

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

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

Lead Sponsor: County Council

SUBJECT: Approval of December 2018 MARC Rail Communities Sector Plan

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

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

Action

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

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

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

[2018 Countywide Bikeways Functional] Bicycle Master Plan

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

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

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

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

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

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

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

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

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

Page 58: Rename Figure 32 as Figure 32a.

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

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

Page 78: Eliminate Figure 54.

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

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

Page 88: Revise the start of “Boyds Recommendations”, “b.” as follows:

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

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

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

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

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

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

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 service is necessary to safeguard the public’s health. [Confirming the 1985 Boyds Master Plan recommendation, if] If it is determined that sewerage service is necessary for public health reasons, the service area should be limited to residential and institutional uses along White Ground Road and Hoyles Mill Road and include the MARC Station area and Anderson properties.

General

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

This is a correct copy of Council action.


Megan Davey Limarzi
Clerk of the Council