

Resolution No.: _____
Introduced: April 30, 2019
Adopted: _____

1
2
3 **COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND**
4 **SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION**
5 **OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT**
6 **WITHIN MONTGOMERY COUNTY, MARYLAND**
7

8
9 By: County Council
10

11
12 **SUBJECT:** Approval of December 2018 MARC Rail Communities Sector Plan
13

- 14
- 15 1. On December 20, 2018, the Montgomery County Planning Board transmitted to the County
16 Executive and the County Council the December 2018 Planning Board Draft MARC Rail
17 Communities Sector Plan.
18
 - 19 2. The December 2018 Planning Board Draft MARC Rail Communities Sector Plan contains the
20 text and supporting maps for an amendment to portions of the approved and adopted 1985
21 Boyds Master Plan, 1989 Germantown Master Plan and the 2009 Germantown Employment
22 Area Sector Plan. It also amends The General Plan (On Wedges and Corridors) for the Physical
23 Development of the Maryland-Washington Regional District in Montgomery and Prince
24 George’s Counties, as amended; the Master Plan of Highways and Transitways within
25 Montgomery County as amended, the 2004 Rustic Roads Functional Master Plan as amended,
26 the Bicycle Master Plan as amended and the Master Plan for Historic Preservation in
27 Montgomery County, Maryland.
28
 - 29 3. On February 12, 2019, the County Council held a public hearing on the December 2018
30 Planning Board Draft MARC Rail Communities Sector Plan. The Sector Plan was referred to
31 the Council’s Planning, Housing, and Economic Development Committee for review and
32 recommendations.
33
 - 34 4. On February 26, 2019, the Office of Management and Budget transmitted to the County
35 Council the Executive’s Fiscal Impact Statement for the December 2018 Planning Board Draft
36 MARC Rail Communities Sector Plan.
37
 - 38 5. On March 11 and 25, 2019, the Planning, Housing, and Economic Development Committee
39 held worksessions to review the issues raised in connection with the Planning Board Draft
40 MARC Rail Communities Sector Plan.
41

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

45
 46
 47 **Action**
 48

49 The County Council for Montgomery County, Maryland, sitting as the District Council for that
 50 portion of the Maryland-Washington Regional District in Montgomery County, Maryland,
 51 approves the following resolution:
 52

53 The Planning Board Draft MARC Rail Communities Sector Plan, dated December 2018, is
 54 approved with revisions. County Council revisions to the Planning Board Draft MARC Rail
 55 Communities Sector Plan are identified below. Deletions to the text of the Plan are indicated by
 56 [brackets], additions by underscoring. All page references are to the December 2018 Planning
 57 Board Draft MARC Rail Communities Sector Plan.
 58

59 Page 7 Revise under “Previous Plans” in Table 1 as follows:

60
 61 [2018 Countywide Bikeways Functional] Bicycle Master Plan
 62

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

64
 65 In some cases, residents report [It] it takes up to 15 minutes to drive through the
 66 intersection.
 67

68 Page 48 Revise the (new) fifth bullet as follows:

69
 70 For the underpass option, [Design] design the new road under the new railroad
 71 bridge to modern standards with a span wide enough to accommodate a sidewalk
 72 on the west side connecting to the MARC station, a sidepath on the east side and
 73 bikeable shoulders on both sides of Clarksburg Road.
 74

75 Page 49 Revise the (new) seventh bullet as follows:

76
 77 Coordinate the alignment of the replacement underpass or bridge to limit its adverse
 78 effects on Black Hill Regional park, the Hoyles Mill Natural Surface Trail
 79 connection and environmentally sensitive natural resources in this area. These
 80 natural features include forested buffers around water resources and county-
 81 designated Best Natural Areas within the park.
 82

83 Page 49 Add new graphic depicting overpass alternative

84
 85 Page 58 Revise the seventh bullet as follows:
 86

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

91
 92 Page 58 Rename Figure 32 as Figure 32a.

93
 94 Page 58 Add a new eighth bullet:

95
 96 MCDOT is likely to conduct further analytical studies of the road diet. If this
 97 analysis proves that full implementation results in severe operational problems on
 98 Middlebrook Road, a modification of the six-lane section, with narrower lanes,
 99 improved pedestrian facilities, and a two-way separated bike lane on the south side
 100 of the road, should be implemented. Additional details on this section may be found
 101 in Appendix C.

