Construction of transit station improvements in Boyds, Maryland. The project elements are a 45-space parking lot, a bus stop to serve Ride On buses from Clarksburg, a 10-foot wide sidewalk along the site frontage on Barnesville Road, and site access improvements on Barnesville Road.

- Applicant: Montgomery County Department of Transportation
- MARC Rail Communities Sector Plan (2019)

Staff Recommendation: Approval to Transmit

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Summary

The Montgomery County Department of Transportation (MCDOT) is proposing transit station lot improvements on the site of the former Anderson property, located in Boyds, Maryland. The project includes the following improvements:

- Construction of a one-way parking loop with 39 parking spaces (2 of these are accessible spaces) on the former Anderson property,
- Construction of three parking spaces on the west side of the property,
- Construction of a concrete bus pad in front of the existing two buildings,
- Retention of the two existing larger buildings, the historic Hoyle’s Mill building and the adjacent Poolesville Small Engine Repair Shop. This project includes the mothballing of the historic building to prevent further deterioration. The addition of a small restroom for bus drivers only is planned in the Poolesville Small Engine Repair Shop.
- Design and provision of 20 long-term bicycle parking spaces and 10 short-term bicycle parking spaces,
- Construction of a 5-foot-wide sidewalk on the west side of the property in front of the three parking spaces, running toward Barnesville Road (stops 35 feet short of Barnesville Road within the property),
- Construction of a sidewalk wrapping around the two buildings which will provide pedestrian access between the parking lot and the MARC rail station platforms,
- Construction of a 10-foot-wide sidepath with a 5-foot-wide grass buffer along the site frontage on Barnesville Road,
- Crosswalk improvements at the intersection of Barnesville Road with Clarksburg Road, and
- Construction of two site access locations along Barnesville Road, with the western drive providing full two-way access for all vehicles, while the eastern drive will provide bus egress only.

The project location is depicted in Figure 1. The current project, which includes full design and construction cost funding, is listed as CIP Project No. P501915. The current project cost estimate is $5.65 million, which includes final design cost, land acquisition cost, as well as construction cost. The project is anticipated to be constructed in FY24. The 35 percent design plan presentation drawings are provided as Attachment A to this report. It should be noted that the two existing building structures will be maintained. The existing historic Hoyle’s Mill building will be mothballed.
Mandatory Referral Review

This proposal for the construction of transit station improvements is required to undergo the Mandatory Referral review process under the Montgomery County Planning Department’s Uniform Standards for Mandatory Referral Review. State law requires all federal, state, and local governments and public utilities to submit proposed projects for a Mandatory Referral review by the Commission. The law requires the Planning Board to review and approve the proposed location, character, grade and extent of any road, park, public way or ground, public (including federal) building or structure, or public utility (whether publicly or privately owned) prior to the project being located, constructed or authorized.

Planning staff acknowledges that the implementation of master plan transportation recommendations is a challenge faced by the applicant in developing design plans to convert desired master plan recommendations into engineering design drawings. The design process up to 35 percent design typically brings clarity with considerably more detail than considered during a master plan, and issues such as environmental impacts, historical impacts, and construction costs may introduce new factors that need to be weighed in developing a final design solution. It is hoped that the Mandatory Referral process aids in this process to develop an optimal or at least an improved design solution.

Recommendations

Staff recommends approval to transmit the following comments to the Montgomery County Department of Transportation:

1. Prior to filing for any land disturbance permits, MCDOT should reengage with the community to proactively work on a plan for adaptive reuse of the Hoyle’s Mill Building.

