



## MARC Rail Communities Plan Scope of Work

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**Completed: 01-21-16**

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### Description

MARC Rail Communities Plan Scope of Work

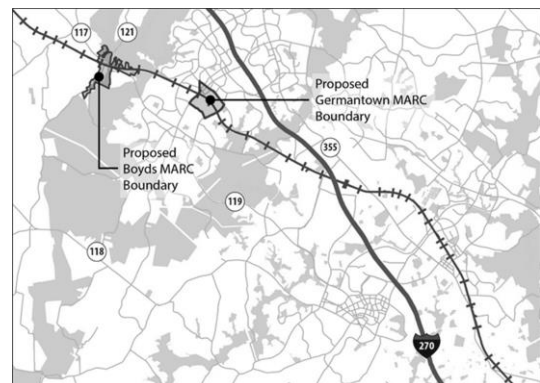
### Staff Recommendation

Approval of the proposed Scope of Work

### Summary

The MARC Rail Communities Plan comprises approximately 461 acres in the northwest portion of Montgomery County. This Scope of Work includes the following sections:

- Introduction
- Purpose of the Plan
- Context
- Planning Framework
- Development Activity
- Community Outreach
- Plan Schedule



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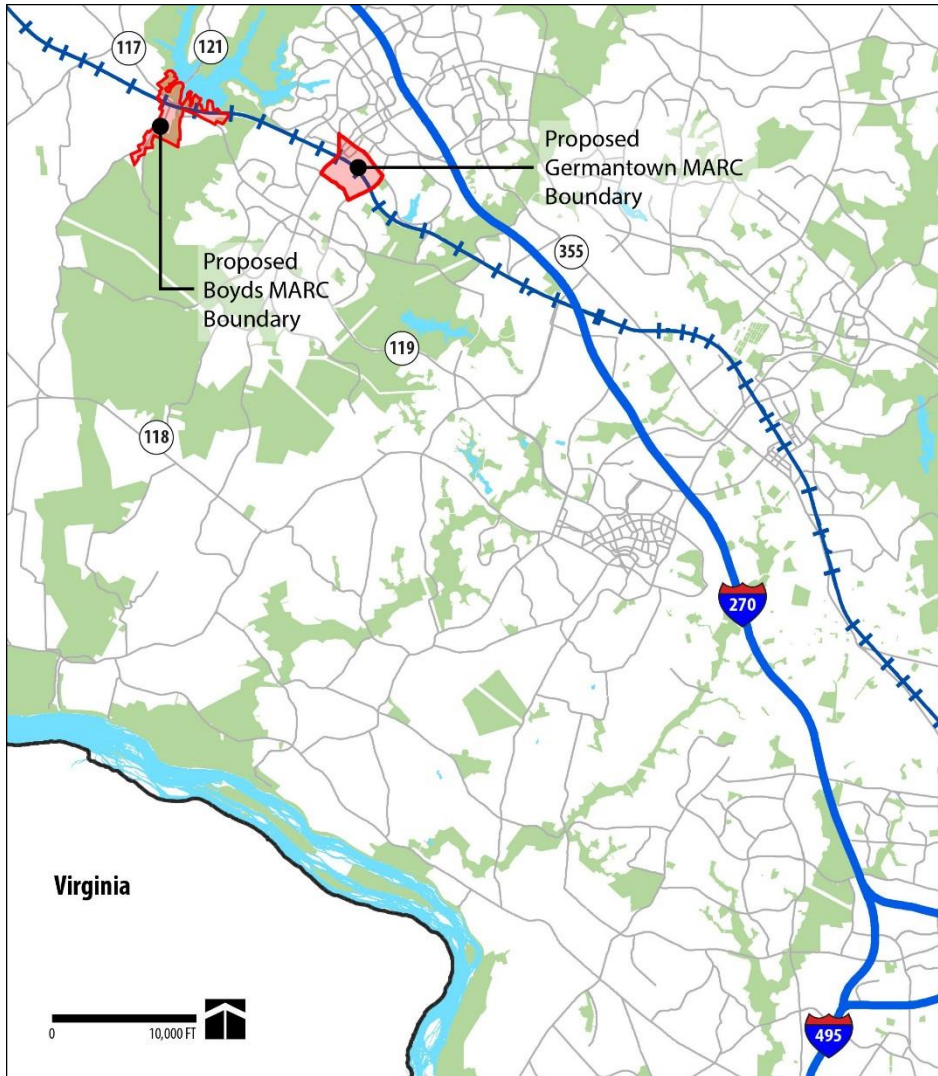
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## Introduction

The MARC Rail Communities Plan is located in the upper portion of Montgomery County, west of I-270 and approximately 15 miles north of the Capital Beltway (I-495), along the CSX-owned railroad tracks in Boyds and Germantown. This Scope of Work describes the proposed boundaries, context and purpose of the MARC Rail Communities Plan and highlights the process and timeline that Planning Department staff will use to work with the community to develop short- and long-term Plan recommendations.



**Figure 1:**  
Proposed Boyds and  
Germantown MARC  
Boundaries in Relationship  
to I-270 and I-495

## Plan Purpose

The upper portions of Montgomery County have experienced large population growth over the past 50 years. It is anticipated that this growth will continue with development that has been recommended by Master Plans, approved by the Planning Board and is in the pipeline. These projects may create a significant burden to the transportation network.

The MARC Brunswick line is a well-traveled commuter rail line that is an existing transportation alternative connecting West Virginia to Washington, DC. The Boyds and Germantown MARC stations areas, which are the focus of this Master Plan, are historic communities along this line less than

2.5 miles apart. While the area around the Boyds station has remained rural, the area around the Germantown station has experienced increased development in recent years.

Although they have developed unique identities, both stations are integrally connected by rail lines and roads, and face common challenges. Parking at both stations is insufficient for current MARC ridership and the Montgomery County Department of Transportation (MCDOT) is considering how to increase the number of spaces and provide better Ride On bus service to the two stations. Additionally, the Maryland State Highway Administration (SHA) is studying how to improve vehicular circulation in and around the Boyds MARC station area to alleviate traffic pressures.

The focus of this limited Master Plan is to link together all of the various studies of the station areas and study parking, transportation and land use issues affecting these locations. In addition, the Plan will seek short- and long-term recommendations for better pedestrian, bicycle, bus and auto connections to the two stations and enhancements to the historic communities around each MARC station area.

### **Context**

#### Boyds

Boyds, which was originally settled in 1753 on a tract of land named Resurvey of Gum Spring, is representative of post-Civil War development and growth generated by the arrival of the railroad in the area during the last quarter of the 19th century. The railroad had a significant social and technological impact on the area’s agricultural community over the past century.

Today, Boyds is a small, rural unincorporated town with a population of approximately 2,000 people, according to the 2013 American Communities Survey. The community consists primarily of single-family homes on large lots on the eastern edge of the County’s Agricultural Reserve. The town is located between two larger communities, Clarksburg to the north and Germantown to the east, which have significantly more residents.

The heart of the Boyds is centered on its MARC rail station and small commercial area west of the intersections of Barnesville, Clarksburg and Clopper Roads. Little Seneca Lake, a man-made lake serving as a backup drinking water supply within the Black Hill Regional Park, is a defining feature of the northern portion of the area. A well-preserved and cohesive historic district is located on both sides of the MARC station platform and extends down White Ground Road south of the MARC station. The Boyds Local Park is another important feature within the community. The entire area is located outside of the sewer envelope, so it is served by private well and septic.



*Commercial area along Barnesville Road*



*Little Seneca Lake*



View looking west from the MARC station



Field along Clopper Road in the undeveloped Boyds Local Park

The Boyds portion of the proposed Plan boundary incorporates the publicly owned land north of the railroad track along the south edge of Little Seneca Lake, the industrial land between the railroad tracks and Clopper Road, the local park and the historic district. This area is approximately 240 acres.

