Briefing Book

The MARC Rail Communities Plan Briefing Book contains information presented to the community at the November 4, 2015 Community Open House, which served as a public introduction to this Master Plan project. This briefing book also contains additional background information on the Boyds and Germantown MARC station areas not presented at the meeting.

The material compiled in this briefing book, along with the community input received during the Community Open House, helps to inform the Scope of Work for the Plan.
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Purpose of a Master Plan

- Master Plans set a vision and guide future physical development within a specific area by making recommendations for:
  - Land Use
  - Zoning
  - Transportation
  - Design
  - Historic Preservation
  - Environment
  - Parks

- Master Plans are long-term, visionary documents.
Purpose of a Master Plan

What a Master Plan can do...

- Engage and promote understanding and cooperation from stakeholders in order to define a shared future community vision.
- Serve as a guide when development projects are submitted to the Planning Board.
- Guide other County and state policies and programs.

What a Master Plan cannot do...

- Require redevelopment or reinvestment.
- Bring specific retailers/commercial uses to the community.
- Directly fund capital improvement projects.
- Address operational issues.
- Address code and/or crime enforcement.
MARC Rail Communities Plan Purpose

- Responds to significant upcounty growth.

- Addresses underutilized resources:
  - Parking and connections are issues at both MARC stations.
  - Changes at one station affect the other.
  - Changes have regional implications.

- Ties together other studies.

- Creates opportunities for greater placemaking.
MARC Rail Communities Plan Purpose

Better Connections Enhance Placemaking Opportunities

Not just for cars but for people

Germantown Flea Market

bicyclists

commuters

Tour of the Boyds Negro School
MARC Rail Communities Plan Purpose

- Evaluate land uses and zoning near each station area.
- Protect and enhance valued activities and places.
- Provide recommendations to improve pedestrian, bicyclist, public transportation access to each station.
- Ensure compatibility with each historic district.
- Address additional concerns raised during the planning process.
Things to consider during this process...

1. What makes the Boyds and/or Germantown areas special?
2. What would you like to change?
3. How can the MARC rail station areas be a catalyst for that change?
4. How do you envision the future of your communities?
Things to consider during this process...

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The following demographic information is based on this geography:
Population

- The population of the Boyds/Germantown area grew by 29% between 2000 and 2010, versus 11% for the County during the same time.

- Additionally, Cabin Branch grew by 138% during that same time.

The Boyds/Germantown population is younger than the overall County population.

- The median age in the Germantown area is 34 years versus the County median age, which is 38.4 years.

Source: US Census Bureau, 2013 American Community Survey 5-Year.
Boyds/Germantown is more diverse than the County.

- 65% of the Boyds/Germantown population is a racial or an ethnic minority. This is greater than the County’s share of 52%.

Source: US Census Bureau, 2013 American Community Survey 5-Year.
Boyds/Germantown residents have various levels of educational attainment.

Source: US Census Bureau, 2013 American Community Survey 5-Year.
Boyds/Germantown household incomes are trending higher, but not as much as in the County.

- The 2013 median household income for Germantown was $87,306, versus $98,211 for the County.

Source: US Census Bureau, 2013 American Community Survey 5-Year.
Owned Residential Dwellings

**Number of Dwelling Units**

<table>
<thead>
<tr>
<th></th>
<th>Montgomery County</th>
<th>Boyds/Germantown</th>
<th>Ten Mile Creek/Cabin Branch</th>
</tr>
</thead>
<tbody>
<tr>
<td>No. of Units</td>
<td>293,275</td>
<td>25,370</td>
<td>514</td>
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<tr>
<td>% of County</td>
<td>100%</td>
<td>9%</td>
<td>0.18%</td>
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<tr>
<td>No. of Units</td>
<td>11,064</td>
<td>67</td>
<td>0.02%</td>
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<tr>
<td>% of County</td>
<td>4%</td>
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<td>No. of Units</td>
<td>8,058</td>
<td>319</td>
<td>0.11%</td>
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<td>% of County</td>
<td>3%</td>
<td>0.11%</td>
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<tr>
<td>No. of Units</td>
<td>6,248</td>
<td>128</td>
<td>0.04%</td>
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<tr>
<td>% of County</td>
<td>2%</td>
<td>0.04%</td>
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* Includes non-rental units