Figure 1: Project Limits and Site Vicinity
2. Prior to filing for any building demolition permits, MCDOT should also consult with the Maryland Historic Trust on National Register evaluations and the need for further Section 106 review.
3. MCDOT should work directly with the HP Office and the Boyds Community on appropriate historical markers or signage to educate and inform visitors about the history of the area.
4. Design the grade, cross slope and material of the proposed sidepath to be level across both site driveways.
5. The applicant should work with the state to reduce the posted speed limit to 25 mph to match the Master Planned target speed of 25 mph. This will mitigate the sight distance deficiency at the egress drive.
6. The bus only egress is problematic and is likely to be used by cars, despite signage. This is a safety hazard because it has deficient sight distance for cars due to the existing vertical curvature. We recommend that additional measures, including a possible bus-activated gate, be considered to prevent autos from using this egress.
7. Consider alternatives to move the bus egress further west to avoid sight distance issues, which might require either shortening the bus stop primarily in front of the Poolesville Small Engine Repair Shop or by moving the bus stop further west as well (and this might impact the three parking spaces provided on the western side of the site).
8. The proposed shoulder and curb proposed along the eastbound direction along the site frontage is inconsistent with the MARC Rail Communities Sector Plan and should be modified.
9. A pedestrian warning signal for approaching trains and improving the at-grade crossing surface should be added at this station in coordination with CSX.
10. While we prefer a 6-foot buffer separation between a sidepath and the curb, the 5-foot buffer proposed is acceptable and consistent with Pedestrian Level of Comfort analyses now in use in the ongoing Montgomery County Pedestrian Master Plan. We do note that the Complete Streets Design Guidelines now under review by the Planning Board would likely recommend a minimum 6-foot-wide buffer on this type of street.
11. Signage should be added on Barnesville Road indicating the presence of bicycle parking consistent with requirements in Section 6.2.6 of the Montgomery County Zoning Code.
12. For the next design phase, more detail should be provided for the bicycle parking. This parking should be designed in conformance to Section 6.2.6 of the Montgomery County Zoning Code. It is important to note that each long-term bicycle parking space must be provided within a building, covered parking garage, or secure parking area located near the building or structure and the street or other bicycle right-of-way.
13. The two accessible parking spaces should be relocated to the western side of the site (near the proposed bike parking area) to be more proximate with the CSX platforms.
14. A crosswalk should be added to connect the sidewalk leading to the MARC northbound platform and the sidepath proposed along Barnesville Road.
15. The existing closed pedestrian underpass should be improved to be ADA accessible and re-opened. The existing at-grade crossing is difficult for persons with mobility impairments especially in inclement weather.
16. MCDOT should work with CSX to explore the feasibility of adding a sidewalk on the south side of the two buildings, as this is a more direct way between the rail platforms and the parking lot. If this is not done, a fence will be needed to prevent this movement from occurring.

17. The channelized right-turn lane on Barnesville Road at Clarksburg Road should be modified to eliminate the channelize island (“hot right”). Crosswalk improvements would then be simpler to construct and safer. MCDOT should work with MDOT SHA to implement this improvement.

Proposal

**Project Description**

The Montgomery County Department of Transportation (MCDOT) is proposing transit station lot improvements to the former Anderson property site in Boyds, Maryland.

A project location map showing the regional context and other transportation design projects is provided in Figure 2.

![Project Limits – Regional Context](image)

The project site is surrounded by the MARC station and railroad tracks and residential and commercial-use properties. To the north is MD 117 (Barnesville Road) and further north is a wooded lot with several residential homes to the northwest. The current Boyds MARC station is adjacent to and south of the project site and consists of railroad tracks, pedestrian platforms and a patron parking area. Further to the south are residential homes along Clopper and White Ground Roads. Adjacent to the west of the project site is the active Boyds Country Store and further west along Barnesville Road is a small business complex.

A concrete bus loop will be provided along the western side of the site and additional parking loop will be provided on the eastern side of the site. The bus loop will consist of concrete pavement whereas the
parking area will be pervious pavement. A Filterra stormwater bioretention structure will be provided in the bus loop. Additional stormwater management facilities will not be provided. The Stormwater Management Concept/Site Development was approved on March 23, 2020. Landscaping and lighting will be provided throughout the site. Montgomery County Department of Transportation will maintain the facility.

A 10-foot-wide sidepath will be added along the frontage of MD 117 (Barnesville Road) as well as room for a future bikeable shoulder along the roadway. Minimal work will be done along existing MD 117 (Barnesville Road) and due to existing conditions, the road will not follow a standard typical section. The sidepath and future bikeable shoulder will allow a connection from the Ride On service to the existing Hoyle’s Mill Trail that runs along MD 121 (Clarksburg Road). The addition of a bikeable shoulder follows the Montgomery County Bicycle Master Plan which envisions a bikeable shoulder along MD 121 (Clarksburg Road) and separated bikeways (sidepaths) along MD 121 (Clarksburg Road) and MD 117 (Clopper Road) going east towards Germantown. The Bicycle Master Plan intends to have safe and connected bicycle paths throughout Montgomery County. A sidewalk will be added internal to the site and along the bus stop and ultimately connect to the existing MARC station’s northbound platform, the existing pedestrian tunnel, and the existing Boyds Country Store. Coordination with CSX Transportation will be required for the improvements within their right-of-way. A space for short-term and long-term bicycle parking has been provided near the MARC stop.

The existing historic Hoyle’s Mill will remain. The adjacent existing hardware store may remain for a bus operator restroom and mechanical area for Ride On. Minimal work will be done to the existing hardware store to make it ADA compliant and therefore the building will not seek LEED Certification. A bus shelter will be provided in front of these buildings for users.

The existing site currently has two overhead utilities present which could interfere with construction. One existing septic field is located along the proposed bus loop and may require relocation. It is understood that there is an existing water well that may require relocation. These utilities will be test-pitted after preliminary engineering to determine their exact location and coordination with Montgomery County is underway.

