing historic structures and ensure context-sensitive development and transportation improvements to reinforce the historic character of the area.
- 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 safety.
- 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.
- Establish a fine-grained, walkable, interconnected street grid.

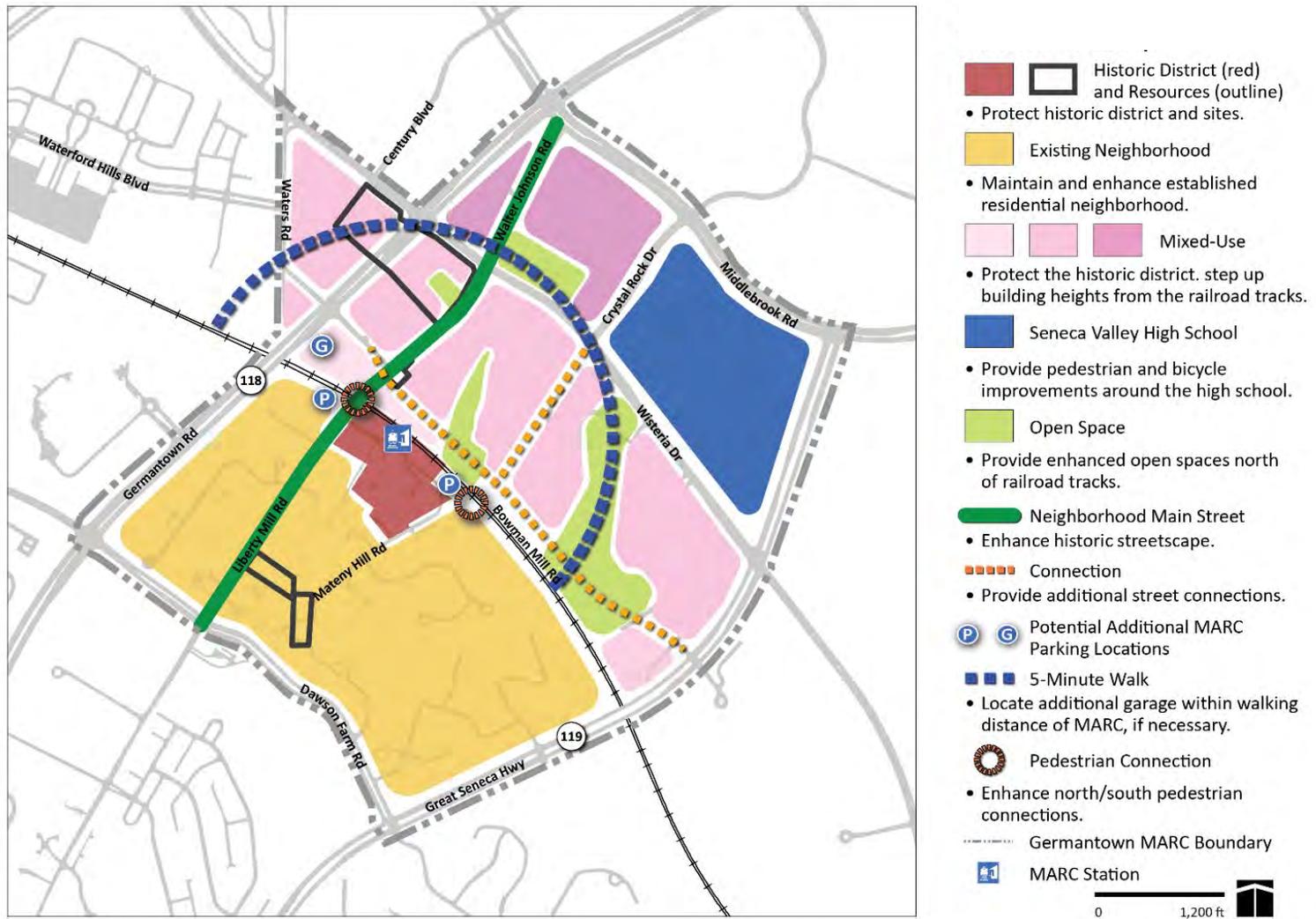


Figure 7: Germantown Concept Diagram



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

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 to western portions of the country. 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 Union Station in Washington, DC through Silver Spring to meet the B&O main line in 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.

B. Boyds in the Past

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, freed 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.

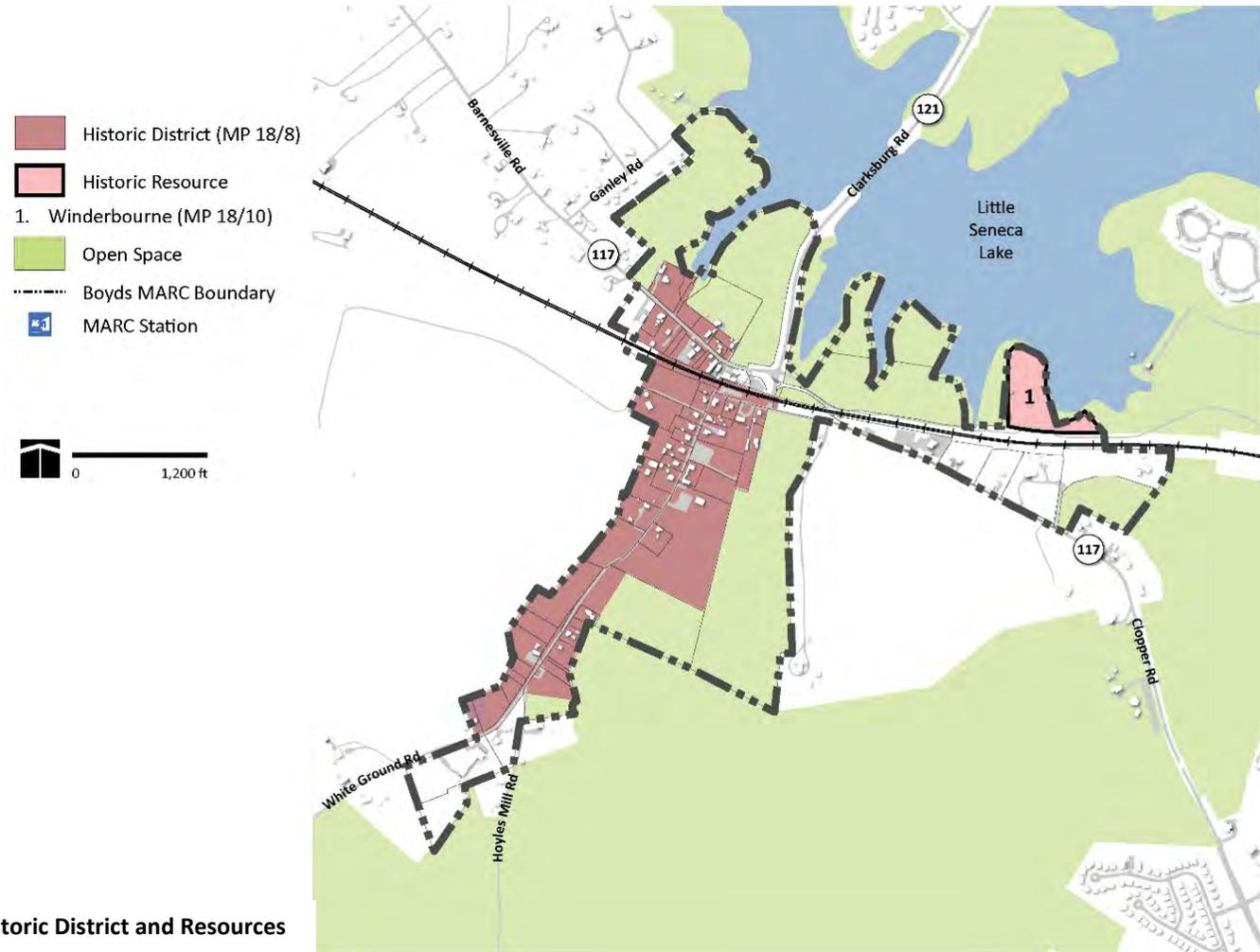


Figure 10: Boyds Historic District and Resources

By 1879, prosperous Boyds Station, population 100, had a post office, stores, mills, schools and a church. A handsome brick station house 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 frame station house next to the tracks. The frame station house 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.) Clopper Road is proposed within this plan for designation as a rustic road. (See the Connect section for descriptions).



HOYLES 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 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.

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.

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 Hoyles 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.

East of Clarksburg Road, a triangular area adjacent to the railroad tracks along Clopper Road contains a county-owned property, two industrial properties totaling 9.98 acres and three single-family residential properties.



Top: Boyds MARC Station, commercial area (foreground) and Boyds Local Park (background)

Above: Historic houses and Boyds Presbyterian Church along White Ground Road

D. Germantown in the Past

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-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.

Nevertheless, late 19th-century Germantown near the railroad tracks remains largely intact, though it 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, though they were proposed for designation, 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 (see Appendix E for descriptions).

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 (see Appendix E for description).

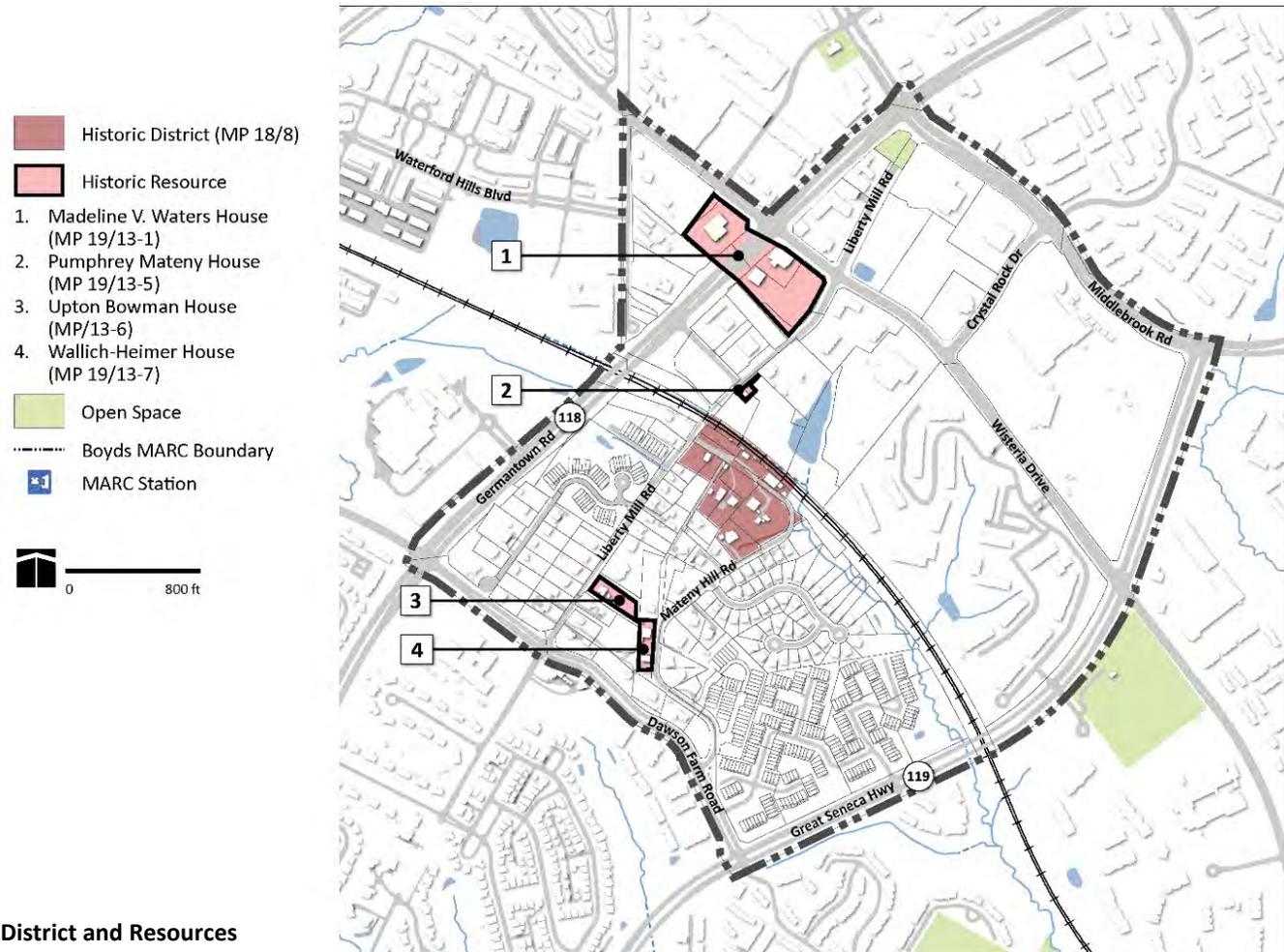


Figure 11: Germantown Historic District and Resources

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 Wedges and Corridors 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 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, and the Germantown MARC Station 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.



Left: Germantown MARC station

Right: Germantown MARC station and pedestrian bridge

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 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 and townhouses. 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.



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

Above: Germantown Historic District and residential area south of the railroad tracks

IV. PLAN RECOMMENDATIONS

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

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

For each principle, the plan provides a series of goals and associated recommendations for fulfilling the MARC Rail Communities 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 or Sites GA and GB—and shown on the maps below.