**Median Tax Assessment Value (2013-2014)**

<table>
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<th>Montgomery County</th>
<th>Boyds/Germantown</th>
<th>Ten Mile Creek/Cabin Branch</th>
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<tbody>
<tr>
<td>Improvement</td>
<td>$177,900</td>
<td>$152,100</td>
<td>$170,250</td>
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<tr>
<td>Land</td>
<td>$219,100</td>
<td>$120,000</td>
<td>$159,050</td>
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<tr>
<td>Combined</td>
<td>$397,000</td>
<td>$272,100</td>
<td>$329,300</td>
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Average square foot per unit: 1,800 sf

Significant year built range: 1970’s – 1990’s

1 SDAT parcel file (2015)
Rental Residential Dwellings

Number of Dwelling Units

<table>
<thead>
<tr>
<th></th>
<th>Montgomery County</th>
<th></th>
<th>Boyds/Germantown</th>
<th></th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>No. of Units</td>
<td>Percent</td>
<td>No. of Units</td>
<td>Percent</td>
</tr>
<tr>
<td>1 BR</td>
<td>33,905</td>
<td>41%</td>
<td>2,160</td>
<td>35%</td>
</tr>
<tr>
<td>2 BR</td>
<td>37,412</td>
<td>45%</td>
<td>3,728</td>
<td>61%</td>
</tr>
<tr>
<td>3 BR</td>
<td>6,584</td>
<td>8%</td>
<td>248</td>
<td>4%</td>
</tr>
<tr>
<td>Other*</td>
<td>4,525</td>
<td>5%</td>
<td>23</td>
<td>0.4%</td>
</tr>
<tr>
<td>Total</td>
<td>82,426</td>
<td>100%</td>
<td>6,159</td>
<td>100%</td>
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</table>

*Other includes efficiency, 4 BR and 5 BR units

Average Rent Range

<table>
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<th>Montgomery County</th>
<th></th>
<th>Boyds/Germantown</th>
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<tbody>
<tr>
<td></td>
<td>Low</td>
<td>High</td>
<td>Average</td>
<td>Low</td>
</tr>
<tr>
<td>1 BR</td>
<td>$1,115</td>
<td>$1,445</td>
<td>$1,335</td>
<td>$1,015</td>
</tr>
<tr>
<td>2 BR</td>
<td>$1,350</td>
<td>$1,610</td>
<td>$1,540</td>
<td>$1,295</td>
</tr>
<tr>
<td>3 BR</td>
<td>$1,490</td>
<td>$1,805</td>
<td>$1,790</td>
<td>$1,425</td>
</tr>
</tbody>
</table>

DHCA Rental Housing Survey (2014)
Germantown has 5 percent of jobs, 9 percent of residents in County.

**Share of County Jobs (2013)**
- County: 95% (422,368 Jobs)
- Germantown: 5% (21,032 Jobs)

**Share of Job Growth in County (2010 to 2013)**
- County: 88% (5,920 Jobs)
- Boyds/Germantown: 12% (780 Jobs)

Source: US Census Bureau, 2013 American Community Survey 5-Year.
More than 90 percent of Boyds/Germantown employed residents commute to jobs outside the area.

- Most travel along the I-270 corridor.
Advanced services and manufacturing are key services in the Boyds/Germantown area.

- The Boyds/Germantown area has a comparatively larger manufacturing sector than the County.

**Source:** US Census Bureau, 2013 American Community Survey 5-Year.
Boyds/Germantown Office Conditions

- Approximately 4.45 million square feet of office/research and development space (6% of County) are in Boyds/Germantown.

- Major office employment centers include Department of Energy, Qiagen, Hughes Network Systems.

- The vacancy rate in the County is 15.2% and the cost per square-foot is $28.09.
Boyds/Germantown Retail Conditions

- Approximately 3.31 million square feet of retail (8% of County).