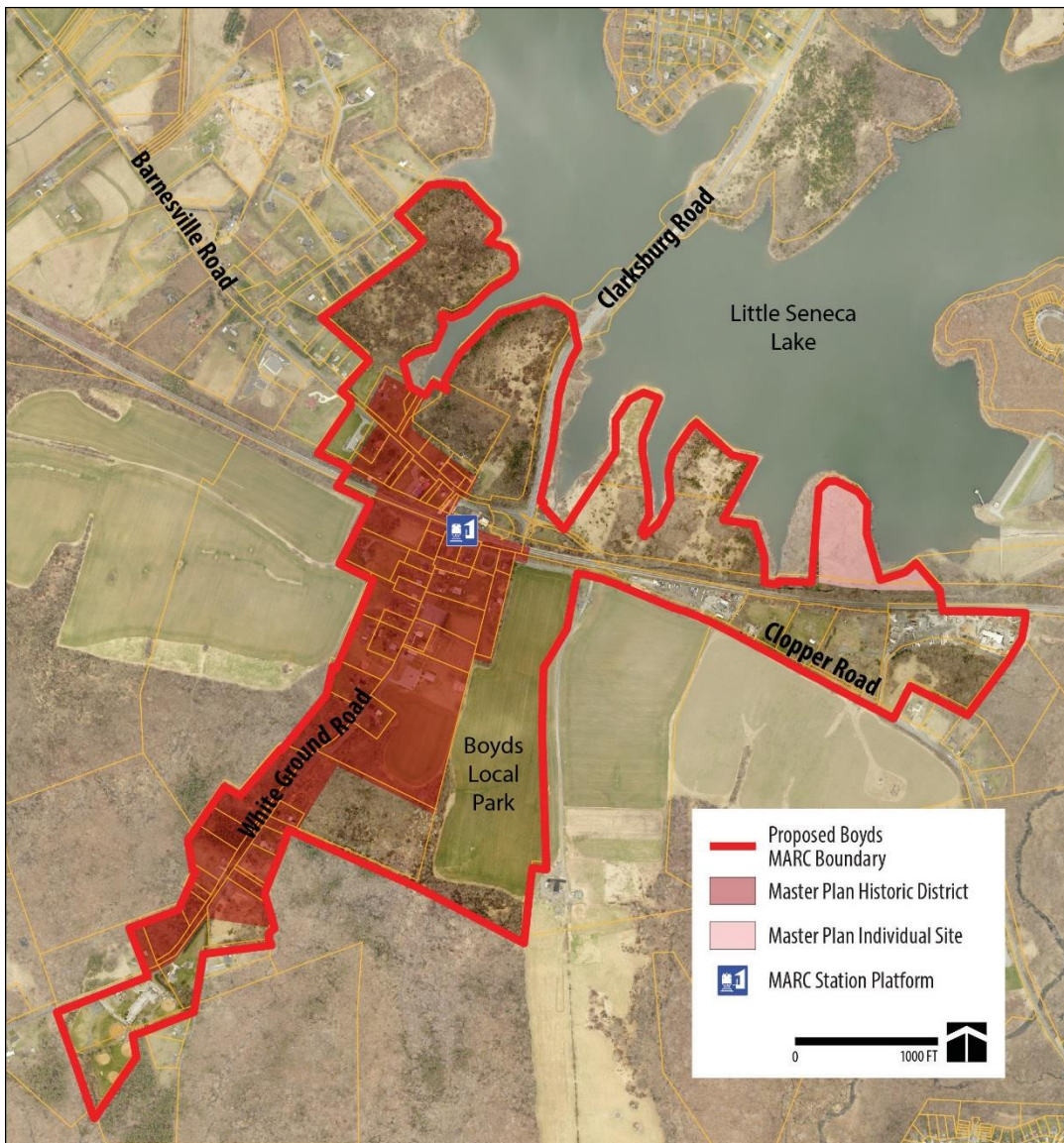


Figure 2: Proposed Boyds MARC Boundary

*Germantown*

The initial Germantown settlement was clustered around the intersection of Clopper and Liberty Mill Roads. By 1850, several German families settled nearby and, by 1865, developed a commercial crossroads known as Germantown. After the introduction of the Metropolitan Branch of the B&O Railroad in the 1870s, the community known as Germantown Station grew about one mile north of the original crossroads community. Present-day Liberty Mill and Walter Johnson Roads comprised the original Germantown Road.

Today, Germantown is a large unincorporated town envisioned as a Corridor City in the 1964 General Plan on Wedges and Corridors. With a population of approximately 89,000 residents, the town is nearly nine percent of the population for the County. The community contains approximately 11,000 acres within a three-by-five-mile area.



*Germantown MARC Station*



*Passengers departing the train during the evening*



*Flea market in the parking lot of the MARC station*



*BlackRock Center for the Arts in the Town Center*



*Retail along Century Boulevard, Germantown's "Main Street"*



*Grand opening of the Germantown Town Center Urban Park*

The development pattern in the overall Germantown community is similar to many of our suburban communities. Germantown consists of a mix of single-family attached, single-family detached and multifamily housing areas interspersed with commercial uses.

The Germantown MARC station is located near the geographic center of Germantown along the railroad tracks between Germantown Road and Great Seneca Highway, and contains a significant historic district. Two areas, the Town Center Core District and the Town Center West End District, make up the entirety of the town center in the 2009 Germantown Employment Area Sector Plan. The Town Center Core District, which is the “Main Street” within Germantown, is envisioned as having the highest density and mix of uses. The Germantown MARC station area is located just south in the Town Center West End District. The 2009 Plan envisions this district as a thoughtfully designed, less dense neighborhood around the MARC station with historic references and more varied housing types.

The Germantown portion of the plan boundary is bounded by Wisteria Drive on the northeast, Great Seneca Highway on the southeast, Dawson Farm Road on the southwest and Germantown and Waters Roads on the northwest. This area is approximately 221 acres.



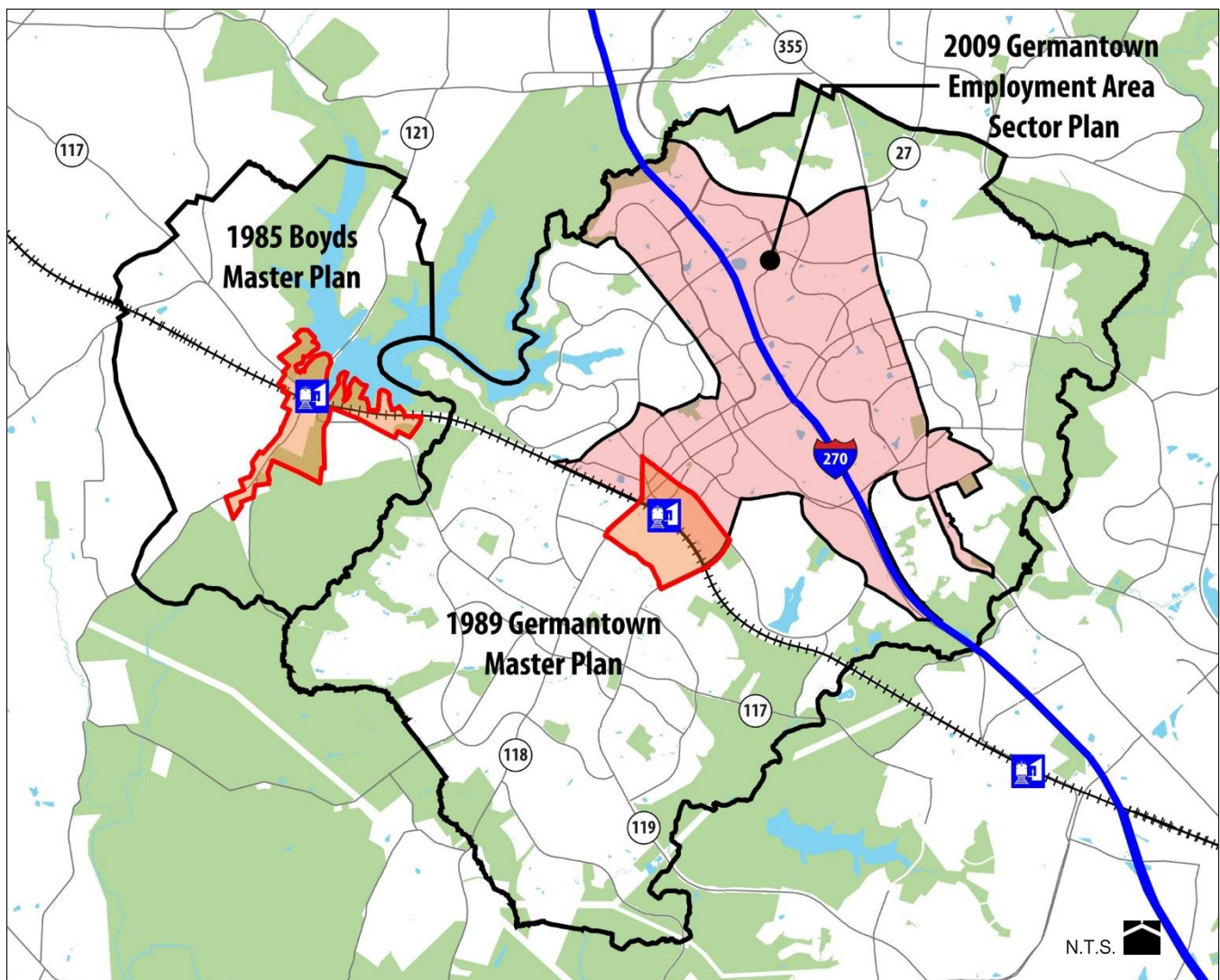
**Figure 3:**  
Proposed Germantown  
MARC Boundary

## Planning Framework

This proposed MARC Rail Communities Plan is focused on two small geographic areas within the larger 1985 Boyds and 1989 Germantown Master Plan areas. Additionally, the northern portion of Germantown MARC station area also falls within the 2009 Germantown Employment Area Sector Plan.