- BX Boyds Reference Numbers
- Boyds MARC Boundary



Figure 12: Boyds Reference Key

- GX Germantown Reference Numbers
- Germantown MARC Boundary



Figure 13: Germantown Reference Key

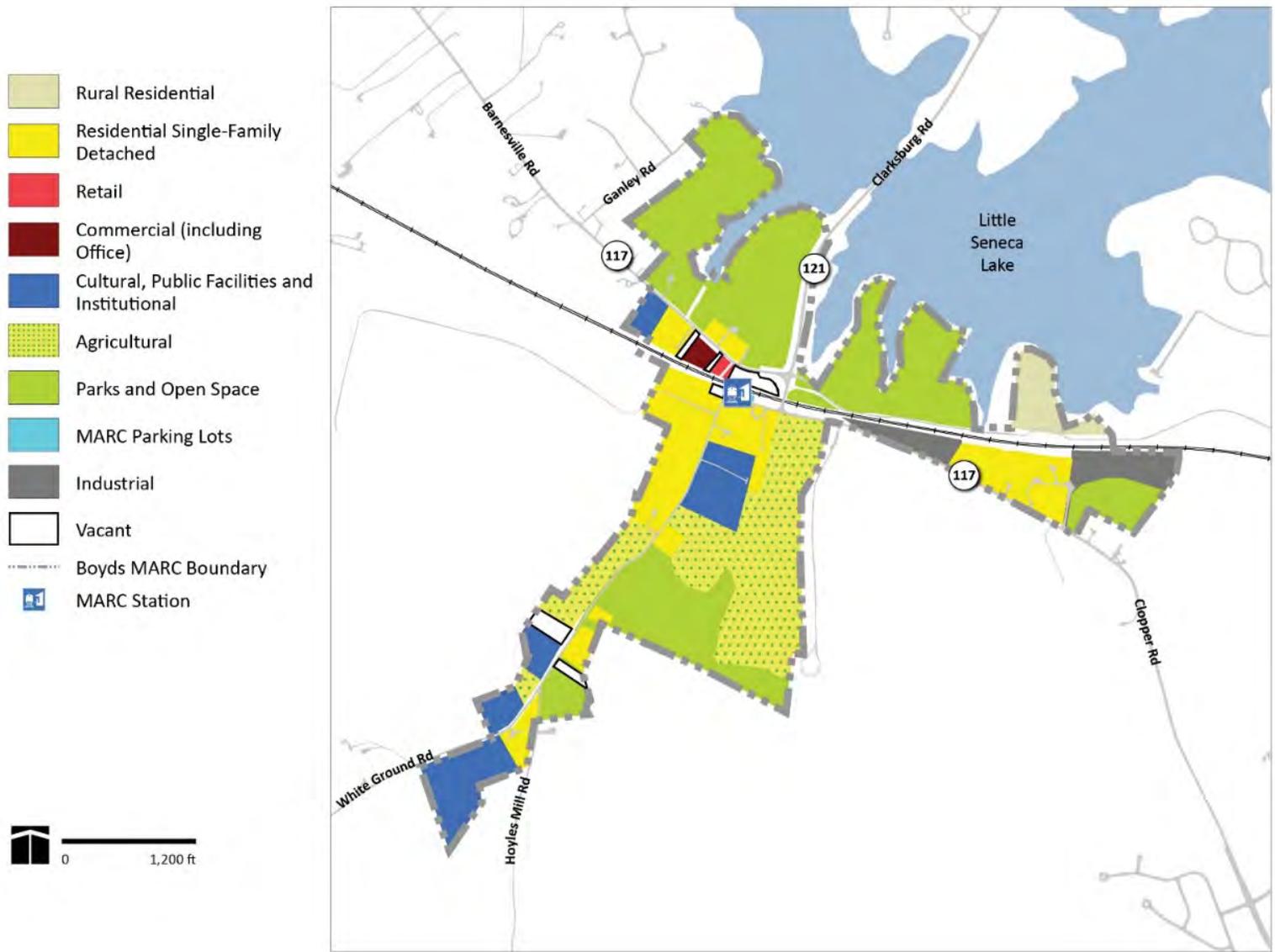


Figure 14: Existing Boyd's Land Use

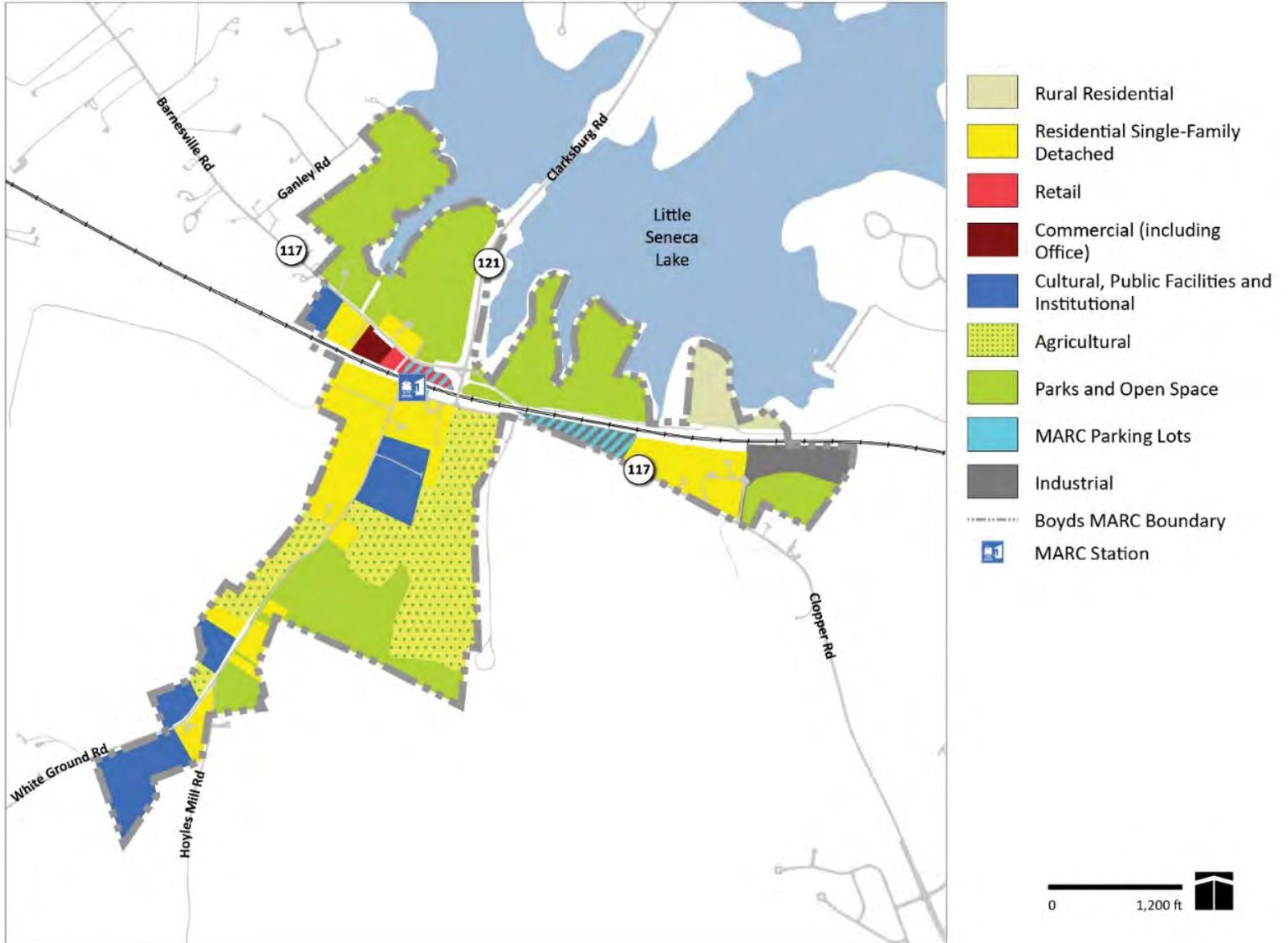


Figure 15: Proposed Boyd's Land Use

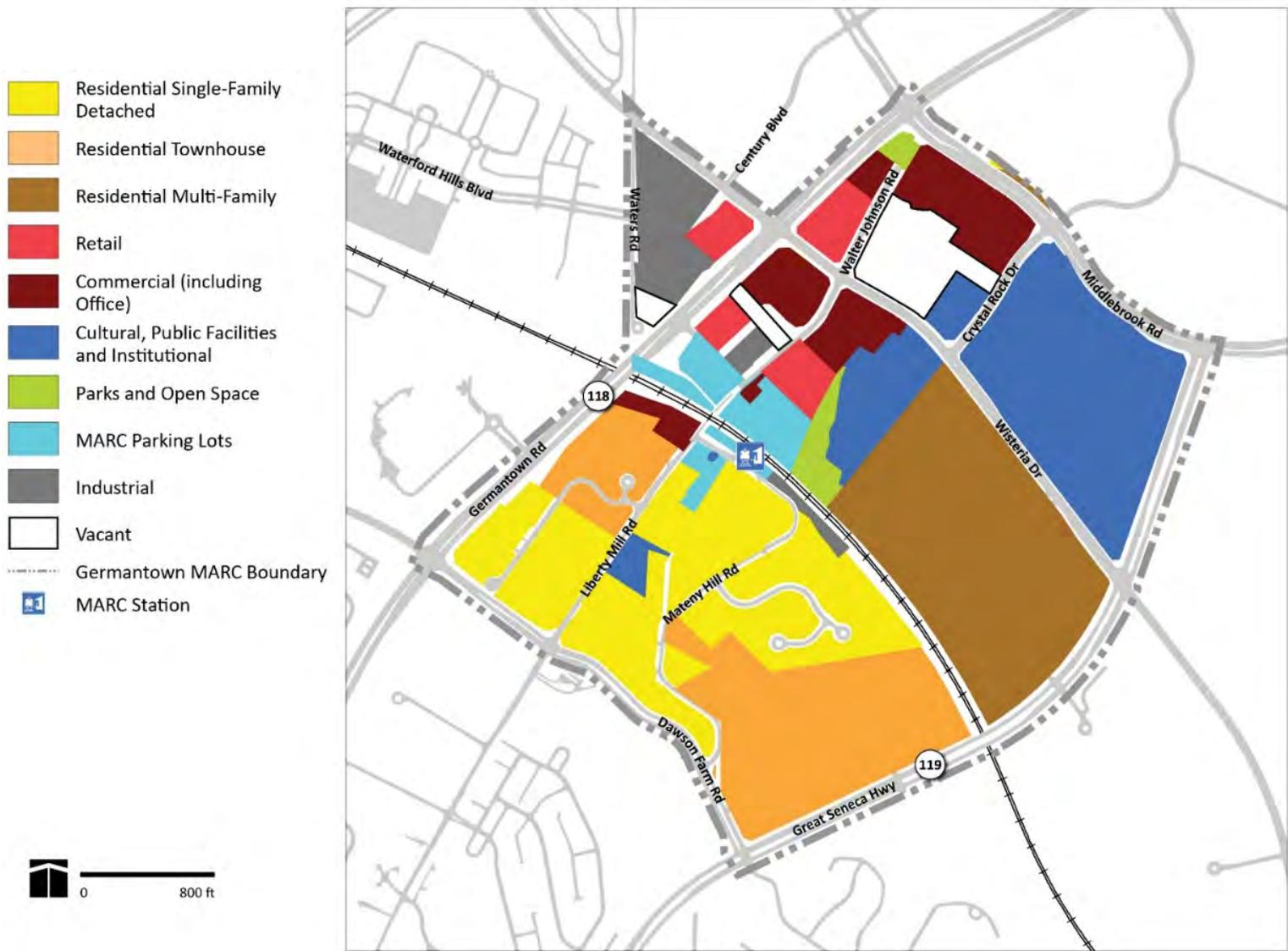


Figure 16: Existing Germantown Land Use

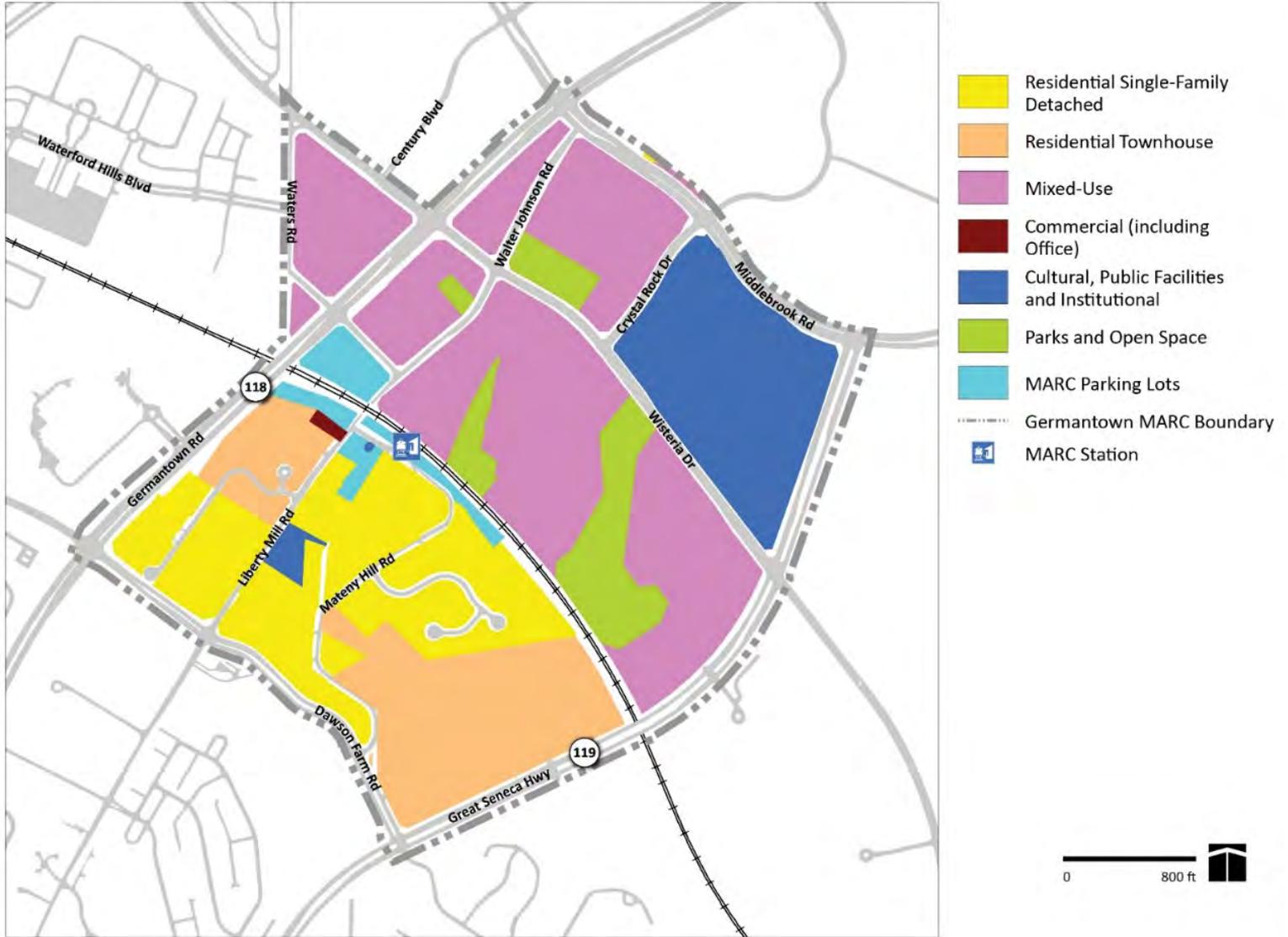


Figure 17: Proposed Germantown Land Use

A. 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 resources within the district (Sites BD and BE).
- b. Retain 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 by adding weather-protective canopies over the entrances to the pedestrian underpass.
 - Incorporate ramps and wheelchair lifts to meet accessibility standards.
 - Provide sufficient agency budgets for maintenance of the pedestrian underpass.
- c. Rehabilitate the historic Winderbourne property 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.

- d. Encourage retention of existing homes east of the existing underpass, between the railroad tracks and Clopper Road, due to their contributing character to the Boyds area (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.
 - Modernizations of these houses or parking expansions should be located behind the existing buildings to retain the original architectural character of the dwellings.

- 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).



Boyds Presbyterian Church



Boyds Negro School



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 and GG).
- b. Maintain the entire Madeline V. Waters House (MP 19/13-1) historic site (Site GG) and all rights-of-way, including Germantown Road and Wisteria Avenue 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.



Germantown's rebuilt Baldwin Station House with the Germantown Bank and other historic structures in the background.

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 Hoyles Mill within the Boyds Historic District and nearby barn building outside of the historic district to establish a focal point for the Boyds commercial area (Site BE):
 - Assess all of the structures on the site with the historic Hoyles Mill, Parcels 155 and 157, for Master Plan for Historic Preservation 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, including the potential relocation of the barn building 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 barn buildings—including landscaping, lighting and walkways—in a manner compatible with the surrounding historic district. Design landscaping, lighting, signage, paths and structures that support and are compatible with the character of the historic district.
- Preserve and reuse the Quonset hut on the site, 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 (Native American, agricultural, railroad, industrial and 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.

Boyds Recommendations

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

Germantown Recommendations

- a. Design parking structures to be compatible and complementary in scale and materials with nearby historic resources. Discourage the construction of garages within the historic district to preserve the area's historic and visual character (Site GF, GG and GH).
- b. Limit the heights of any new buildings north of the historic district adjacent to the Pumphrey-Mateny House to 40 feet to minimize their visual impact on historic resources and character (Site GF).

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.
 - Make these elements a priority public amenity.
 - 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.

Boyds 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 GF, GG and GH).

B. 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, expanding public transportation options and managing the roadway network to minimize traffic backups. Ensure 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 resources or rustic roads.
- c. Discourage the addition of a third track within the Boyds and Germantown Historic Districts that could adversely impact 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 property 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. 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):
 - Create a direct Ride On route connecting Clarksburg with Boyds, as recommended in the 1994 Clarksburg Master Plan.
 - Use a portion of the proposed parcels on the north side of the MARC stop, near the intersection of Barnesville and Clarksburg Roads 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 Hoyles Mill structure and relocated barn building.
 - Establish design guidance for the adaptive re-use of the mill and barn, as explained in the Preserve and Renew sections of this plan



Figure 18: Boyds MARC Station, as Viewed from the Intersection of Clarksburg and Barnesville Roads

- d. Provide enhanced 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.
 - 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.
- e. Improve pedestrian and bicycle access to the station through the addition of sidewalks and bicycle facilities (Sites BC and BE). See recommendations in Section CB.
- f. Moving the Boyds MARC Station to another location is not anticipated during the lifetime of this plan.
 - 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 its key location within the Boyds commercial area, historic importance to the community and septic limitations (Site BE).



Figure 19: Boyds MARC Station, as Viewed from Barnesville Road

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 GF). Limit the garage height to 40 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 GG or GH).
 - Include secure, lighted bicycle storage areas 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 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 GF).
 - 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, as described in part B of this section below.
- e. Provide bike share stations within proximity to the station and adjacent neighborhoods to increase bicycle access to the MARC station. To the extent possible, bike share stations should be located within higher density neighborhoods and near existing and master-planned bicycle infrastructure. Expansion of bike share stations 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.

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 policy.

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 mobility and preservation goals. Modify standard roadway sections when appropriate 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.

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.

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.

Boyd's Recommendations

- a. Protect the rural and historic character of the community's roads while improving pedestrian and bicycle 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.
- c. Support the Maryland State Highway Administration's recommendations to locate traffic signals or other controls at the Clarksburg Road intersections with Barnesville and Clopper Roads to alleviate traffic backups at those intersections (Site BE).

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

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) 30 MPH near intersection of Clopper and Clarksburg Roads, 40 MPH elsewhere.

3) Study extending sidewalk beyond the plan boundary to Ganley Road at the time of feasibility study.

