



MARC Rail Communities Plan Boyd's & Germantown



Briefing Book November 2015



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.



Briefing Book Contents

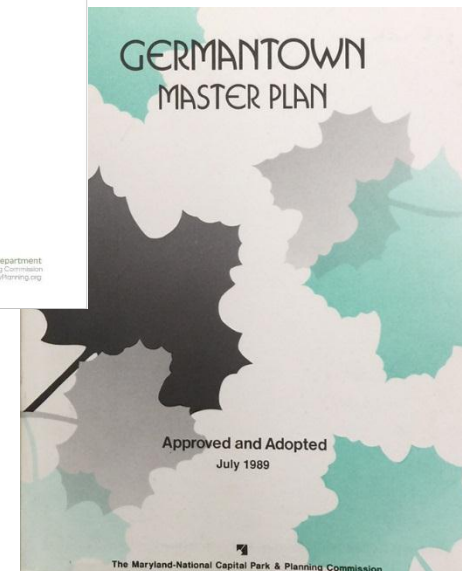
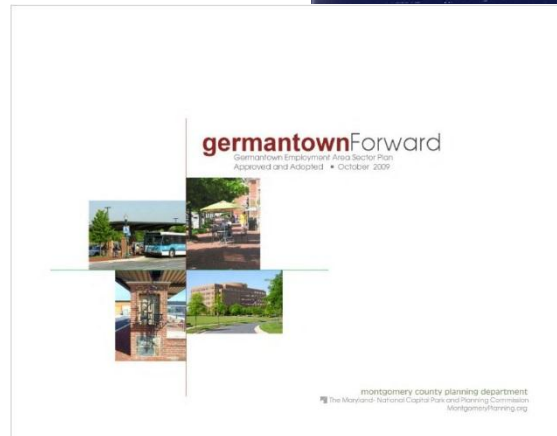
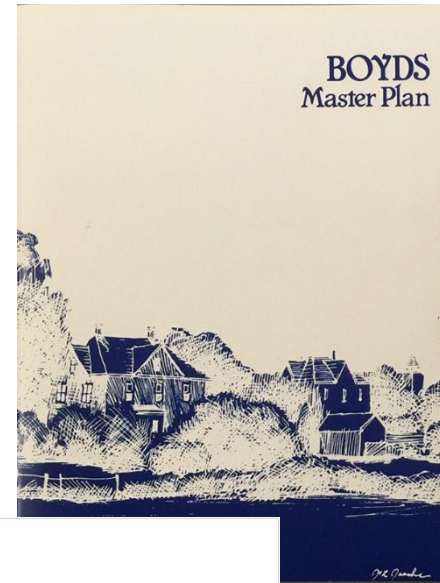
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Purpose of a Master Plan

- ▶ 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



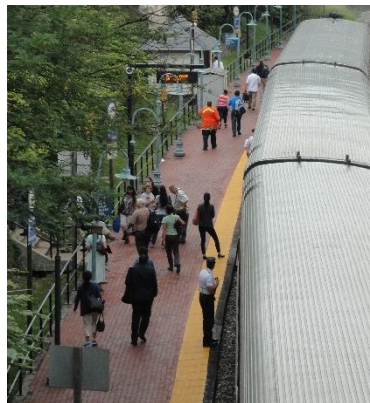
but for **people**



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?



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MARC Rail Communities Plan Boyds & Germantown

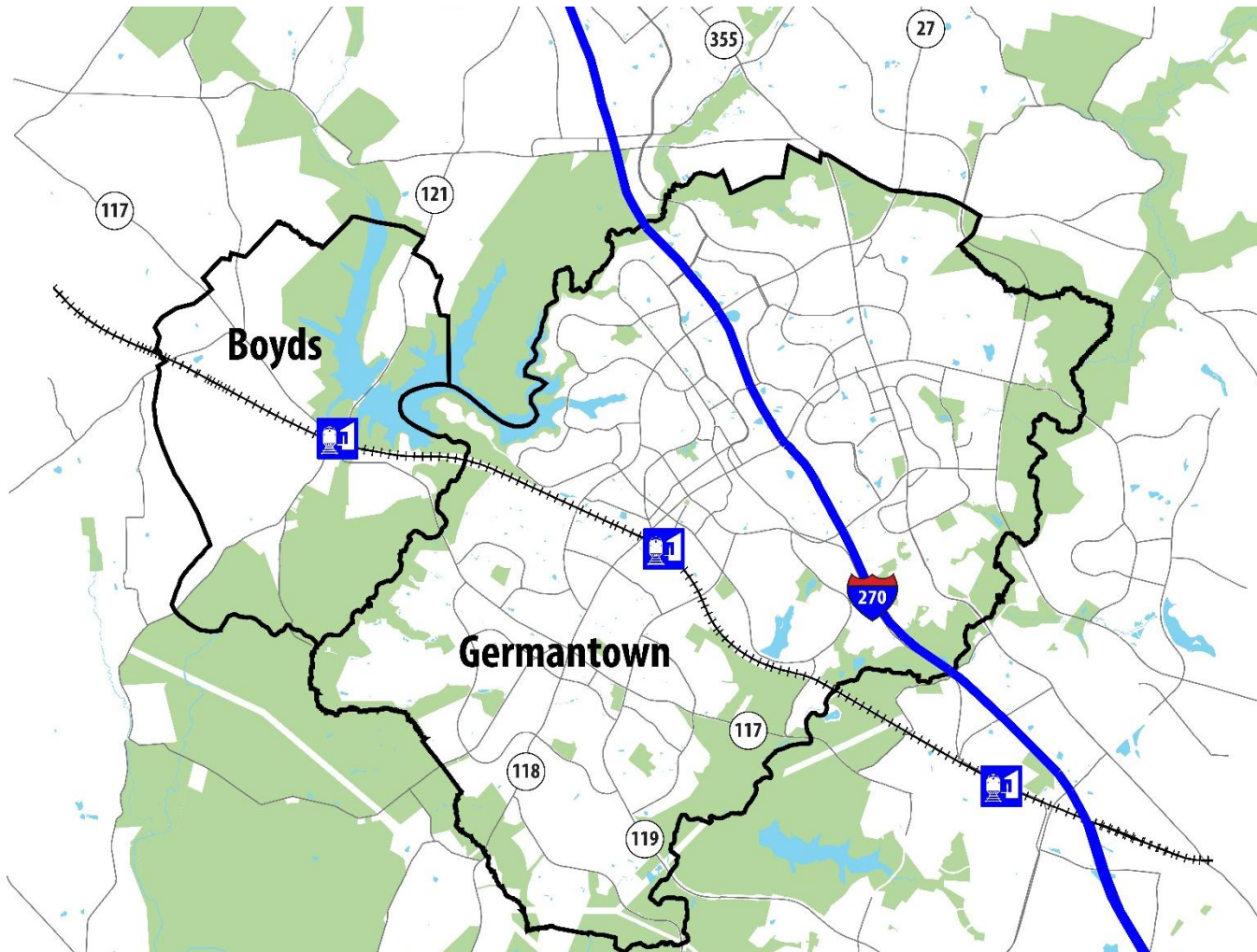


Things to consider during this process...

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2. What would you like to change?
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The following demographic information is based on this geography:



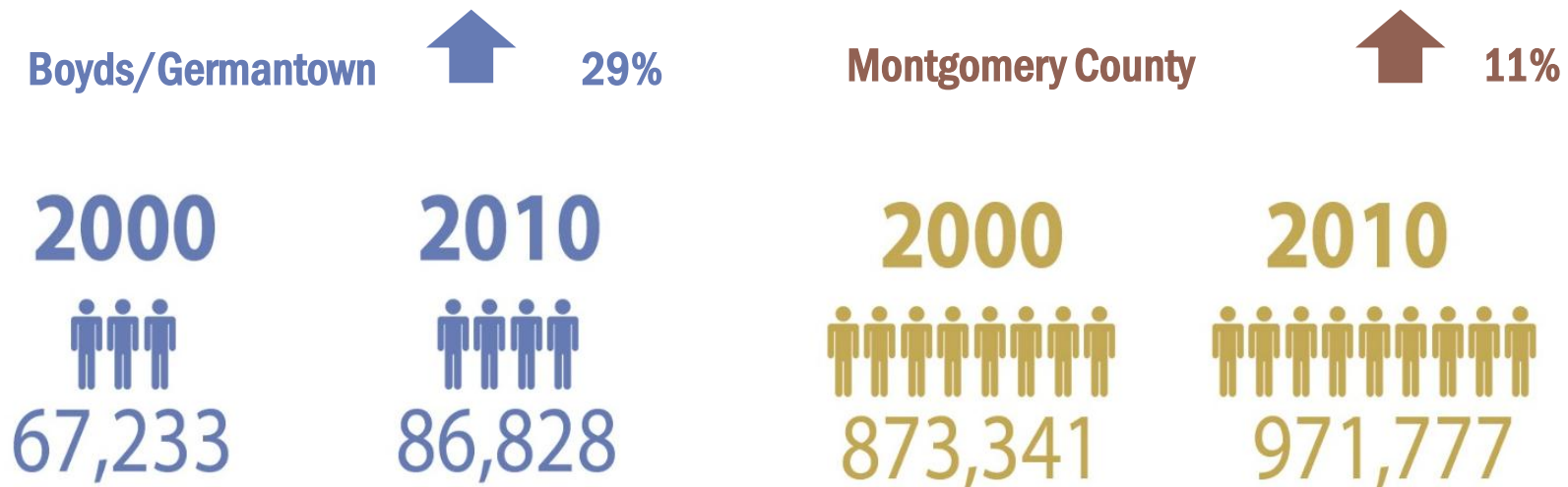
MARC Rail Communities Plan

Boyd's & Germantown



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.



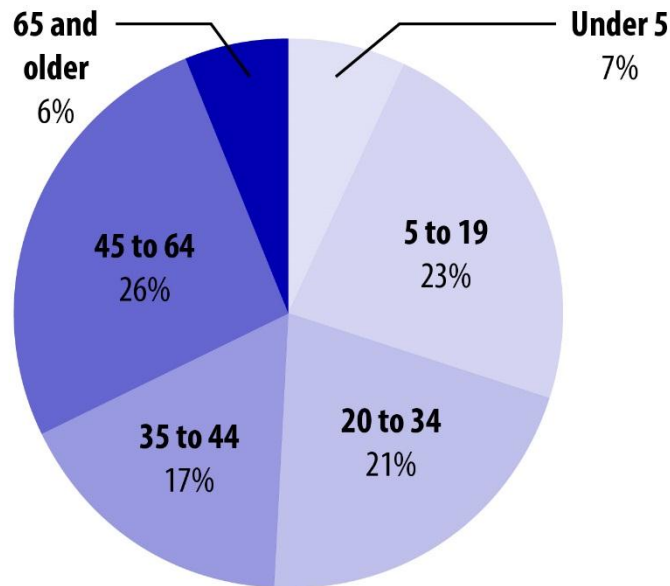
Source: US Census Bureau, 2000 and 2010 Decennial Census.



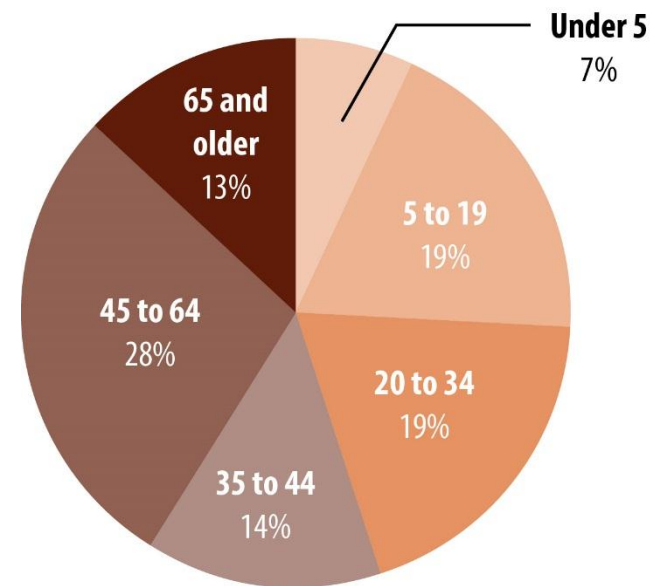
The Boyds/Germantown population is younger than the overall County population.

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

Boyds/Germantown



Montgomery County



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

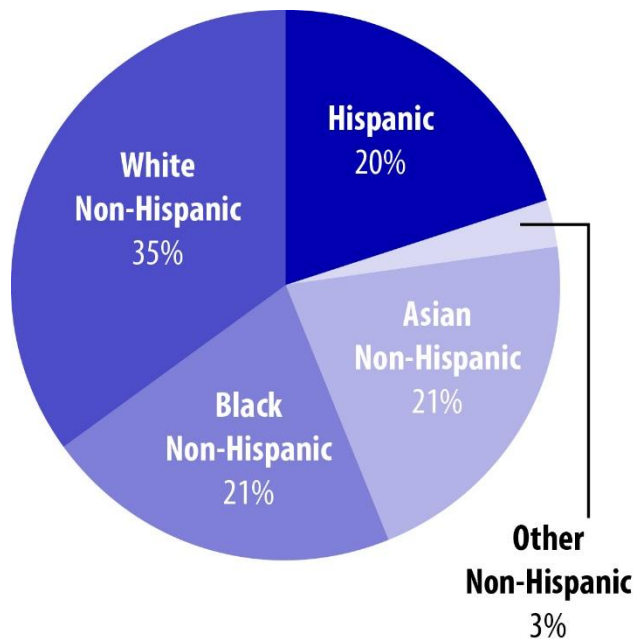




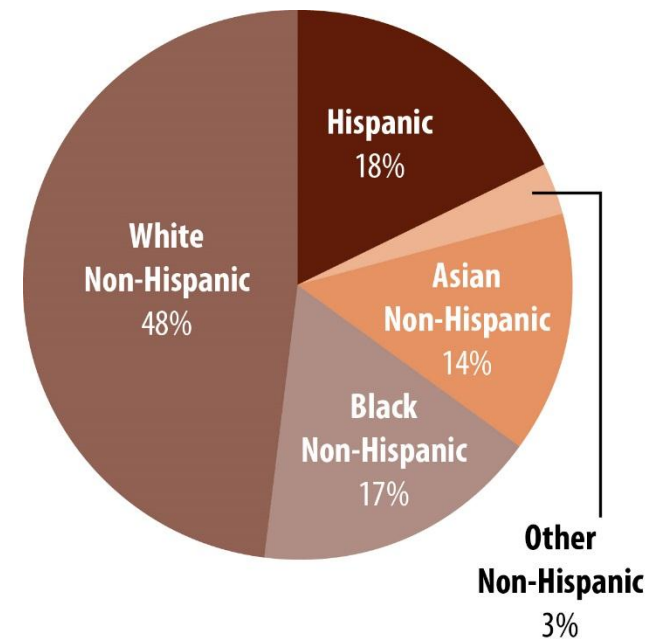
Boyd/Germantown is more diverse than the County.

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

Boyd/Germantown



Montgomery County



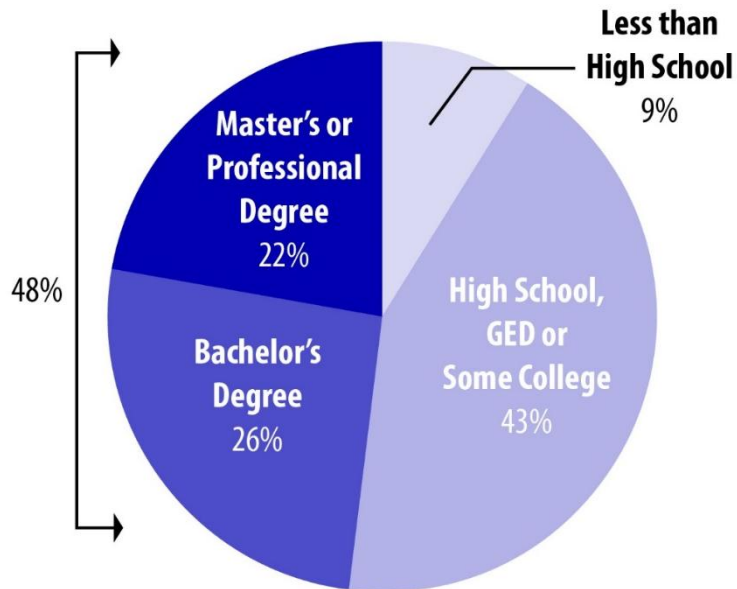
Source: US Census Bureau, 2013 American Community Survey 5-Year.



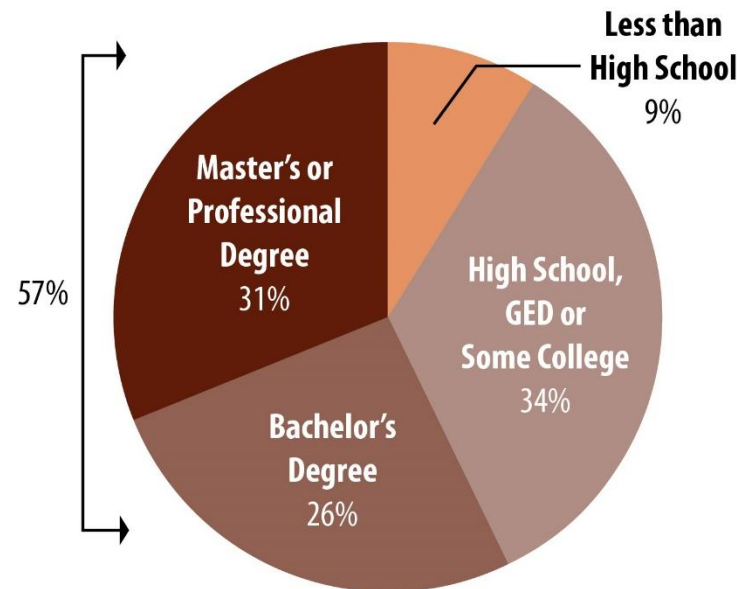
Boyd's/Germantown residents have various levels of educational attainment.



Boyd's/Germantown



Montgomery County



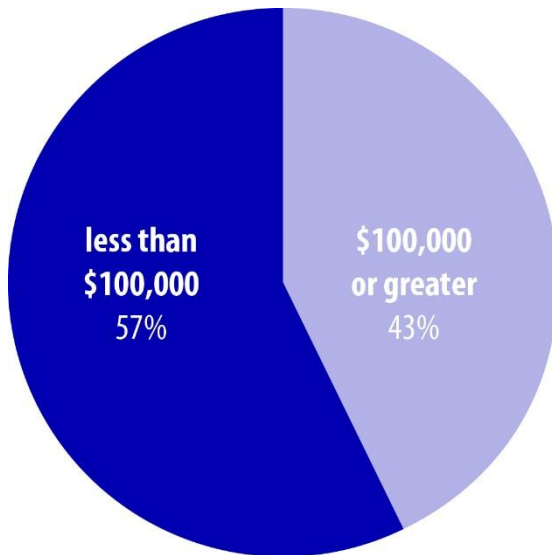
Source: US Census Bureau, 2013 American Community Survey 5-Year.