The aim of the 1985 Boyds Master Plan was to balance the development pressures from regional activities and still retain the integrity of the local community. All land use recommendations were made to reinforce the rural character of the community. Some of the highlights of the Plan included the establishment of the Boyds Historic District; the recommendation for the development of a local park; the recommendation to realign Barnesville, Clopper and White Ground Roads; and the recommendation to rehabilitate the commuter rail station area.

The 1989 Germantown Master Plan placed the Germantown MARC station area within portions of the Town Center, Clopper Village and Gunners Lake Village Districts. The Town Center District was envisioned as the “downtown” area of the community with a mix of uses, including a cultural arts



**Figure 4:** 1985 Boyds Master Plan, 1989 Germantown Master Plan and 2009 Germantown Employment Area Sector Plan in Relationship to the Proposed MARC Rail Communities Plan Boundaries

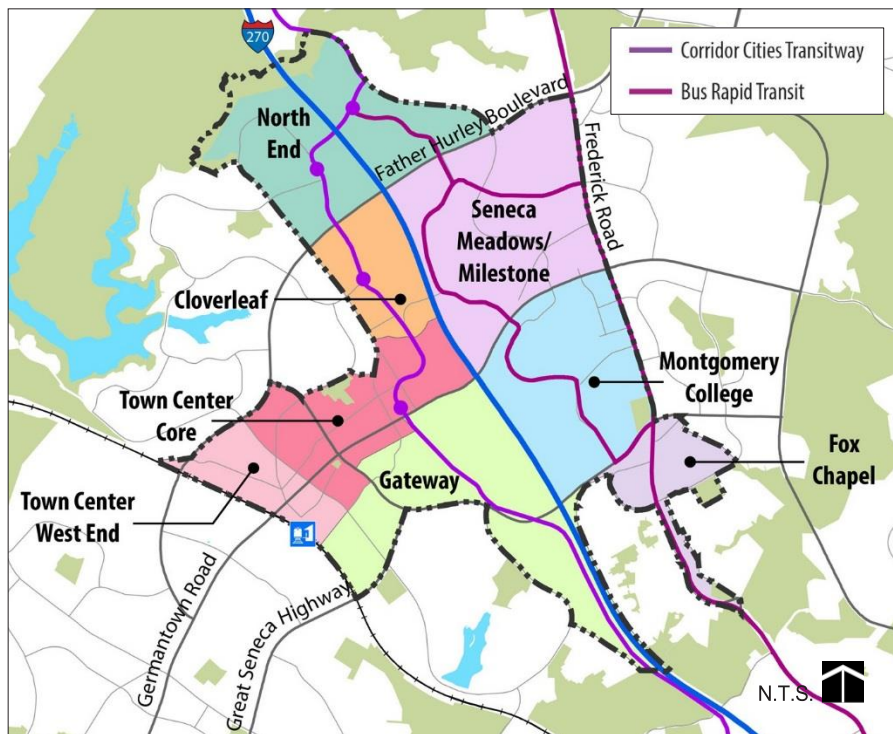


center, library and Upcounty Government Center. The Clopper Village District contains the Germantown Historic District, and the analysis of this area called for preserving the existing residential character of the historic area. There were no land use recommendations for the portion of the MARC station area within the Gunners Lake Village District. Specific to the MARC station, the Plan recommended the expansion and improvement of the Germantown commuter rail station and the provision of Park and Ride facilities to serve carpools, vanpools and commuter buses as they largely do today. The portion of the MARC station north of the railroad tracks was envisioned as “a quiet, green, pedestrian-oriented enclave” with a strong link to the historic district. Office uses and commuter parking were described.

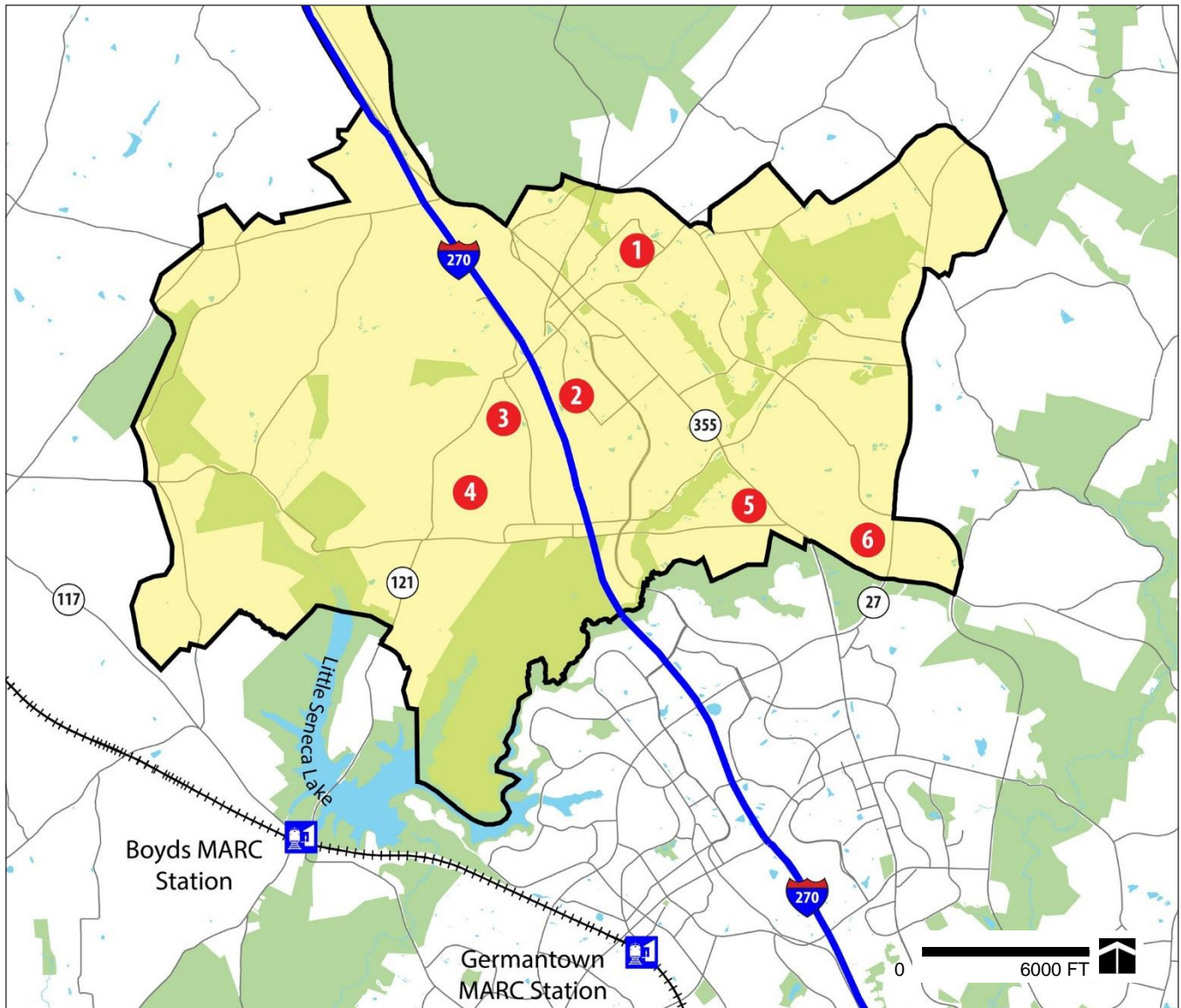
The northern portion of the Germantown MARC rail station area is located within the West End and Gateway Districts of the 2009 Germantown Employment Area Sector Plan. The primary purpose of the 2009 Plan is to establish a vision that will transform Germantown’s central employment corridor into a vibrant town center and mixed-use, uptown district. Near the MARC rail station, recommendations included structured parking, retail, and enhancements to public spaces, with special attention given to design compatibility with the historic resources. Beyond the MARC parking lots, the 2009 Plan proposes a more varied mix of housing types to increase walking to MARC. These recommendations increase the activity levels envisioned in the 1989 Plan while maintaining the pedestrian-oriented focus and connections to the historic district.