**Figure 20:
Boys Road and Bike
Classification Table**

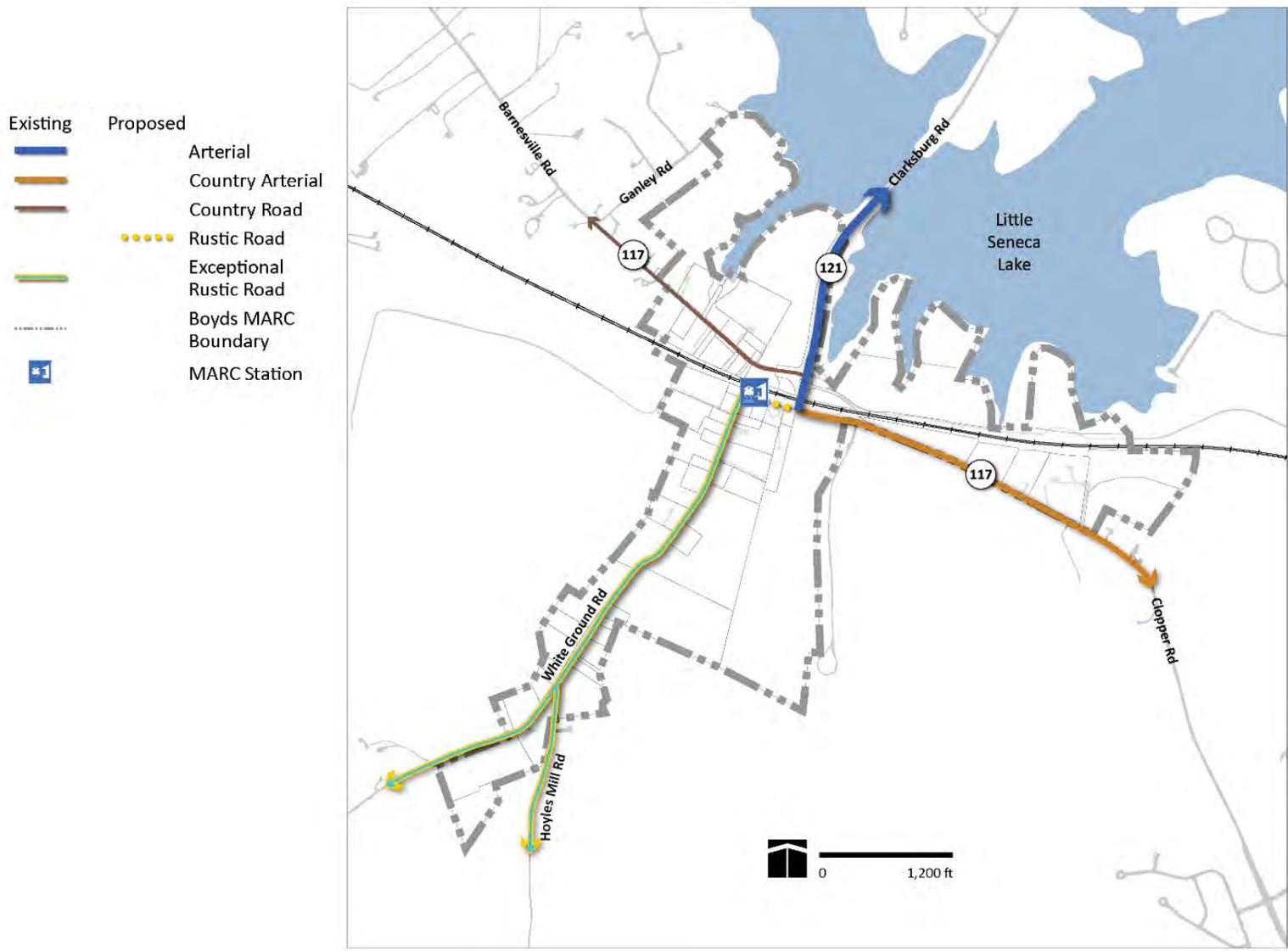


Figure 21: Boyds Road Classifications

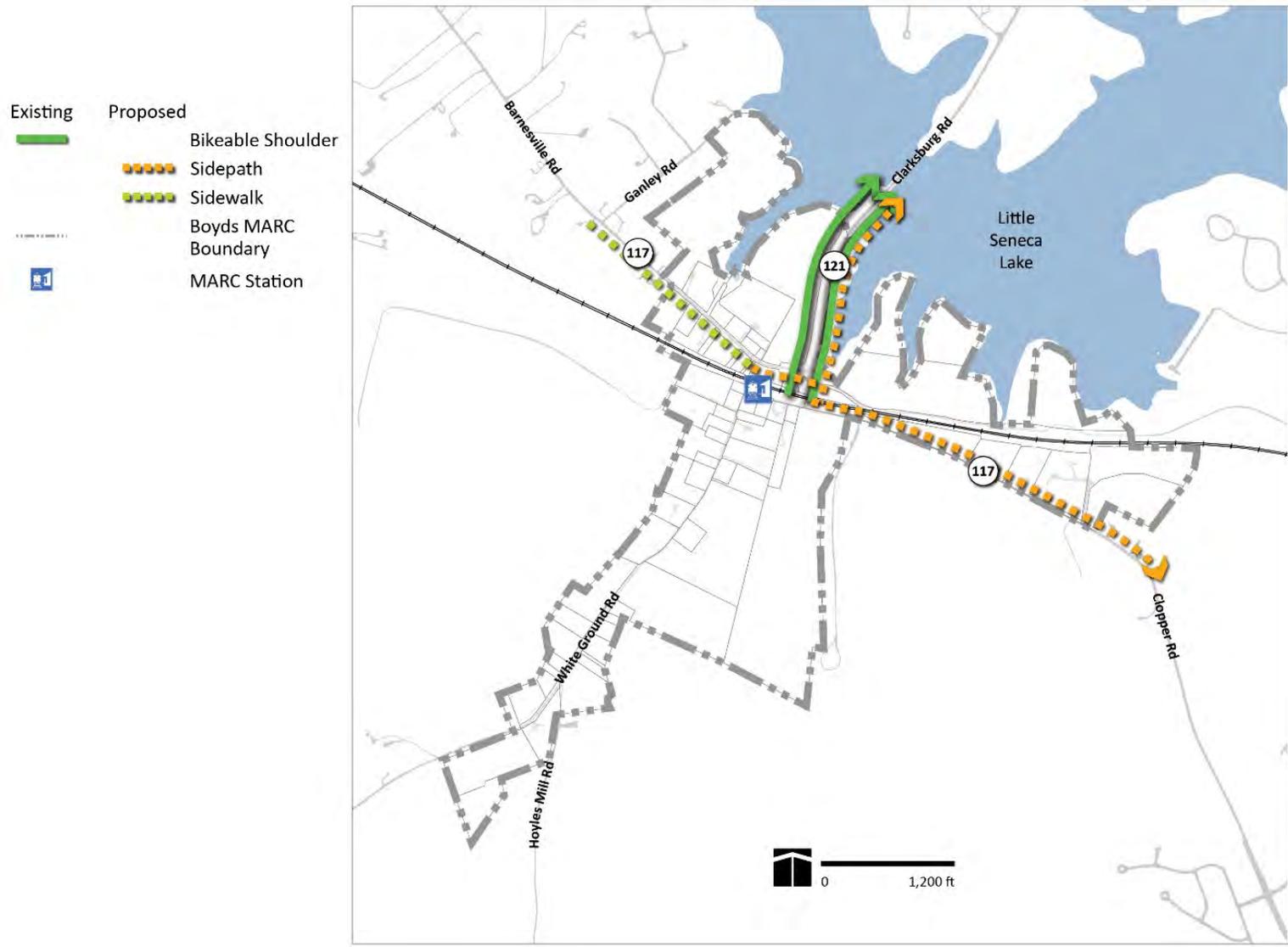


Figure 22: Boyd's Bikeway Classifications

Boyd's Recommendations (continued)

- d. 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 path or sidewalk along the south side of Barnesville Road, from the Boyds Post Office at the western plan boundary to the MARC station. Design a narrow path with an informal, meandering arrangement to limit the loss of trees and the need for retaining walls.
 - At the design stage, determine if the path 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 in coordination with Montgomery Planning's Historic Preservation Office staff.

Figure 23:
Proposed Barnesville Road
(MARC Platform to Post Office)

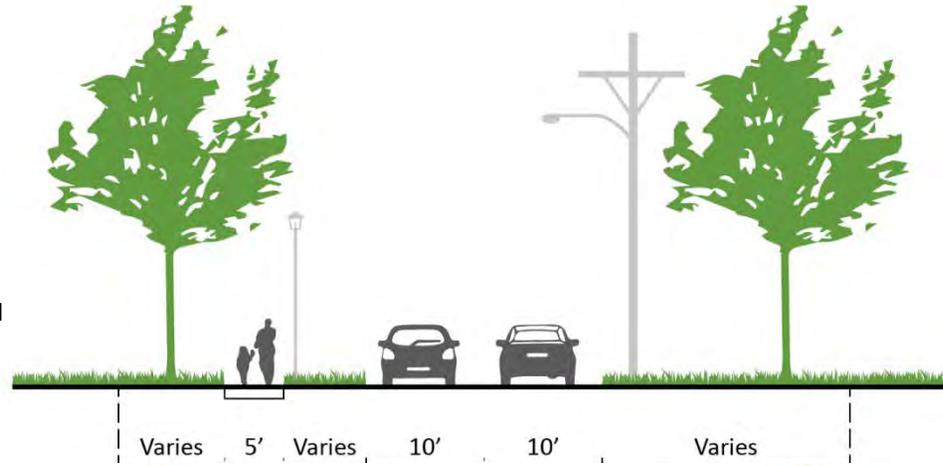
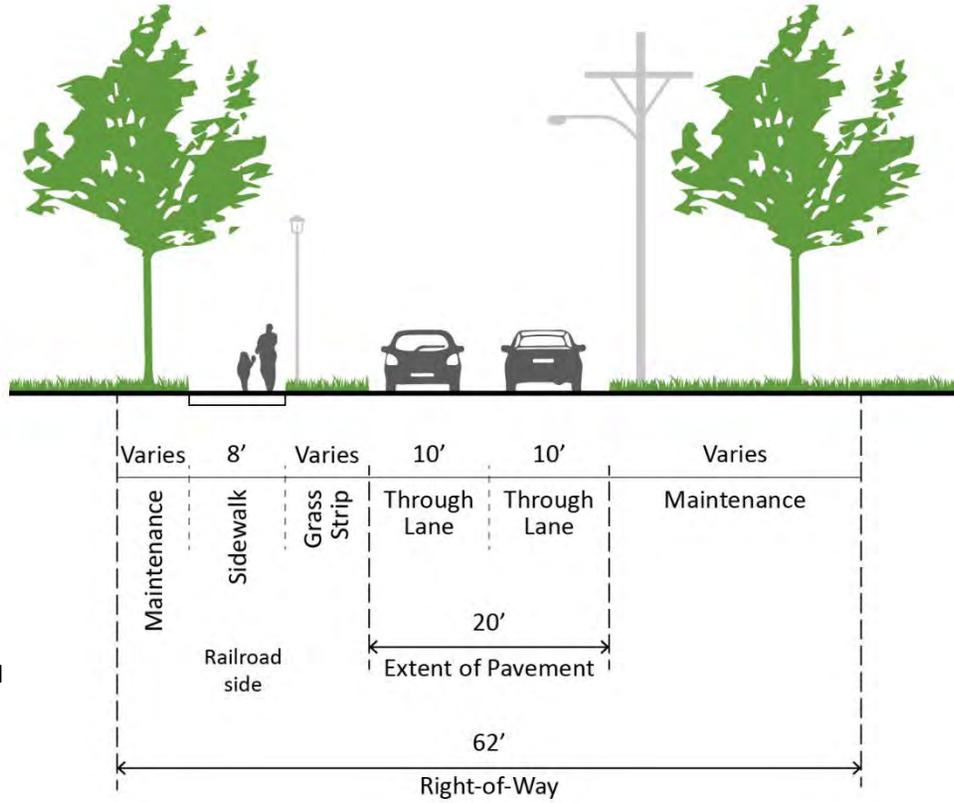


Figure 24:
Proposed Barnesville Road
(Clarksburg Road to the MARC Platform)



- e. 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 should be maintained.

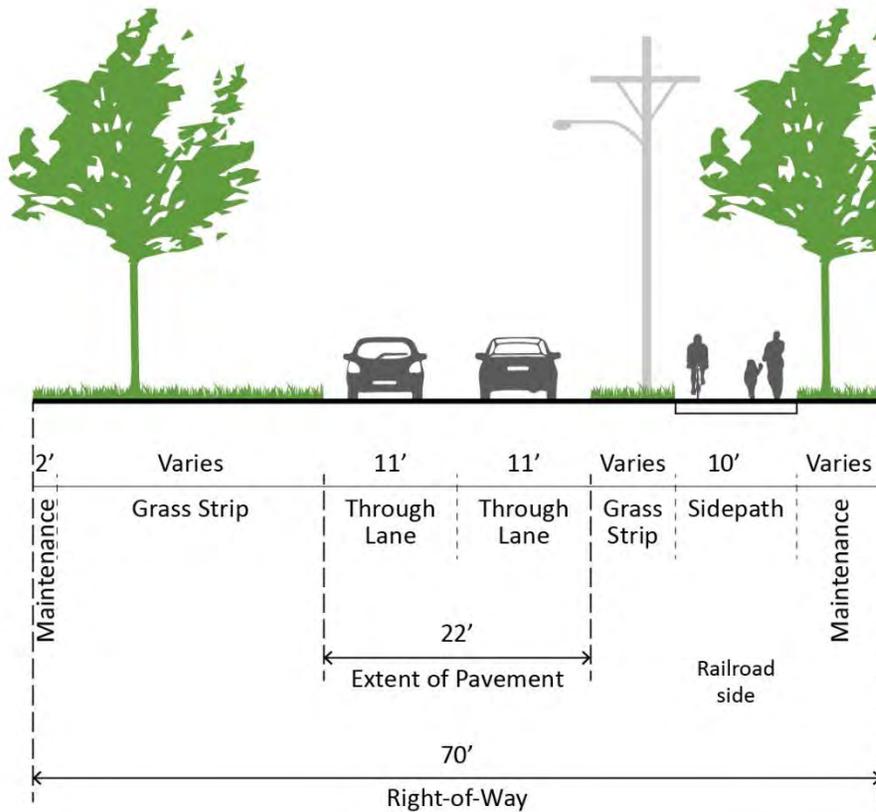


Figure 25:
Proposed Clopper Road
East of Clarksburg Road

- f. Confirm Clarksburg Road as an arterial classification.
 - 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 bikeable shoulders on both sides of the road.
 - Provide a sidewalk on the west side of the road under the railroad bridge when it is reconstructed.

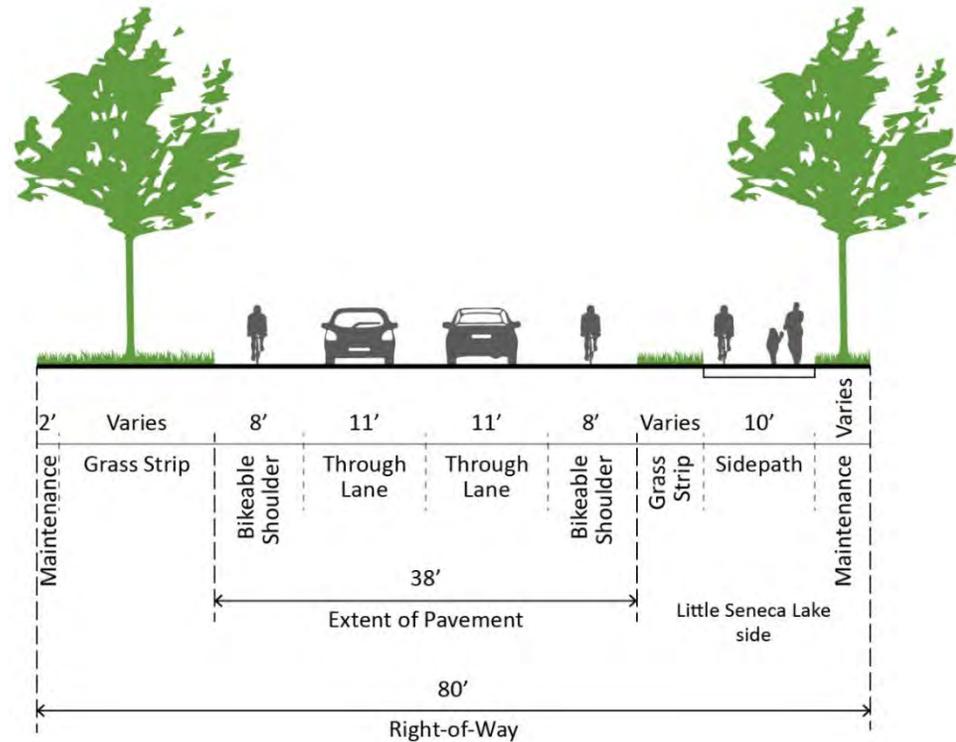


Figure 26: Proposed Clarksburg Road Street Section

Sidepaths for Walking and Cycling

Sidepaths are shared use paths located parallel to and 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).

- g. 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 for a sidewalk may be considered if needed for pedestrian connectivity to the MARC station along this section of Clopper Road.
 - 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 Office 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.

Rustic Roads 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 Road to the program as a new rustic road.

Clopper Road, rustic

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 a 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 the road.

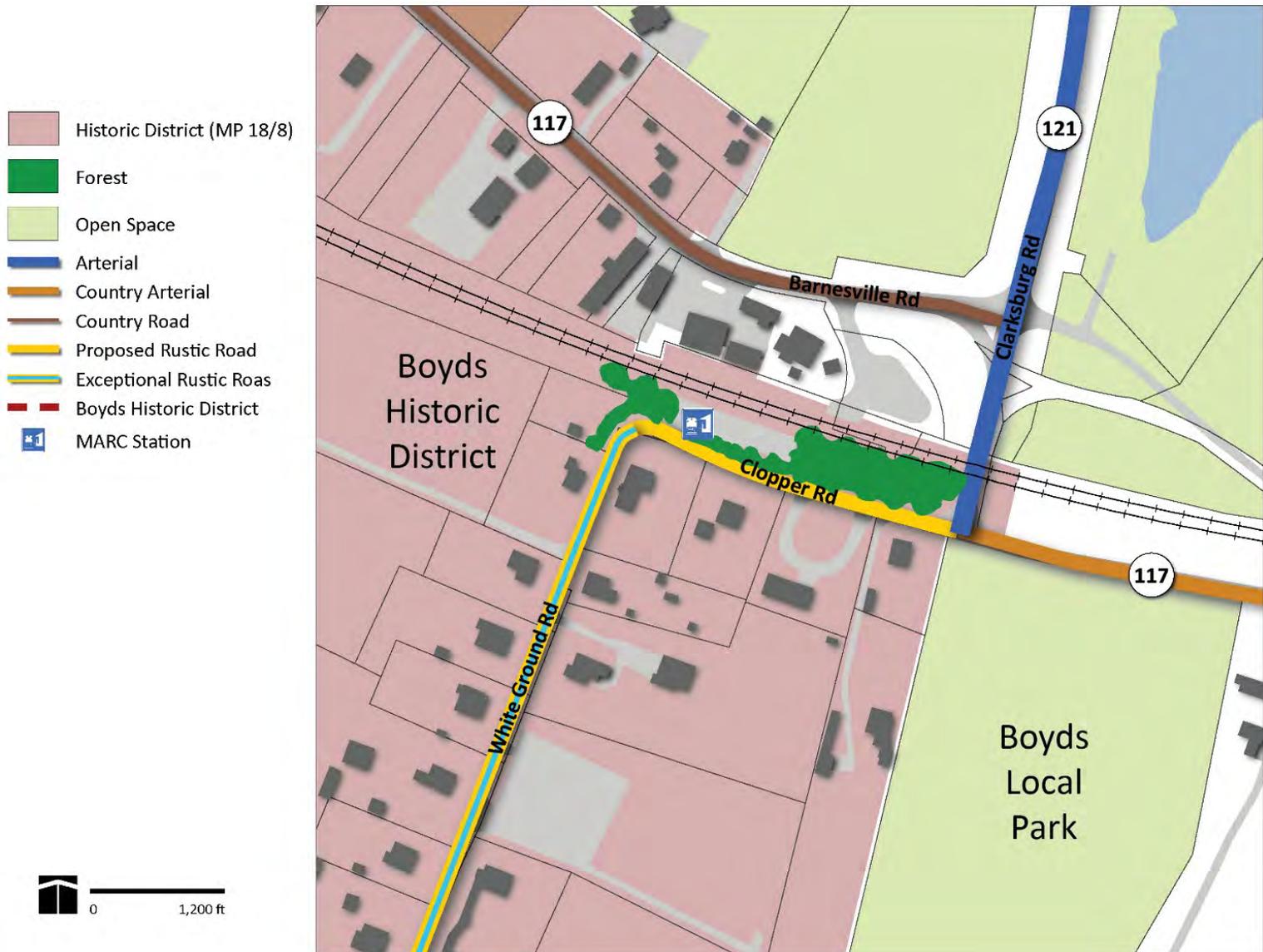


Figure 27: Clopper Road, Rustic Road Designation

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 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, ca 1880 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 facing the road at 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 as you near the western end of the road.

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

- h. Avoid constructing traffic circles or vehicular overpasses, which are incompatible with Boyds’ rural, historic character (Sites BA, BB, BD, BE and BF).
- i. Design and construct a context-sensitive replacement of the existing railroad bridge where Clarksburg Road passes beneath the CSX railroad tracks (Sites BB, BE and BF).
 - Retain the 1927 railroad bridge over Clarksburg Road (MD 121) in the Boyds Historic District as long as feasible.
 - 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.
 - 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. These facilities will also connect to the Hoyles Mill natural surface trail, Hoyles Mill Conservation Park, Boyds Local Park and Black Hill Regional Park.
 - 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 to limit the adverse effects of it 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 underpass, the replacement design will be subject to the M-NCPPC Policy for Parks (see Appendix G).
 - 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.
 - Design an entrance to the Boyds Local Park as part of the new underpass.