- Major retail nodes include Milestone Center, Shops at Seneca Meadows, Germantown Town Center.

- The vacancy rate in the County is 4% and the cost-per-square-foot is $26.88.

Boyds/Germantown Retail Vacancy and Rent Rates (2006-2015)
Clarksburg/Cabin Branch Office and Retail

- Approximately 38,000 square feet of retail (0.09% of County).

- Approximately 10,000 square feet of office (0.01% of County).

- Commercial development is supporting residential growth (except future Outlets, which contains 450,000 square feet of retail and restaurant uses, and 1.9 million square feet of office).
Master Plans Influencing This Project

1985 Boyds Master Plan

- Continuation of the existing rural community patterns.
- Improved road circulation.
- Development of a local park.
- Defined the historic district.
Master Plans Influencing This Project

1989 Germantown Master Plan

- Provided opportunities for employment land uses.
- Increased the County’s total housing stock.
- Provided a safe and adequate transportation system.
- Encouraged the preservation of historic resources.
Master Plans Influencing This Project

**2009 Germantown Employment Sector Plan**

- Focused activity along Century Boulevard and surrounded it with complementary residential and employment uses.
- Created transit-served, mixed-use neighborhoods.
- Established Germantown as the upcounty cultural center.
Master Plans Influencing This Project

1994 Clarksburg Master Plan

- Protection of natural features, including Ten Mile and Little Seneca Creeks.
- Provided a transit-oriented, multi-use Town Center.
- Reinforced County policy to preserve a critical mass of farmland.
- Clustered development into a series of transit- and pedestrian-oriented neighborhoods.
Master Plans Influencing This Project

2014 Ten Mile Creek Limited Master Plan

- Retained the core of the 1994 Clarksburg Master Plan vision.

- Refined the 1994 Plan recommendations in order to:
  - Complete a well-defined corridor town that provides jobs, homes and commercial activities.
  - Preserve natural resources critical to the County’s well-being.
Major Development

Private

1. Clarksburg Town Center **(Approved)**
   - 852 Single-Family Residential
   - 264 Multi-Family Residential
   - 206,185 square feet of Non-Residential

2. Gateway West **(Completed)**
   - 254,637 square feet of Non-Residential

3. Cabin Branch **(Approved)**
   - 1,139 Single- and Multi-Family Residential
   - 500 Senior Residential
   - 450,000 square feet of Retail
   - 1.9 million square feet of Office

4. Cabin Branch Toll Brothers **(Approved)**
   - 308 Single-Family Residential
   - 128 Multi-Family Residential

5. Tapestry **(Approved)**
   - 67 Single-Family Residential

6. Courts of Clarksburg **(Approved)**
   - 140 Single-Family Residential
Major Development

7. Black Hill, formerly Crystal Rock (Proposed)
   1,189 Multi-Family Residential
   1.4 million square feet of Non-Residential

8. Milestone North (Approved)
   485 Multi-Family Residential
   683,250 square feet of Non-Residential

9. Century Technology, formerly Cloverleaf (Proposed)
   174 Single-Family Residential
   303 Multi-Family Residential
   437,420 square feet of Non-Residential

10. Village West (Under Construction)
    166 Single-Family Residential
    304 Multi-Family Residential
    19,771 square feet of Non-Residential

11. Medical Office Building (Completed)
    80,000 square feet of Non-Residential

12. Holy Cross Hospital Germantown (Completed)
    317,200 square feet of Non-Residential
Major Development

Public Projects

1. Dorsey Mill Road Overpass  
   (in Design Phase)

2. Germantown Town Center Park  
   (Completed)

3. Bioscience Building Germantown  
   Campus Montgomery College  
   (Completed)  
   145,000 square feet of Non-Residential

4. Seneca Valley High School  
   (Anticipated Completion in 2020)
Bus Rapid Transit and Corridor Cities Transitway

- The CCT, in orange, will serve communities on the west side of I-270 as the MD355 BRT, in red, will serve the east side.

- Local bus service will connect the Boyds and Germantown MARC stations to both BRT corridors.