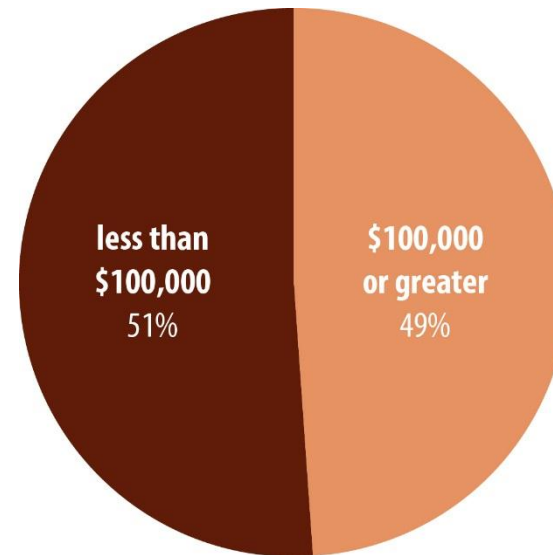
Boyd/Germantown household incomes are trending higher, but not as much as in the County.

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

Boyd/Germantown



Montgomery County



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





Owned Residential Dwellings

Number of Dwelling Units ¹

	Montgomery County		Boyd's/ Germantown		Ten Mile Creek/Cabin Branch	
	No. of Units	% of County	No. of Units	% of County	No. of Units	% of County
Attached	54,546	19%	11,064	4%	67	0.02%
Detached	182,035	62%	8,058	3%	319	0.11%
Multi-Family*	56,694	19%	6,248	2%	128	0.04%
Total	293,275	100%	25,370	9%	514	0.18%

* Includes non-rental units

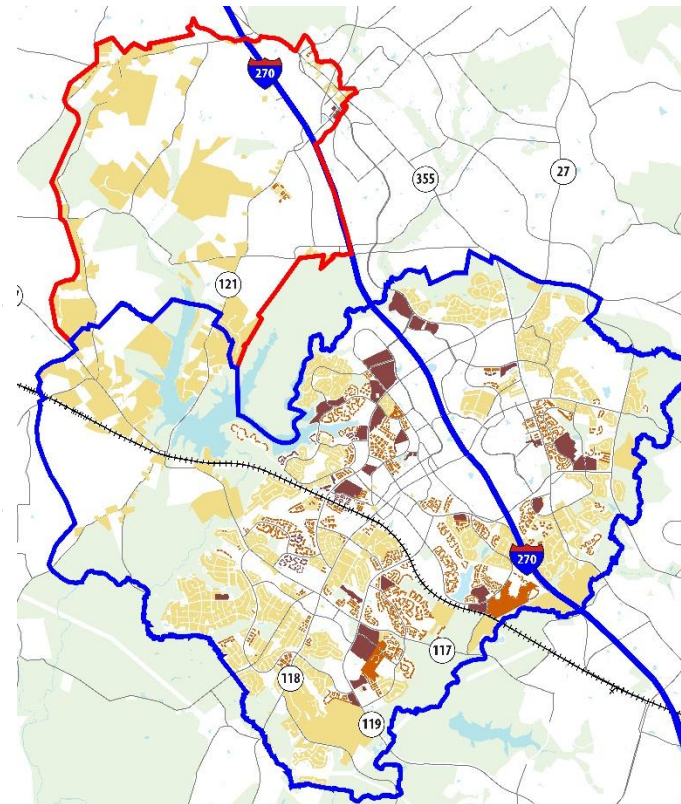
Median Tax Assessment Value (2013-2014)¹

	Montgomery County	Boyd's/ Germantown	Ten Mile Creek/Cabin Branch
Improvement	\$177,900	\$152,100	\$170,250
Land	\$219,100	\$120,000	\$159,050
Combined	\$397,000	\$272,100	\$329,300

Average square foot per unit: 1,800 sf

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

¹ SDAT parcel file (2015)



- Boyd's/Germantown
- Ten Mile Creek/Cabin Branch
- Single-Family Detached
- Single-Family Attached
- Multi-Family





Rental Residential Dwellings

Number of Dwelling Units ¹

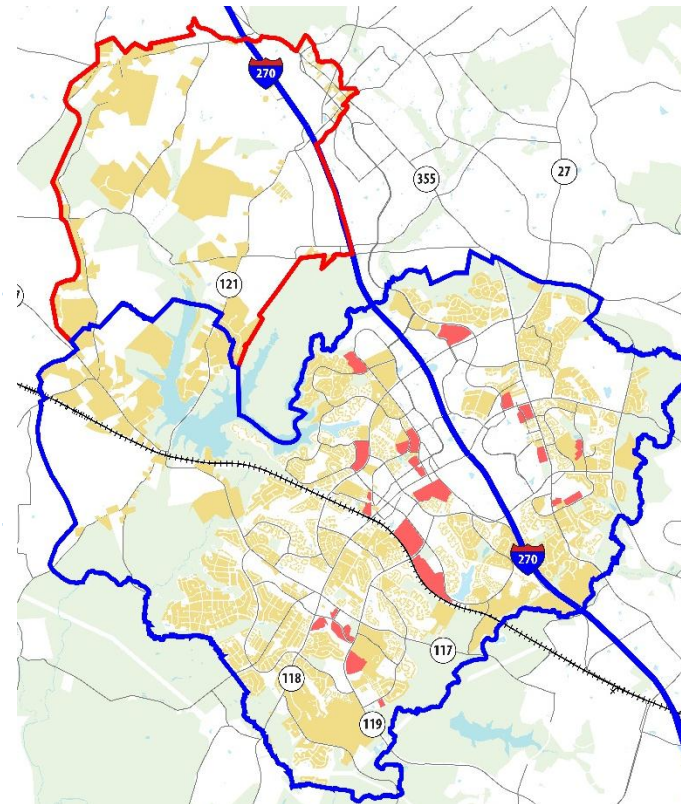
	Montgomery County		Boys/Germantown	
	No. of Units	Percent	No. of Units	Percent
1 BR	33,905	41%	2,160	35%
2BR	37,412	45%	3,728	61%
3BR	6,584	8%	248	4%
Other*	4,525	5%	23	0.4%
Total	82,426	100%	6,159	100%

*Other includes efficiency, 4 BR and 5 BR units

Average Rent Range ¹

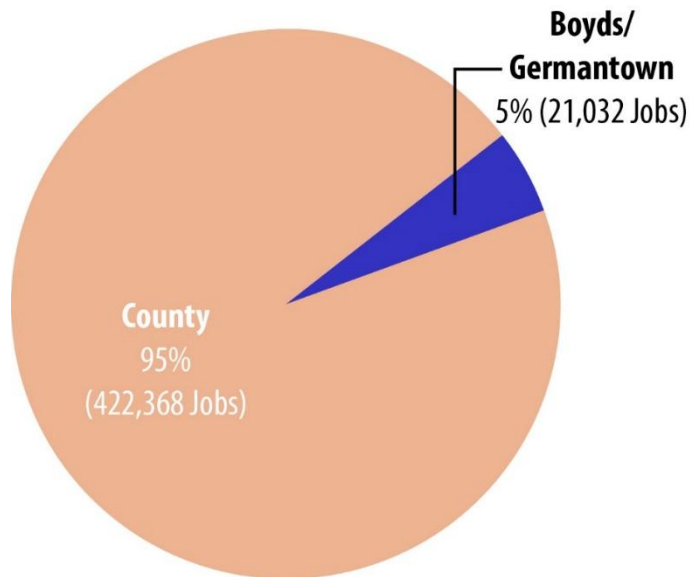
	Montgomery County			Boys/Germantown		
	Low	High	Average	Low	High	Average
1 BR	\$1,115	\$1,445	\$1,335	\$1,015	\$1,220	\$1,135
2 BR	\$1,350	\$1,610	\$1,540	\$1,295	\$1,565	\$1,390
3 BR	\$1,490	\$1,805	\$1,790	\$1,425	\$1,760	\$1,620

DHCA Rental Housing Survey (2014)

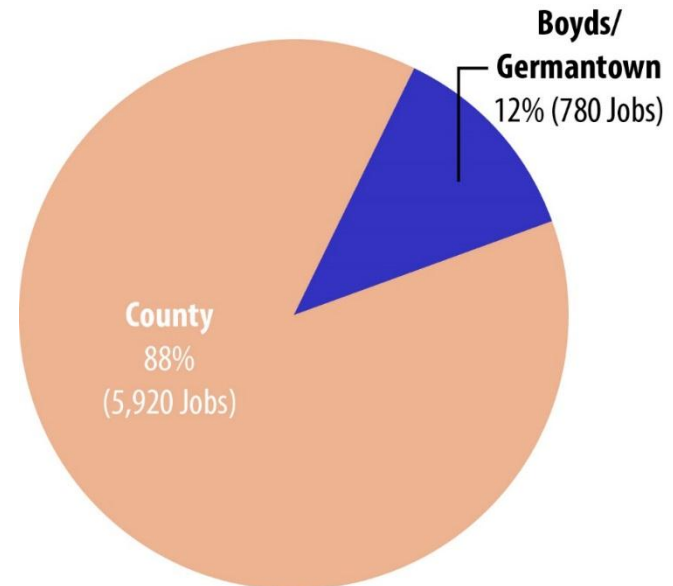


Germantown has 5 percent of jobs, 9 percent of residents in County.

**Share of County Jobs
(2013)**



**Share of Job Growth in
County (2010 to 2013)**

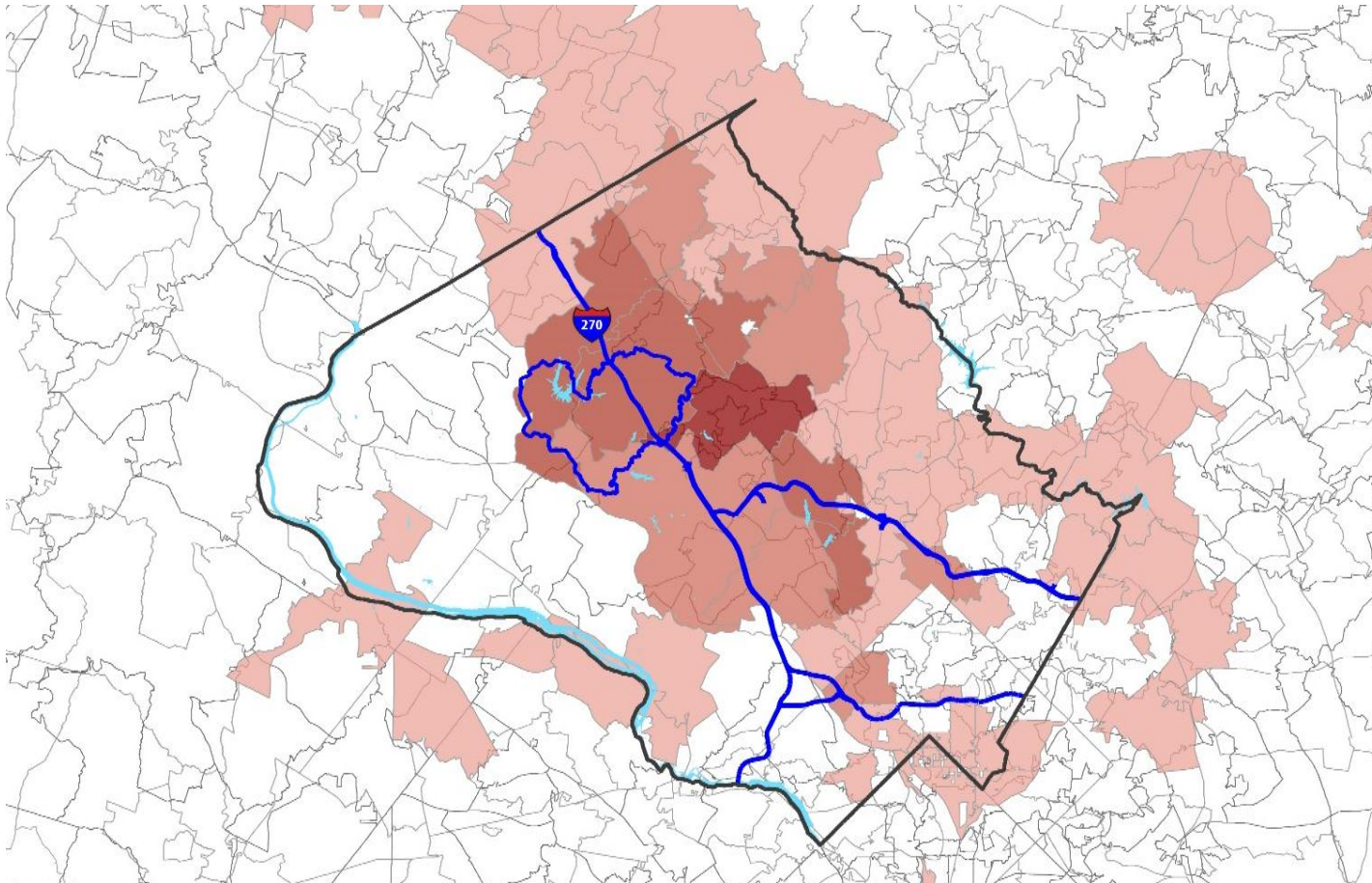


Source: US Census Bureau, 2013 American Community Survey 5-Year.



More than 90 percent of Boyds/Germantown employed residents commute to jobs outside the area.

- Most travel along the I-270 corridor.

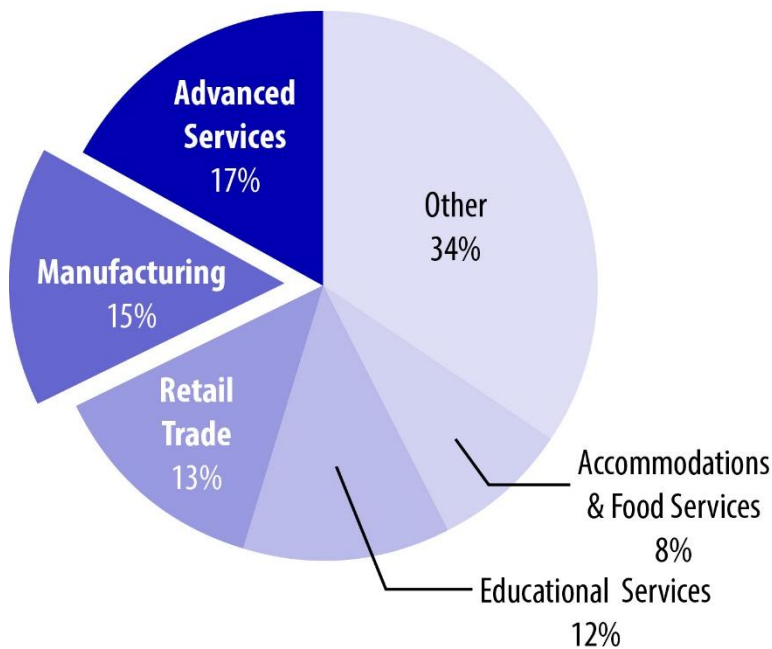




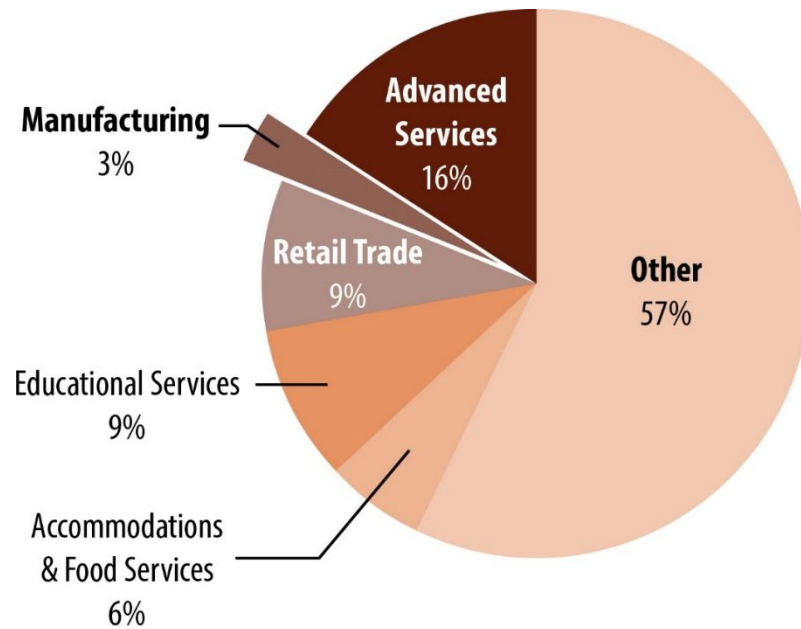
Advanced services and manufacturing are key services in the Boyds/Germantown area.

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

Boys/Germantown



Montgomery County



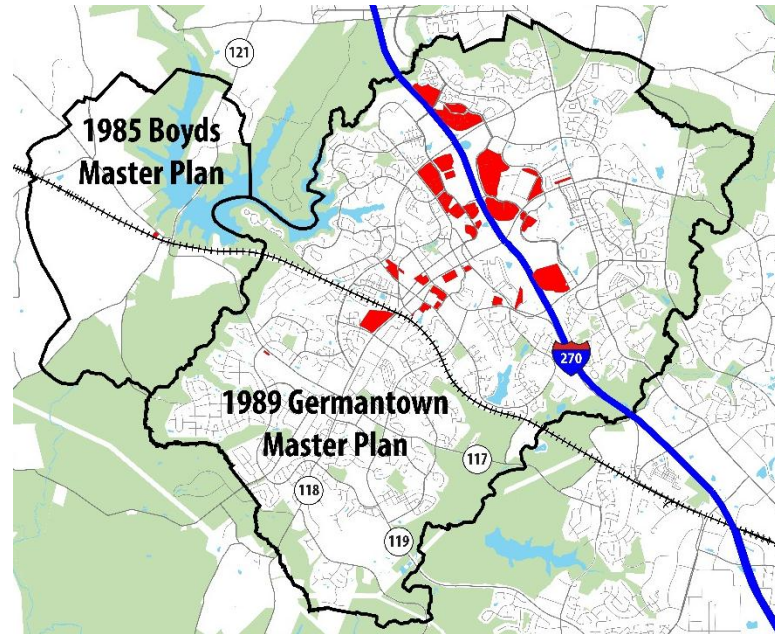
Source: US Census Bureau, 2013 American Community Survey 5-Year.