Figure 28:
Replacement railroad bridge
near the existing location

- j. Design and construct bicycle 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 as noted in CB-B5 (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 a bicycle parking station at the MARC station. Locations to be considered include the barn and near the platform (Site BE).

- k. If CSX track improvements occur between the western boundary of the Boyds Historic District and Bucklodge Road, install a sidepath along the south side of the tracks as part of track construction, as first recommended in the 1978 Boyds Master Plan (Site BD and BE).

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.

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 Appendices).

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.
 - Provide a network of local roads and pedestrian/bicycle facilities that will result in improved circulation and 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 and respect historic resources.
 - Maintain the south side of the tracks with improved pedestrian and bicycle facilities in a context-sensitive manner that recognizes the historic character of the area.
- b. Extend the Urban Road Code Area and the Bicycle-Pedestrian Priority Area to enable the enhanced pedestrian and bicycle environment. The added area will extend from Crystal Rock Drive eastward to include Great Seneca Highway, Seneca Valley High School and Rolling Hills apartments, and support improvements in the vicinity.

Urban Rode 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 Rode Code promotes the installation of sidewalks and bicycle facilities throughout the designated areas. It requires urban roads to have narrow vehicles lanes, narrower curb radii than is typical and lower target speeds.

Bicycle-Pedestrian Priority Areas

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 bicyclist and pedestrian access to neighborhoods and communities.

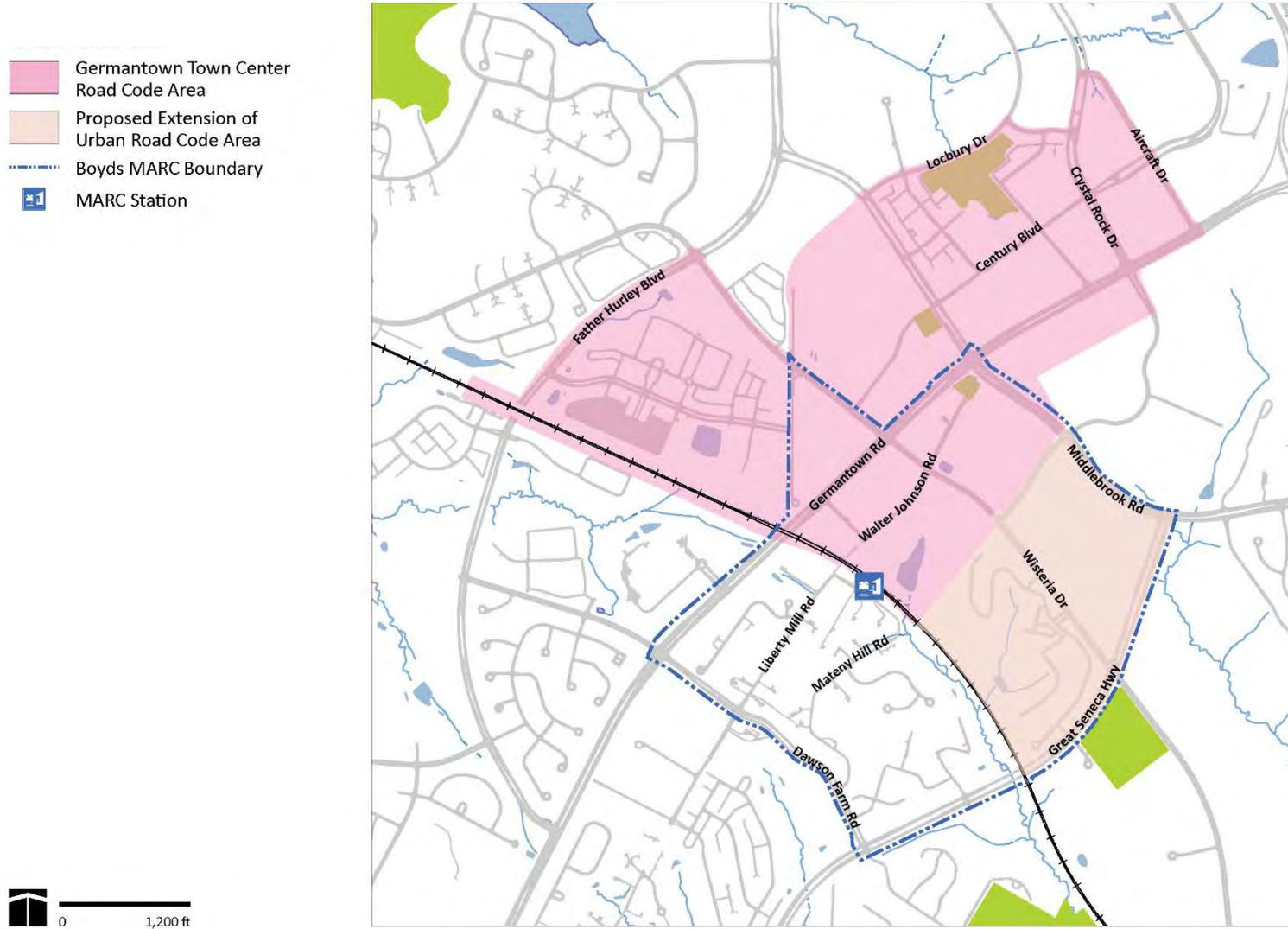


Figure 29: Germantown Urban Road Code Expansion

Germantown										
Roadway Classification							Bikeway Classification			
Number	Roadway	Limits	Minimum ROW	Through Lanes ¹	Parking	Target Speed	Seperated Bike Lane	Conventional Bike Lane	Sidepath	Status
Major Highway										
M-61	Germantown Road (MD 118)	Middlebrook Road to the railroad tracks	150	6D		30			West Side	Proposed
M-61	Germantown Road (MD 118)	The railroad tracks to Dawson Farm Road	150	6D		40			West Side	Proposed
M-90	Great Seneca Highway (MD 119)	Middlebrook Road to the railroad tracks	150	4D		30/35 ²			Both Sides	Existing on East Side
M-90	Great Seneca Highway (MD 119)	The railroad tracks to Dawson Farm Road	150	4D		40			Both Sides	Existing on East Side
Arterial										
TBD	Middlebrook Road	Germantown Road to Great Seneca Highway	150	4D		30/35 ²	Both Sides			Proposed
A-254	Dawson Farm Road	Germantown Road to Great Seneca Highway	100	4D		30		Both Sides	South Side	Existing
Business District										
B-2	Wisteria Drive	Crystal Rock Drive to Great Seneca Highway	100	4D ³	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-16	Bowman Mill Road	Germantown Road to Walter Johnson Road	60	2		25			South Side	Proposed
B-16	Bowman Mill Road Extended	Walter Johnson Road to Great Seneca Highway	65	2	South Side	25			South Side	Proposed
B-5	Waters Road	Wisteria Drive to Germantown Road	70	2	Both Sides	25				
B-22	Waters House Avenue	Wisteria Drive to Waterford Hills Boulevard	70	2	Both Sides	25				
B-3	Walter Johnson Road	Middlebrook Road to the MARC pedestrian bridge	70	2	Both Sides	25			West Side	Proposed
B-1	Crystal Rock Drive	Middlebrook Road to Bowman Mill Road Extended	70	2	Both Sides	25			East Side	Proposed
Unclassified										
NA	Liberty Mill Road	The MARC pedestrian bridge to Dawson Farm Road	70	2		25			West Side	Proposed

**Figure 30:
Germantown Road
and Bike
Classification Table**

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) 4D during weekday morning and evening peak hours, 2D with on-street parking at all other times.

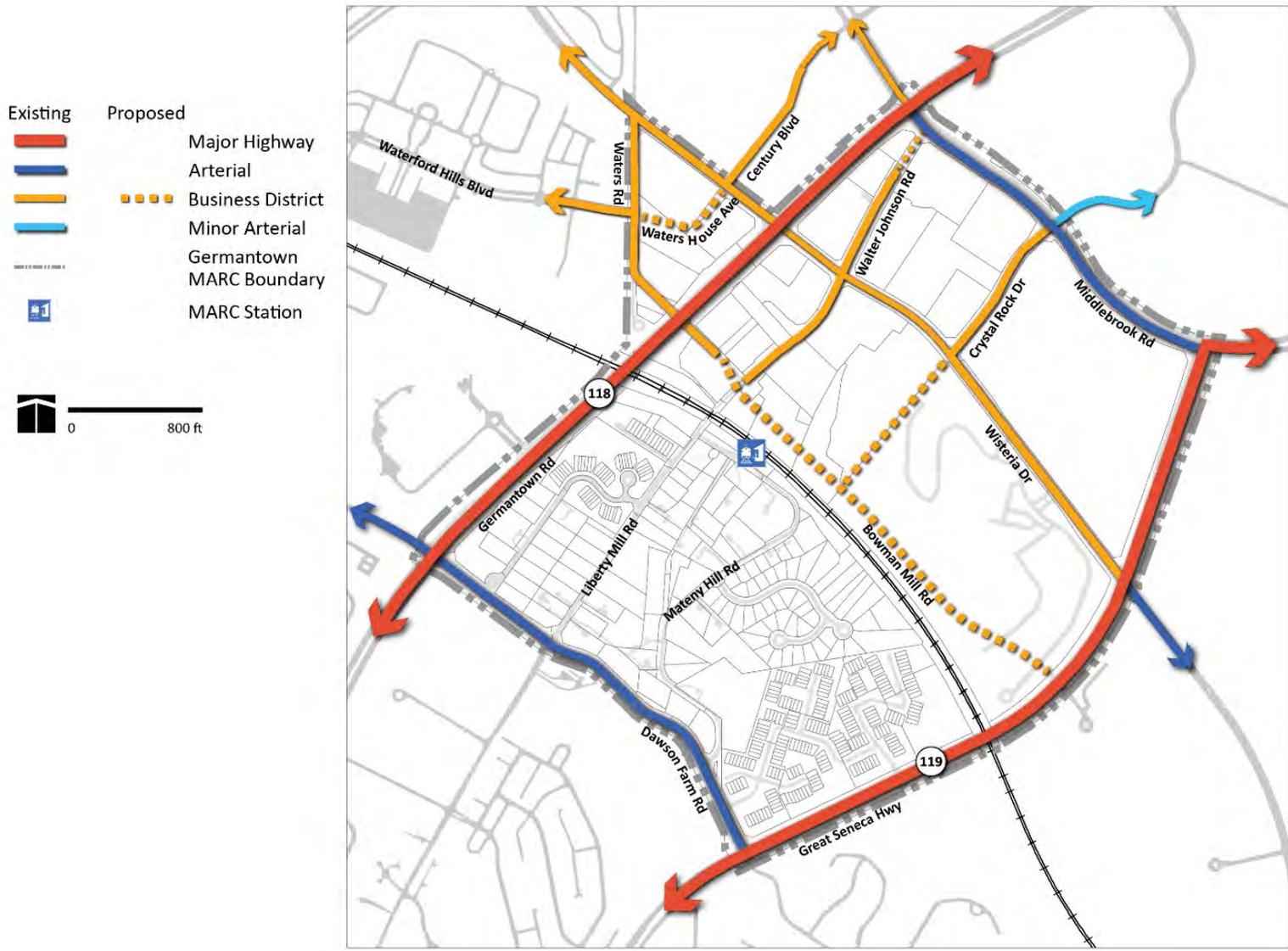


Figure 31: Proposed Germantown Road Classifications

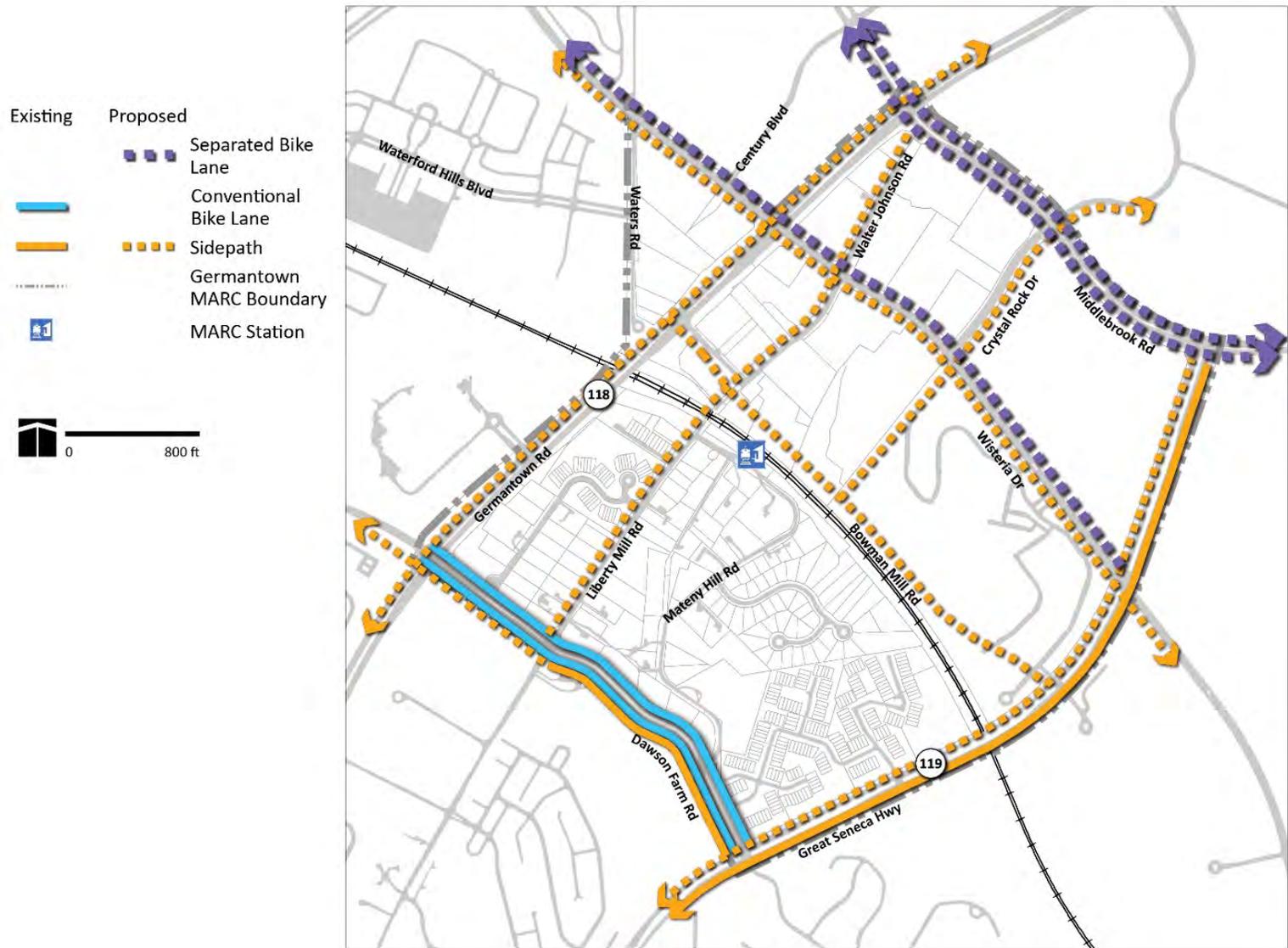


Figure 32: Proposed Germantown Bikeway Classifications

- c. Design streetscapes as 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 extended 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 pedestrian refuge).
 - Provide special design considerations for roads in the Seneca Valley High School vicinity to ensure safety and access for an expanded student population, once the new high school is constructed.

- d. Relocate 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.

- 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 (see Appendix C for a complete description of this analysis).
 - Set speed limits as allowed in the Urban Road Code standards to 30 miles per hour during school hours and 35 miles per hour during non-school hours.
 - Incorporate a minimum 17-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; 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.