102
 103 Page 60 Revise final bullet as follows:

104
 105 Confirm restrictions on the widening of the intersection approaches on
 106 Germantown Road [intersections] north of the tracks unless needed for pedestrian
 107 safety or improved bus and bicycle access.

108
 109 Page 62 Revise second bullet as follows:

110
 111 [Extend] Create a public road route from Bowman Mill Road to Great Seneca
 112 Highway to improve connectivity and access to the MARC station. This [extension]
 113 route will also help to distribute traffic and avoid the widening of intersections
 114 beyond the recommended 60-foot crossing distances for pedestrians.

115
 116 Page 65 Revise first bullet as follows:

117
 118 Confirm classification of Walter Johnson Road as a two-lane business district street
 119 with parking on both sides. It should intersect with Middlebrook Road at least 100
 120 feet from the Middlebrook Road/Germantown Road intersection. Turns from
 121 Walter Johnson should be designated as “right in, right out only.”

122
 123 Page 67 Revise the first bullet under “Boyd’s Recommendations” as follows:

124
 125 [Retain] Support existing or similar uses throughout the Boyd’s plan area to preserve
 126 the character of the community and serve as a transition and a gateway to the
 127 historic district. Any modernizations or parking expansions should occur at the rear
 128 of the existing buildings to retain the architectural character and prevent adverse
 129 visual impacts on the community.

130

- 131 Page 69 Replace 47 with the final plan if determined prior to the publication of the Plan.
132
- 133 Page 78 Revise recommendation “a.” under “Germantown Recommendations” as follows:
134
- 135 • Ensure that new building heights and transitions between building heights are
136 context-sensitive and compatible with the Germantown Historic District and
137 other existing structures that shape the character of the community. Transition
138 the buildings along Waters Road, Germantown Road, Walter Johnson Road,
139 and Wisteria Drive from higher to lower heights to ensure compatibility with
140 the Germantown Historic District. On Site GJ, the Rolling Hills apartment
141 complex, allow maximum building heights on the eastern portion of the
142 property, nearer Great Seneca Highway. On the western portion of the property,
143 lower building heights, similar to those recommended for Site GF, should be
144 maintained for compatibility with the nearby Historic District.
 - 145 • [Building heights may reach 60 feet immediately north of the historic district
146 on the existing MARC station surface parking lots (Site GF).
 - 147 • Allow building heights up to 60 feet east of Walter Johnson Road and south of
148 Wisteria Drive (Site GH).
 - 149 • Allow building heights up to 60 feet along Waters Road (Site GH).]
 - 150 • The western side of the Rolling Hills apartments property should have heights
151 limited to 60 feet, due to its proximity to the Germantown Historic District, but
152 may step up to 90 feet near Great Seneca Highway.
 - 153 • Allow building heights to step up to 75 feet on Germantown Road between
154 Bowman Mill Road and Wisteria Drive (Site GH).
 - 155 • Allow building heights up to 75 feet along north of Wisteria Drive between
156 Walter Johnson Road and Crystal Rock Drive (Site GL)
 - 157 • Allow building heights up to 100 feet along Germantown Road north of
158 Wisteria Drive and along Middlebrook Road (Site GK.)]
- 159
- 160 Page 78 Eliminate Figure 54
161
- 162 Page 83 Revise fifth bullet under “Germantown Recommendations” as follows:
163
- 164 Replace the Commercial zone (CR 2.0, C 1.5, R 1.5, H 40T) with the Commercial
165 Residential Neighborhood zone (CRN 0.75. [C 0.25] C 0.5, R 0.75, H 60 on the
166 Pumphrey-Mateny House property at 19401 Walter Johnson Road (Site GF). The
167 remainder of Site GF is recommended for reclassification from CR 2.0, C 1.5, R
168 1.5 H 40T to CRT 0.75, C 0.5, R 0.75, H 60 to reflect the recommended land uses,
169 heights and densities in this plan [Site GF].
170
- 171 Page 88 Revise the start of “Boyd’s Recommendations b.” as follows:
172

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

175
176

177 Page 88 Revise the second bullet under “Boyds Recommendations b.” as follows:

178

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

181

182 Page 91 Revise recommendation “a.” under “Germantown Recommendations” as follows:

183

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

188

189 Page 95 Revise recommendation “b.” under “Boyds Recommendations” as follows:

190

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

199

200

General

201

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

207

208

209 This is a correct copy of Council action.

210

211

212

213

Megan Limarzi, Clerk of the Council