**Development Activity**

There has been no recent development within the proposed boundaries of the Boyds and Germantown portions of the MARC Rail Communities Plan. However, within the greater Germantown area, there are a number of projects in various stages of development that may have an influence on the Germantown MARC station. Additionally, existing and future development within Clarksburg may have an impact on both the Boyds and Germantown MARC station areas. The following three pages show the major public and private projects within the upper portions of Montgomery County that may have a bearing on the MARC Rail Communities Plan.

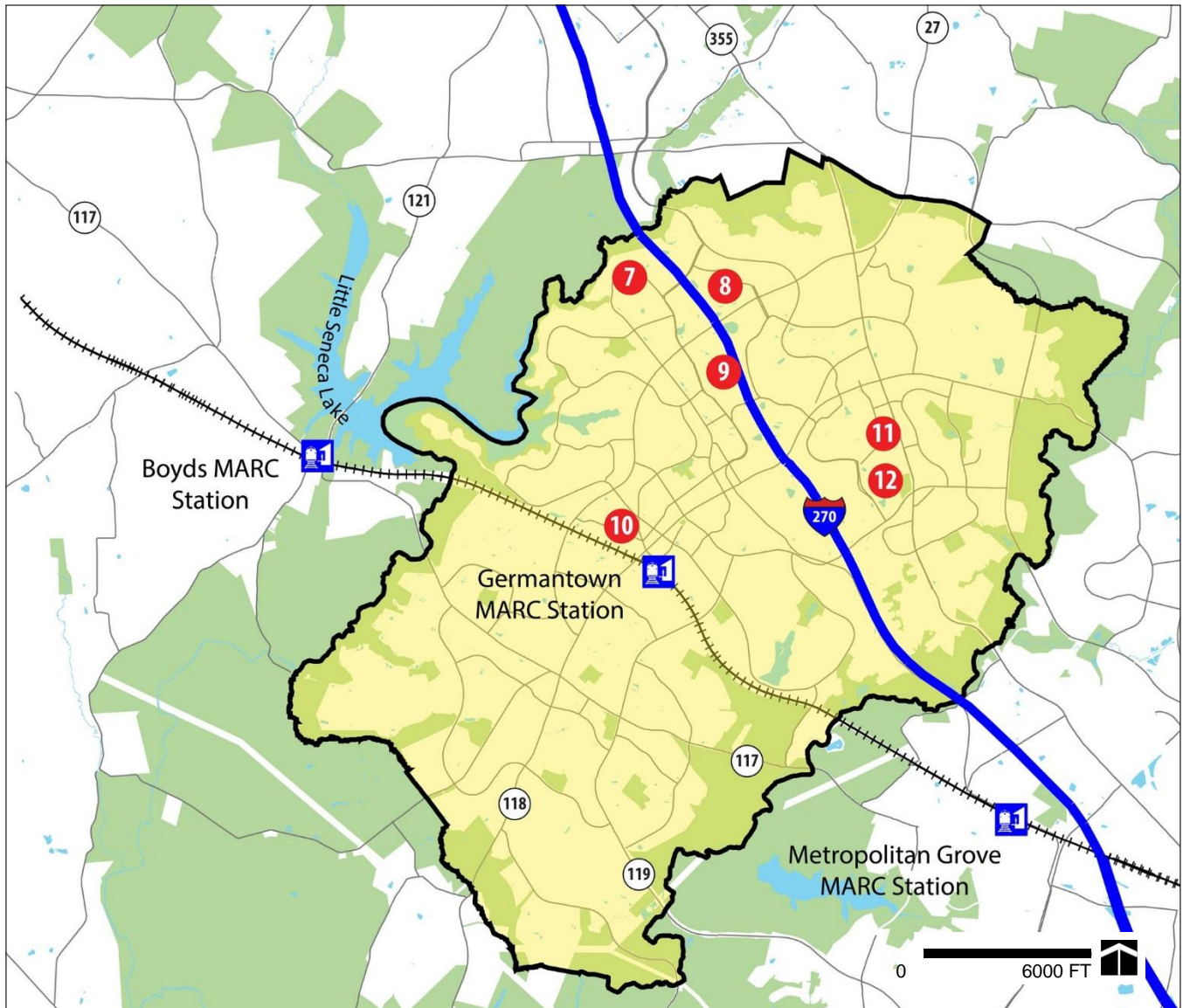


**Figure 5:**  
2009 Germantown Employment  
Sector Plan Districts



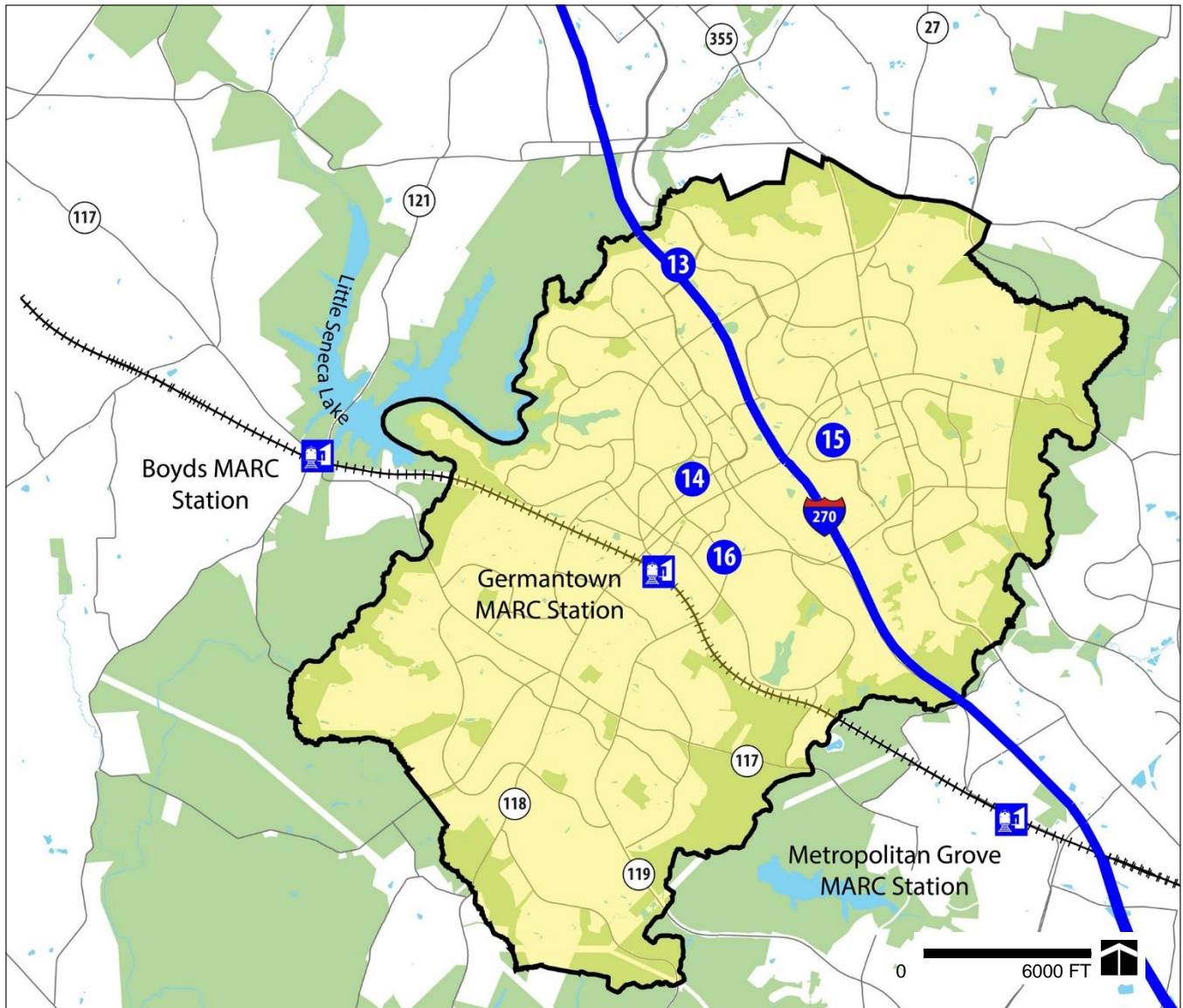
**Figure 6:** Recent Major Private Development with Clarksburg Master Plan Area