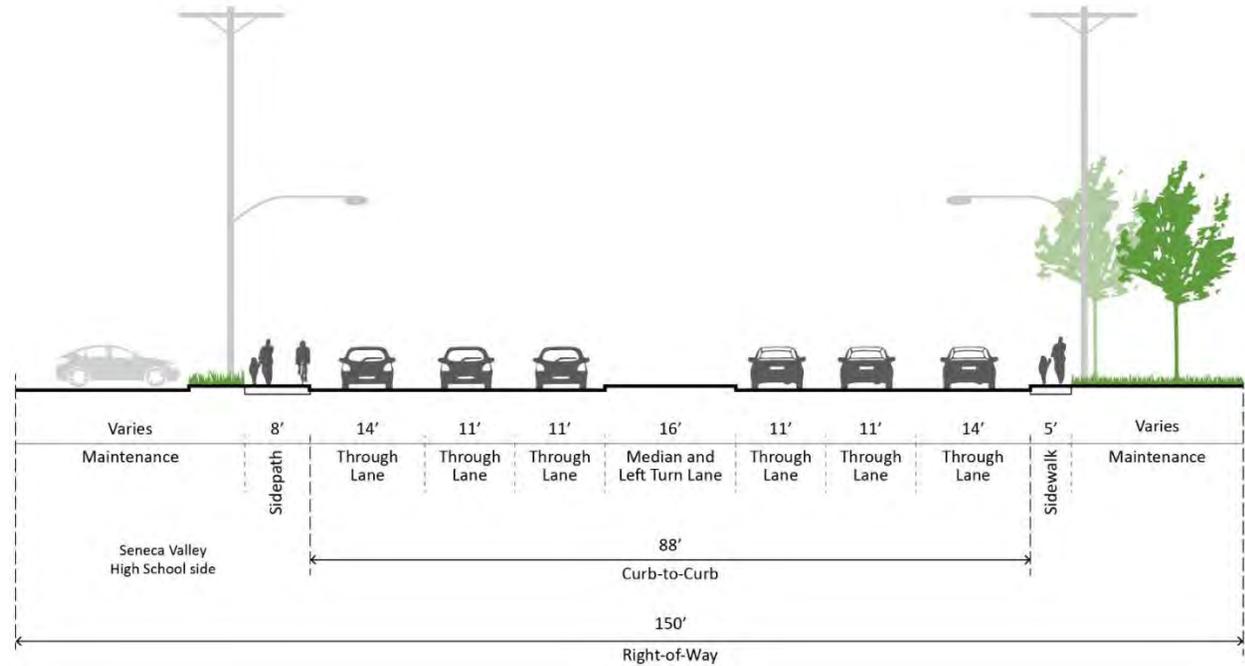


Figure 33:
Existing Middlebrook Road

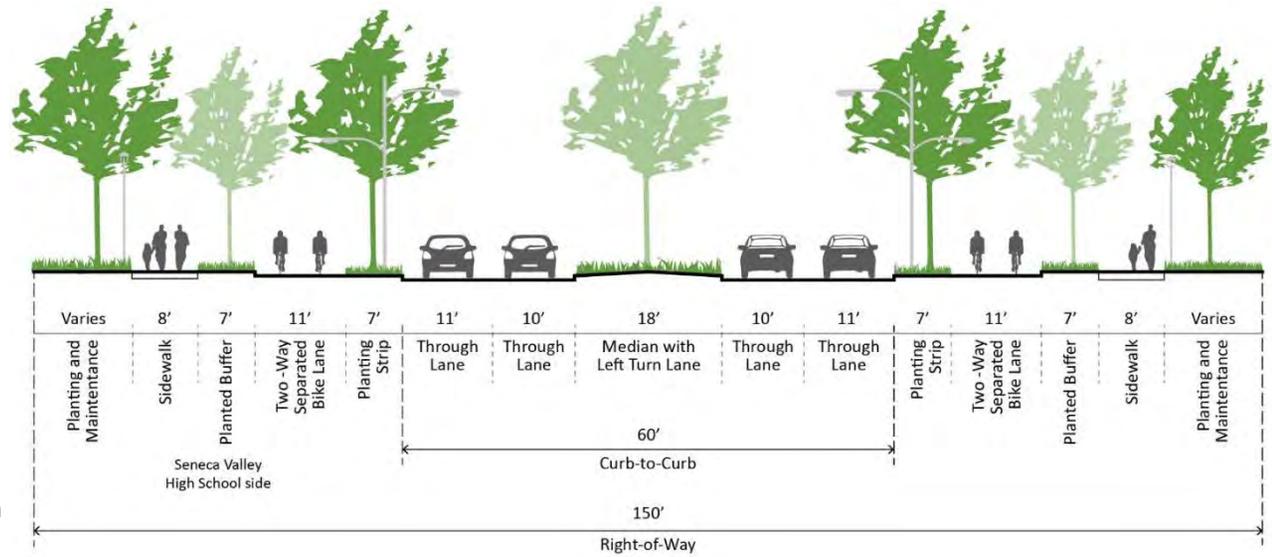


Figure 34:
Proposed Middlebrook Road Long-Term

- f. Maintain Great Seneca Highway as a four-lane divided roadway, establishing the street as a tree-lined boulevard with curb and gutter to provide buffering for pedestrians and bicyclists, improve comfort and expand pedestrian and bicycle facilities.
 - Classify Great Seneca Highway as a four-lane divided major highway.
 - Do not expand the number of through lanes from four lanes to six lanes, as analyzed in the traffic forecasting model (see Appendix C for a complete description of this analysis).
 - Allow driveway access within the proposed expansion of the Urban Road Code Area north of the railroad tracks.
 - Provide curb and gutter 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 Street Section

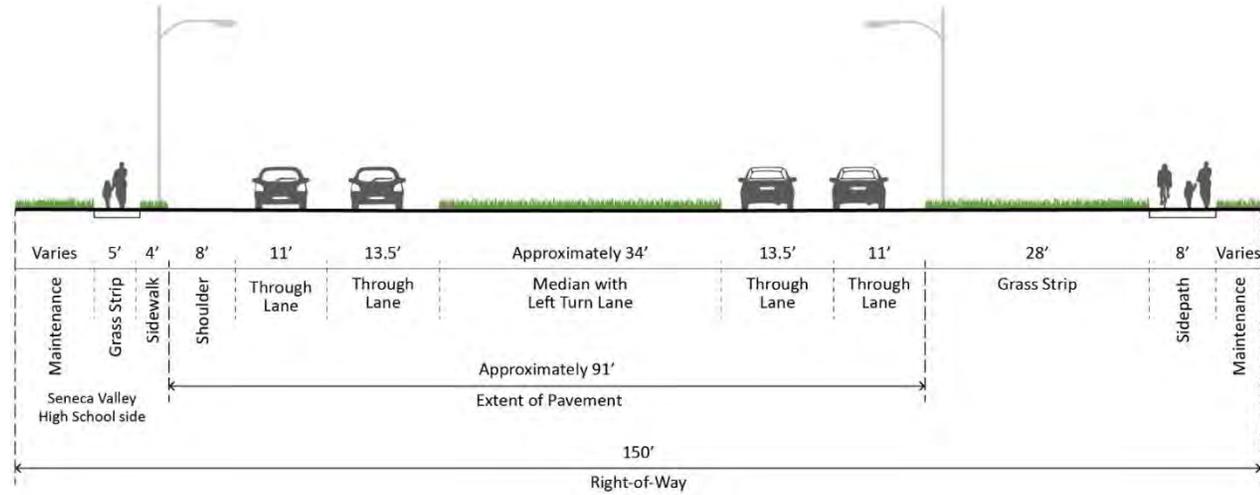
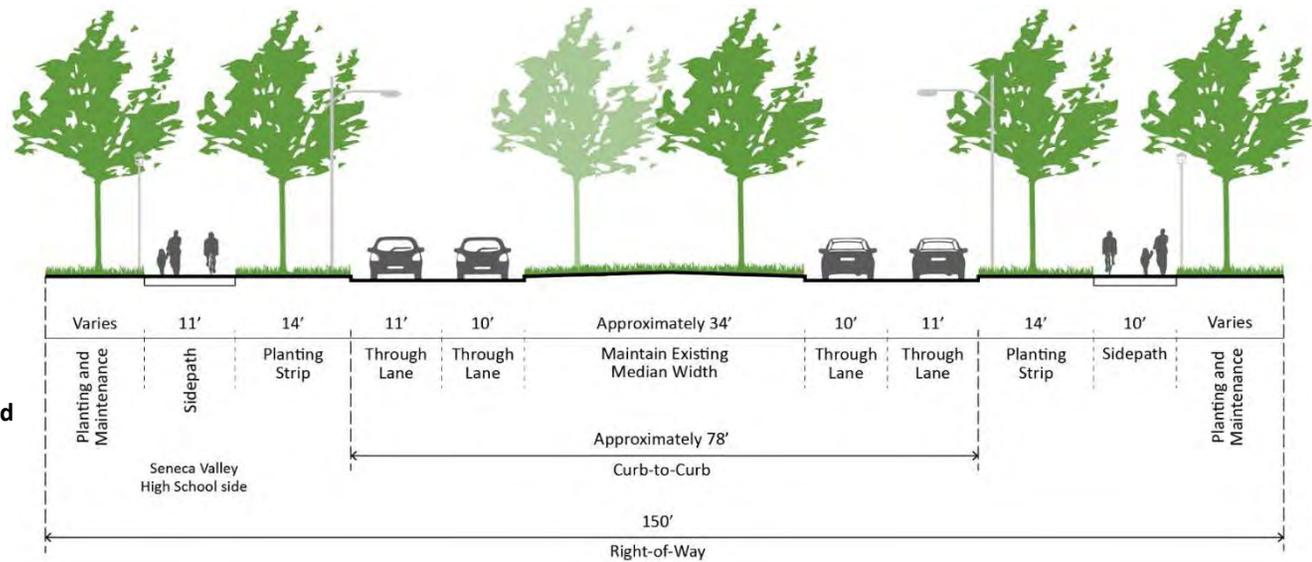


Figure 36:
Proposed Great Seneca Highway Street Section (north of the railroad tracks)*

*South of the tracks, lane widths may conform to the suburban major highway standards.



- g. Establish Wisteria Drive as a four-lane, tree-lined boulevard with pedestrian and bicycle facilities that continues to serve as an important and safe entry into the MARC station area for all users. Confirm the 2009 Germantown Employment Area Sector Plan classifications for Wisteria Drive and improve mobility and safety for pedestrians and bicyclists adjacent to Seneca Valley High School and in proximity to the Germantown MARC Station.
- Classify Wisteria Drive as a four-lane divided business district street with on-street parking lanes from Waters Road to Crystal Rock Drive.
 - Classify Wisteria Drive as a four-lane divided business district street using curb lanes for off-peak parking between Crystal Rock Drive and Great Seneca Highway.
 - Construct a sidewalk and two-way separated bike lanes on the northeast side and a sidepath on the southwest side with shade trees on both sides along the curb.
 - Incorporate median breaks with pedestrian refuges to ensure safe turning movements between Seneca Valley High School and Rolling Hills apartments to the south.

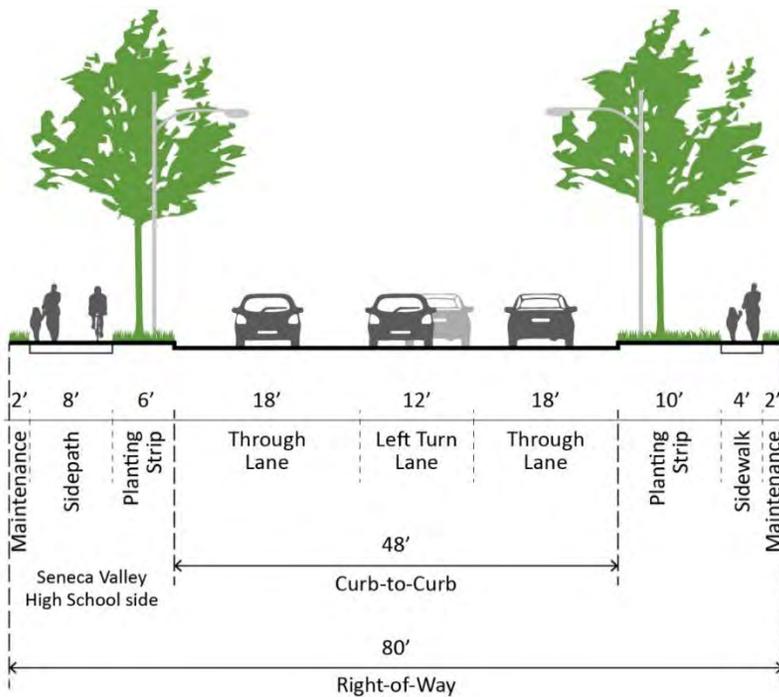


Figure 37:
Existing Wisteria Drive Street Section Clarksburg
Road Street Section

Figure 38:
Proposed Wisteria Drive between Germantown Road
and Crystal Rock Drive

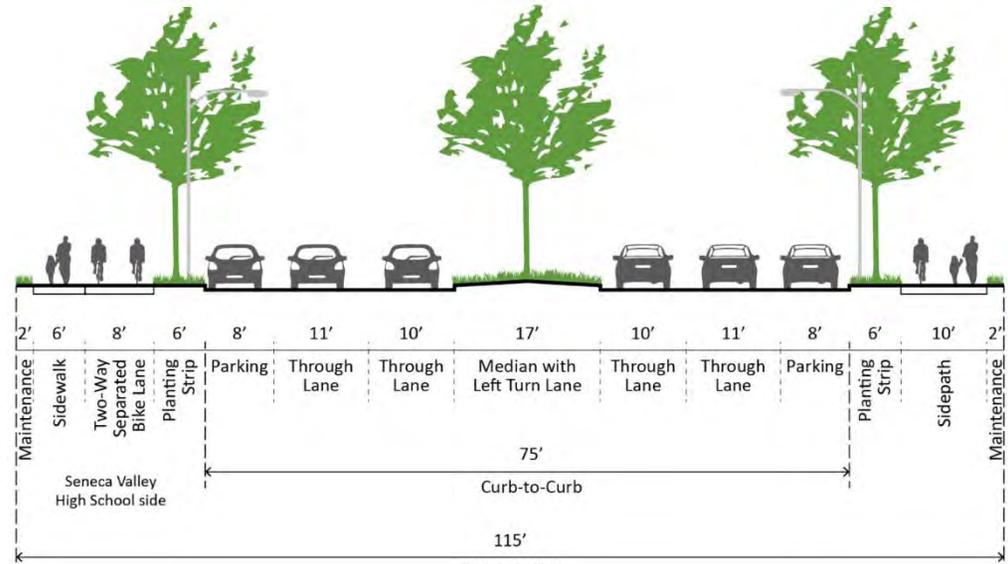
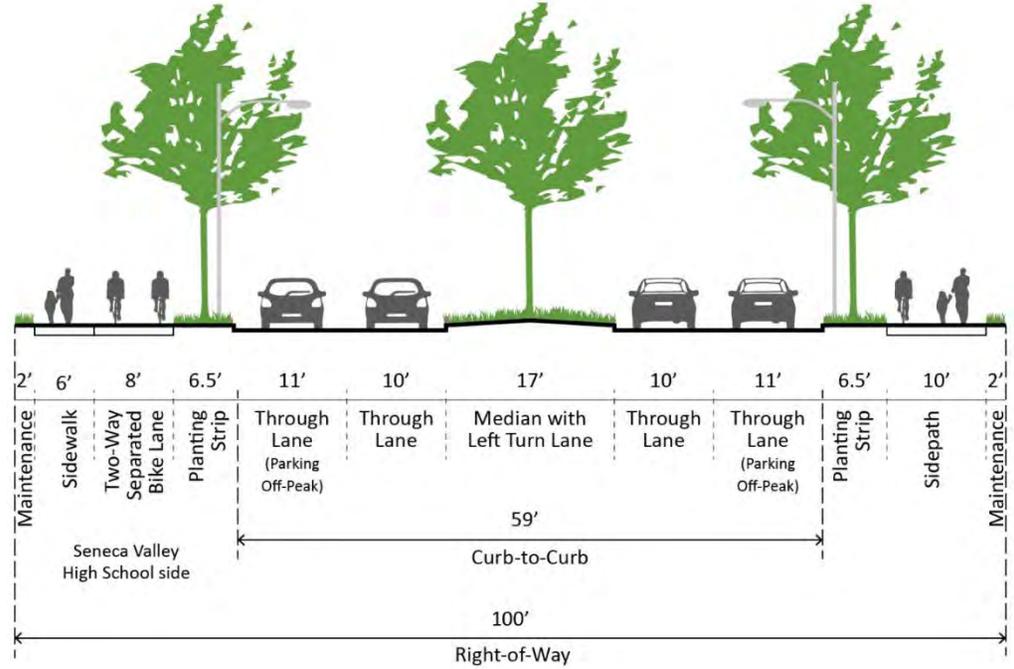


Figure 39:
Proposed Wisteria Drive between Crystal Rock Drive
and Great Seneca Highway



- i. Confirm the classification of Germantown Road as a six-lane divided major highway.
 - Construct a sidepath on the northwest side of the street.
 - Confirm restrictions on widening of Germantown Road intersections north of the tracks unless needed for pedestrian safety or improved bus and bicycle access.

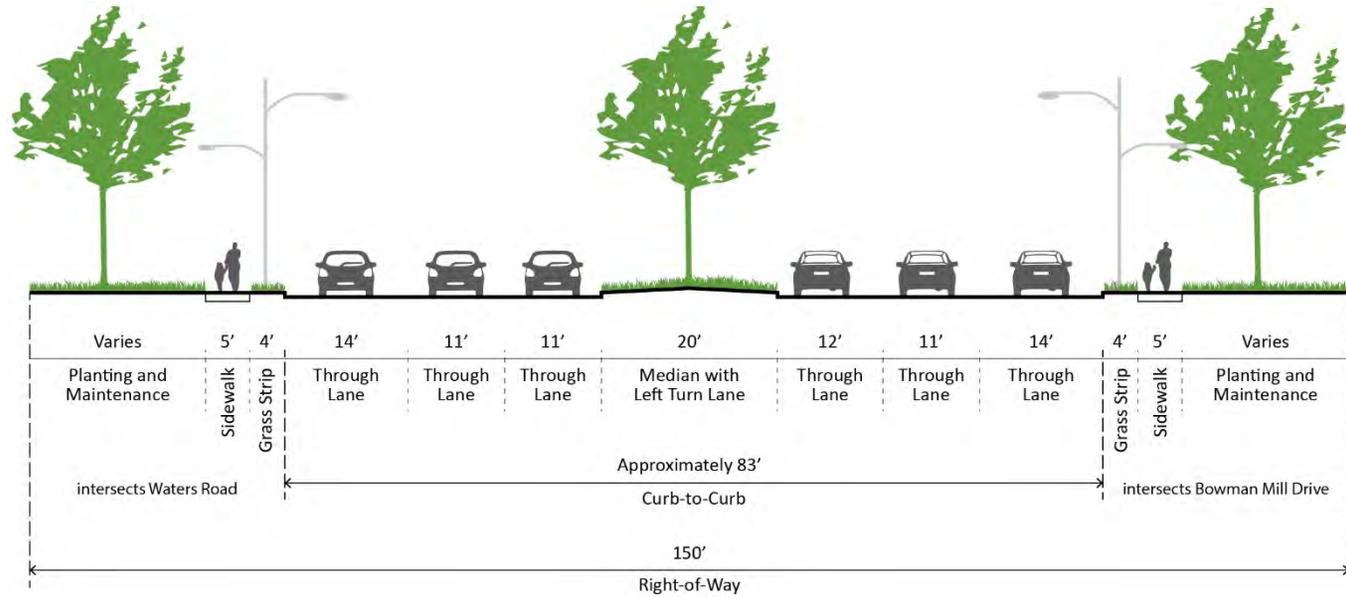


Figure 40:
Existing Germantown Road
Street Section

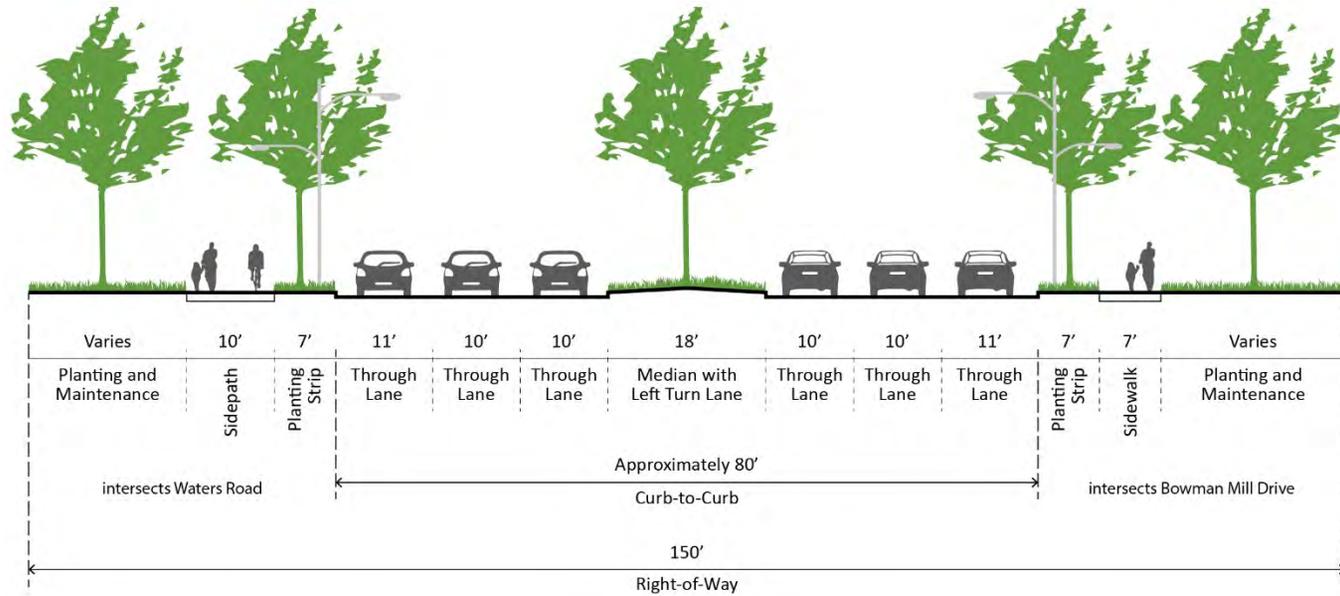


Figure 41:
Proposed Germantown Road
(north of the railroad tracks)*
*South of the railroad tracks, lane widths may conform with suburban major highway lane width standards.