**Project Background**

The Boyds MARC station is a stop along the Maryland Transit Administration’s (MTA) MARC Brunswick line. It is currently a flag stop with four stops in the morning rush hours and six stops in the afternoon rush hours. Development to the north of the station along Barnesville Road (MD 117) consists primarily of commercial properties while development to the south of the station along Clopper Road is primarily comprised of residential properties. Clopper Road is currently an undivided two-lane two-way county roadway with a posted speed limit of 25 mph. While there are no pedestrian or bicycle facilities along the roadway, there is an existing pedestrian tunnel for access to the other side of the tracks located to the west of the station platform. The pedestrian tunnel has stairs and is not ADA compliant. The Boyds station and part of Clopper Road are located within the Boyds Historic District. Current ridership is in the high teens daily for the Boyds MARC train. The station’s existing parking lot, which is owned by CSX Railroad and leased and maintained by MTA, provides fifteen (15) spaces.
In the early 2000s, the MTA considered closing the Boyds MARC station due to its low ridership and proximity to the Germantown station. However, over the years, the county received numerous citizen requests to keep the station open and add additional parking and Ride On routes to the Clarksburg and Germantown area. Given the current and projected growth in Clarksburg and Germantown, the county completed a feasibility study in 2015 with the purpose of adding parking and bus service to the Boyds station to keep the station viable and to potentially increase MARC service to the area.

Through extensive coordination with the Maryland-National Capital Park and Planning Commission (M-NCPPC) and the Boyds Civic Association’s (BCA) Advisory Working Group, project purpose was defined and included adding a bus bay and turnaround for Montgomery County’s Ride On system to access the Boyds MARC Station and adding parking with at least twenty-five (25) additional parking spaces in the same location. It was assumed implementation could be completed within five to ten years depending on funding and would require right-of-way acquisition and construction plans.

In order to achieve these goals, different sites in the area were researched and evaluated based upon numerous criteria developed by the study team for the feasibility study. Twelve (12) sites were selected to have potential in reaching at least one of the phased goals. The study team coordinated with M-NCPPC and the BCA’s Advisory Working Group to select criteria and discuss these potential sites. The Anderson Property, located to the north of the tracks owned by CSX along Barnesville Road (Route 117), across from the existing MARC Station, and approximately 350 feet west of the intersection of Barnesville Road and Clarksburg Road, was selected as a preferred finalist. Combined, the two parcels total 1.16 acres of land. Currently, there are several buildings located on the properties with a gravel parking lot. One of those buildings, the Hoyle’s Mill which is situated closest to the CSX tracks, is classified as historic and is located within the Boyds historic boundary. This determination was confirmed through coordination with the Historic Preservation Office.

A conceptual transit and parking option was developed utilizing the Anderson Property that combines sites 7 and 9 from the Boyds Feasibility Study. The goal is to provide a bus bay and turn around for Ride On to access the existing station and also provide parking spaces for commuters at the same location with easy access to the MARC platform. The option developed would satisfy both phases of the project goals identified in the Boyds Feasibility Study. In 2019, the county purchased this parcel for the expansion of the Boyds MARC station.
Typical Cross Sections

Typical cross sections have been provided for the site at two locations, one on the western end of the site in the vicinity of the Bus Parking and adjacent to the two buildings (see Figure 5), and the second for the eastern end of the site in the vicinity of the parking loop (see Figure 6). In Figure 5, there will be a 10-foot-wide sidewalk in front of the existing buildings (7-foot minimum), a 12-foot-wide one-way bus
loading area and two 10-foot-wide travel lanes. Given the restriction of exiting traffic at the eastern driveway to bus traffic only, all car traffic will have to enter and exit the site via the western transit center driveway. This is an awkward circulation pattern that results in a large impervious surface area in front of the two buildings. The egress restriction is due to a sight distance deficiency at the eastern driveway for cars but not buses (due to higher driver elevation).

**Figure 5** Cross Section – In Front of Existing Buildings

Figure 6 shows the one-way parking loop circulation which will be counterclockwise in direction with 17-foot-wide parking bays with 19-foot-wide travel lanes. No internal sidewalks will be provided in this portion of the site. Pedestrian circulation from parking spaces to the western portion of the site (where a sidewalk is planned) will require pedestrians to walk in the travel lane.

**Figure 6** Cross Section – Parking Loop

Typical cross sections have been provided for Barnesville Road at two locations, one on the western end of the site in the vicinity of the bus parking and adjacent to the two buildings (see Figure 7), and the second
for the eastern end of the site in the vicinity of the parking loop (see Figure 8). For both, the proposed sidepath is shown as 10 feet wide with a 5-foot-wide grass buffer. Barnesville Road would be improved to provide a 4-foot-wide bikeable shoulder with curbing on the south or eastbound direction along the site frontage.
The internal site circulation is awkward for this site design, primarily due to a sight distance deficiency at the eastern driveway access. Due to a sight distance deficiency for cars but not buses, MCDOT has proposed that this driveway be restricted to car traffic, allowing this driveway to be used by buses for egress only (and typically a right turn onto Barnesville Road). The existing profile of Barnesville Road is shown in Figure 9. You will note that the proposed transit center drive is located at the crest of the hill, while the eastern drive is located downhill.