- A Master Plan addition of a third track on the MARC line will enable better connections to downcounty and DC locations via more frequent, all-day and weekend service.
Bicycle Master Plan

The constructed bicycle routes are in pink. The proposed bicycle routes are in orange. Some of the goals of the current Bicycle Master Plan are:

- Create a low-stress bicycling environment that makes cycling comfortable for most people.
- Provide secure long-term bicycle parking at transit stations.
Ride On Routes to Germantown MARC Station

- Route 94: Clarksburg – Germantown MARC Station in blue.
- Route 83: Milestone – Germantown MARC Station in orange.
- Route 97: Germantown Transit loop in pink.
 Proposed Boyds MARC Station Boundary

- Historic District in red.
- Individual historic resources in pink.
- Publicly owned land along Little Seneca Lake.
- Industrial land adjacent to the railroad tracks.
Proposed Germantown MARC Station Boundary

- Blocks immediately north and south of the MARC station.
- Historic District in red.
- Individual Historic Resources in pink.
- Extends up Waters Road.
1879 Hopkins Plan

Proposed Boundary Existing Conditions:
Development Pattern
1951 Aerial Photo

Proposed Boundary Existing Conditions:
Development Pattern
1979 Aerial Photo
Proposed Boundary Existing Conditions: Development Pattern
2015 Aerial Photo

Proposed Boundary Existing Conditions:
Development Pattern
Proposed Boundary Existing Conditions: Historic Preservation

Boyds Historic Resources

- Master Plan Historic District
- Master Plan Individual Site
- Locational Atlas Historic District

Environmental Setting for LA 18/16
Benjamin Gott House

MP 18-10
Winderbourne

MP 18/8
Boys Historic District

MP 18-44
Little Seneca Viaduct

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Germantown Historic Resources

Proposed Boundary Existing Conditions:
Historic Preservation

[Map showing proposed boundary with locations of historic resources]

- Master Plan Historic District
- Master Plan Individual Site
- Locational Atlas Historic District

- MP 19/13-1 Madeline V. Waters House
- MP 19/13-5 Pumphrey-Mateny House
- MP 19/13-6 Upton Bowman House
- MP 19/13 Wallich-Heimer House
- MP 19/13 Germantown Historic District
Boyds Imperviousness

- Parking lots comprise 9.8% of the unshaded imperviousness within the boundary area.
Boyds Forest Canopy

Proposed Boundary Existing Conditions: Environmental
Boyds Tree Canopy Analysis

Notes:
1. Forest comprises 39.2% (or 94.1 acres) of the tree canopy.
Boyds Watersheds

The Boyds MARC Station area is within the Little Seneca Creek Watershed and three subwatersheds, which are:

- Ten Mile Creek
- White Ground Mainstem
- Black Hill Mainstem
Germantown Imperviousness

- Parking lots comprise 31.3% of the unshaded imperviousness within the boundary area.
Germantown Forest Canopy

Proposed Boundary Existing Conditions: Environmental
Germantown Tree Canopy Analysis

Notes:
1. Forest comprises 10.1% (or 22.2 acres) of the land cover within the boundary.
Germantown Watersheds

The Germantown MARC Station area is within the Little Seneca Creek Watershed and two subwatersheds, which are:

- Gunners Branch
- Germantown Estates Tributary
Boyd's
Existing Parks
(within Proposed Boundary)

Includes parts of the Black Hill Regional Park.

1. Historic Boyds Maughlin House
2. Empty lot within the Historic District
3. Best Natural Area
4. Boyds Local Park (undeveloped)
Boyds Local Park

- 46 acres (not all buildable).
- Partially wooded.
- Contains Hoyles Mill Trail.
- Currently under agricultural lease.
- Adjacent to historic district.
- Soil may be very rocky and expensive to develop.
- Purchased for $5 million in 2002.
- Current Master Plan language may be outdated.
Germantown Existing Parks (outside Proposed Boundary)
Boyds Zoning

Proposed Boundary Existing Conditions:
Zoning

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Germantown Zoning

Proposed Boundary Existing Conditions:

Zoning

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Mapping Exercise

We want to find out from the community the following things:

1. What makes the Boyds and/or Germantown areas special?
2. What would you like to change?
3. How can the MARC rail station areas be a catalyst for that change?
4. How do you envision the future of your communities?