- j. Extend Bowman Mill Road from Germantown Road to Great Seneca Highway that generally runs parallel to the CSX tracks.
 - Classify Bowman Mill Road as a two-lane business district street with parking to serve adjacent development.
 - Realign Bowman Mill Road so that it runs along the south side of the Pumphrey-Matenev House when the road is extended east toward Great Seneca Highway.
 - Provide a dedicated bus drop-off loop adjacent to the Germantown MARC station when Bowman Mill Road is extended eastward.
 - Construct a sidepath on one side of the street and a sidewalk on the other side with shade trees on both sides.
 - Confirm the recommended private road connection between Bowman Mill Road and Walter Johnson Road, unless properties are consolidated for redevelopment (Site GG).

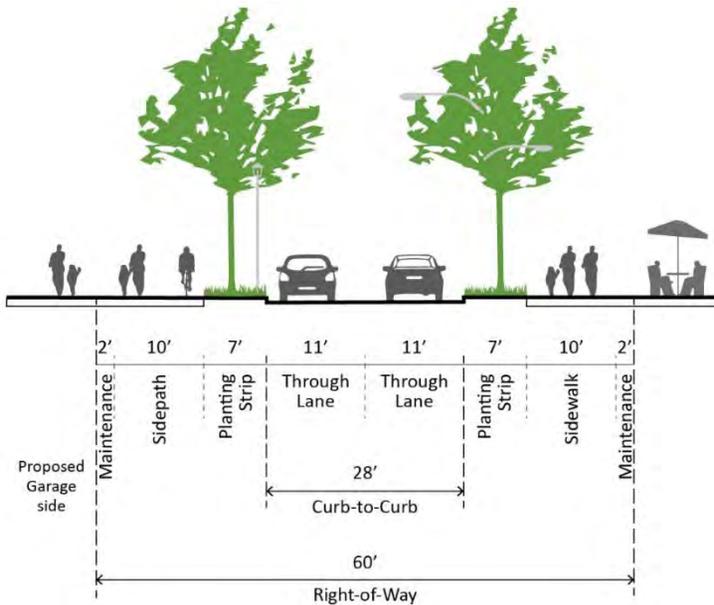


Figure 42:
Proposed Bowman Mill Road between Germantown and Walter Johnson Roads Street Section

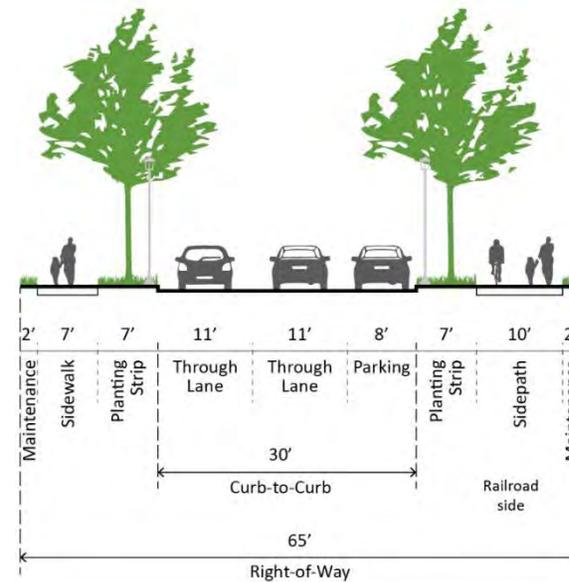


Figure 43:
Proposed Bowman Mill Road Extended Street Section

- k. Extend Crystal Rock Drive to Bowman Mill Drive Extended.
 - Classify Crystal Rock Drive Extended as a two-lane business district street with parking on both sides to serve adjacent development.
 - Continue a sidepath on the school side and a sidewalk on the other side with shade trees on both sides.

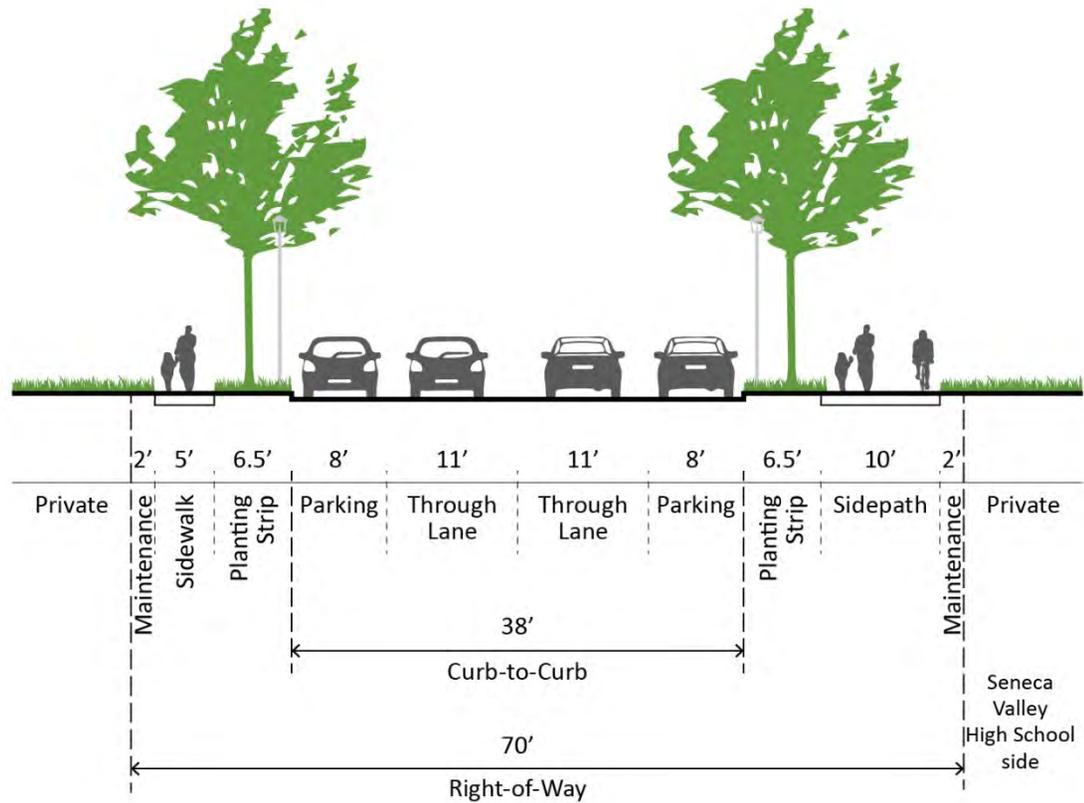


Figure 44: Proposed Crystal Rock Drive Extended

- I. Connect Waterford Hills Boulevard to future Century Boulevard Extended (through the Lotte Plaza development). 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.

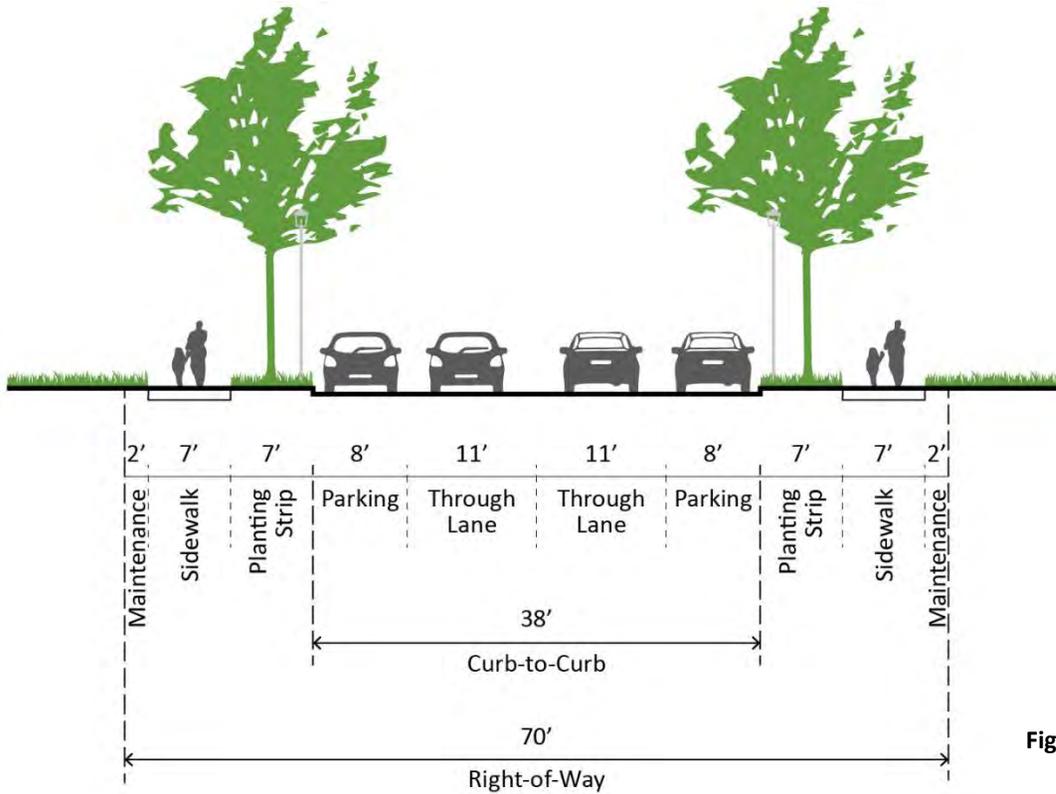


Figure 45: Proposed Waters House Avenue Street Section

- m. Confirm the classification of Waters Road as a two-lane, business district street with parking on both sides, street trees and wide sidewalks.

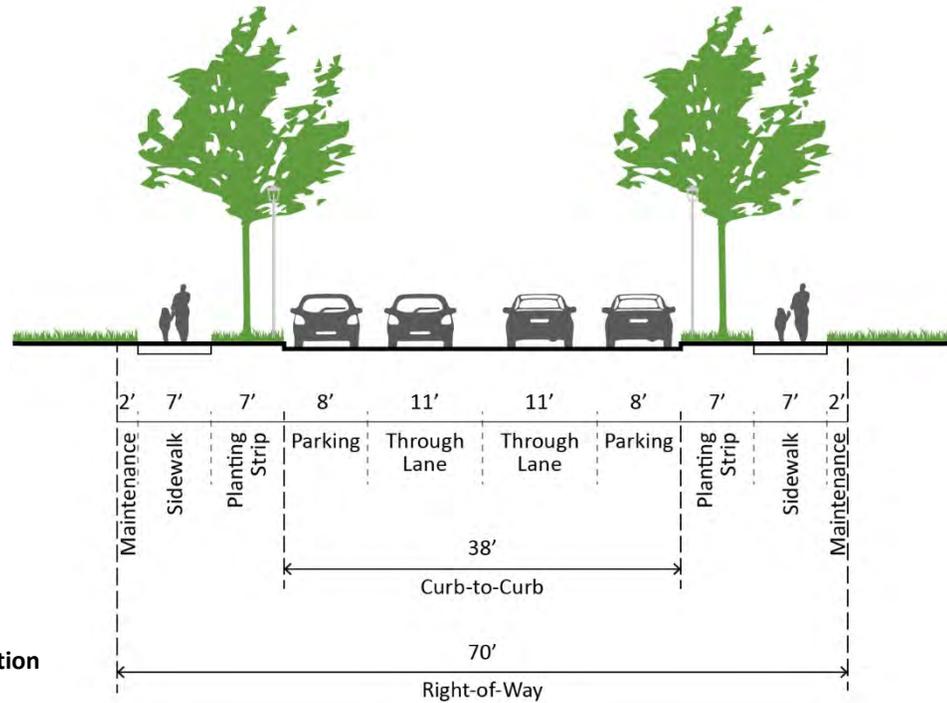


Figure 46:
Proposed Waters Road Street Section

- n. Provide additional roadway connections in the Rolling Hills apartments site, Germantown Regional Post Office site and Gunners Lake Thirteen property at the time of future redevelopment of those properties (Sites GH, GI and GJ).
 - 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.
- o. 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 GF).

- p. Enhance streetscapes along Walter Johnson and Liberty Mill Roads to improve the walking and bicycling experience while reinforcing the street's historical role as the spine of historic Germantown and a significant link to the MARC station (Sites GB, GC, GE, GF, GG, GH and GJ).
- Confirm classification of Walter Johnson Road as a two-lane business district street with parking on both sides.
 - 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 cannot be located on both sides of the street, a sidepath on the northwest side only will suffice.
 - Fill in missing sidewalk linkages along Liberty Mill Road to provide safe pedestrian connections to the MARC station from the adjacent neighborhood.
 - Bury all utilities, 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 Office staff and community stakeholders to enhance the historic character of the area.

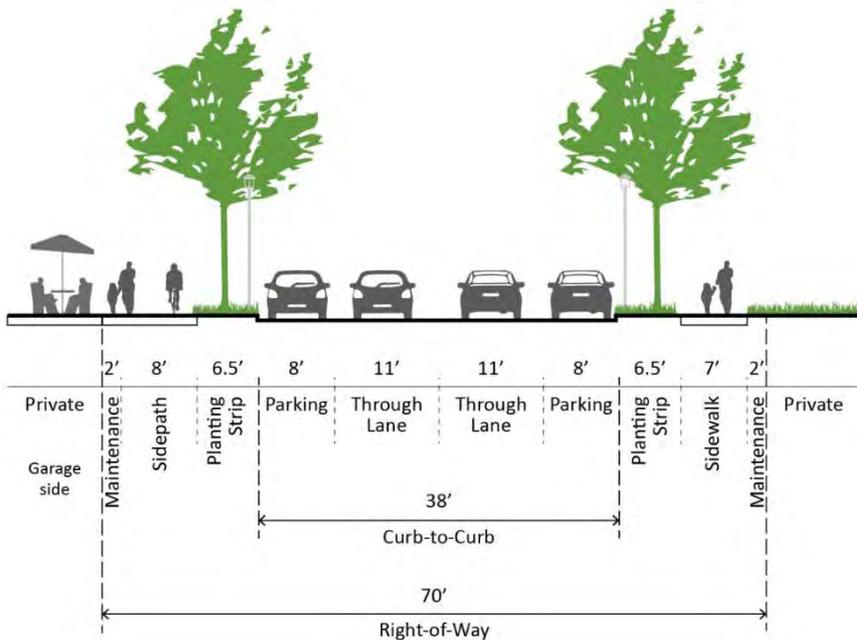


Figure 47:
Proposed Walter Johnson Road Street Section

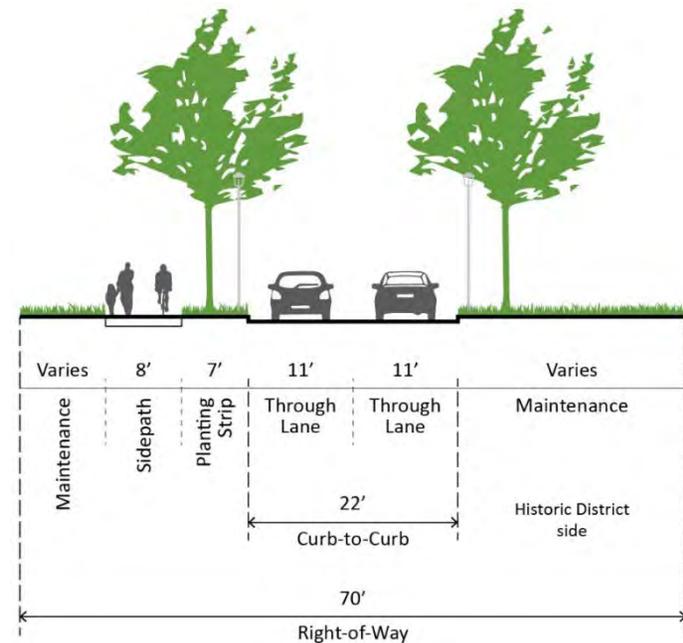


Figure 48:
Proposed Liberty Mill Road Street Section

- q. 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.