Figure 9: Profile – Barnesville Road (excerpt from plans) showing transit center driveway and bus egress locations

Site Circulation/Parking and Bicycle Parking

Figure 10 displays a site plan showing the different paving treatments proposed within the site and along the proposed sidepath, arrows highlight the proposed traffic circulation within the site, and the short and long-term bicycle parking locations. The dark areas on the figure indicate pervious pavement, which is proposed for the parking loop, the lighter shaded area is impervious concrete, and a small area located to the west of the two structures is paved with brick. The brick section has a surface area of 400 square feet, which is where the short and long-term bicycle parking spaces will be provided. No details on type and layout for bicycle parking were provided in this submission. Conformance with Section 6.2.6 of the Montgomery County Zoning Code is required. The site contains two accessible parking spaces which is consistent with Americans with Disabilities Act (ADA) requirements per the US Access Board.¹

Transportation Analysis

**Design Elements - Transportation**

General Comment: The proposed 10-foot-wide sidepath is consistent with the default sidepath width in the approved Bicycle Master Plan and the ongoing Complete Streets Design Guidelines. The 5-foot grass buffer is acceptable and consistent with Pedestrian Level of Comfort analyses now in use in the ongoing Montgomery County Pedestrian Master Plan. We do note that the Complete Streets Design Guidelines now under review by the Planning Board would likely recommend a minimum 6-foot-wide buffer on this type of street.

**Master Plan Conformance – Transportation**

The project is in conformance with the 2018 Bicycle Master Plan and the 2018 Master Plan of Highways and Transitways (MPOHT). The 2018 Bicycle Master Plan recommends a sidepath on the south side of Barnesville Road between the Boyds MARC rail station and Clarksburg Road (MD 121). On Clarksburg Road, the Bicycle Master Plan recommends a sidepath (east side) and bikeable shoulders between Ten-Mile Creek and Clopper Road.

The 2018 Master Plan of Highways and Transitways classifies Barnesville Road between Boyds Post Office and Clarksburg Road as a two-lane Country Road with a master plan right-of-way of 62 feet. The Master Planned Target Speed is 25 mph on Barnesville Road. Clarksburg Road is classified as a two-lane Arterial with a master plan right-of-way of 80 feet and master planned target speed of 30 mph.
The Boyds MARC rail station has been master planned in the 2018 Bicycle Master Plan to provide 20 long-term bicycle spaces and 10 short-term bicycle parking spaces. The project provides space for both long and short-term bicycle parking; however, no layout and related details have been provided at this stage of design.

**Master Plan – Major Recommendations**

The mandatory Referral for the Boyds MARC Station generally complies with the [MARC Rail Communities Sector Plan](#); however, there are some inconsistencies.

1. On page 16 of the Plan under Priorities, the Plan states “create a commuter-serving facility at the historic Hoyle’s Mill site, integrating the mill as part of the facility.” The design calls for the existing facility to be mothballed so that it does not undergo further deterioration. Hopefully, in the future the historic structure will be renovated and better incorporated into the station area.

2. On page 39, Connect Goal 1: Support the future viability of MARC rail through measures to expand ridership and service, while improving connections to the station. The Boyds-related recommendations include the following:
   a. Retain the existing Boyds MARC stop and its function at its current location, and the existing MARC parking lot on Clopper Road south of the railroad tracks (Site BE).
   b. Expand the supply of commuter parking at the Boyds station by utilizing the Anderson properties on the north side of the MARC stop near the intersection of Barnesville and Clarksburg Roads as a commuter-serving parking lot. The project provides 42 parking spaces (Two of these spaces will be accessible).
   d. Establish regular Ride On bus service to the Boyds MARC Station, including appropriate bus-related facilities at the station, to accommodate additional MARC riders. A Ride On bus loop is being provided at the station. It is a little wider than what we anticipated, but understandable given further sight distance analysis of Barnesville Road.
   e. Provide enhanced bicycle and pedestrian connections along and across the tracks near the Boyds MARC Station.
      • Connect the expanded commuter parking lot and new bus facilities to the MARC platform with ADA-compliant walkways and facilities. Because there will not be a grade-separated ADA-accessible facility to connect the site with the southbound tracks, this goal is only partially met.
      • 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. The project does not touch the existing pedestrian underpass. It is hoped that in the future this pedestrian underpass will be upgraded to provide a safer crossing alternative to the current at-grade crossing.
      • Improve the safety of the at-grade crossing over the railroad tracks for pedestrians, such as by installing a pedestrian warning signal for approaching trains and improving the at-grade crossing surface. These improvements were
not included with the applicant’s submission, and in coordination with CSX, these project elements should be added.