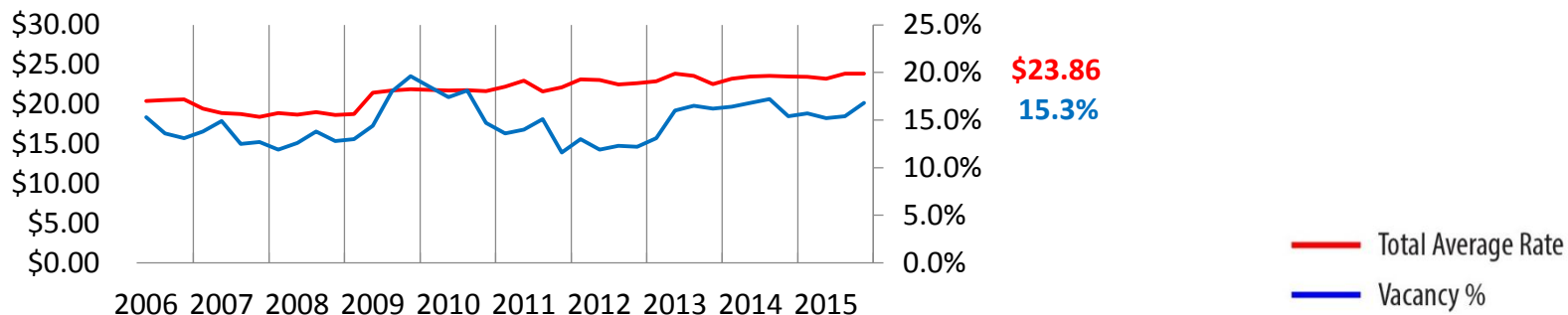


Boyd/Germantown Office Conditions

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



Boyd/Germantown Office Vacancy and Rent Rates



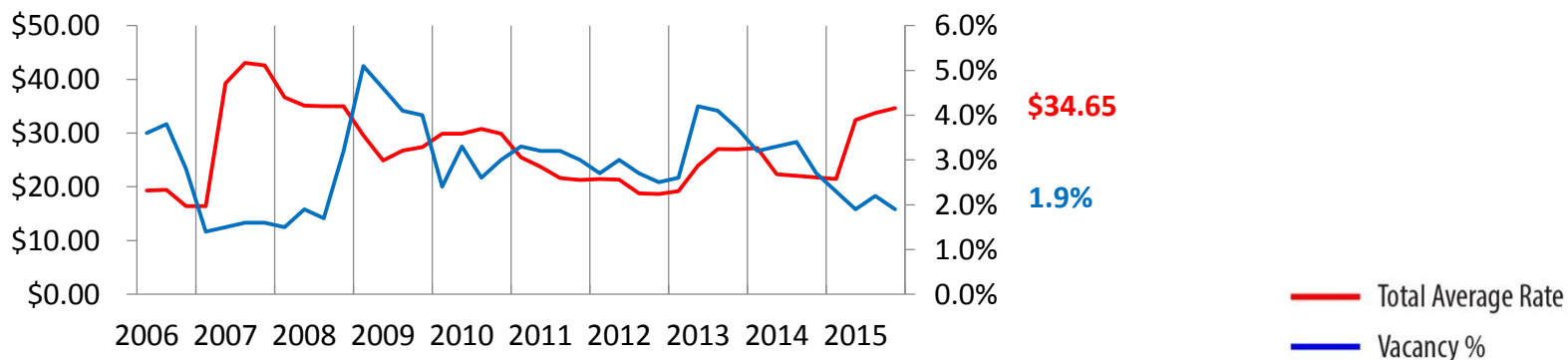


Boyd/Germantown Retail Conditions

- ▶ 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.



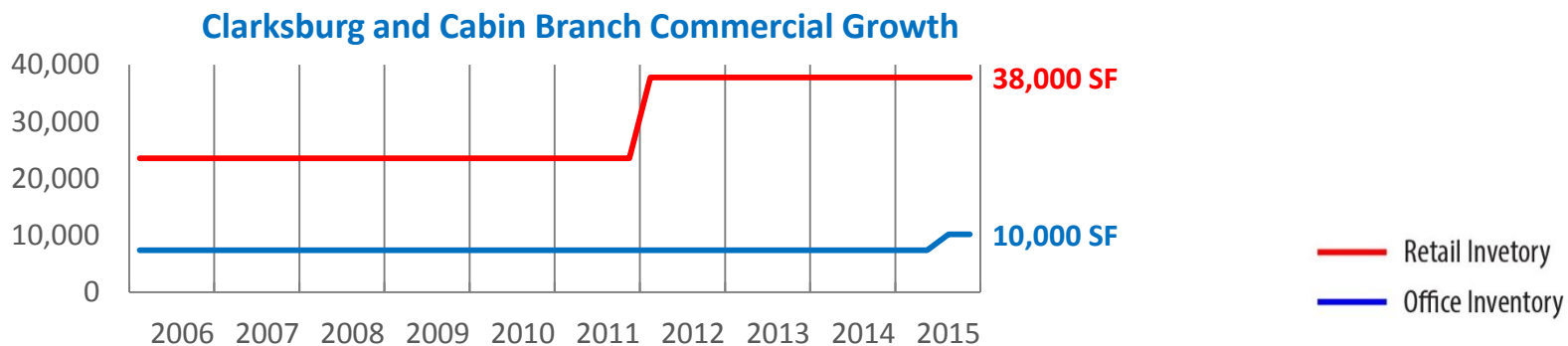
Boyd/Germantown Retail Vacancy and Rent Rates (2006-2015)





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).

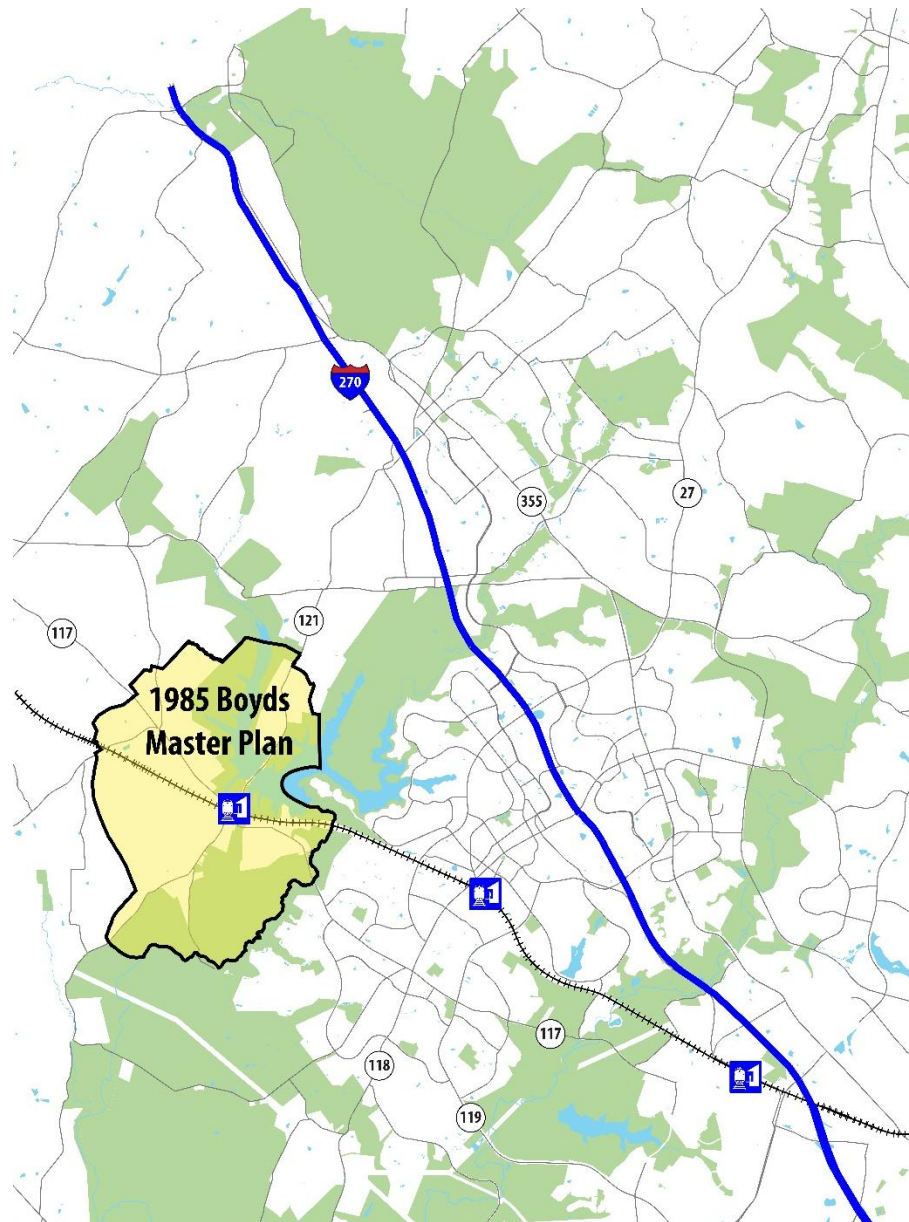


Master Plans Influencing This Project

1985 Boyds Master Plan

- ▶ Continuation of the existing rural community patterns.
- ▶ Improved road circulation.
- ▶ Development of a local park.
- ▶ Defined the historic district.

Regional Existing Conditions: Planning Context



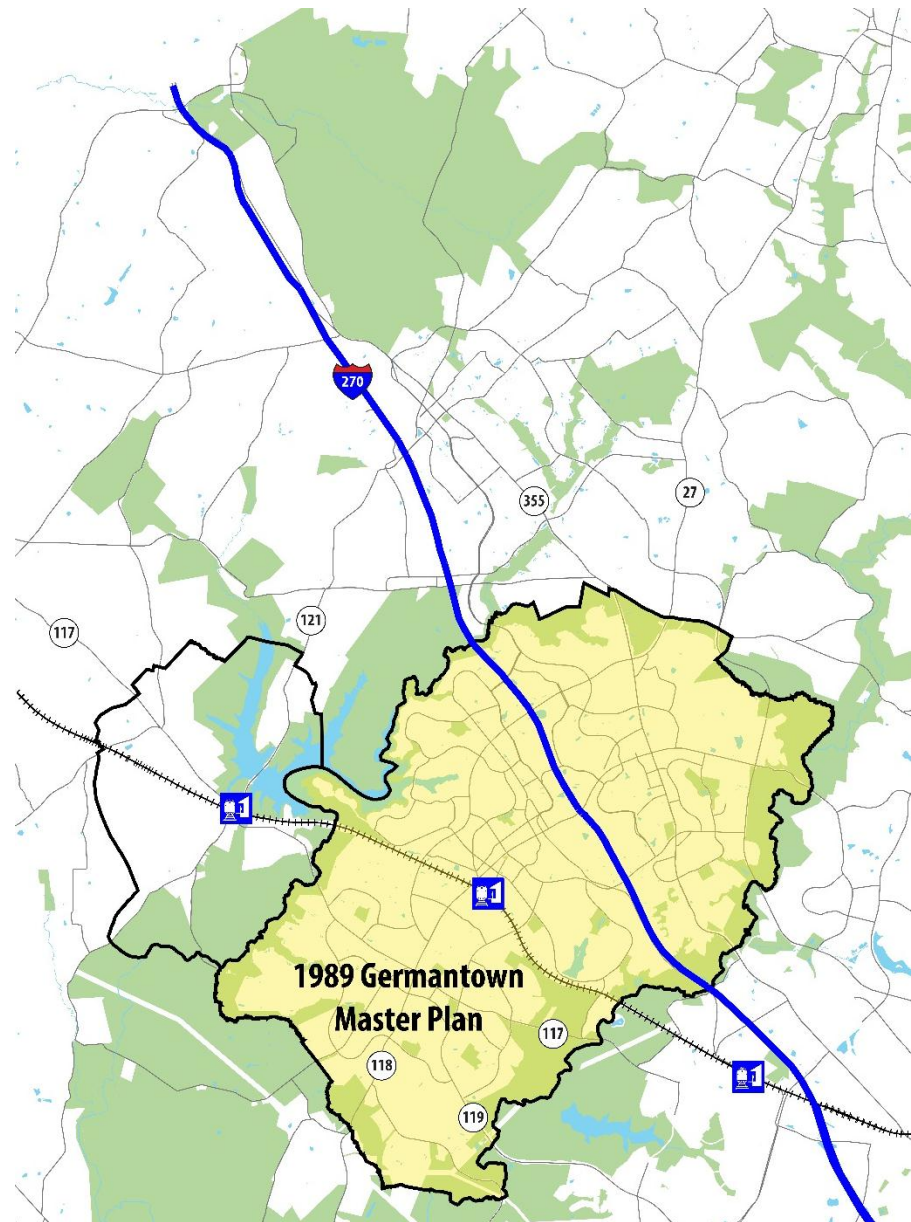
MARC Rail Communities Plan
Boyd & Germantown



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.

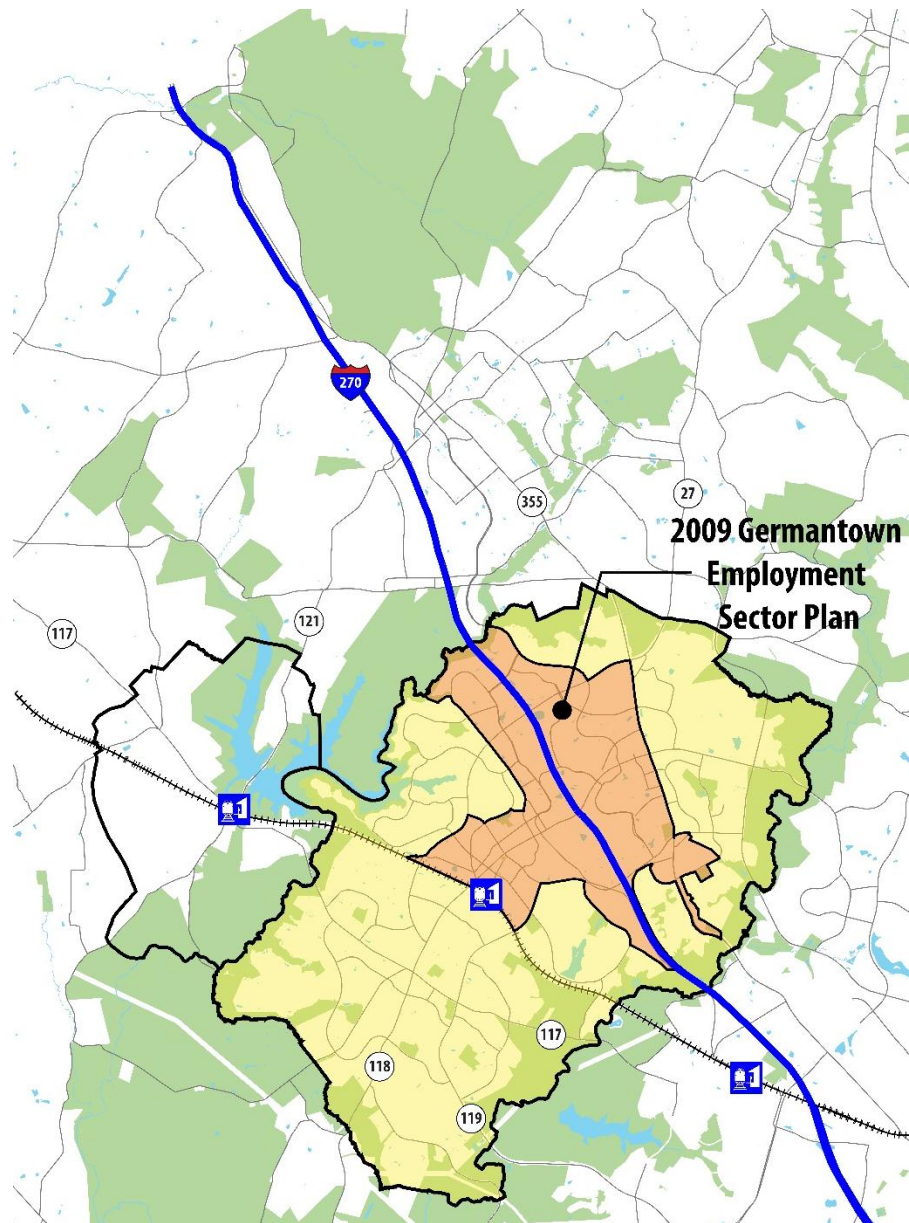


Master Plans Influencing This Project

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.

Regional Existing Conditions: Planning Context



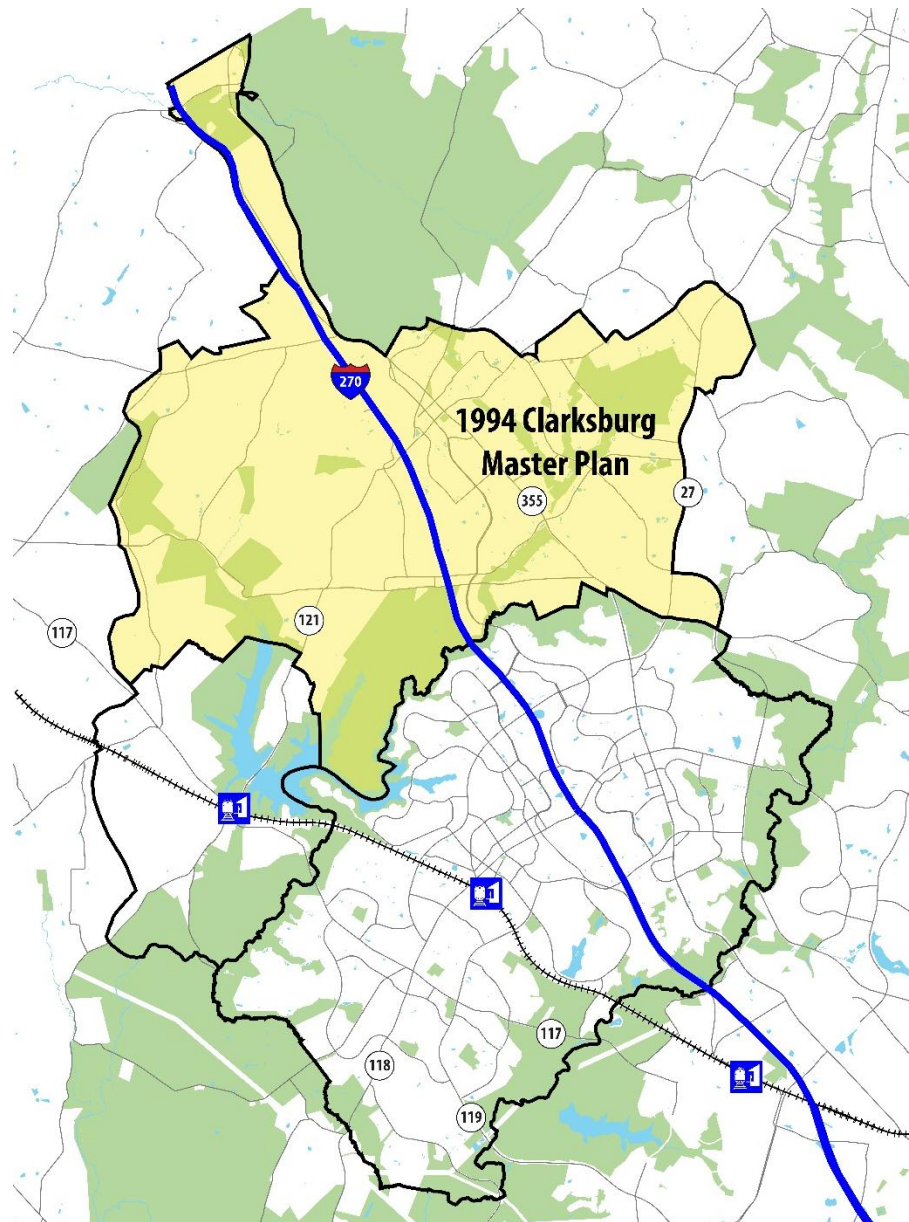
MARC Rail Communities Plan Boyd & Germantown