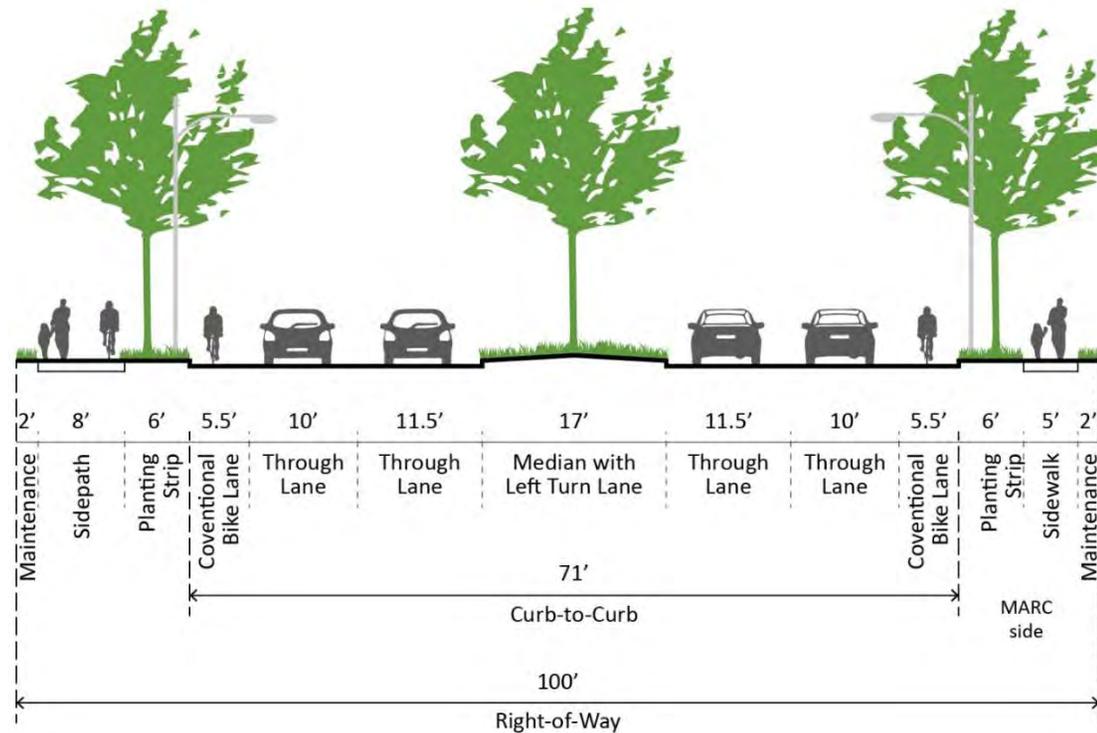


Figure 49:
Existing Dawson Farm Road
Street Section

- r. 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 Office staff and community groups.
- s. Study the potential for a new 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). Consider a design that is reminiscent of the railroad context, such as a railroad trestle.
- t. Allow extended pavement within two-foot maintenance strips on one or both sides of the in 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. Discourage 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 Hoyles Mill (Sites BD 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 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, GH and GI).

C. 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

- a. 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.
- b. 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.

Boyds Recommendation

- a. 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).

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. Preserve the mature Walter Johnson oaks in their entirety on the properties north of the intersection of Crystal Rock and Wisteria Drives. Elsewhere, preserve existing large and mature trees to the extent feasible (Site GJ).

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.



Top left: Existing green space with the Walter Johnson oaks.

Top right: Shaded sidewalk

Left: Tree canopy in parking lot

Right: Planted area on sidewalk for stormwater management.



Boyds 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 Recommendations

- a. Daylight and naturalize remnants of buried streams, returning the original stream system to the surface and providing natural buffers along the streams.
- b. Retrofit or upgrade older regional stormwater ponds to provide water quality treatment as well as quantity control according to current standards (Sites GH and GI). The dams for these 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.

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

- 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 part D of the Sustain section below for additional recommendations pertaining to water and sewer infrastructure).

Germantown Recommendations

- a. Naturalize buried streams along the diabase seam, as described in part B of this section.
- b. On the properties with surface rock or minimal soil cover—such as those north of Crystal Rock Drive—additional measures must be taken to preserve the oak trees on the Walter Johnson parcel during and after construction. These steps may include limiting the development or redevelopment to above-ground uses only or providing a greater than normal protected area around the grove of trees (Site GJ).



Diabase geology in Germantown

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

Boyds Recommendations

- a. Continue to serve Boyds with individual wells and 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 an ongoing for decades, requiring innovative solutions. The Montgomery County Department of Environmental Protection, within its Ten-Year Water and Sewer Plan, recommends that Boyds be added to the Public Water and Sewer Service Area.
- b. In order to maintain Boyds' 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. Confirming the 1985 Boyds Master Plan recommendation, 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.

Germantown Recommendations

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

D. 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 distinct 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.

Boyds 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.
 - Retain existing 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 resources, 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 compatible with the historic Hoyles Mill and other structures (Site BE).
- Prior to any changes, additions and/or removals, assess all the structures on the site for National Register of Historic Places significance.
 - 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.
 - Move the barn building to the west side of the mill to serve as a commuter shelter with bathroom facilities. Connect the buildings with a sensitively designed addition. Move and reuse the Quonset hut, if feasible.
 - 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 Hoyles Mill and other resources. Sensitively design canopies over the pedestrian underpass with guidance from Historic Preservation Office staff to assure visual compatibility.
 - Hold 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 the 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 50: Boyds MARC Station Conceptual Plan

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.



Figure 51: Germantown Conceptual Plan



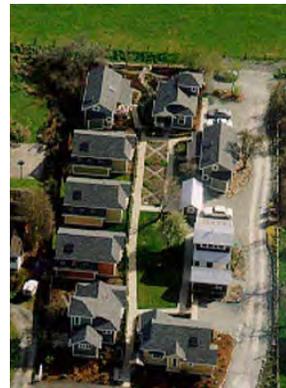
Figure 52: Germantown perspective from the Intersection of Middlebrook Road and Crystal Rock Drive

- b. Expand MARC parking with surface lots and garages to support greater ridership (Sites GD, GE GF, GG and GH).
- 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.
 - Confirm the 40-foot height limit for the proposed garage to limit 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 Road 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.

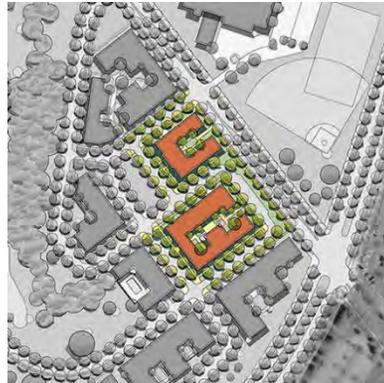


Figure 53: Germantown perspective Looking North on Walter Johnson Road

- 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 resources 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 GJ).
 - 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 GJ).
 - 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 (Sites GF, GG, GH and GI).
 - 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 GH).



- Create an expanded variety of housing types, from small, detached residences to multifamily residential near the MARC station to serve the needs of a diverse population in terms of age, income and number of people in a household (Sites GG, GH, GI and GJ).
 - Broaden housing types to include live-work 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 to improve the pedestrian realm with uninterrupted sidewalks and bike facilities. Avoid parking garages placed at the front of houses and buildings (Sites GG, GH, GI and GJ).



Live-work units



Courtyard housing



Small apartment buildings

Figure 54: Housing Types

- d. South of the railroad tracks, protect the historic and residential character of the area (Sites CB, 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 55:
Conceptual Plans of Buildings Lined
along Streets and Open Spaces

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 (Sites BC, BD and BE):
 - 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 to 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 façade 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 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 tall to low heights to ensure compatibility with the Germantown Historic District (Sites GF, GG and GH):
 - Building heights may reach 60 feet, stepping down to 40 feet at Bowman Mill Road.
 - The western side of the Rolling Hills apartments property should have heights limited to 40 feet, due to its proximity to the Germantown Historic District, but may step up to 75 feet near Great Seneca Highway.
- Limit the height of any potential development on the existing MARC station surface parking lots to a maximum height of 40 feet, as specified by the 2009 Plan and the 2014 zoning ordinance conversion (Site GF).
- Allow building heights to step up to 75 feet on Germantown Road, Middlebrook Road and Great Seneca Highway (Sites GA and GJ).
- Limit building heights to 60 feet along Walter Johnson Road, Wisteria Drive and Crystal Rock Drive, to relate to the narrower rights-of-ways (Sites GG, GH and GI).
- Limit building heights north of the historic district and surrounding individual historic sites to 40 feet to reduce their visual impacts (Site GF).



Figure 56: Germantown Height Diagram

- 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 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. Program and 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.
- b. Provide publicly accessible spaces with residential uses 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 Recreational Guidelines, are recommended.

Boyds Recommendations

- a. Promote the shared use of the repurposed and renovated Hoyles 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 a park on the 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 extents and depth of the diabase geology on the site. The results will help determine the types and locations of potential facility options.
 - Design new recreational facilities in consultation with the community.
 - 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 Hoyles Mill Natural Surface trail to provide a connection between the Black Hill Regional Park to the north and the Hoyles Mill Conservation Park to the south.

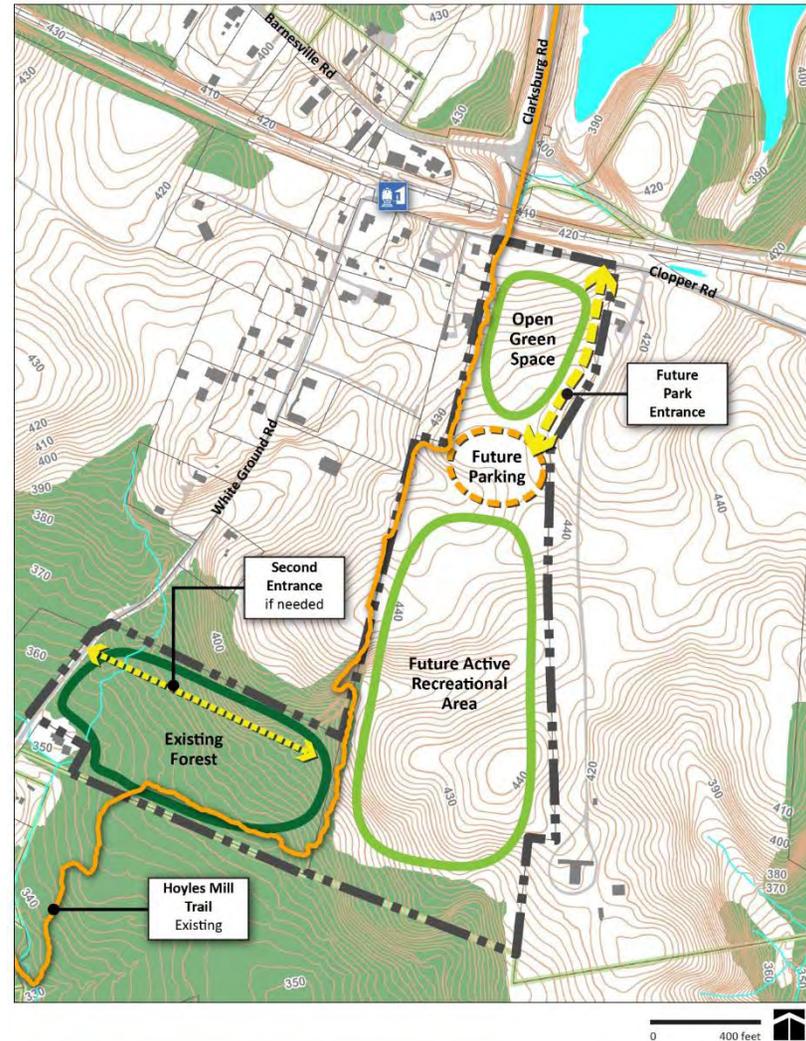


Figure 57: Boyds Local Park Diagram

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. Naturalize and provide trails along the historic location of streambeds to create continuous open spaces, including areas for gathering and recreation (Sites GH and GI).
 - Incorporate public paths along the edge of the daylighted streams, while framing the stream valley with buildings.
 - Maintain the mature Walter Johnson oaks growing on the area's diabase geology and the diabase seam along which the historic streambed flows.
 - Highlight diabase areas as green spaces for adjacent development; avoid surface parking on these areas.
- c. Establish a community focal point and gathering place at the northeast corner of Wisteria Drive and Walter Johnson Road to complement the linear open space created by naturalizing streambeds.
- 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 (Site GF).
- 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 GH).
 - 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 GF).
 - 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 area.

Areawide Recommendations

- a. Support ongoing improvements to schools in the four school clusters located in the Boyds and Germantown area. These clusters are Seneca Valley, Northwest, Clarksburg and Poolesville.
 - Clarksburg Village Elementary School Site #2 is funded for construction and anticipated to open in 2019.
 - Seneca Valley High School is being rebuilt onsite and is anticipated to open in 2020, with an increased capacity of 2,400 students. A boundary realignment will ensure that this rebuilt school will help alleviate enrollment burdens at Northwest and Clarksburg High Schools.
- b. 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, five additional elementary school sites and one middle school site have been identified to support anticipated growth. Montgomery County Public Schools recommends the start of a site selection study for Clarksburg Elementary School #9.
- c. Support needed school modernizations and expansions for area students.
 - Funding for an addition is proposed at Ronald McNair Elementary School in the Northwest cluster in Germantown to provide for additional student capacity.
 - Poolesville High School is under study for renovation and expansion, including programmatic and capacity considerations.
- 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. It is located 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.

Schools in the Planning Area

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 222 households in the Germantown area, from the COG Round 8.4 forecast. 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, extending beyond what current zoning allows for schools across the Clarksburg, Northwest and Seneca Valley Clusters.

Due to septic 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 Subdivision Staging Policy rates each school as open, 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 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.

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).
 - 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. Apply the Rural Village Center (RVC) Overlay zone to the historic commercial and residential properties. This overlay zone will help create attractive, cohesive and pedestrian-friendly rural village centers consisting of a mix of uses, improved streetscape design, landscaping and open spaces, to maintain and enhance the existing rural village character. Allow densities up to 0.25 floor area ratio (FAR), reduced setbacks and additional septic capacity across property lines, where they are compatible and replicate existing development patterns, as permitted by the zone.