- |   |   |
|---|---|
| <p><b>1. Clarksburg Town Center</b><br/>         1,120 approved dwelling units<br/> <i>(283 dwelling units unbuilt)</i><br/>         206,185 square feet of non-residential<br/> <i>(206,185 square feet of non-residential unbuilt)</i></p> <p><b>2. Gateway West (Completed)</b><br/>         254,637 square feet of non-residential</p> <p><b>3. Cabin Branch Non Residential</b><br/>         2.42 million square feet of non-residential<br/> <i>(2.42 million square feet of non-residential unbuilt)</i></p> | <p><b>4. Cabin Branch Residential</b><br/>         2,386 approved dwelling units<br/> <i>(2,260 dwelling units unbuilt)</i></p> <p><b>5. Tapestry</b><br/>         67 approved dwelling units<br/> <i>(66 dwelling units unbuilt)</i></p> <p><b>6. Courts of Clarksburg</b><br/>         140 approved dwelling units<br/> <i>(140 dwelling units unbuilt)</i></p> |
|---|---|



**Figure 7:** Recent Major Private Development with Germantown Master Plan Area

- |  |   |
|--|---|
| <p><b>7. Black Hill, formerly Crystal Rock</b><br/>         1,189 proposed dwelling units<br/>         1.4 million square feet of proposed non-residential</p>   | <p>437,420 square feet of proposed non-residential</p>  |
| <p><b>8. Milestone North</b><br/>         485 approved dwelling units<br/> <i>(485 dwelling units unbuilt)</i><br/>         683,250 square feet of non-residential<br/> <i>(38,250 square feet of non-residential unbuilt)</i></p> | <p><b>10. Village West (Under Construction)</b><br/>         470 approved dwelling units<br/> <i>(70 dwelling units unbuilt)</i><br/>         19,771 square feet of non-residential</p> |
| <p><b>9. Century Technology, formerly Cloverleaf (Proposed)</b><br/>         477 proposed dwelling units</p>   | <p><b>11. Medical Office Building (Completed)</b><br/>         80,000 square feet of non-residential</p>  |
|  | <p><b>12. Holy Cross Hospital Germantown (Completed)</b><br/>         317,200 square feet of Non-Residential</p>  |



**Figure 8:** Recent Major Public Development with Germantown Master Plan Area

**13. Dorsey Mill Road Overpass (in Design Phase)**

**14. Germantown Town Center Urban Park (Completed)**

**15. Bioscience Building Germantown Campus  
Montgomery College (Completed)**  
145,000 square feet of non-residential

**16. Seneca Valley High School (Anticipated  
Completion in 2020)**

## Community Outreach

Throughout the late summer and early fall, planning staff made public presentations regarding the status of projects within the Germantown area and promoted the upcoming MARC Rail Communities Plan to various civic groups at their regularly scheduled meetings, including the Boyds Civic Association, Germantown Alliance, Upcounty Citizens Advisory Committee and Germantown Historical Society.

During this same timeframe, staff also conducted a series of site visits and meetings with the County and State agencies that will have integral role in the planning process, including the Montgomery County Department of General Services (DGS), Montgomery County Department of Transportation (MCDOT), Maryland Transit Administration (MTA) and Maryland State Highway Administration (SHA).

Finally, the MARC Communities Rail Plan Open House was held on November 4, 2015 at the Upcounty Regional Services Center. A total of 35 residents and stakeholders attended this meeting. Each of these meetings provided staff with the opportunity to learn about the concerns of stakeholders and receive input on the focus of the Plan.

A Communications Plan has also been prepared for the project that outlines resources and tools for effectively communicating with the community about the issues of this Plan. Social media, electronic newsletters and other communication tools will be utilized. Outreach efforts will include the community design workshop, regular reports to the Upcounty Community Advisory Board, meetings with pertinent civic and homeowner associations, updates through the interactive project website and testimony before the Planning Board. All public meeting dates, events and staff reports will be posted on the project website at [montgomeryplanning.org/community/marc\\_rail\\_station/](http://montgomeryplanning.org/community/marc_rail_station/).



*Citizens attending the MARC Rail Communities Open House on November 4, 2015*

## Plan Schedule

Staff will continue to meet with citizens, civic leaders, property owners and public agencies in early 2016. Additionally, a major outreach initiative will be the design workshop planned for March 2016. The Planning Board is scheduled to review the Working Draft Plan during summer 2016 and transmit the Planning Board Draft Plan to the County Executive and County Council by winter 2016. The County Council review of the Plan is scheduled to begin in early 2017 (see the Proposed MARC Rail

Communities Schedule on page 16). Upon completion of the Council’s review and action, a Sectional Map Amendment (SMA) will be initiated to implement the Plan’s zoning recommendations. The work schedule and products are outlined as follows:

Continued Meetings with Stakeholders

January 2016 – March 2016

Work with the various stakeholders prior to the design workshop to help finalize the opportunities and constraints in the general vicinity of the Boyds and Germantown MARC station areas.

Design Workshop

March 7, 2016 and March 14 - 16, 2016

Work with a multitude of stakeholders to develop a common vision for the future of their community. Below is a general schedule for the design workshop (see the Proposed MARC Rail Communities Plan Workshop Agenda on page 17).

Draft Preliminary Recommendations

March 2016 – May 2016

Develop preliminary recommendations for discussion with the community and Planning Board, including identifying infrastructure needs of the proposed development scenario, and land use and zoning options, and urban design recommendations that will implement the Plan recommendations.

Working Draft Report

Summer 2016

Present a Working Draft Master Plan for Planning Board review and approval of a Public Hearing Draft. Set a public hearing date and publish the Public Hearing Draft of the Master Plan.

Planning Board Public Hearing

Fall 2016

Conduct the Planning Board’s tour of the area and the public hearing to receive public testimony.

Planning Board Work Sessions and Planning Board Draft

Fall 2016

Planning Board work sessions will be held to review testimony and discuss issues presented during the public hearing. The Planning Board Draft will be prepared for transmittal to the County Council and the County Executive.

County Executive Review

Fall 2016

The County Executive will review the Plan’s recommendations, prepare a fiscal analysis and transmit comments to the County Council.

County Council Review

Winter 2017

The County Council will tour the Plan area and conduct a public hearing on the Planning Board Draft Plan. Work sessions will then be held by the Council’s Planning, Housing and Economic Development (PHED) Committee. The PHED Committee will make recommendations to the full Council on the Planning Board Draft.

County Council Work Sessions

Winter 2017

County Council work sessions will review the PHED Committee's recommendations and approve the MARC Rail Communities Plan with a Council Resolution.

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**Project Webpage**

[http://www.montgomeryplanning.org/community/marc\\_rail\\_station/](http://www.montgomeryplanning.org/community/marc_rail_station/)

**Twitter**

@montgomeryplans

**Attachments**

Proposed MARC Rail Communities Schedule

Proposed MARC Rail Communities Plan Workshop Agenda

Briefing Book, November 2015

# Proposed MARC Rail Communities Plan Schedule

	2015						2016											
	Jul	Aug	Sep	Oct	Nov	Dec	Jan	Feb	Mar	Apr	May	Jun	Jul	Aug	Sep	Oct	Nov	Dec
<b>Outreach</b>																		
Stakeholder Meetings			■	■	■	■	■	■	■	■	■	■	■	■	■	■	■	■
<b>Scope of Work</b>																		
Background Research	■	■	■	■	■	■												
Scope of Work Presentation							■											
<b>Analysis and Draft Plan</b>																		
Analysis/Concept Refinement								■	■	■	■							
Draft Workshop Recommendations									■	■	■							
Staff Draft												■	■					
<b>Community Meetings</b>																		
Open House					■													
Workshop/Public Meetings									■	■	■							
<b>Planning Board Review</b>																		
Public Hearing															■			
Work Sessions															■	■	■	■
<b>Executive &amp; County Council</b>																		
Transmit to Executive & County Council																		■