Master Plans Influencing This Project

1994 Clarksburg Master Plan

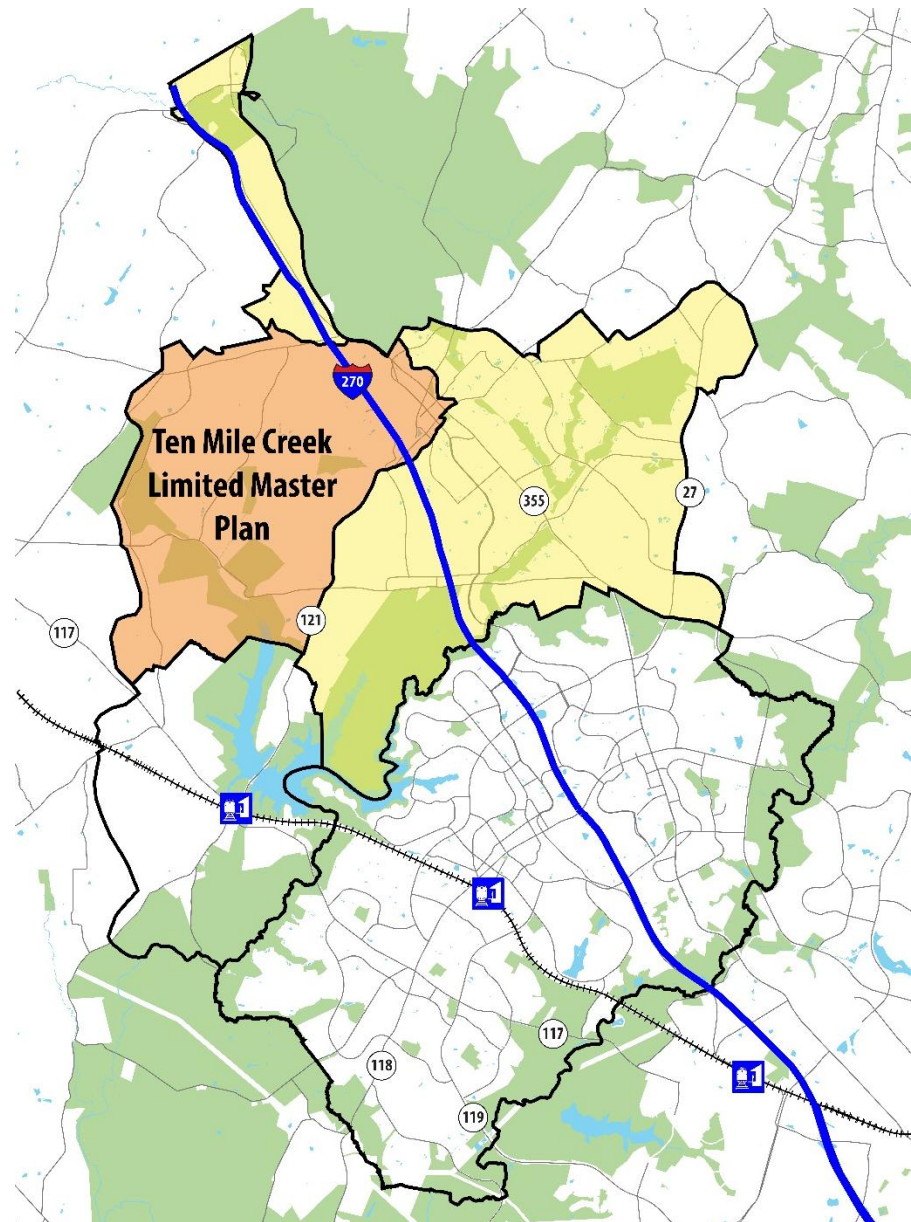
- ▶ Protection of natural features, including Ten Mile and Little Seneca Creeks.
- ▶ Provided a transit-oriented, multi-use Town Center.
- ▶ Reinforced County policy to preserve a critical mass of farmland.
- ▶ Clustered development into a series of transit- and pedestrian-oriented neighborhoods.



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.

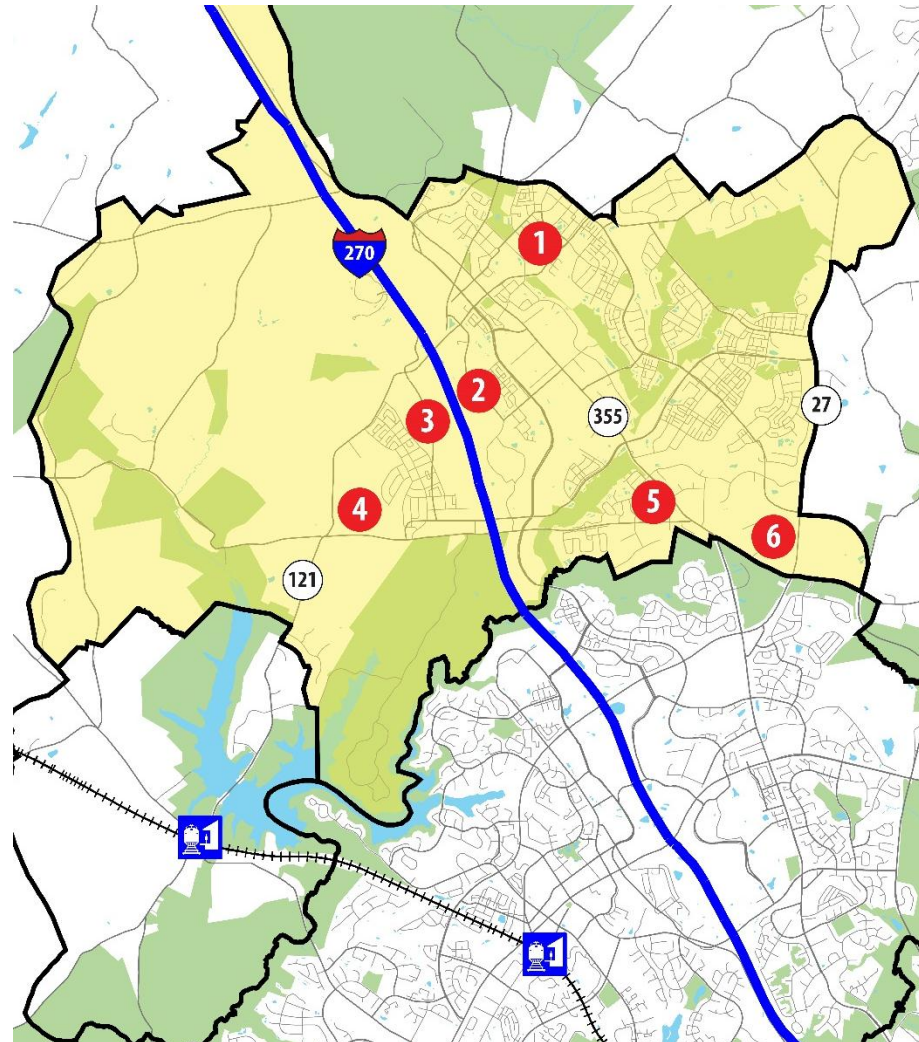




Major Development

Private

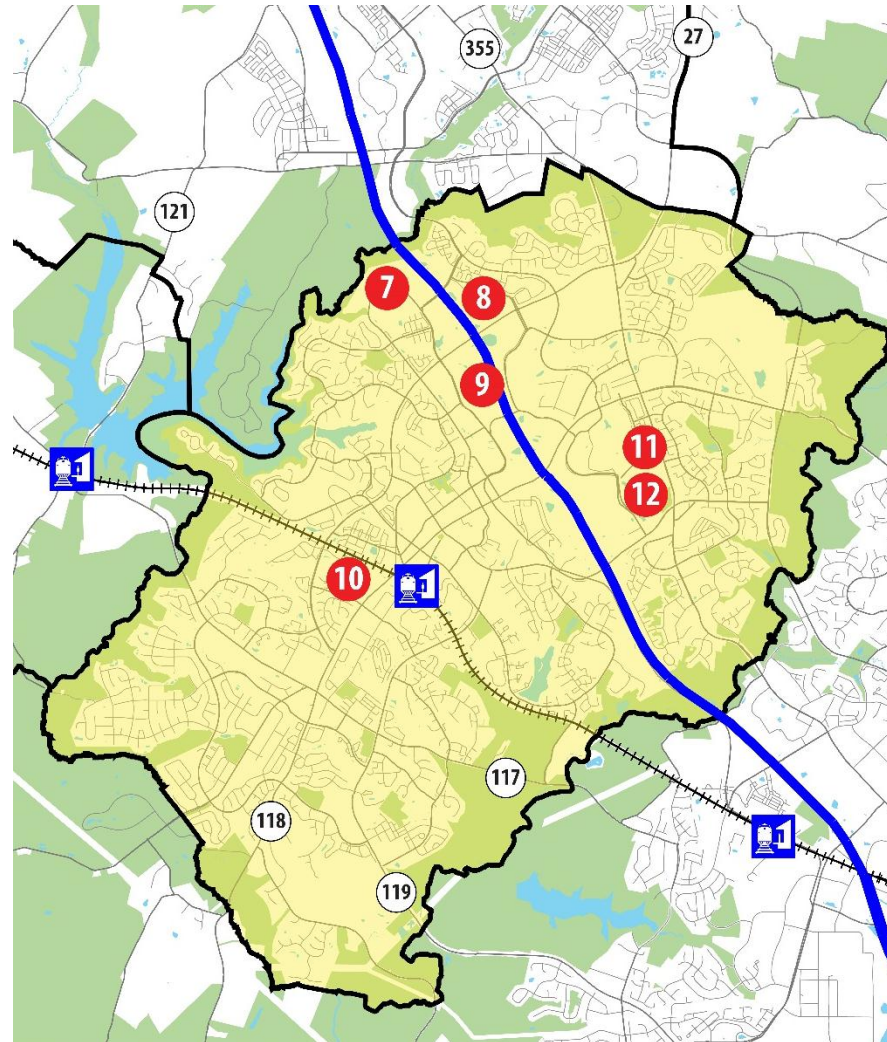
1. **Clarksburg Town Center (Approved)**
852 Single-Family Residential
264 Multi-Family Residential
206,185 square feet of Non-Residential
2. **Gateway West (Completed)**
254,637 square feet of Non-Residential
3. **Cabin Branch (Approved)**
1,139 Single- and Multi-Family Residential
500 Senior Residential
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

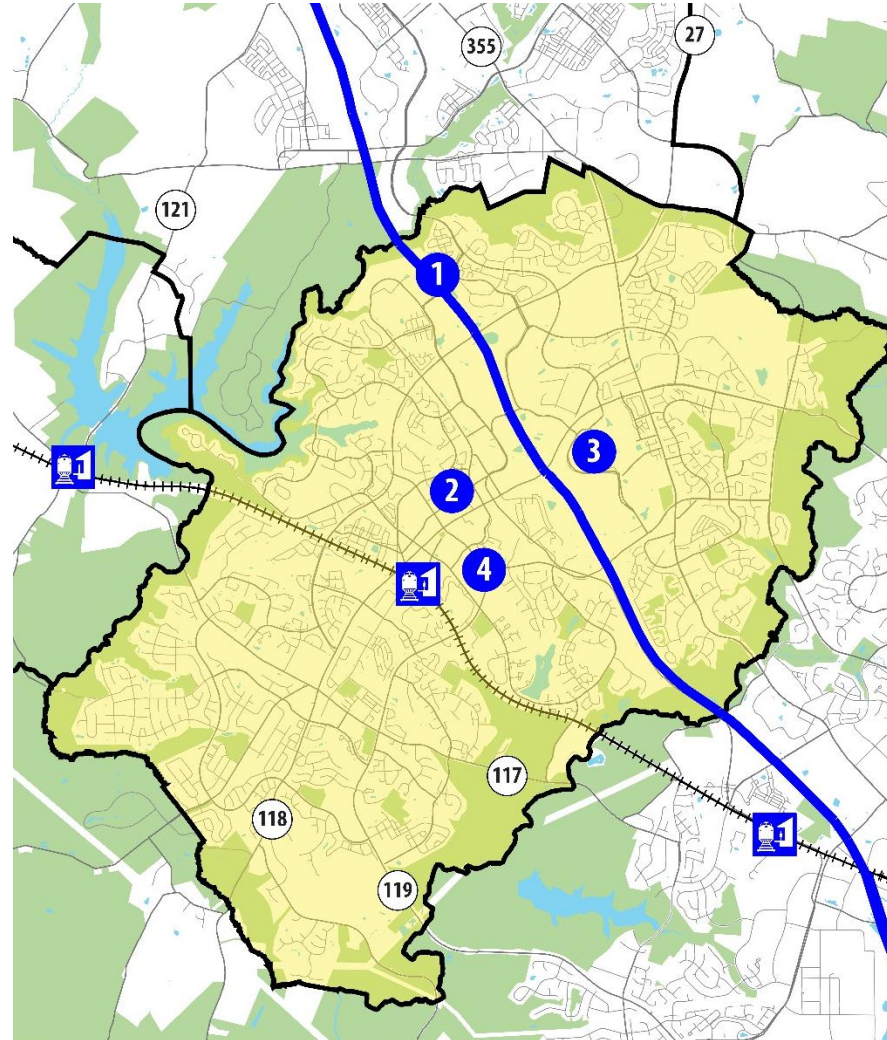
7. Black Hill, formerly Crystal Rock **(Proposed)**
1,189 Multi-Family Residential
1.4 million square feet of Non-Residential
8. Milestone North **(Approved)**
485 Multi-Family Residential
683,250 square feet of Non-Residential
9. Century Technology, formerly Cloverleaf **(Proposed)**
174 Single-Family 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

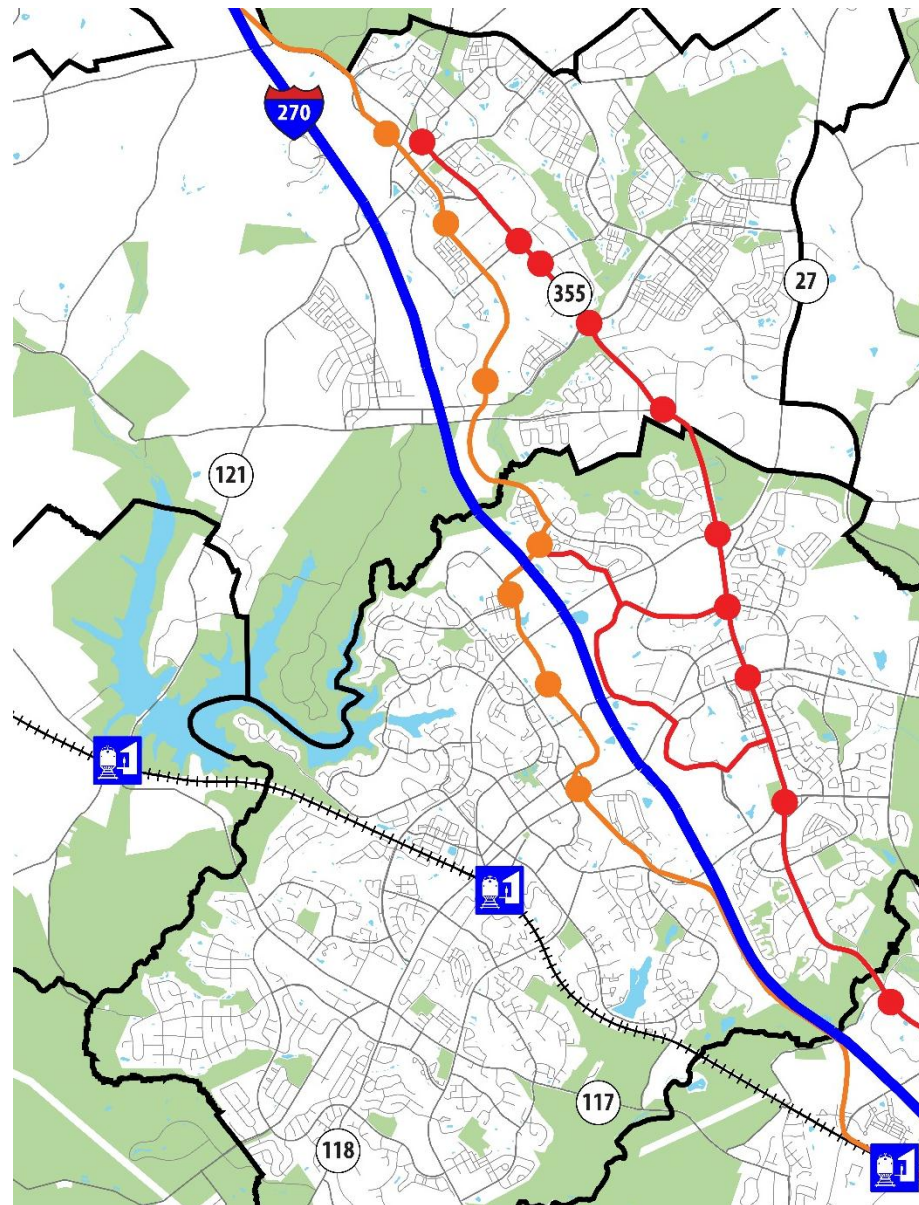
Public Projects

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

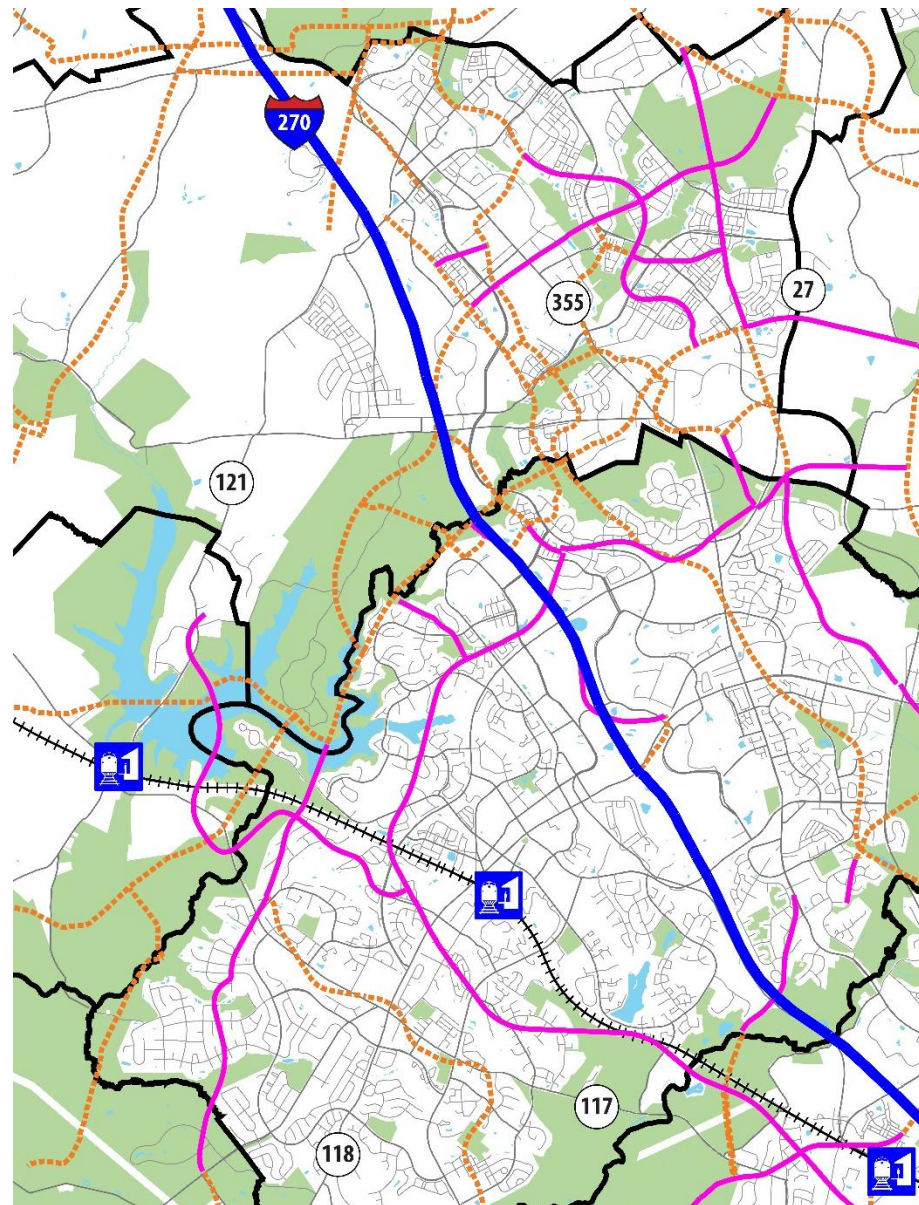
- ▶ The CCT, **in orange**, will serve communities on the west side of I-270 as the MD355 BRT, **in red**, will serve the east side.
- ▶ Local bus service will connect the Boyds and Germantown MARC stations to both BRT corridors.
- ▶ A Master Plan addition of a third track on the MARC line will enable better connections to downcounty and DC locations via more frequent, all-day and weekend service.