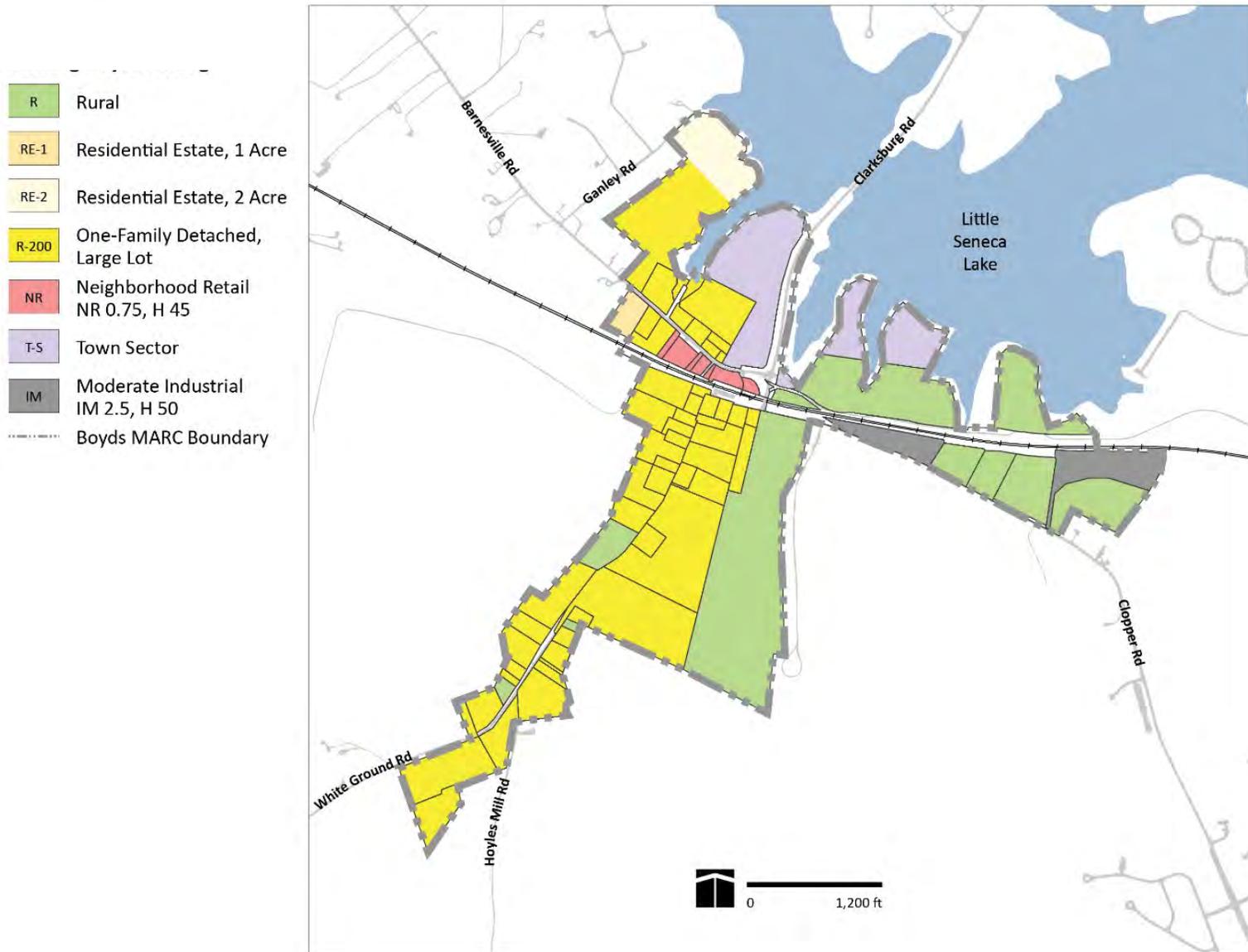


Figure 58: Existing Boyds Zoning

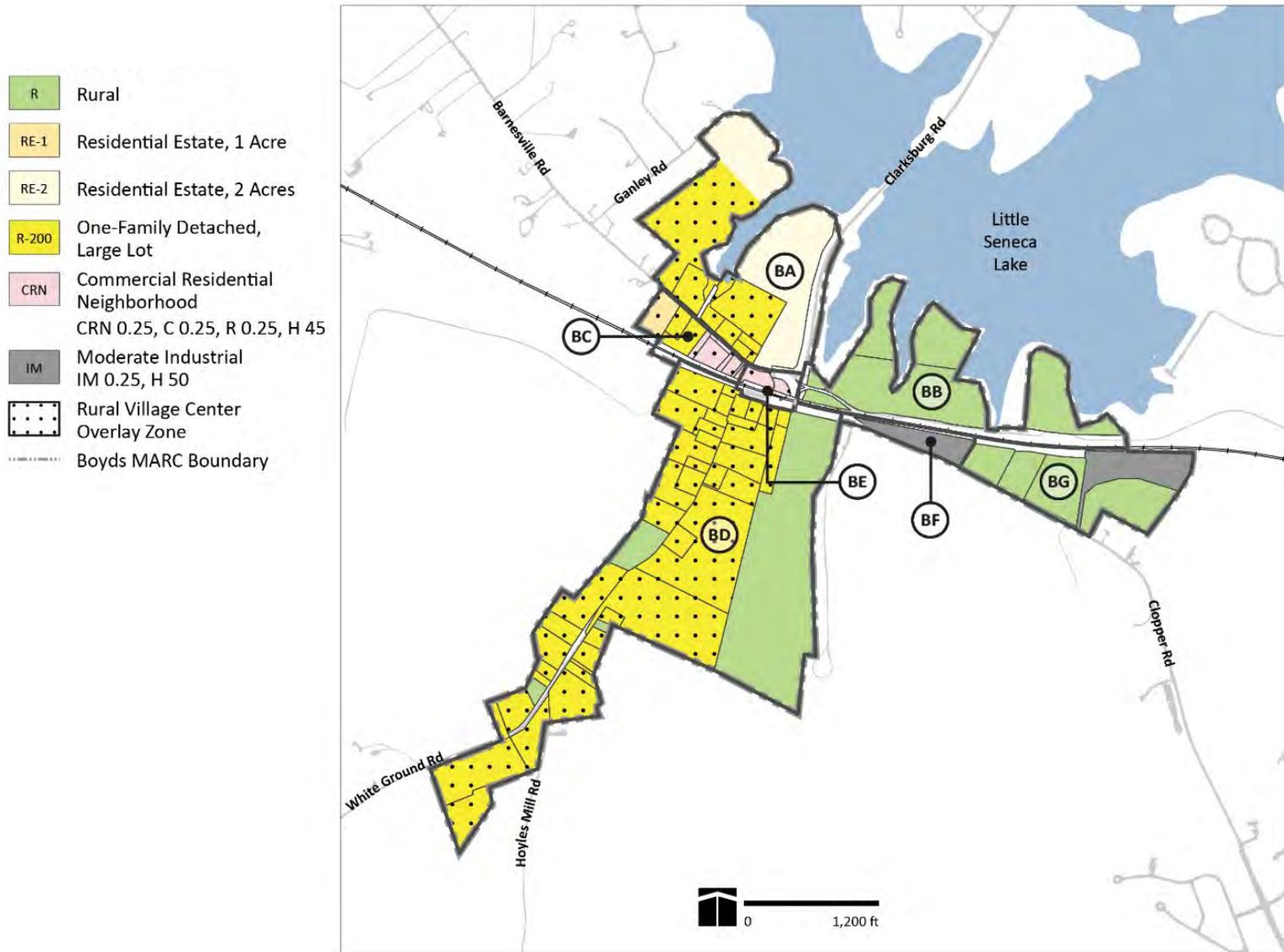


Figure 59: Proposed Boyds Zoning

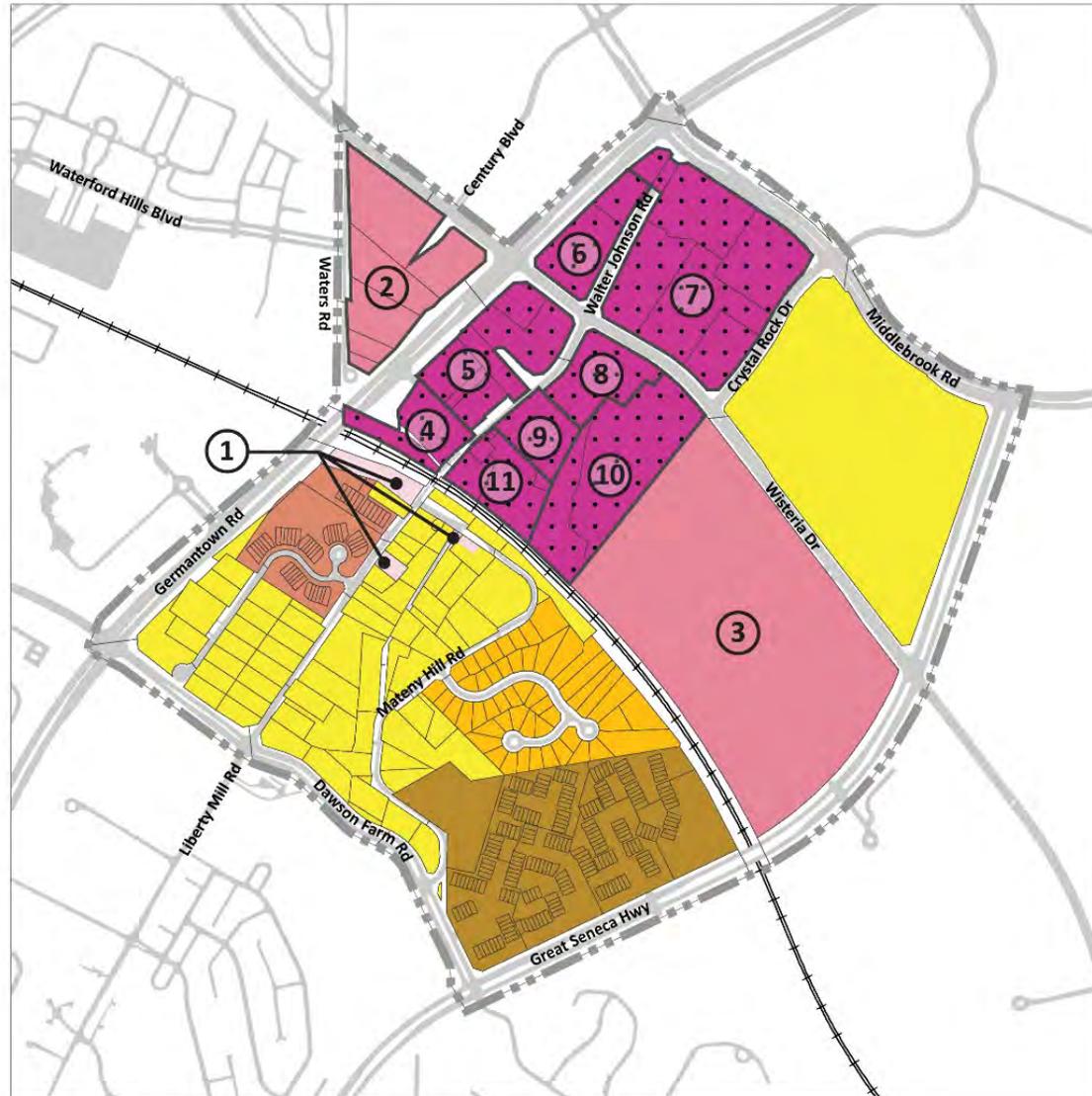
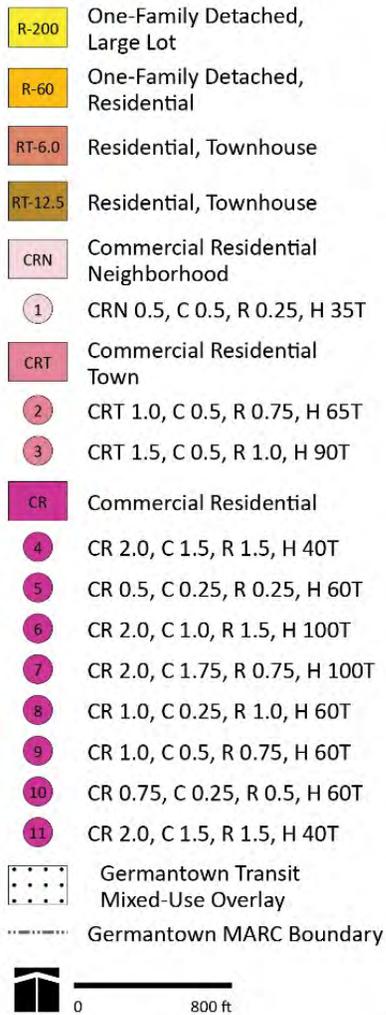


Figure 60: Existing Germantown Zoning

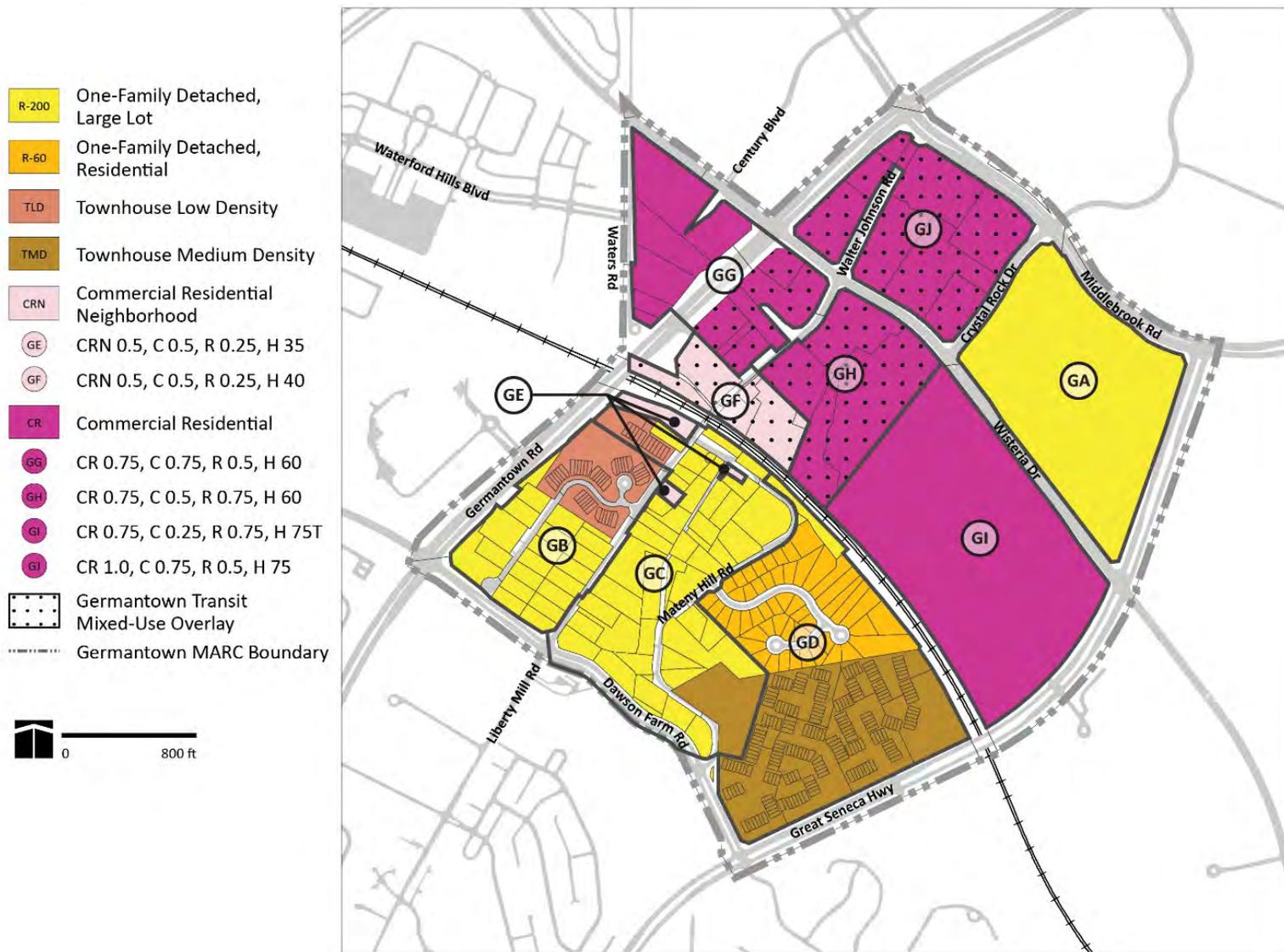


Figure 61: Proposed Germantown Zoning

Germantown Recommendations

- a. Apply zoning that supports the historic and residential areas of Germantown and allows compatible redevelopment consistent with the recommendations of the 2009 Germantown Employment Area Sector Plan.
 - Retain the residential zones, Residential-200 (R-200) and Residential-60 (R-60).
 - 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.
 - Replace the Commercial Transitional (C-T) zone with the Commercial Residential Neighborhood (CRN 0.5, C 0.5, R0.25, H 35) zone.
 - Replace the Commercial Residential zone (CR 2.0, C 1.5, R 1.5, H40T) with the Commercial Residential Neighborhood zone (CRN 0.5, C 0.5, R 0.25, H 40) to reflect the confirmation of the land uses, heights and densities in this plan.
 - Replace the Commercial Residential Town (CRT 1.5, R 0.5, R 1.0, H90T) with the Commercial Residential (CR 0.75, C 0.25, R 0.75, H75T)
- b. Confirm the Germantown Transit Mixed-Use Overlay Zone to prioritize the use of building lot terminations (BLTs) in optional method developments.

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).
- The plan recommends the Rural Village Center Overlay Zone as shown on the proposed zoning map. This overlay zone allows lots to provide septic capacity to adjacent uses where the adjacent use conforms to this plan and alternative setbacks that are compatible with the development patterns in the Boyds Historic District.

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 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. 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 manage public parking facilities in the town center.

C. Road Code and Priority Pedestrian/Bicyclist Areas

This Plan recommends modification of the Urban Road Code Area in Germantown to include the area around Seneca Valley High School. Inclusion of portions of Middlebrook Road, Wisteria Drive and Great Seneca Highway north of the CSX tracks will help facilitate this plan's recommendations for road sections that are safer and more hospitable for pedestrians and bicyclists. Adding these street segments to the Urban Road Code Area will help achieve the goals and objectives of the Vision Zero and complete streets policies.

This Plan also recommends extending the existing Bicycle-Pedestrian Priority Area to the same areas of Middlebrook Road, Wisteria Drive and Great Seneca Highway, achieving the same goals for safety and multi-modal transportation.

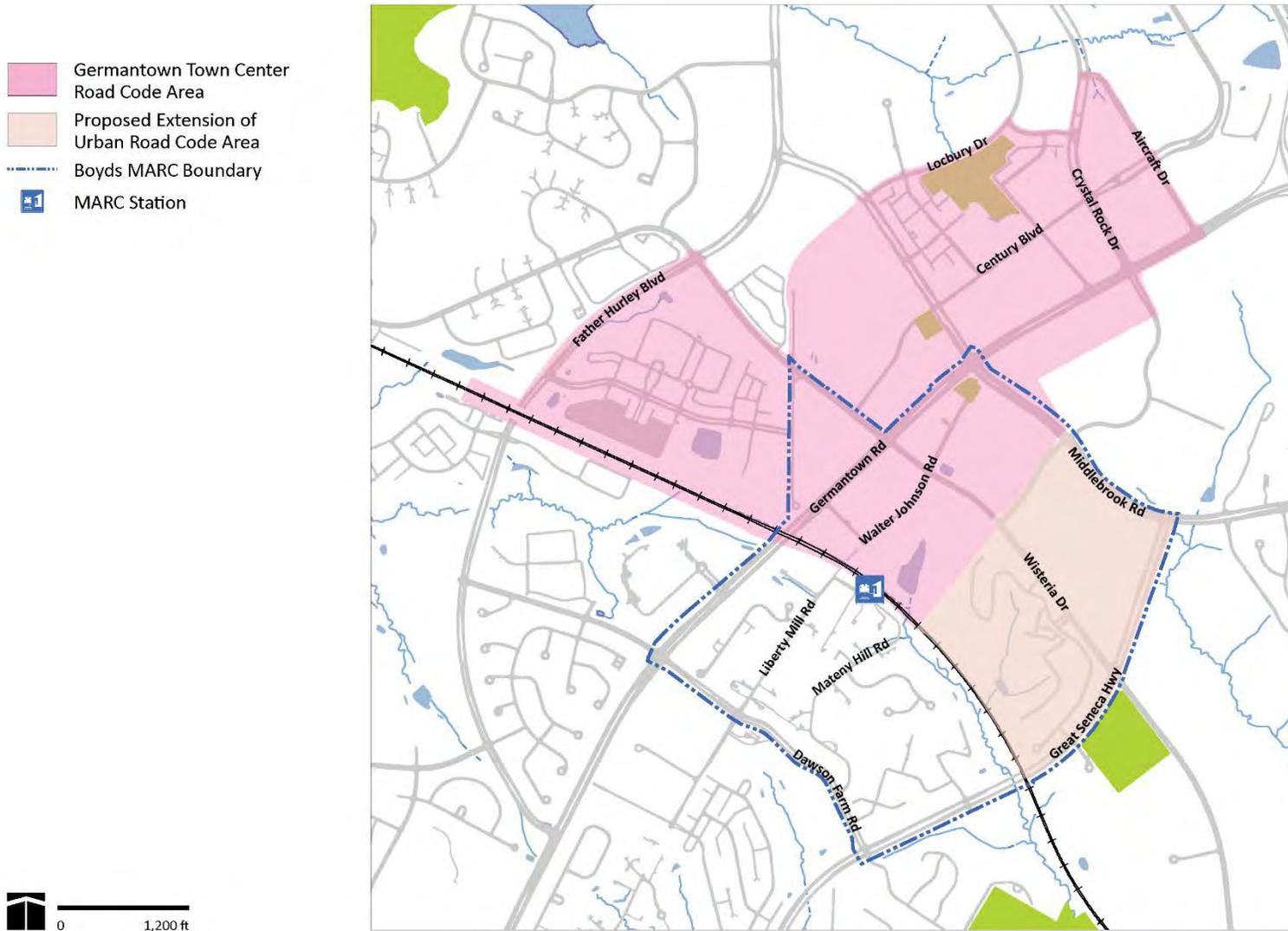


Figure 62: Germantown Urban Road Code Expansion

D. Environmental

The recommendations of the MARC Rail Communities Plan will be subject to a carbon footprint analysis, in conformance with Montgomery County Bill number 32-07. This analysis will study the three main components of greenhouse gas emissions: embodied emissions, building energy emissions and transportation emissions.

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 increase tree canopy coverage in Germantown. It recommends expanding the boundary of the Germantown Town Center Shades of Green area from Crystal Rock Drive to Great Seneca Highway, north of the CSX tracks.

E. Historic Preservation

This plan confirms the historic districts and designated historic resources 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 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 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 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.