Community Outreach
  Staff Work
  Planning Board



# Proposed MARC Rail Communities Plan Workshop Agenda

Time	Monday, March 7th	Monday, March 14	Tuesday, March 15	Wednesday, March 16	
	Agencies	Boyd's	Germantown	Synthesis	
9:00 AM	<b>Discussion Topic</b> Existing and Proposed Facilities	<b>Team Meeting</b> Internal Recap of Public Meeting #1	<b>Team Meeting</b> Recap of Drop In #1 and Comm. Vision Germantown	<b>Team Meeting</b> Recap of Drop In #2	
10:00 AM	<b>Attendees</b> Historic Preservation Environmental Protection Permitting Services General Services Public Schools Parks	<b>Team Exercise for Boyd's based on Community Vision Exercise</b> Alternative Concept Development (consider land use and connections)	<b>Team Exercise for Germantown based on Community Vision Exercise</b> Alternative Concept Development (consider land use and connections)	<b>Synthesis</b>	<b>Stakeholder Feedback Loop</b> (Agency and Community)
11:00 AM					
12:00 PM	<b>Lunch</b>				
1:00 PM	<b>Discussion Topic</b> Road Network MARC Parking Ride On	<b>Alternative Concept Dev.</b>	<b>Stakeholder Feedback Loop</b> (Agency and Community)	<b>Alternative Concept Dev.</b>	<b>Stakeholder Feedback Loop</b> (Agency and Community)
2:00 PM	Road Sections Ped/Bike Facilities				
3:00 PM	<b>Attendees</b> County Transportation CSX State Highway Admin.	<b>Production</b>			
4:00 PM	<b>Setup</b> Public Meeting #1	<b>Preparation for Drop In #1</b>	<b>Preparation for Drop In #2</b>	<b>Setup</b> Public Meeting #2	
5:00 PM	<b>Dinner</b>				
6:00 PM	<b>Open House</b> • Intro to new participants • Q&A with agency tables	<b>Community Drop In for Boyd's Alternatives</b> (primarily for public who could not make it during daytime)	<b>Community Drop In for Germantown Alternatives</b> (primarily for public who could not make it during daytime)	<b>Open House</b> • Intro to new participants	
7:00 PM	<b>Presentation</b> Recap/ Online and vision summaries			<b>Pin Up Presentation</b> • Vision statements for each community • Alternative Concepts • Diagrams (Land Uses, Connections, Parks, Environment, Historic and Placemaking)	
8:00 PM	<b>Vision Exercise</b> • Tables of 8 • B/G 30 minutes each - Vision statement - Cue cards				
9:00 PM	<b>Report out</b>			<b>Questions/Next Steps</b>	

**Open Sessions**

Discussion/Feedback

Community Worksessions



# Briefing Book

November 2015



**MARC Rail Communities Plan**  
Boyd's & Germantown



# 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.



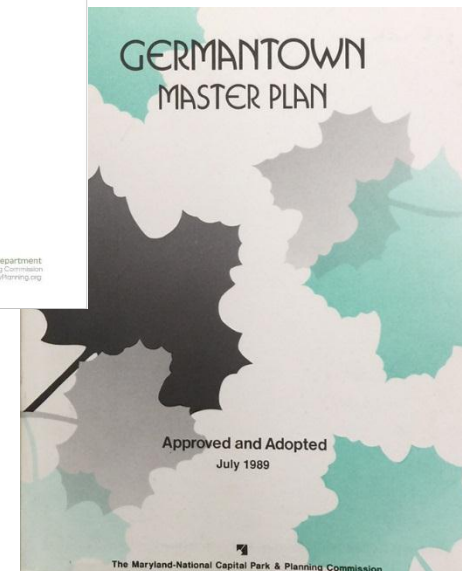
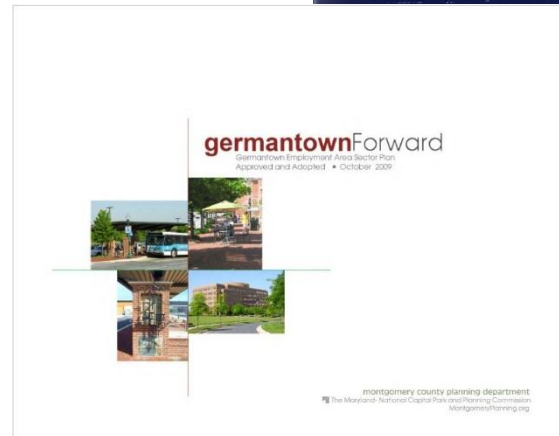
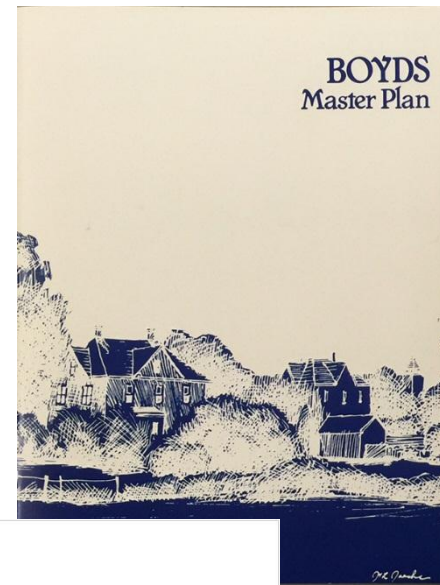
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# Purpose of a Master Plan

- ▶ 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?



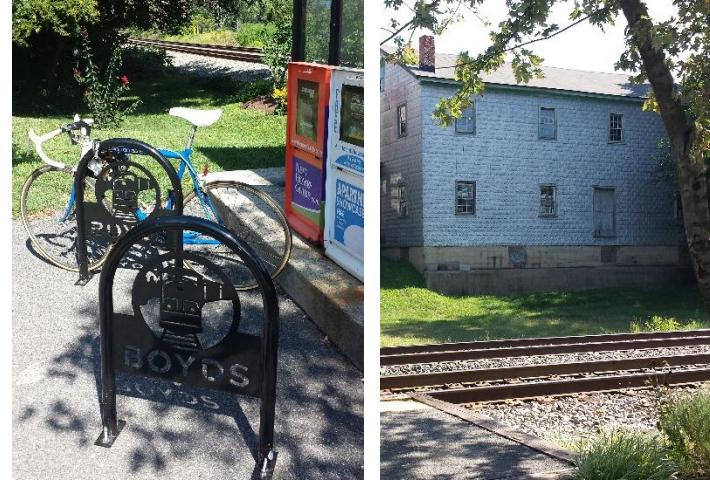
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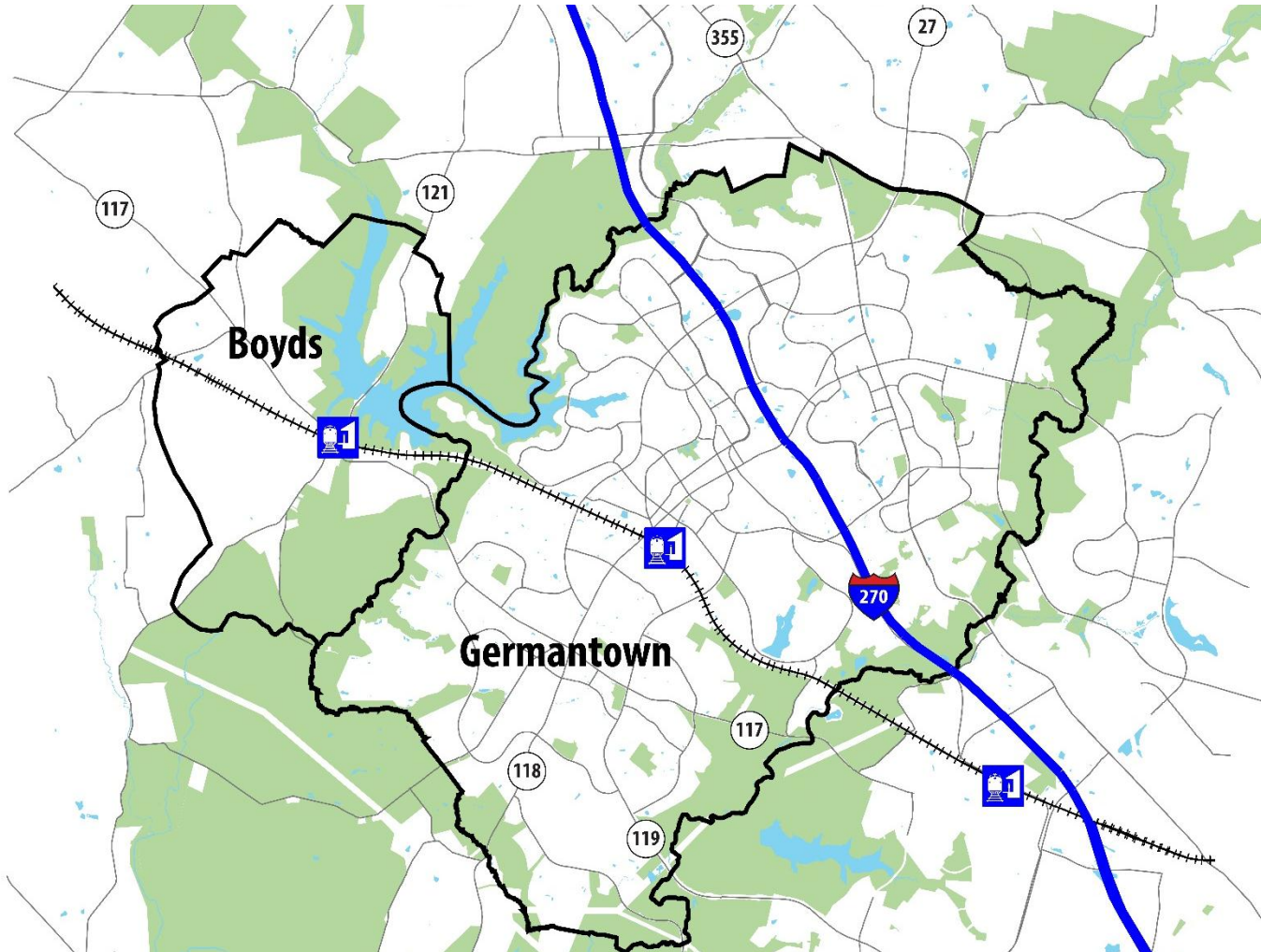