Bicycle Master Plan

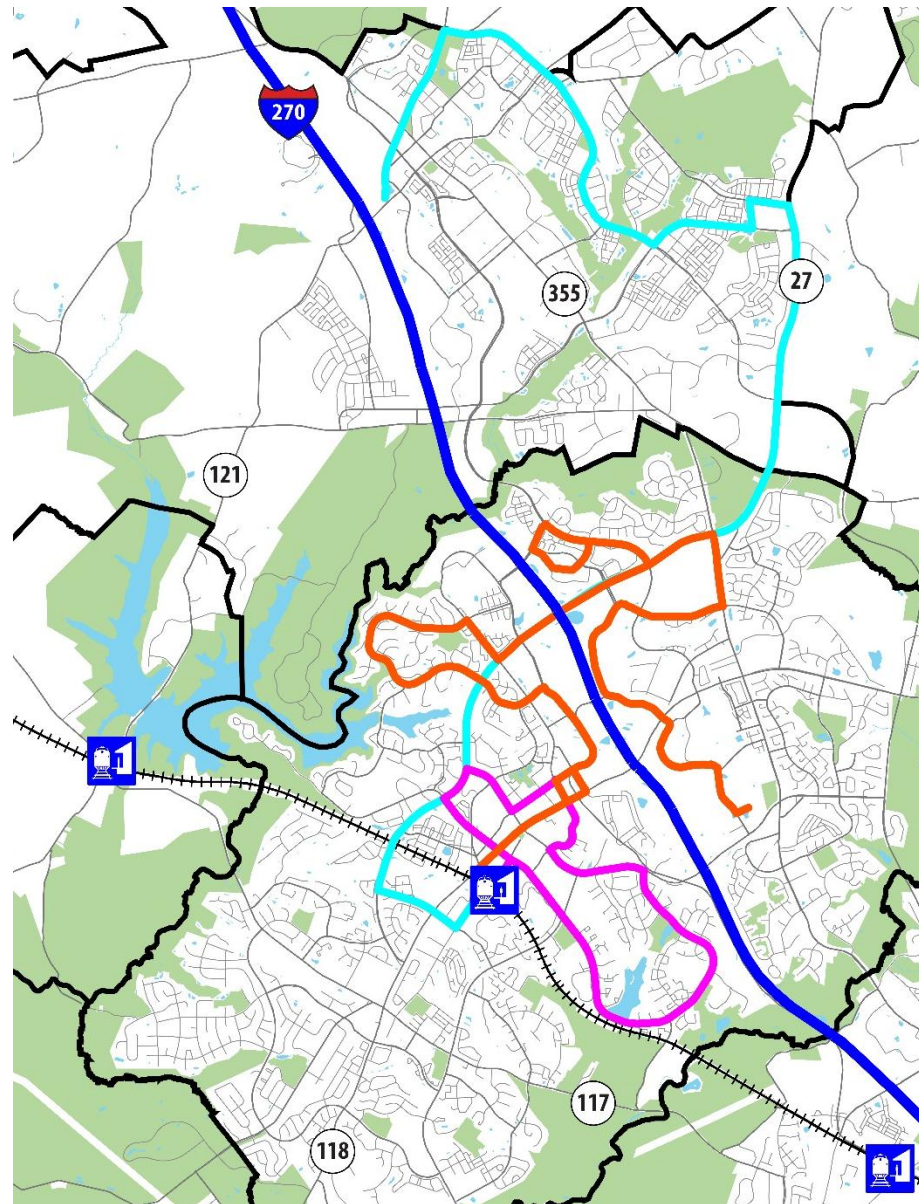
The constructed bicycle routes are **in pink**. The proposed bicycle routes are **in orange**. Some of the goals of the current Bicycle Master Plan are:

- ▶ 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.**

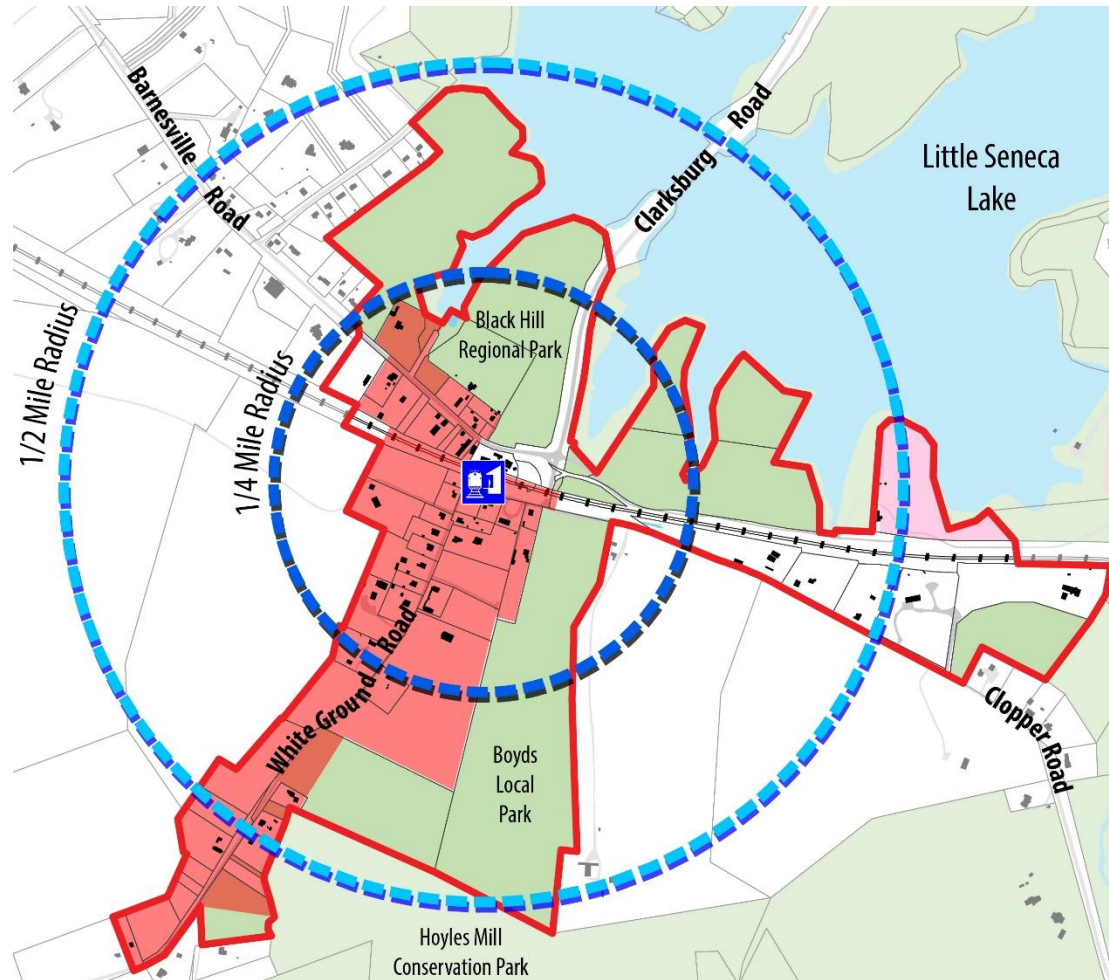


Proposed Boyds MARC Station Boundary

Proposed Boundary Existing Conditions

- ▶ Historic District in **red**.
- ▶ Individual historic resources in **pink**.
- ▶ Publicly owned land along Little Seneca Lake.
- ▶ Industrial land adjacent to the railroad tracks.