Each question was posed at the meeting. The community had an opportunity to provide written comments on flip charts and visual comments on maps regarding a question. The maps and comments from are included in the briefing book. This information can also be found at the project website which is:

www.montgomeryplanning.org/community/marc_rail_station/
Commuter Rail Station Area Examples

Hartsdale, NY
(images from Google Earth)

Croton Falls, NY
(images from Google Earth)

Riverdale Park, MD
(images from Google Earth)
Commuter Rail Station Area Examples

Lansdale, PA

Swarthmore, PA

Chalfont, PA
Question 1

What makes the Boyds and/or Germantown areas special?

MARC-Boyds Planning Area

STATION 1

What makes the Boyds and/or Germantown areas special?

- Walking, hiking trails are fantastic! However traffic is much too fast.
- The link to the historic past.
- Green spaces.
- Potential for live/work mixed use.
- Jobs Reserve.
- Great neighborhoods.

Proposed Boyds Planning Boundary
MARC Station
Rail Lines
1/4 Mile Walk Radius
1/2 Mile Walk Radius

Boys Local Park (by hiking trail)
- Boyds is special as a rural residential community and the original historic TBD!!!
- No Traffic lights
- Rural - Low population! Conservation friendly

History
Historic communities with orig. historic features.

Keep our town rural and preserve our historic nature.
Boyds in a busy traffic area needs more.
Free parking for all areas coming by 2023.

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November 2015 Briefing Book
Question 1

What makes the Boyds and/or Germantown areas special?
Question 2

What would you like to change?

- More access to trains and parking in Boyds (lot of people currently drive downtown to Germantown to access parking available)
- Utilization of Courthouse service as an option for relief of parking (overcrowded lots)
- Access for Boyds residents who are outside walking distance
- Speeding on Bridge over Lake
- Questionable speed limit set at 30 mph seems too low for the Bridge over Lake
- Sidewalks in Boyds
- Comfortable with 30 mph limit on Bridge
- Move train station to Industrial Zone
Question 2

What would you like to change?

- Include Taylor School in Study Area
- Sidewalks (see map)
- Improved bicycle safety other than sharing existing lanes
- In-G-town-bike lanes from Great Seneca Hwy to MARC station
- Bicycle access along train tracks to GSH
- Consider Germantown/Brooks/Burrville Stations and ridership together - on changes to one affect the others.
- More Trains, Fares to be the same as Germantown

MARC-Germantown Planning Area

- Proposed Germantown Planning Boundary
- Parkland
- MARC Station
- Rail Lines
  - 1/4 Mile Walk Radius
  - 1/2 Mile Walk Radius
  - Proposed CCT Route (Corrida Cities Transitway)
  - Proposed CCT Station

- Circulate from Town Center
- Increase Bus Routes to MARC
Question 3

How can the MARC rail station areas be a catalyst for that change?

MARC-Boyds Planning Area

Next Steps: Mapping Exercise Results

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November 2015 Briefing Book
Question 3

How can the MARC rail station areas be a catalyst for that change?
Question 4

How do you envision the future of your communities?

MARC-Boyds Planning Area

Next Steps: Mapping Exercise Results
Question 4

How do you envision the future of your communities?
Project Schedule

- Scope of Work Presentation to Planning Board
  - Winter 2016
- Community Design Workshop
  - Spring 2016
- Presentation of Preliminary Recommendations to Community
  - late April/early May 2016
- Presentation of Refined Recommendations to Community
  - May 2016
- Presentation of Working Draft to Planning Board
  - Summer 2016
What is a Design Workshop?

- Several days event in the community.

- Involves a multitude of stakeholders working to develop a common vision for the future of their community.

- Allows everyone who participates to be an author of the plan.

- Work one-on-one with County Planning staff who will capture the ideas, visions and goals of the MARC Rail Station Communities Plan.

- Will be held in Spring 2016.
Team Members

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http://www.montgomeryplanning.org/marcrailplan