3. On page 46, the Plan provides guidance on better pedestrian and bicycle connectivity along Barnesville Road. “c. Preserve the rural character of Barnesville Road in the historic district by minimizing changes to the road, its width, alignment and elements along the edges, such as trees and slopes created by the roadway.” The project includes a shoulder and curbing, which is inconsistent with the classification of Barnesville Road as a Country Road.
   • Install a sidewalk along the south side of Barnesville Road, from the Boyds Post Office at the western plan boundary to the MARC station. Design a sidewalk with an informal, meandering alignment to limit the loss of trees and the need for retaining walls. The design upgrades the sidewalk to a 10-foot wide shared use path.

4. On page 70 in the Renew Chapter, the Plan provides additional guidance on the enhanced MARC station.
   • Provide a MARC and Ride On shelter possibly with a restroom. Existing or sensitively-designed new structures may be used for this purpose. These structures provide a co-location opportunity for community uses. The restrooms in the Poolesville Small Engine Repair Shop will be available for the bus drivers only, not the general public. This is inconsistent with the Sector Plan recommendation.
   • Create a plaza area and green space within the bus loop. Preserve the green area to protect the existing septic field. The project eliminates the green area in order to mitigate a sight distance deficiency. This is inconsistent with this recommendation.
   • Design the new walkways connecting the parking area and bus loop to the MARC platform for compatibility with the historic Hoyle’s Mill and other resources. Sensitively design canopies over the pedestrian underpass with guidance from Historic Preservation staff to assure visual compatibility. The Poolesville Small Engine Repair Shop will have an awning in front for commuters. The walkways from the parking lot to the MARC platform will be made of concrete. All of these should be reviewed by the Historic Preservation staff to ensure that they are consistent with the historic resource, Hoyle’s Mill, and its setting. Site lighting would be designed to be pedestrian-scaled and consistent with the Boyds Historic District.

The project attempted to limit impervious surfaces to some extent with the use of pervious pavement in the parking loop; however, the wide paved area within the site is also inconsistent with Recommendation 2b on page 42 as follows: “Minimize roadway and pavement widths to minimize impervious surfaces that adversely impact the water quality of Little Seneca Lake and its watershed.”

The project is inconsistent with the MARC Rail Communities Sector Plan in the provision of curbing and shoulders as identified in Recommendation 3c (Boyd’s) on page 46, which specifically states “Classify Barnesville Road as a country road. Shoulders [and curbing] should not be added to the roadway to maintain the rural character of the area.”
Environmental Analysis

Natural Resources Inventory/ Forest Stand Delineation
The Application meets the requirements of Chapter 22A of the Montgomery County Forest Conservation Law. A Natural Resources Inventory and Forest Stand Delineation (NRI/FSD) #420200900 for the Property was approved by staff on February 20, 2020. The Property is located in the Little Seneca Creek watershed Use Class I-P waters.

There are no streams, wetlands, or environmental buffers on or affecting the Property.

The Application meets all applicable requirements of the Environmental Guidelines. (see attached Forest Conservation report – Item 5A).

Forest Conservation
The Application meets the requirements of Chapter 22A of the Montgomery County Forest Conservation Law. A Forest Conservation Plan with a Tree Variance Request has been submitted for review and is recommended for approval as a separate action by the Planning Board as part of this Mandatory Referral review (see attached Forest Conservation report – Item 5A).

Note: For a complete analysis of conformance with Chapter 22A, please refer to the Final Forest Conservation Plan Staff report being considered concurrently with this Mandatory Referral review.

Historic Resources Analysis
The project is immediately adjacent to the Boyds Master Plan Historic District. The project appears to be partially located within a portion of the National Register-eligible historic district. The latter is governed by the Maryland Historic Trust and all project improvements must be reviewed by MHT through the section 106 review process for a finding of no adverse effect. For the Master Plan Historic District, the project improvements are occurring just at the District boundaries. The recently adopted MARC Rail Communities Plan noted the following goals for the property and adjacent historic mill:

- Plan Goal: Coordinate the design of improvements, such as sidewalk materials and retaining walls, within the historic district with Montgomery Planning’s Historic Preservation Office staff. Historic Preservation staff have reviewed and will continue to review the design.
- Prior to any changes, additions and/or removals, assess all the structures on the site for National Register of Historic Places significance. This site falls within the National Register Historic District. Review all potential changes to the mill with the county’s Historic Preservation Commission, remove the large, Dutch-gabled building and the small block building adjacent to Barnesville Road to create the room for a Ride On bus loop and drop off, provide a MARC and Ride On shelter possibly with a restroom. Existing or sensitively designed new structures may be used for this purpose. These structures provide a co-location opportunity for community uses. Create a plaza area and green space within the bus loop. Preserve the green area to protect the existing septic field. Design the expanded MARC parking area with an extensive tree canopy and stormwater management treatments to protect the water quality of Little Seneca Lake. Screen all parking with
landscaping and low walls to protect the historic resources and community character. Design the new walkways connecting the parking area and bus loop to the MARC platform for compatibility with the historic Hoyle's Mill and other resources. Sensitively design canopies over the pedestrian underpass with guidance from Historic Preservation staff to assure visual compatibility.