-  Master Plan Historic District
-  Master Plan Individual Site



MARC Rail Communities Plan
Boyds & Germantown

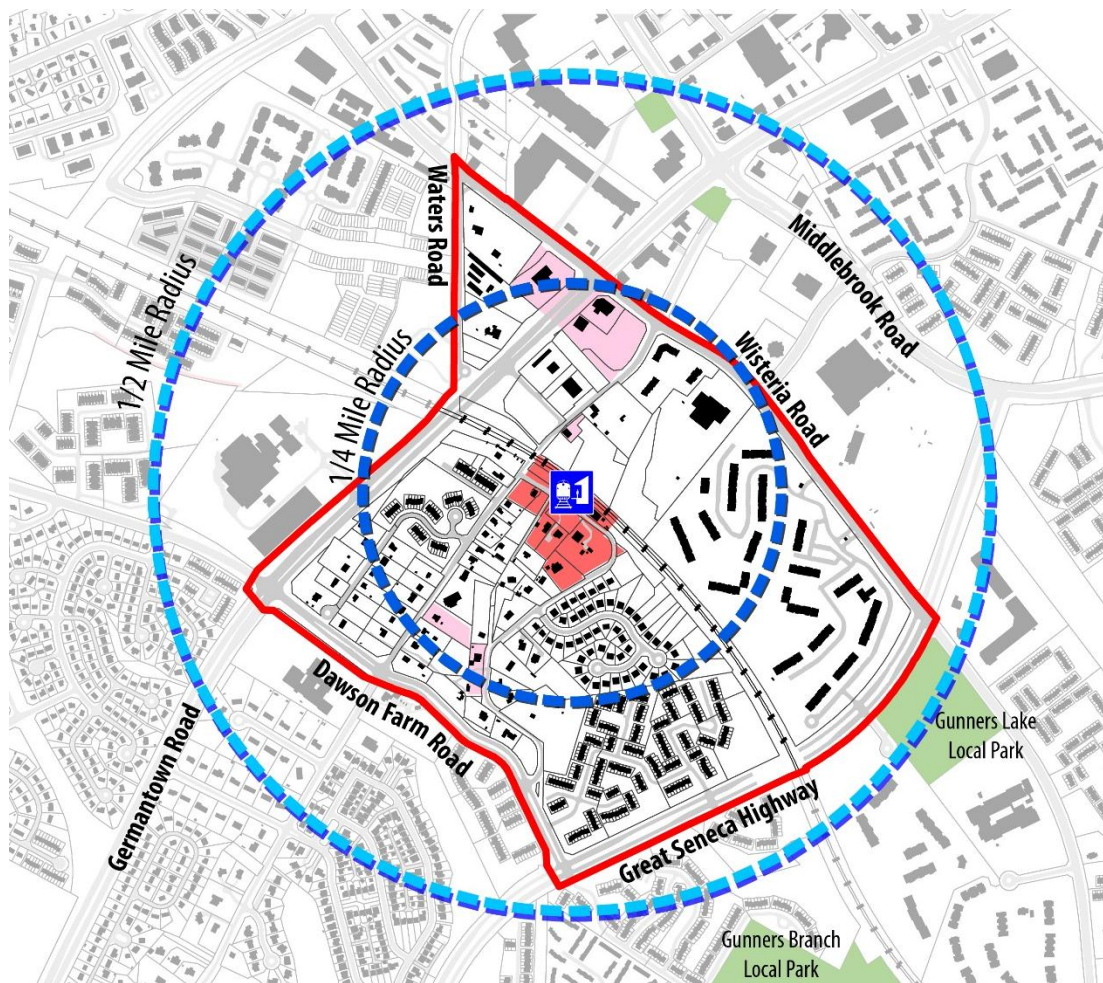


Proposed Germantown MARC Station Boundary

Proposed Boundary Existing Conditions

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

-  Master Plan Historic District
-  Master Plan Individual Site

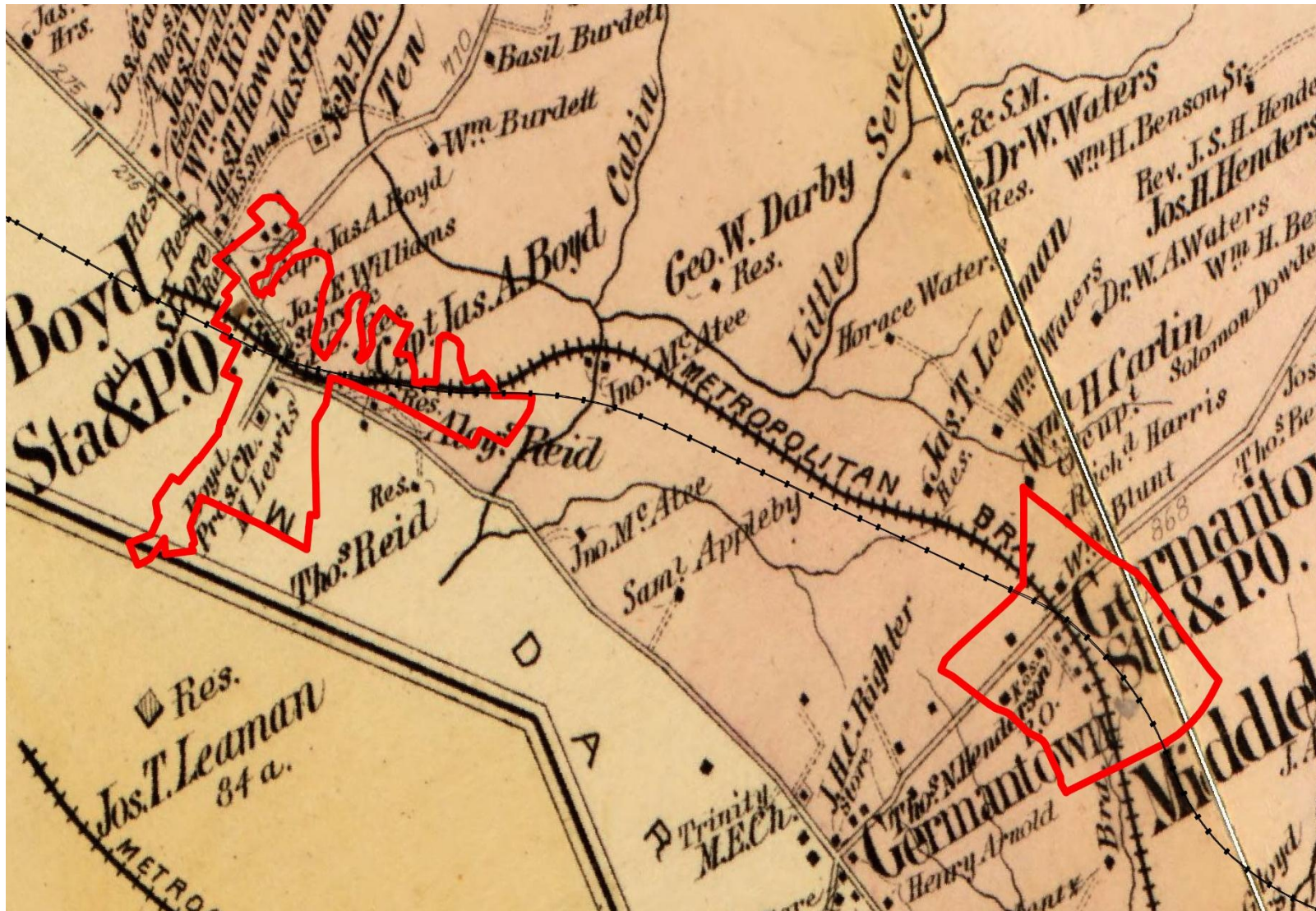


MARC Rail Communities Plan
Boyd & Germantown



MARC Rail Communities Plan

Boyd's & Germantown



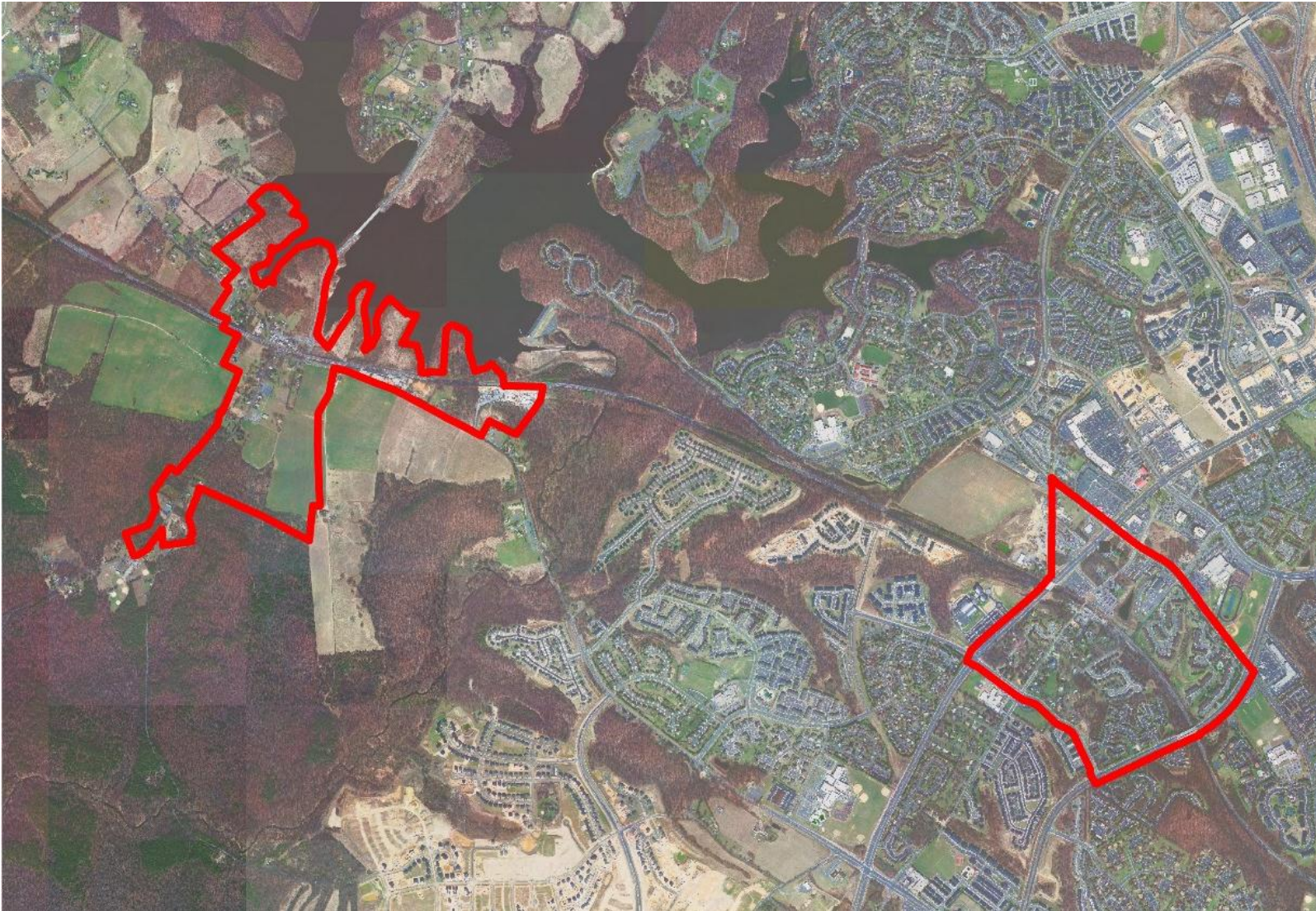
1951 Aerial Photo



1979 Aerial Photo



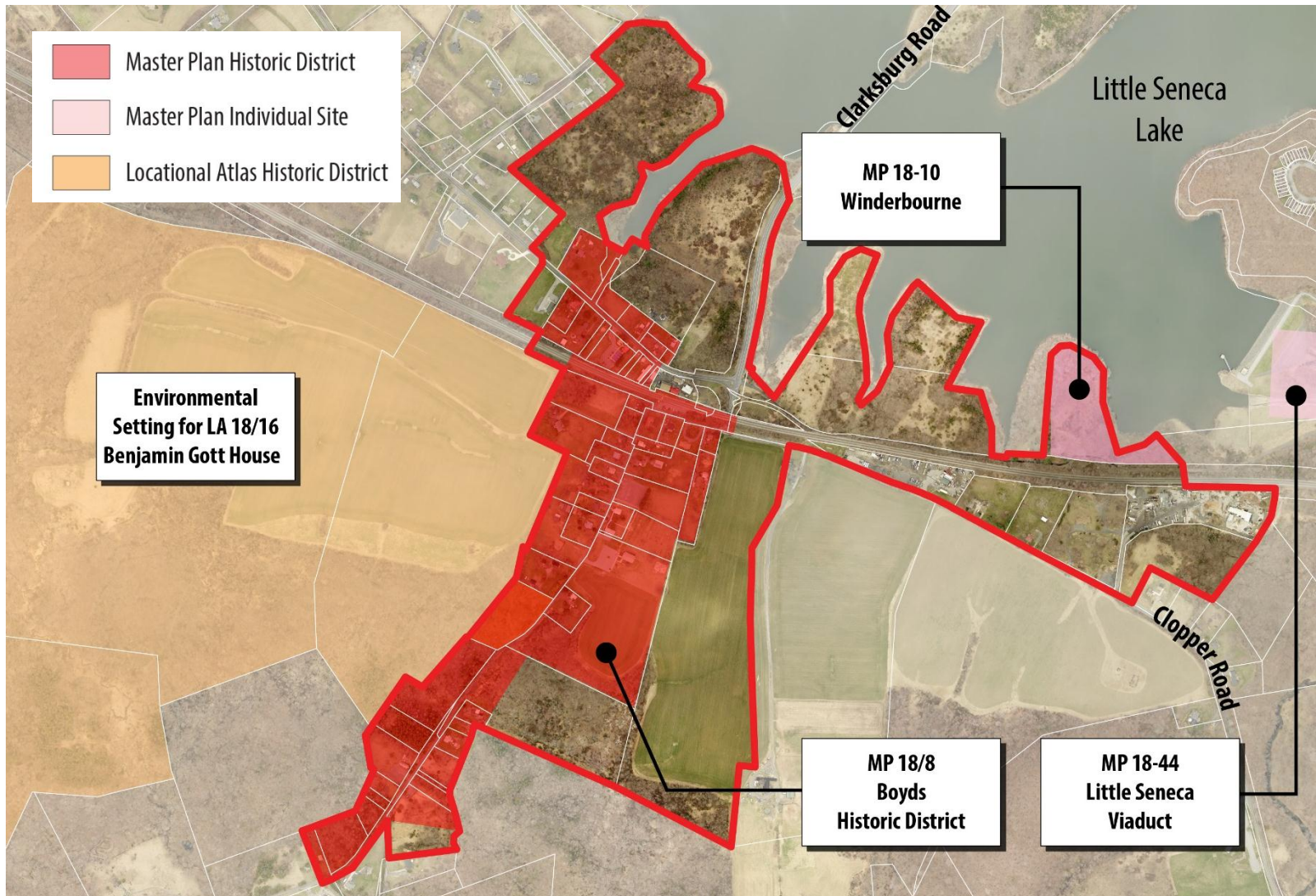
2002 Aerial Photo



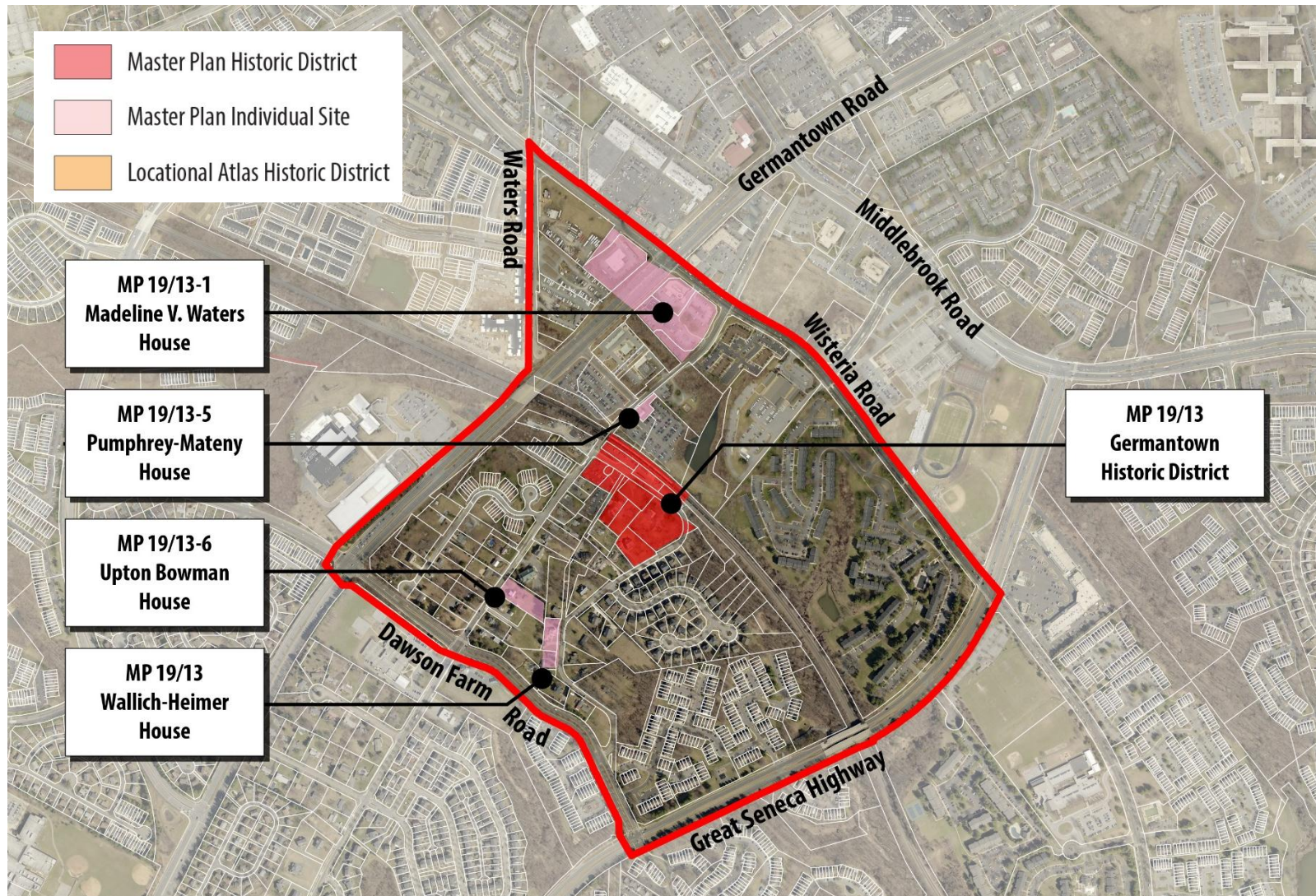
2015 Aerial Photo



Boys Historic Resources



Germantown Historic Resources







Boyd's Imperviousness

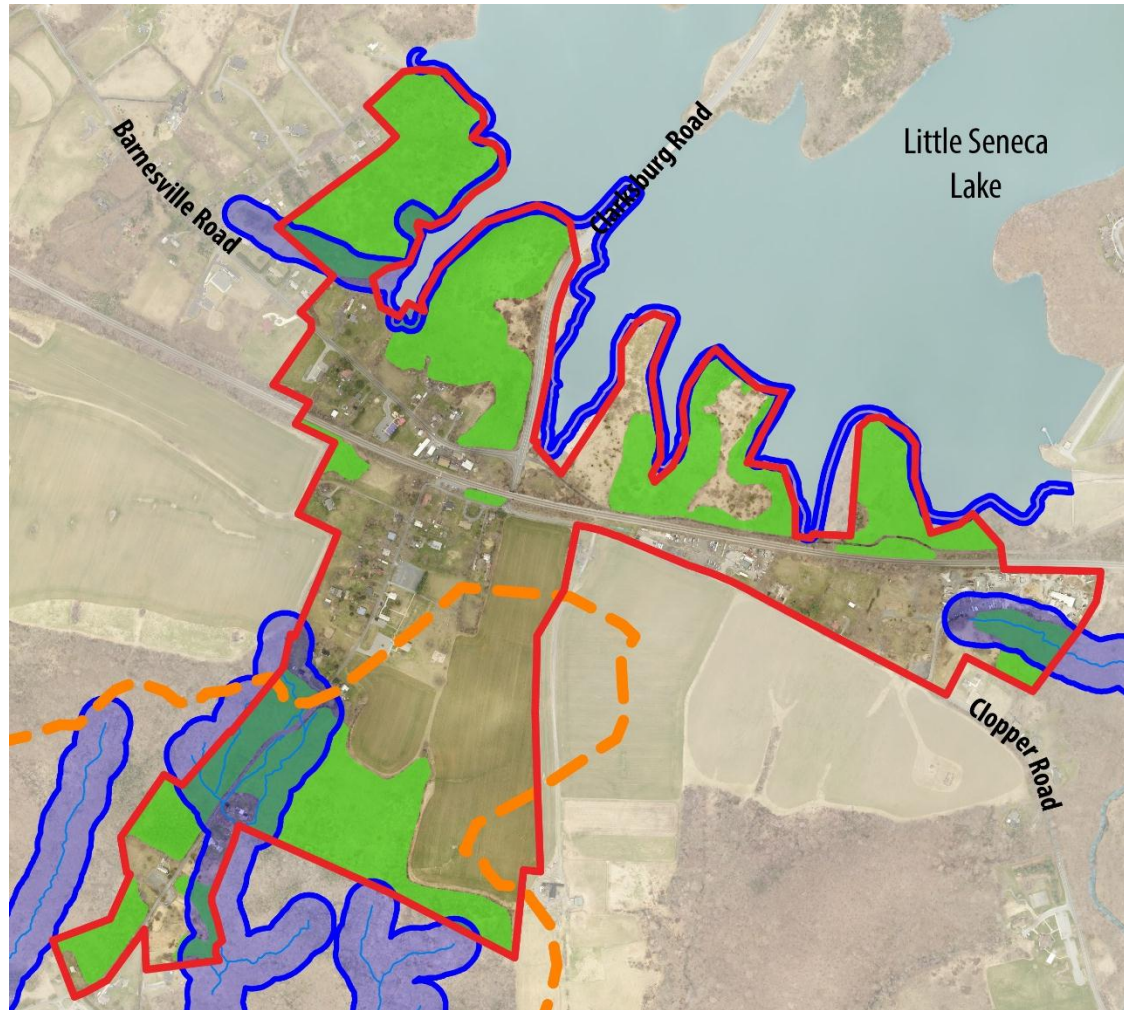
- ▶ Parking lots comprise 9.8% of the unshaded imperviousness within the boundary area.



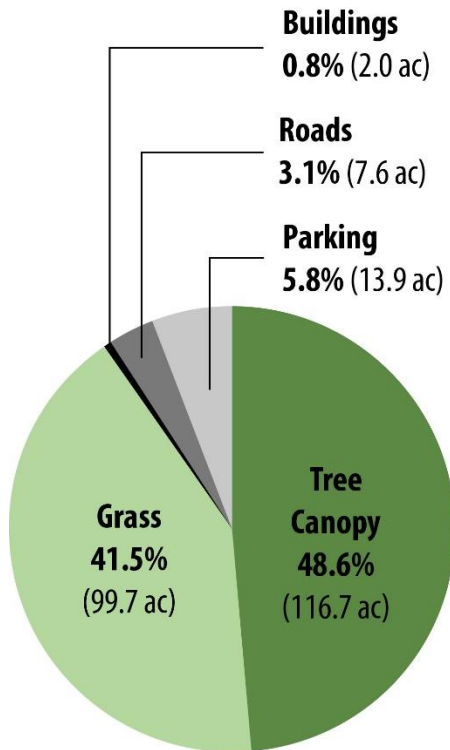
Boyds Forest Canopy



-  Forest
-  Streams
-  Stream Buffer
-  Diabase



Boys Tree Canopy Analysis



Notes:

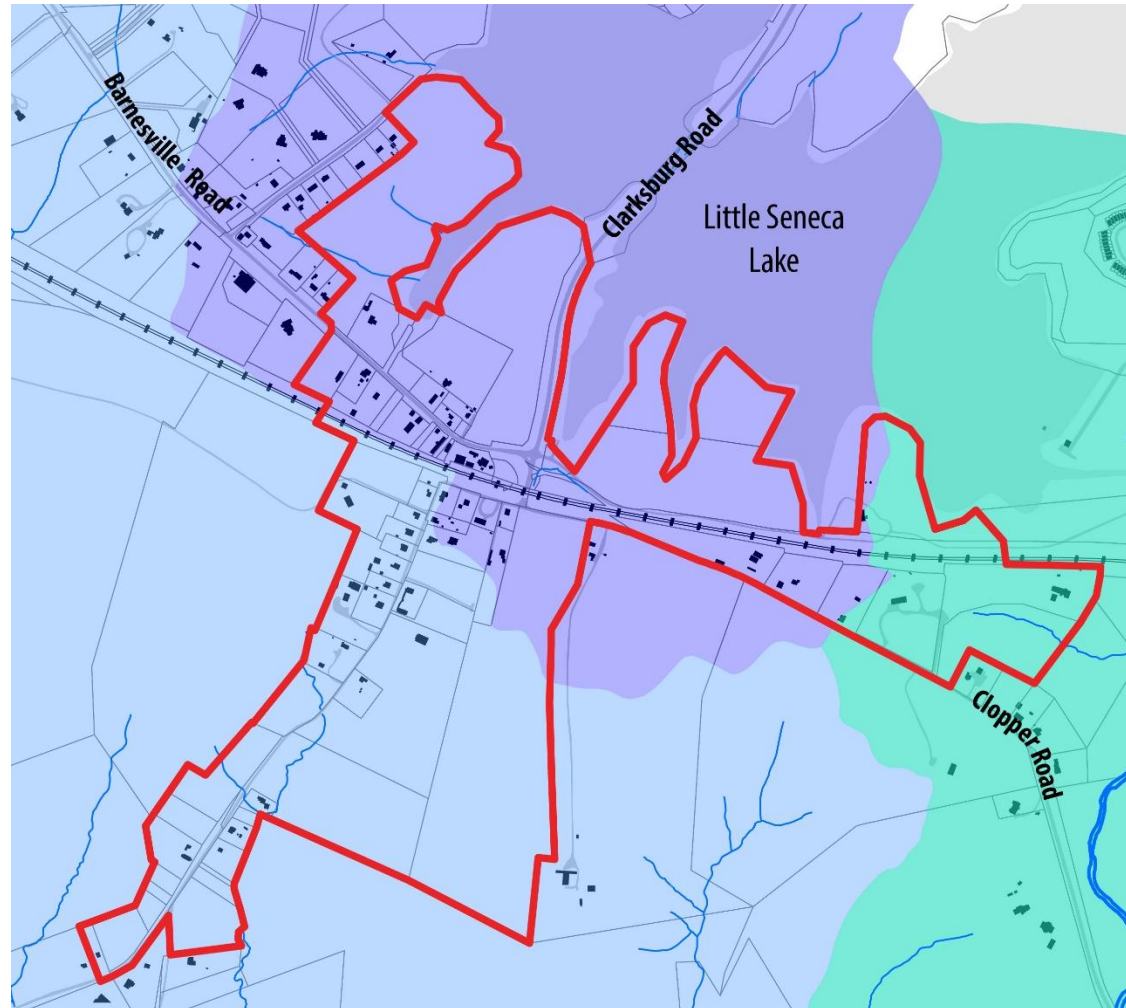
1. Forest comprises 39.2% (or 94.1 acres) of the tree canopy.