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3. How can the MARC rail station areas be a catalyst for that change?
4. How do you envision the future of your communities?



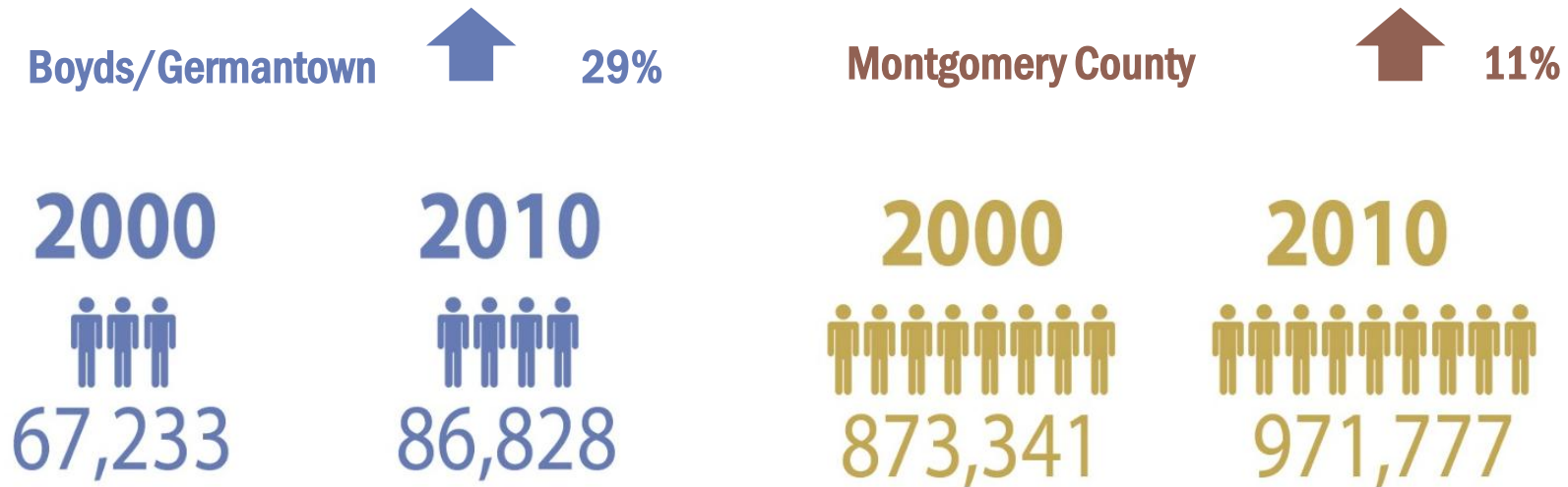
The following demographic information is based on this geography:





# 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.

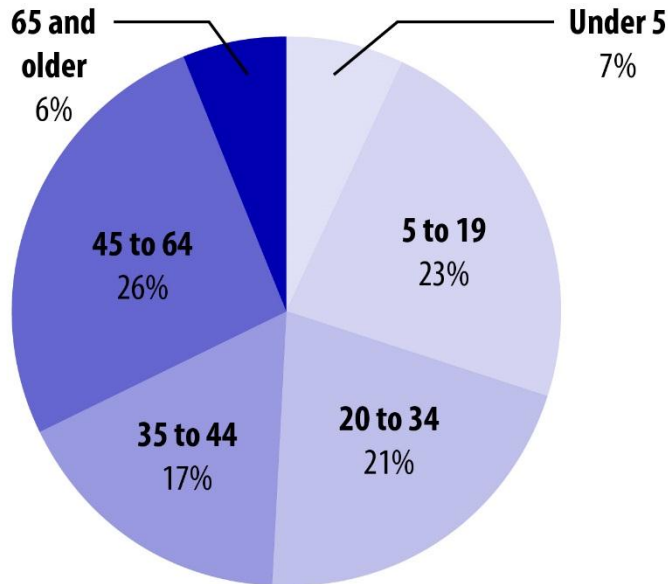


Source: US Census Bureau, 2000 and 2010 Decennial Census.

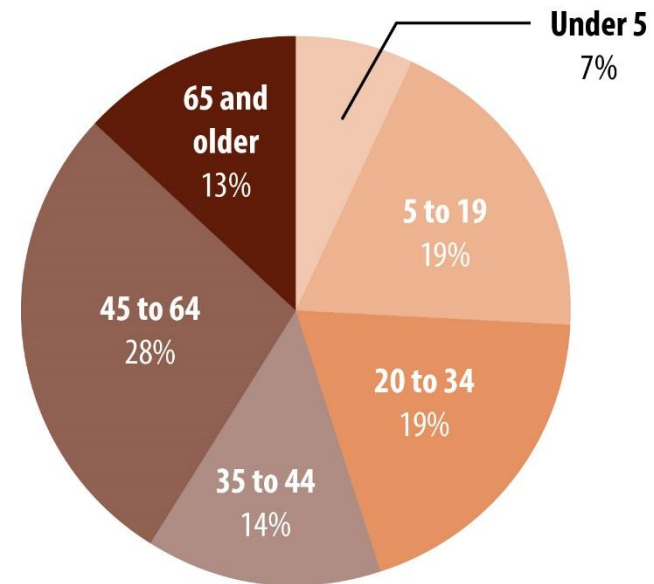
# The Boyds/Germantown population is younger than the overall County population.

- ▶ 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.

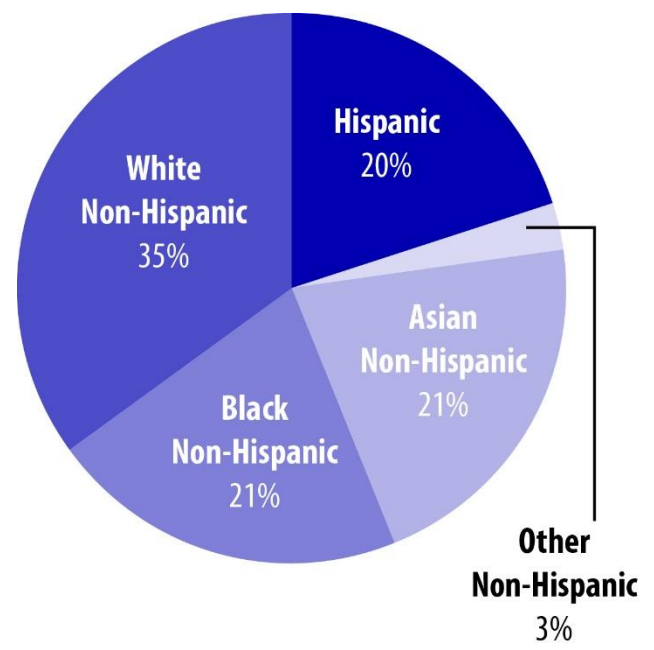




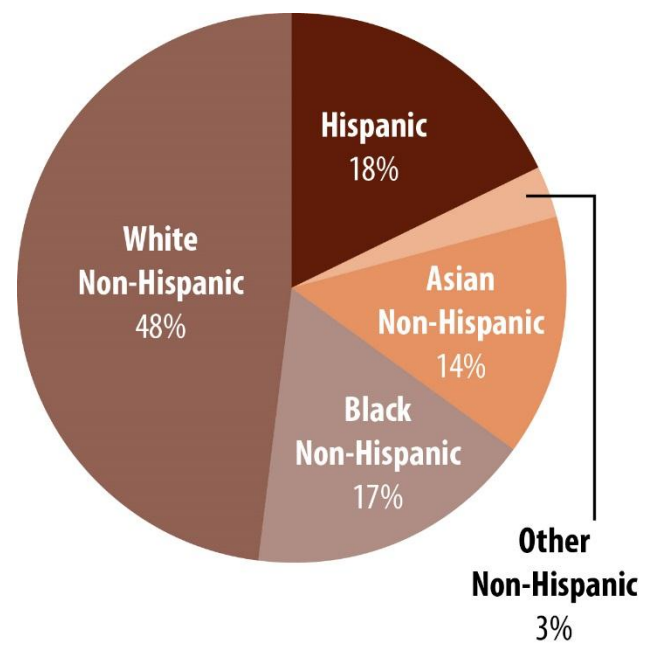
# Boyds/Germantown is more diverse than the County.

