

## Boyd's Transit Center

### Public Comments

No.	Comment
1	Encourage reuse of historic structures to support the character of the area and strengthen the viability of the commercial district and MARC station area...
2	Protect and manage designated historic districts and individual historic sites, as described in the goals and recommendations in the Preserve section.
3	furniture as provided in the Preserve section, to ensure compatibility with the character of the historic district.
4	Design the enhanced MARC station area, including the Anderson properties, to be sensitive to the historic Hoyle's Mill and other structures
5	National Register of Historic Places significance. This site falls within the National Register Historic District.
6	Review all potential changes to the mill with the County's Historic Preservation Commission.
7	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.
8	sensitively designed new structures may be used for this purpose. These structures provide a co location opport
9	Create a plaza area and green space within the bus loop. Preserve the green area to protect the existing septic field.
10	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.
11	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.
12	Encourage community activities at the MARC station during evening and weekend hours, such as farmers markets, local fundraisers and civic meetings.
13	Retain and improve the existing MARC parking lot south of the railroad tracks, including the addition of a sidewalk to the pedestrian underpass.
14	<p>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. 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.</p> <p>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.</p>
15	the nearby barn building outside of the historic district to establish a focal point for the Boyds commercial area:
16	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.

17	Commemorate historical uses on the parcel, including, among others, the location of the former station house, which is no longer standing.
18	Redesign the site to support the reuse of the mill building. Coordinate all changes to the mill with the Montgomery County Historic Preservation Commission.
19	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.
20	Explore relocation and reuse of the Quonset hut and the barn building, if possible.
21	Request county support to work with CSX to move the walkway from the parking lot to the train platform to be on the south side of the mill, a more direct route that will be reality anyway, and will be less safe if not designed properly.
22	Ask county for money to create water and sewer for future use of the mill, even if that use must have a limited occupancy.
23	of some institutional block; It is a better-than-average design, though not yet a great one. The balance between the cmu block of the restroom and the wood trusses is still awkward. However, the primary and significant problem is that it has a discordant relationship with the mill, not so much in form but in placement and massing. The view of the mill is fairly obscured by a very different form in front of it. This requires more refinement to be acceptable. I suggest considering breaking the functions up into a series of related structures: an open-sided bus waiting shelter at the front that is visually light, another open-sided structure on the west side of the public lawn/plaza (near the tunnel) for the bike shelters, and a smaller structure adjacent to the mill for the restroom. Ideally, it would read as a modern addition to the historic mill, perhaps separated by a glassy “gasket” vestibule.
24	Incorporate public art in 1 or more locations. Most likely candidates are in the green space between road and bus driveways, and again at the edge of the public lawn/plaza overlooking the tracks. Much public art is dull; this should be innovative and of high artistic caliber.
25	Create more space between the multi-use path and Barnesville Road, adding shade trees for a sense of protection.
26	The landscaping proposed is tolerable, but I ask you to make it excellent.
27	Avoid curbs wherever possible – this is a rural area which does not have curbs except for the d*** ones that state highway required. Work with state highway to avoid that ridiculous requirement -there aren't any other curbs within miles, and it redefines the character of the place as urban.