Boys Watersheds

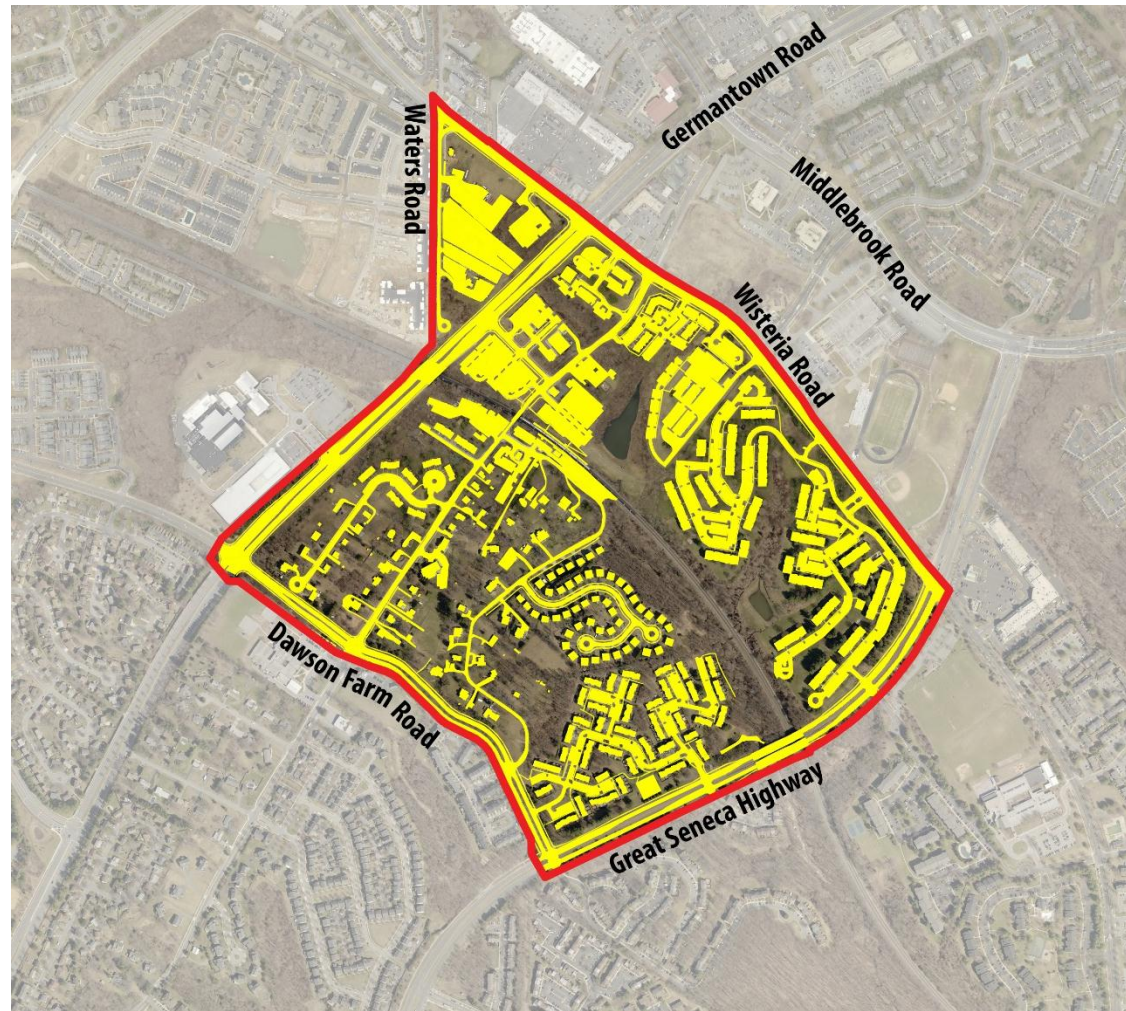
The Boys MARC Station area is within the Little Seneca Creek Watershed and three subwatersheds, which are:

- ▶ Ten Mile Creek
- ▶ White Ground Mainstem
- ▶ Black Hill Mainstem



Germantown Imperviousness

- ▶ Parking lots comprise 31.3% of the unshaded imperviousness within the boundary area.



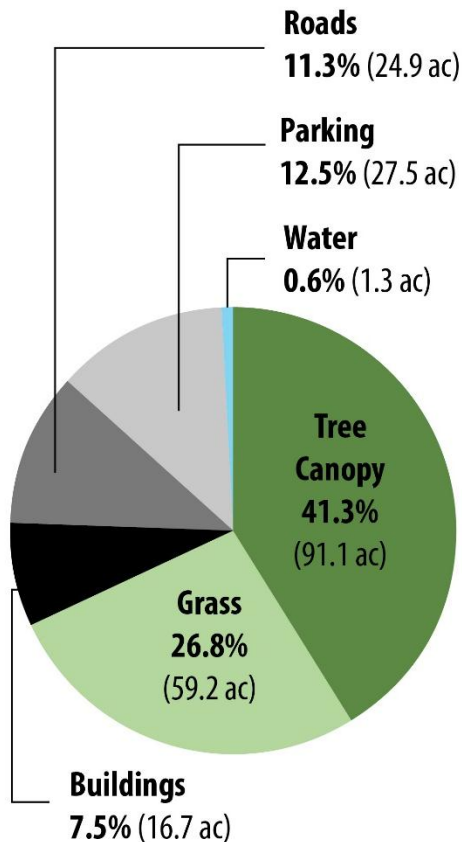
Germantown Forest Canopy



-  Forest
-  Streams
-  Stream Buffer



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



Boys Existing Parks

(within Proposed Boundary)

Includes parts of the Black Hill Regional Park.

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



Proposed Boundary Existing Conditions:
Parks and Open Space



MARC Rail Communities Plan
Boys & Germantown



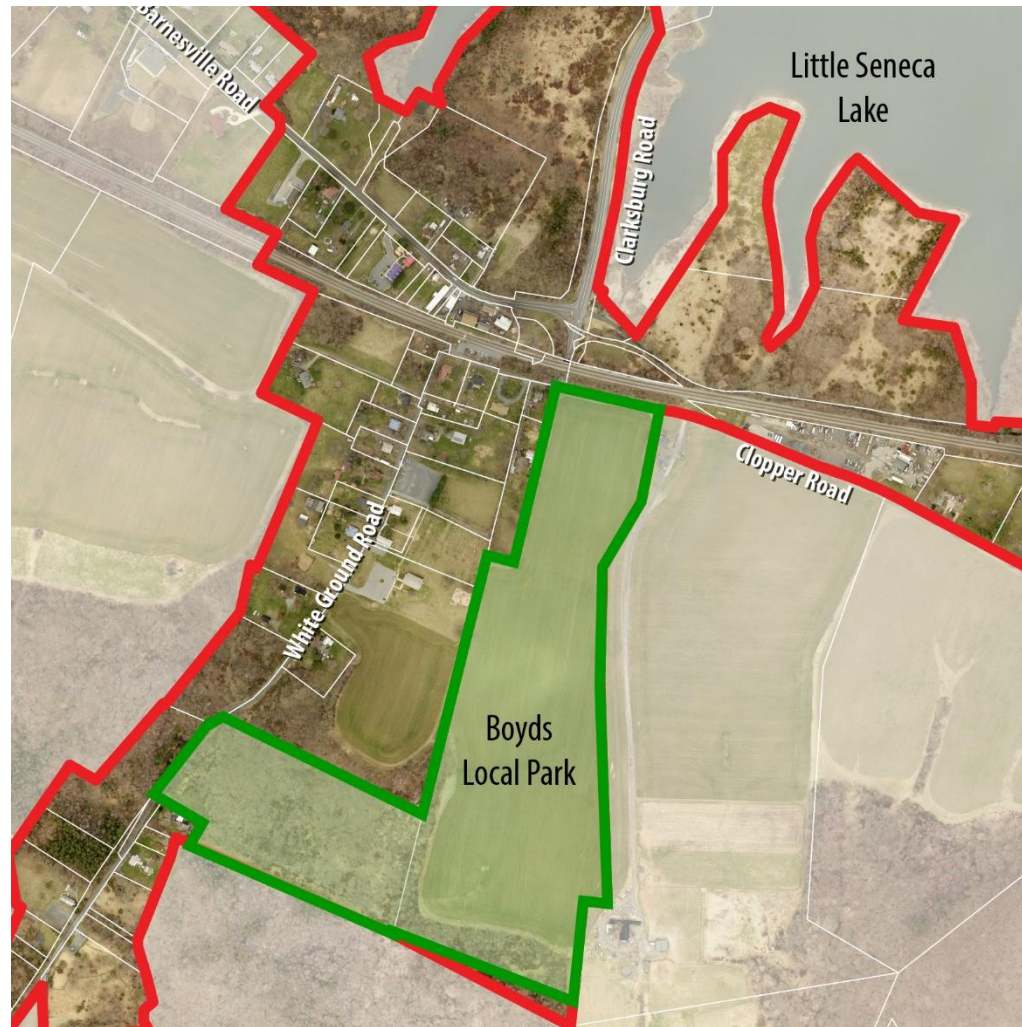
Boys

Existing Parks

(within Proposed Boundary)

Boys 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.



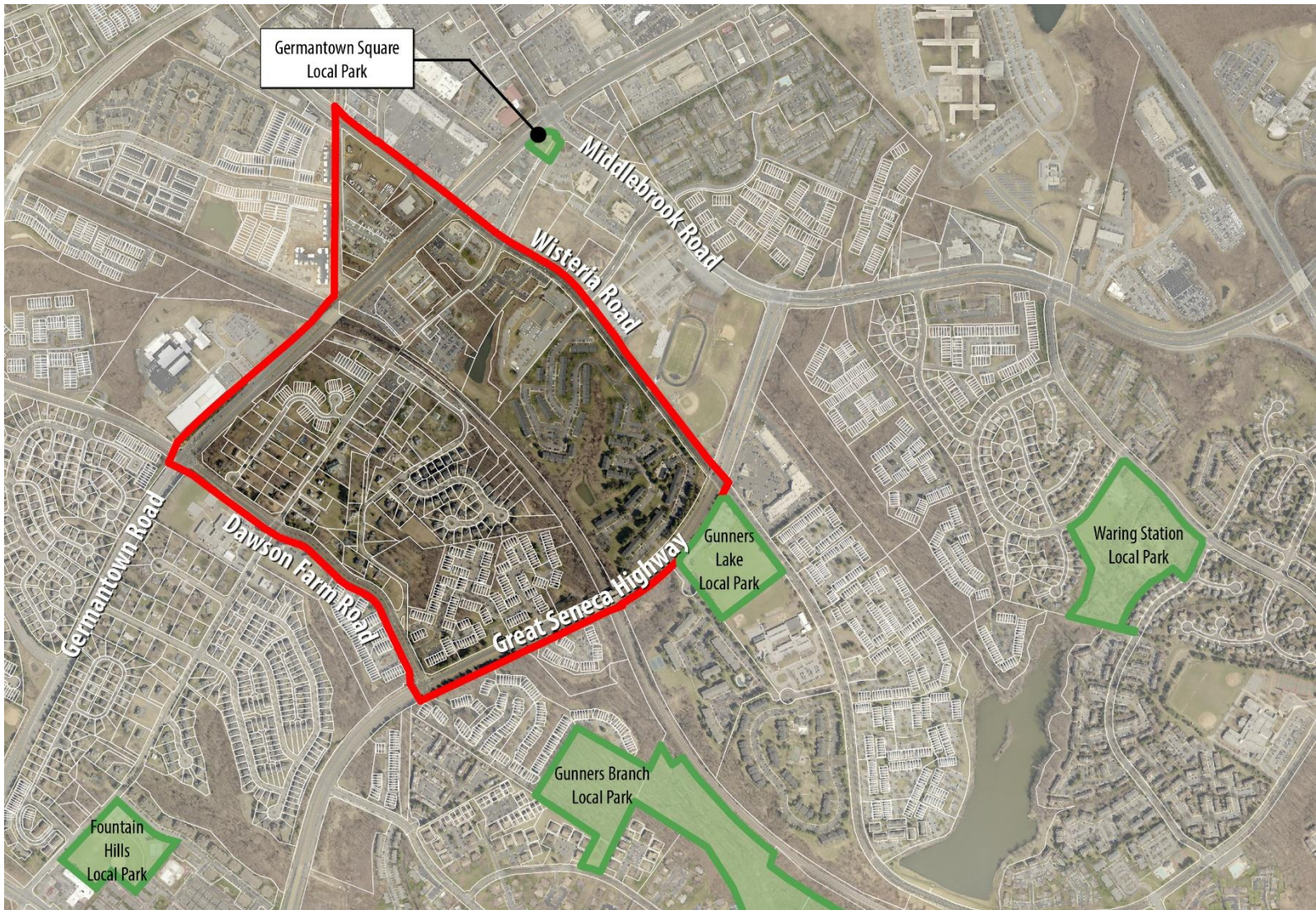
Proposed Boundary Existing Conditions:
Parks and Open Space



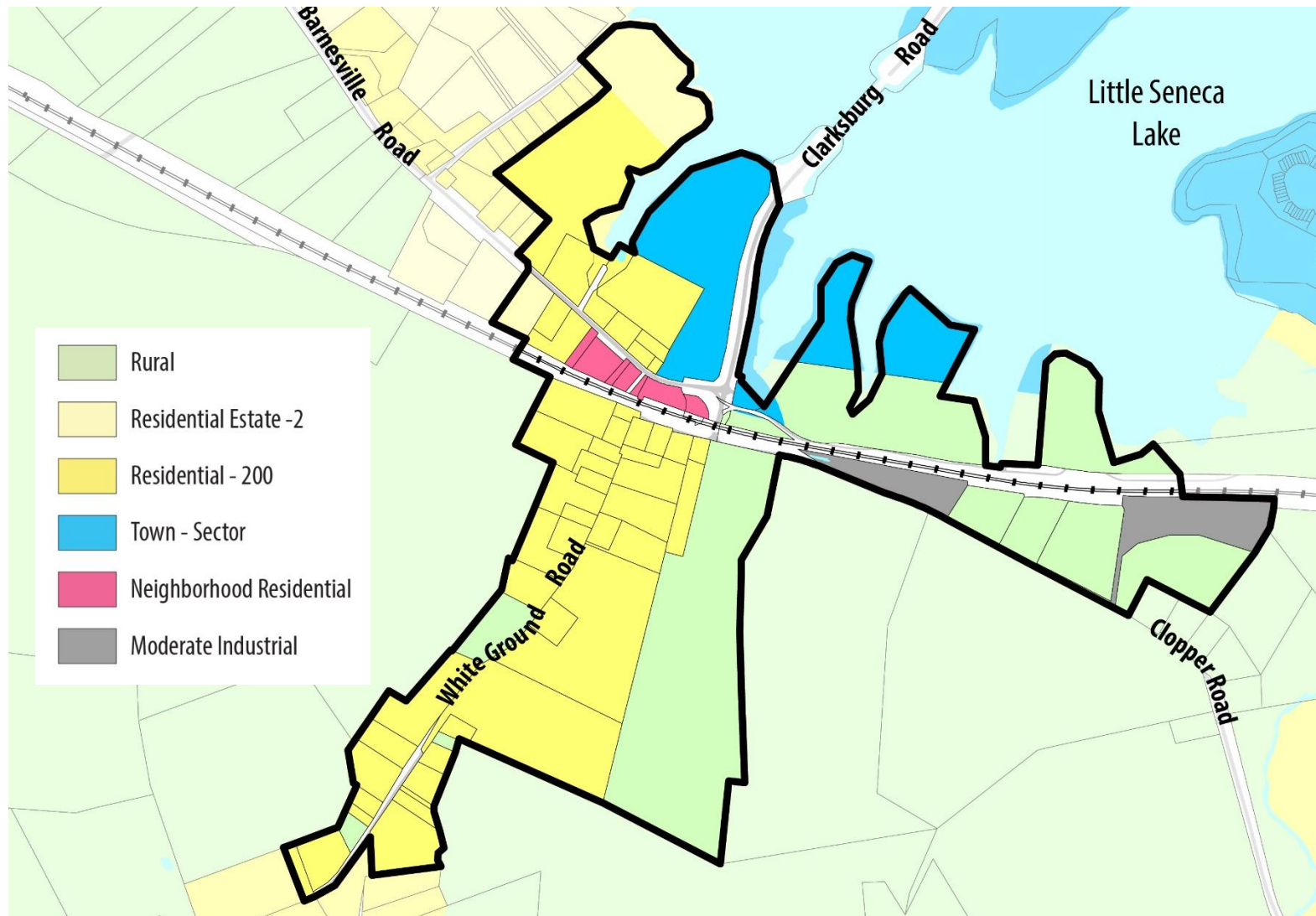
MARC Rail Communities Plan
Boys & Germantown



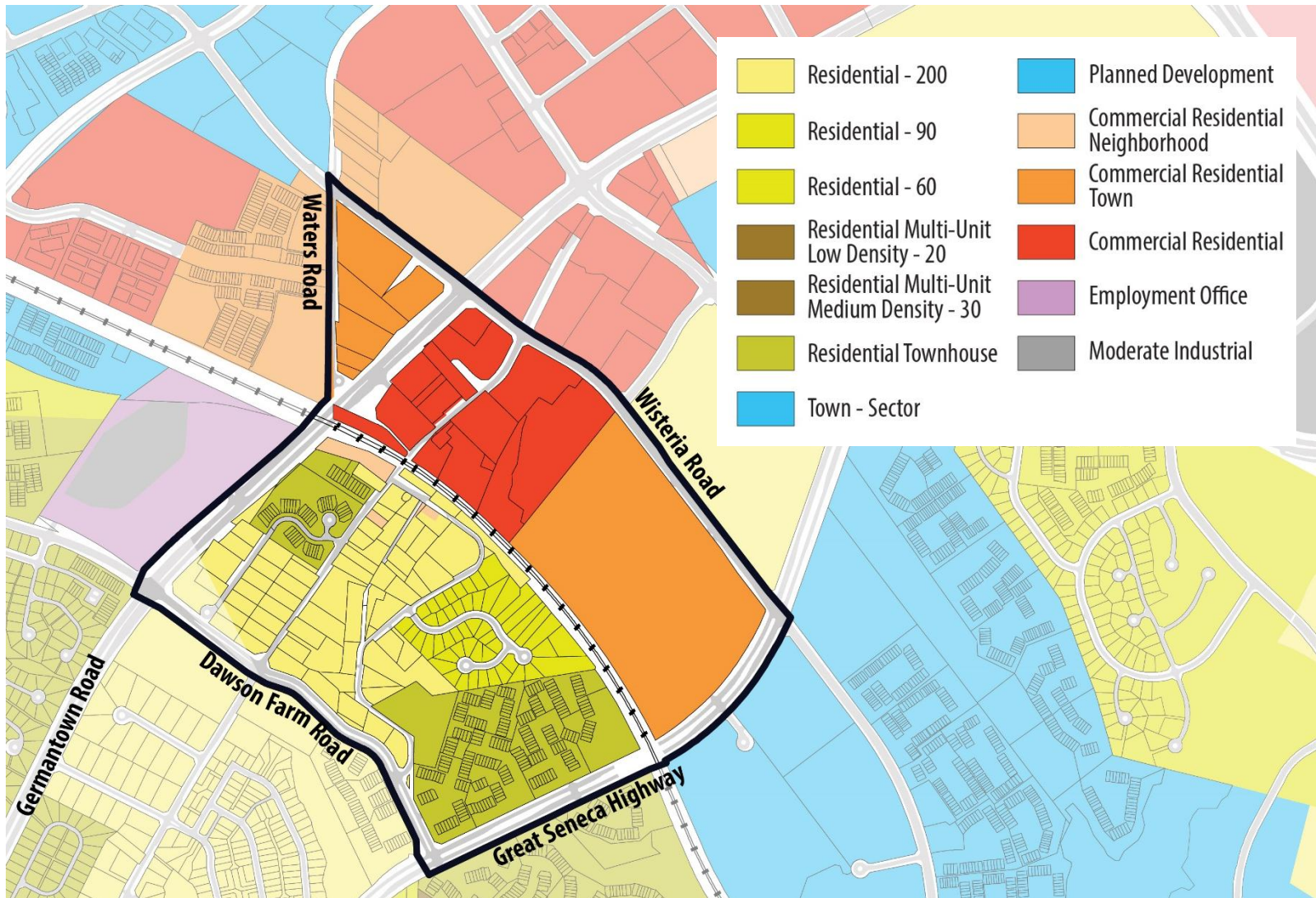
Germantown Existing Parks (outside Proposed Boundary)