- The first recommendations must be coordinated with the Maryland Historical Trust. The screening and landscape design are adequate. The pedestrian underpass is not being altered at this time.
- Adaptively reuse the historic Hoyle's Mill within the Boyds Historic District and explore reuse of the nearby barn building outside of the historic district to establish a focal point for the Boyds commercial area (Site BE) (See Appendix A for MCDOT's Concept Study): Assess all of the structures on the site with the historic Hoyle's Mill, Parcels 155 and 157, for National Register eligibility prior to any changes, additions and/or removals. Commemorate historical uses on the parcel, including, among others, the location of the former station house, which is no longer standing. Redesign the site to support the reuse of the mill building. Coordinate all changes to the mill with the Montgomery County Historic Preservation Commission. Design alterations to the repurposed mill and any other buildings—including landscaping, lighting and walkways—in a manner that is sensitive to the surrounding historic district. Design landscaping, lighting, signage, paths and structures that support and are sensitive to the character of the historic district. Explore relocation and reuse of the Quonset hut and the barn building, if possible.
- Adaptive Reuse of the Mill is a Plan Goal, but this is not being addressed directly in this application. The adjacent warehouse/office building is also being retained; this will help to further the adaptive reuse of the mill site by providing a potential adjacent location that has water and electrical hookups that the mill lacks. There is no interpretation proposed in the application. MCDOT should work directly with the HP Office and the Boyd's Community on appropriate historical markers or signage to educate and inform visitors about the history of the area. Relocation and Reuse of the Quonset Hut and Barn were not explored.

Community Outreach and Notification

This application was notified in accordance with the Uniform Standards for Mandatory Referral Review. Presentations to the Boyds Civic Association occurred on July 18, 2019 and October 18, 2019. A public meeting was held on October 22, 2019 at Ronald McNair Elementary School in Germantown to discuss this project and design consideration. Additionally, numerous meetings with the Boyds Civic Association and a public meeting were held for the feasibility study prior to this project.

Conclusion

Based on information provided by the applicant and the analysis contained in this report, staff concludes that the proposed Boyds Transit Station project can be designed with some modifications to meet transportation standards as specified on pages 3 through 5 of this staff report.

Attachments

A. Proposed Project Plans
AND TOP OF SUBGRADE
LIMIT OF CLASS 1 EXCAVATION
ON DRAWING PD-01
SEE PAVEMENT DETAIL 'A'
1'-4" GUTTER PAN
0'-8" CURB

BUS EXIT LANE
STA. 20+00 TO STA. 20+45
STA. 30+00 TO STA. 30+44

EXISTING GROUND
AND TOP OF SUBGRADE
LIMIT OF CLASS 1 EXCAVATION
ON DRAWING PD-01
SEE PAVEMENT DETAIL 'A'

1'-4" GUTTER PAN
0'-8" CURB

ENTRANCE LANE
BUS/PASSENGER CAR
LANE
CAR EXIT
PASSENGER

STA. 20+45 TO STA. 20+76

AND TOP OF SUBGRADE
LIMIT OF CLASS 1 EXCAVATION
ON DRAWING PD-01
SEE PAVEMENT DETAIL 'A'

1'-4" GUTTER PAN
0'-8" CURB

WALK
SIDE
2 %
2 :1

STA. 30+44 TO STA. 30+64

NOTES:
1. SLOPE TREATMENT:
   FOR SLOPES 2:, PLACE TOPS OF TURFGRASS ESTABLISHMENT
   AND TYPE A SSM, UNLESS OTHERWISE NOTED.
   FOR SLOPES FLATTER THAN 2:, PLACE 4" TOPSOIL, TURFGRASS
   ESTABLISHMENT ONLY, UNLESS OTHERWISE NOTED.
   2. SEE ROADWAY PLANS FOR LIMITS OF CURB AND GUTTER