Boys Zoning



Germantown Zoning





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/



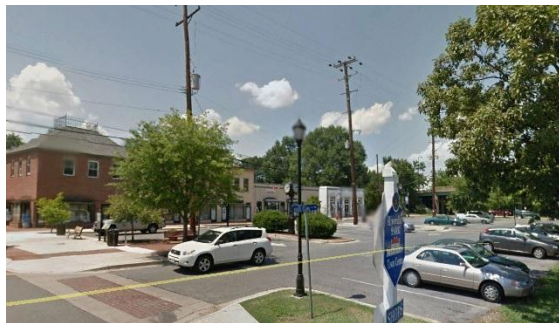
Commuter Rail Station Area Examples



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



MARC Rail Communities Plan Boyd & Germantown

Question 1

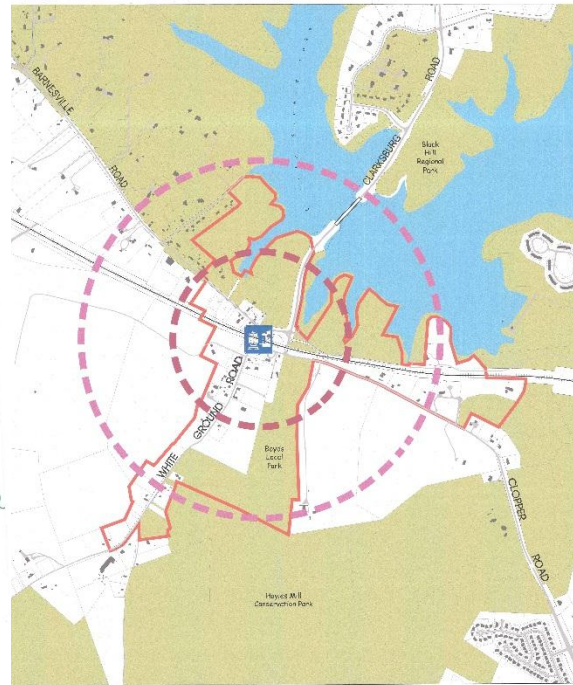
What makes the Boyds and/or Germantown areas special?

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
- Parkland
- MARC Station
- Rail Lines
- 1/4 Mile Walk Radius
- 1/2 Mile Walk Radius

- natural, undeveloped Boyds Local Park (w/ hiking trail!)
- Boyds is special as a rural residential community and the original historic TOP!!!!
- No Traffic Lights
- Rural - low population! Commercial density
- Ag Remove Amenity
- Keep our town rural and preserve our historic nature.
- Boyds is a busy biking area - needs more bike parking for the bikes coming by Marccail
- History
- uninterrupted tracts of agricultural land for ag. use
- Historic community with orig. historic features.

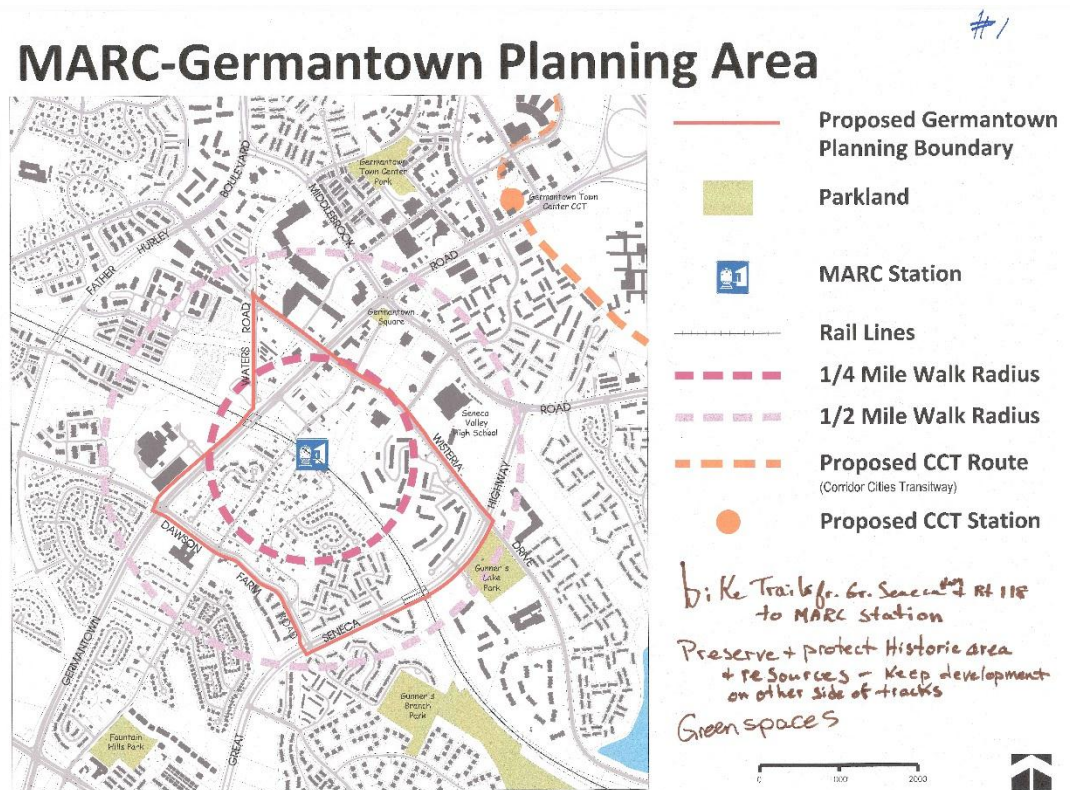


MARC Rail Communities Plan
Boyds & Germantown



Question 1

What makes the Boyds and/or Germantown areas special?



Question 2

What would you like to change?



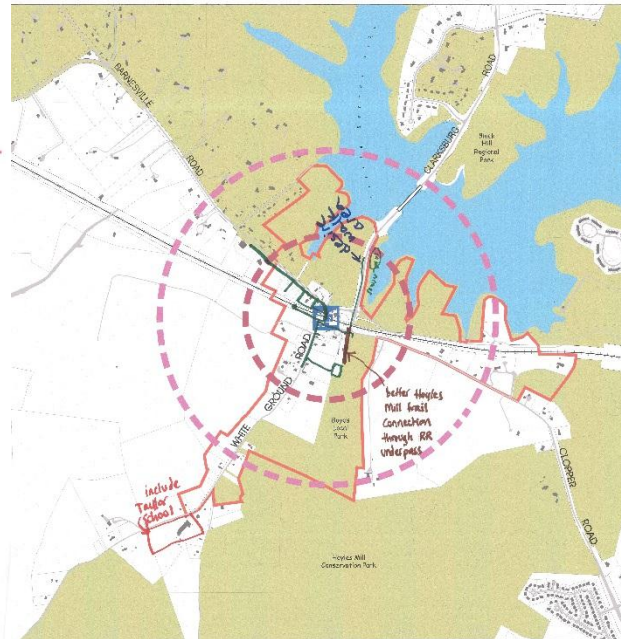
MARC Rail Communities Plan Boys & Germantown

MARC-Boys Planning Area

② STATION 2

WHAT WOULD YOU LIKE TO CHANGE?

- more access to trains and parking in Boys (lots of people upcountry driven down to Germantown to ensure parking availability)
- Utilization of County Ride-On Service as an option for relief of parking (overcrowded lots) - Q
- Access for Boys residents who are outside walking distance
- Speeding on Bridge over Lake
- Questionable Speed Limit set at 30mph, seems too low for the Bridge over Lake
- Sidewalks in Boys
- Comfortable with 30mph limit on Bridge
- Move train station to Industrial Zone



- Proposed Boys Planning Boundary
- Parkland
- MARC Station
- Rail Lines
- 1/4 Mile Walk Radius
- 1/2 Mile Walk Radius

- traffic calming
- Clarksburg Rd through park
- historic district - Barnesville Rd.

0 1000 2000 3000



MARC Rail Communities Plan

Boyd & Germantown

MARC-Germantown Planning Area #4

-

- Circulator from Town Center
- Increase Bus Routes to MARC

Question 3

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



3

MARC-Boys Planning Area

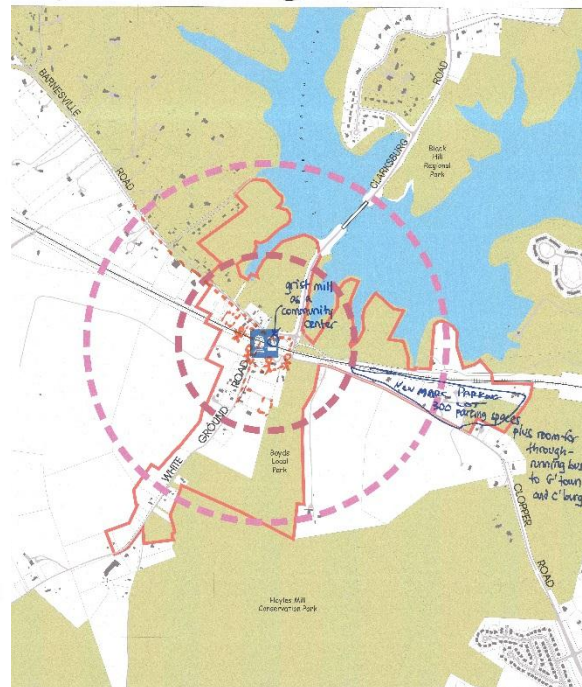


Boys has no town hall or central buildings (except church)
In Boys, a pleasant place to gather while you wait for the train could stimulate ridership (and get a few people off 270!). A building with a roof: shelter from rain, cold, heat. Benches, rural/local art, water fountain (check www.countrysideartisans.com) Bookshelf for magazine/book exchange. (like in Barnesville Post Office)

encourage use of bicycles, shuttle buses, car-pooling to MARC stations

Enhance community around stations by rebuilding historic buildings and making station parking areas more compatible with period lighting fixtures & extensive landscaping.

All of the upcoming MARC stations should be considered together - ~~the~~ ridership of one station (parking/traffic) affects the others (Germantown, Boys, Barnesville)



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

Bicycle Friendly
Side walks - yes
On White Ground Rd
DISTANCE to the post office
- PED. X WILL MAKE STATION WORK BETTER

MARC Rail Communities Plan

Boyd & Germantown

3

-
- A horizontal number line with arrows at both ends. There are three major tick marks labeled 0, 1000, and 2000. The line is divided into two equal segments by the 1000 mark.



50 spores/bank; 20 spores @ str

3) Dickerson + Barnesville have no parking. all spaces are full. Riders may choose to go to Boyds if capacity at Boyds increases.

Would people from Germantown drive to Boyds with increased parking in Boyds.

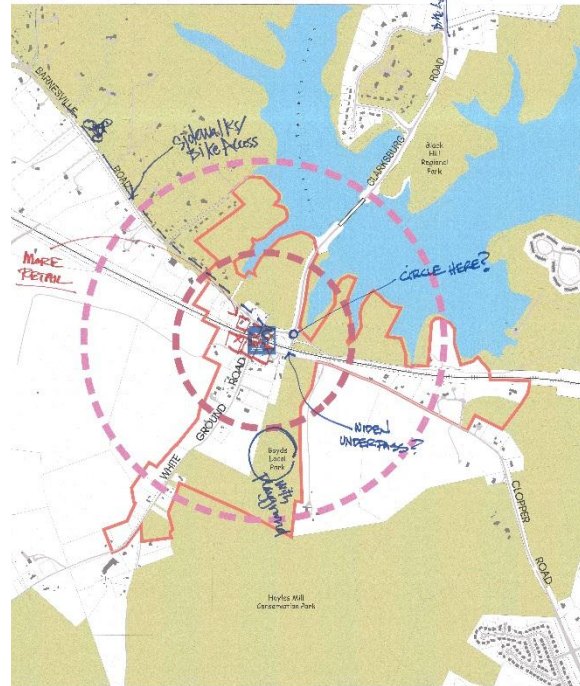
Possible to have a late MARC train for people who want to take train to DC to visit museums + Nat'l Mall sites?

more active station promotes more active thriving biz area makes boyds a "place"

MARC Rail Communities Plan

Boyd & Germantown

MARC-Boyd's Planning Area



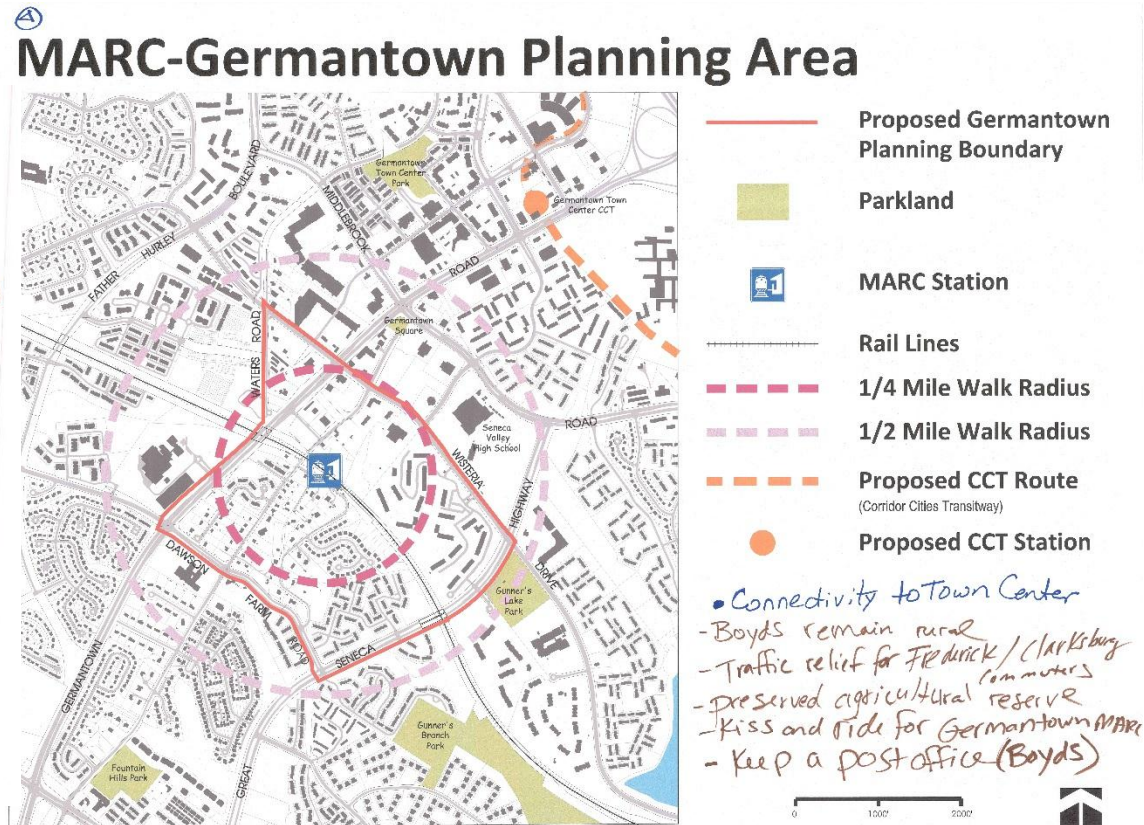
Question 4

How do you envision the future of your communities?

④

page 2

- GERMANTOWN — NEED TO CONNECT NEIGHBORHOODS. THEY SEEM ISOLATED
 - i.e. PEDESTRIANS & BIKES
- G.T. WALKABILITY MEANS - PLEASANT THINGS TO SEE & EXPERIENCE & SAFE & CONVENIENT



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**.



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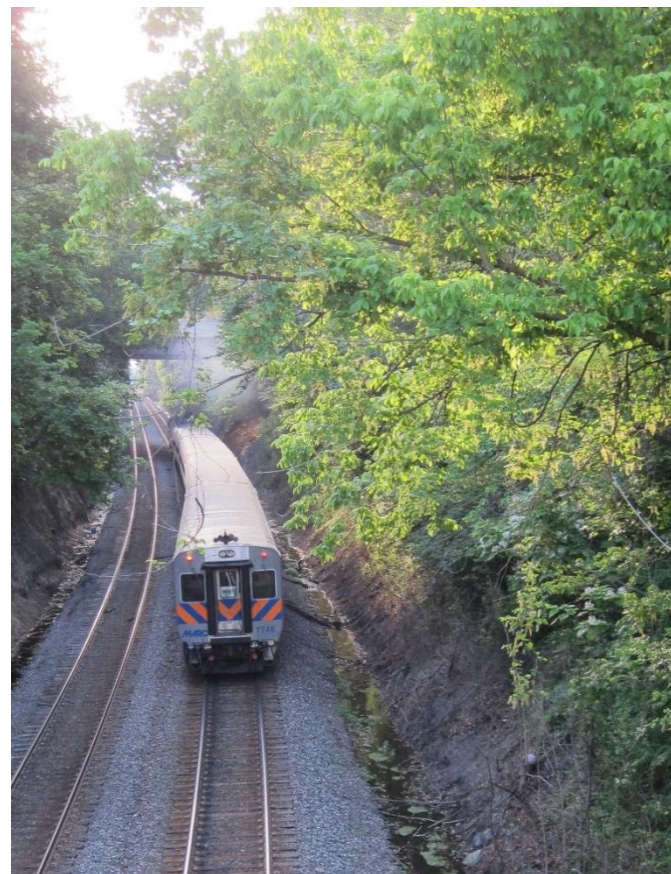
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Stay Connected:

<http://www.montgomeryplanning.org/marcrailplan>



MARC Rail Communities Plan Boyd's & Germantown