TRANSIT CENTER DRIVEWAY
STA. 20+45 TO STA. 20+48

TRANSIT CENTER DRIVEWAY
STA. 30+44 TO STA. 30+64

NOTES:
1. SLOPE TREATMENT:
   FOR SLOPES 2:, PLACE 4" TOPSOIL, TURFGRASS ESTABLISHMENT
   AND TYPE A SSM, UNLESS OTHERWISE NOTED.
   FOR SLOPES FLATTER THAN 2:, PLACE 2" TOPSOIL, TURFGRASS
   ESTABLISHMENT ONLY, UNLESS OTHERWISE NOTED.
   2. SEE ROADWAY PLANS FOR LIMITS OF CURB AND GUTTER

TRANSIT CENTER DRIVEWAY
STA. 20+45 TO STA. 20+48

BUS EXIT
STA. 30+43 TO STA. 30+44

1'-4" GUTTER PAN
0'-8" CURB
NOTES:
1. SLOPE TREATMENT:
   For slopes 2:1, place 4" topsoil, turfgrass establishment, and Type A SSM, unless otherwise noted.
   For slopes flatter than 2:1, place 3" topsoil, turfgrass establishment, and Type A SSM, unless otherwise noted.
2. SEE EXISTING BUILDING FOR LIMITS OF CURB AND GUTTER.
3. SEE HD-01 FOR SECTION LOCATIONS.
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**NOTE:** All points at Elevation of curb and gutter.
TRAFFIC CONTROL GENERAL NOTES

TRAFFIC CONTROL REQUIREMENTS

1. The permittee shall refer to the appropriate temporary traffic control plan (TTCP) drawings to select the appropriate temporary traffic control devices (TTCDs) for each phase of construction. Devices selected from the TTCP should be installed in accordance with the Maryland Manual on Traffic Control, most recent edition, and Maryland book of standards for materials, installing structures, traffic control applications.

2. Any work within the traveled portion of roadways shall be restricted to the hours of 7:00 am to 9:00 pm. Work shall commence at the very first light of day and be completed by the last light of day. Traffic must be protected at all times in accordance with the Maryland Manual on Traffic Control, most recent edition, and Maryland book of standards for materials, installing structures, traffic control applications.

3. Construction activities, loading or unloading of equipment shall not block any traffic lane other than those immediately adjacent to the work area.

4. Any work within the traveled portion of roadways and sidewalks shall be restricted to the hours of 7:00 am to 9:00 pm. Work shall commence at the very first light of day and be completed by the last light of day. Traffic must be protected at all times in accordance with the Maryland Manual on Traffic Control, most recent edition, and Maryland book of standards for materials, installing structures, traffic control applications.

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6. All traffic control signs shall be placed on a MDOT SHA roadway or within the limits of an incorporated area. The permittee shall notify the appropriate agency of the need to be installed.

7. No hazardous materials shall be stored within public right-of-way, no materials or equipment shall be stored on the roadway surface or sidewalk during non-working periods. All stored materials and equipment shall be kept such that at least ten feet from the edge of the roadway.

8. TTC devices shall be removed as soon as practical when they are no longer needed. Use of TTC devices shall be removed only if no longer needed.

9. At the completion of work activities, conditions within the public space shall be fully restored to those existing prior to the start activity, contact information.

10. Contact the Montgomery County Police Department at 240-777-2000 at least one week prior to the beginning of any work activities.

11. Contact the Montgomery County Traffic Management Center at 240-777-2100 at least two weeks in advance to coordinate any minor conflicts with previously approved or emergency activities.

12. Any work within the traveled portion of roadways shall be restricted to the hours of 7:00 am to 9:00 pm. Work shall commence at the very first light of day and be completed by the last light of day. Traffic must be protected at all times in accordance with the Maryland Manual on Traffic Control, most recent edition, and Maryland book of standards for materials, installing structures, traffic control applications.

13. The permittee shall contact the Montgomery County Police Department at 240-777-2000 at least one week prior to the beginning of any work activities.

14. The permittee shall contact the Director of the UFCRF Regional Services Center at 240-777-6000 and the District Support Services Section of the County at 240-777-8040 and the District Traffic Sergeant at 240-777-6200.

15. All traffic control signs shall be placed on a MDOT SHA roadway or within the limits of an incorporated area. The permittee shall notify the appropriate agency of the need to be installed.

16. Any work within the traveled portion of roadways shall be restricted to the hours of 7:00 am to 9:00 pm. Work shall commence at the very first light of day and be completed by the last light of day. Traffic must be protected at all times in accordance with the Maryland Manual on Traffic Control, most recent edition, and Maryland book of standards for materials, installing structures, traffic control applications.

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23. Contact the Montgomery County Police Department at 240-777-2000 at least one week prior to the beginning of any work activities.

24. Contact the Montgomery County Traffic Management Center at 240-777-2100 at least two weeks in advance to coordinate any minor conflicts with previously approved or emergency activities.

MISCELLANEOUS

1. The permittee shall be solely responsible for all accidents and damage to persons and property damage resulting from its operations.

2. Hazardous materials shall not be stored within public right-of-way, no materials or equipment shall be stored on the roadway surface or sidewalk during non-working periods. All stored materials and equipment shall be kept such that at least ten feet from the edge of the roadway.

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### Tree Summary Table

<table>
<thead>
<tr>
<th>ID</th>
<th>Size</th>
<th>Botanical/Common</th>
<th>Condition</th>
<th>Canopy</th>
<th>Remarks</th>
</tr>
</thead>
<tbody>
<tr>
<td>T-01</td>
<td>20&quot;</td>
<td>CUSCUS SPLENDENS</td>
<td>DEAD 25'</td>
<td>SYDROPHYLON TRUNK</td>
<td>ONE SOLO</td>
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<tr>
<td>T-02</td>
<td>16&quot;</td>
<td>CUSCUS SPLENDENS</td>
<td>FARPON 25'</td>
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<tr>
<td>T-03</td>
<td>30&quot;</td>
<td>CATALPA SPECIOSA/CATALPA</td>
<td>FAIR 20'</td>
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<td></td>
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<tr>
<td>T-04</td>
<td>19&quot;</td>
<td>CUSCUS SPLENDENS</td>
<td>POOR 22'</td>
<td>TRIPLE STEM</td>
<td></td>
</tr>
<tr>
<td>T-05</td>
<td>12&quot;</td>
<td>CUSCUS SPLENDENS</td>
<td>POOR 10'</td>
<td>ONE SOLO; TRIPLE STEM</td>
<td></td>
</tr>
<tr>
<td>T-06</td>
<td>22&quot;</td>
<td>CUSCUS SPLENDENS</td>
<td>POOR 30'</td>
<td></td>
<td></td>
</tr>
<tr>
<td>T-07</td>
<td>28&quot;</td>
<td>CATALPA SPECIOSA/CATALPA</td>
<td>FARIND 22'</td>
<td>DOUBLE 12 STEMS</td>
<td></td>
</tr>
<tr>
<td>T-08</td>
<td>24&quot;</td>
<td>CATALPA SPECIOSA/CATALPA</td>
<td>POOR 10'</td>
<td>SOUTHWESTERN TREE GROWTH</td>
<td>DOUBLE 12 STEMS</td>
</tr>
<tr>
<td>T-09</td>
<td>32&quot;</td>
<td>CATALPA SPECIOSA/CATALPA</td>
<td>POOR 30'</td>
<td></td>
<td>DOUBLE 36&quot; &amp; 12 STEMS</td>
</tr>
<tr>
<td>T-10</td>
<td>28&quot;</td>
<td>ALANGUS ALTERNANS TREE OF HEAVEN</td>
<td>POOR 30'</td>
<td></td>
<td></td>
</tr>
</tbody>
</table>

**Notes:**
1. Native and non-native invasive species removal prior to installation of proposed plants.
2. Native species shall follow the standards of the invasive status.

**Condition:**
- DEAD: 25' SYDROPHYLON TRUNK
- FARPON: 25' SYDROPHYLON TRUNK
- FAIR: 20' SYDROPHYLON TRUNK
- POOR: 10' SYDROPHYLON TRUNK
- TRIPLE STEM: 12' SYDROPHYLON TRUNK

**Remarks:**
- ONE SOLO
- DOUBLE 12 STEMS
- DOUBLE 36" & 12 STEMS
FOR ACCESS TO SIDINGS AND
ADDITIONAL PROPERTY ALONG
25' WIDE CSX RIGHT-OF-WAY

ORIGINAL RIGHT-OF-WAY
UNKNOW 2003

PROPOSED TREE PROTECTION
PROPOSED WOODED EDGE

TO MD 28
-19 TOTAL
-7 TOTAL
COLUMNAR SHADE TREE
-11 TOTAL
MAJOR SHADE TREE

BARNESVILLE RD (MD 117)

BOYDS ENTRANCE
B OF CONSTRUCTION

ID FE R
C S X  TRANSPORTATION INC.
RAIL RIGHT-OF-WAY

SCALE: 1"=20'

NOTE
TREE ROOT PRUNING WILL OCCUR ALONG TYP. SEE DETAIL FOR LOCATION

THE STATE OF MARYLAND, LICENSE NO. 935
THAT I AM A DULY LICENSED PROFESSIONAL
WERE PREPARED OR APPROVED BY ME, AND
I HEREBY CERTIFY THAT THESE DOCUMENTS
PROFESSIONAL CERTIFICATION.

LANDSCAPE PLAN

BOYDS TRANSIT IMPROVEMENTS

MAHAN RYKIEL
ENGINEERING AND ARCHITECTURAL SERVICES

DESIGNED BY: M.A.B.
DRAWN BY: J.K.S.
M.F.

SCHEMATIC SHEET 17

SCALE: 1"=20'

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