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

**Boyds/Germantown**



**Montgomery County**

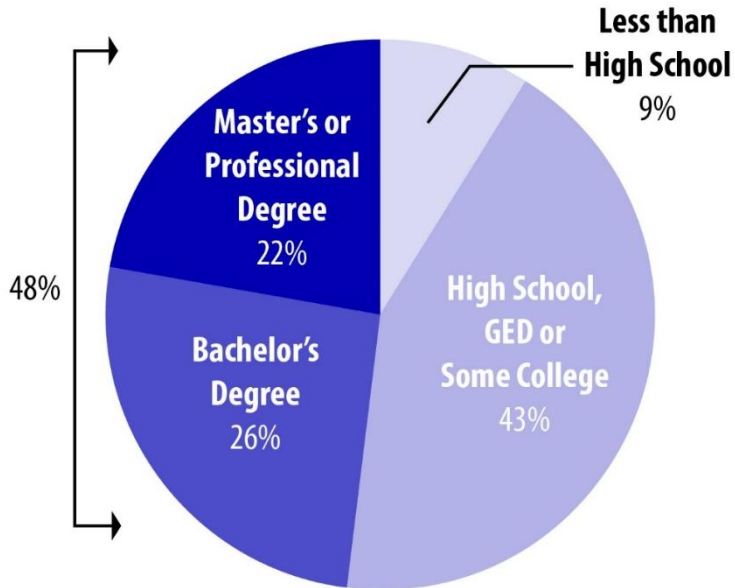


Source: US Census Bureau, 2013 American Community Survey 5-Year.

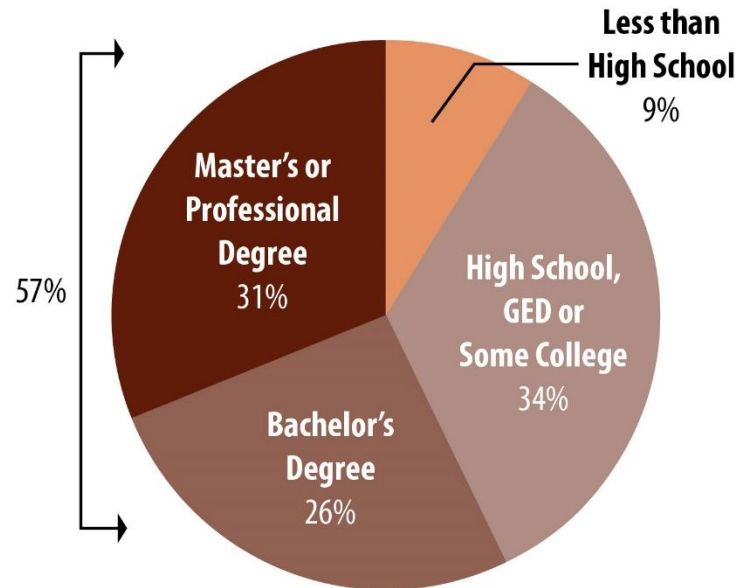


Boyd's/Germantown residents have various levels of educational attainment.

**Boyd's/Germantown**



**Montgomery County**



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

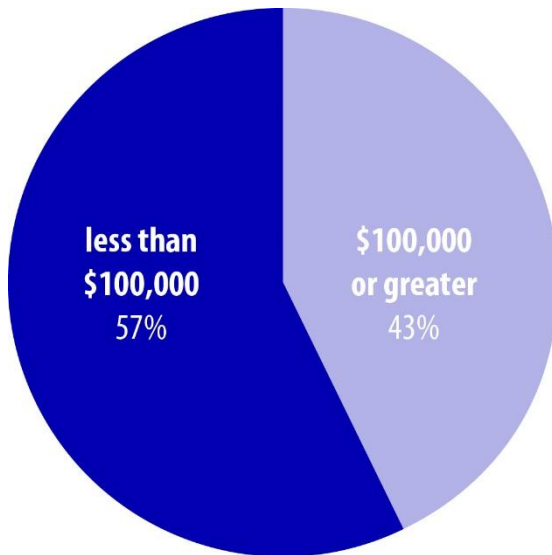




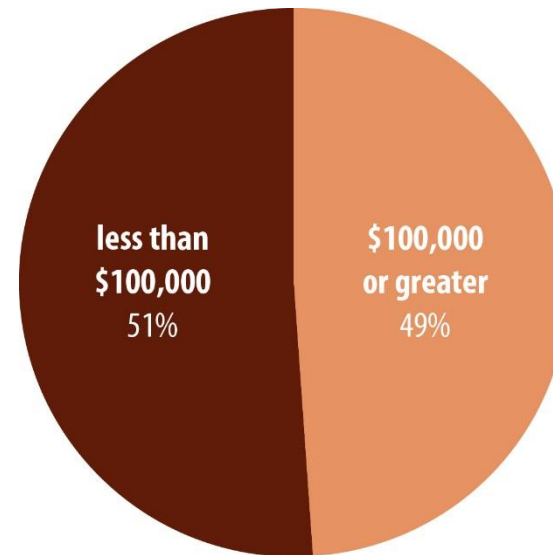
Boyd's/Germantown household incomes are trending higher, but not as much as in the County.

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

**Boyd's/Germantown**



**Montgomery County**



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



# Owned Residential Dwellings

## Number of Dwelling Units <sup>1</sup>

	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%
<b>Total</b>	<b>293,275</b>	<b>100%</b>	<b>25,370</b>	<b>9%</b>	<b>514</b>	<b>0.18%</b>

\* Includes non-rental units

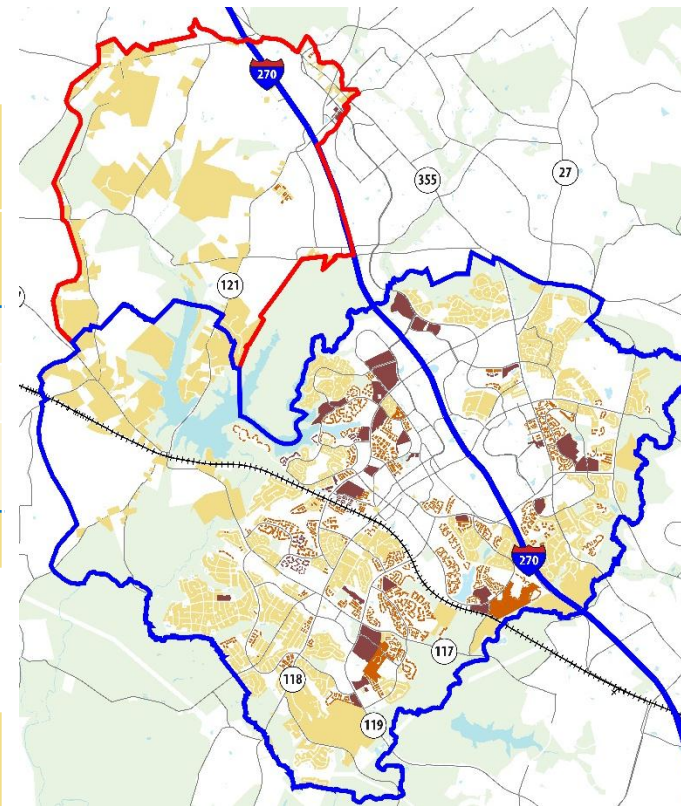
## Median Tax Assessment Value (2013-2014)<sup>1</sup>

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

Average square foot per unit: 1,800 sf

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

<sup>1</sup> 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 <sup>1</sup>

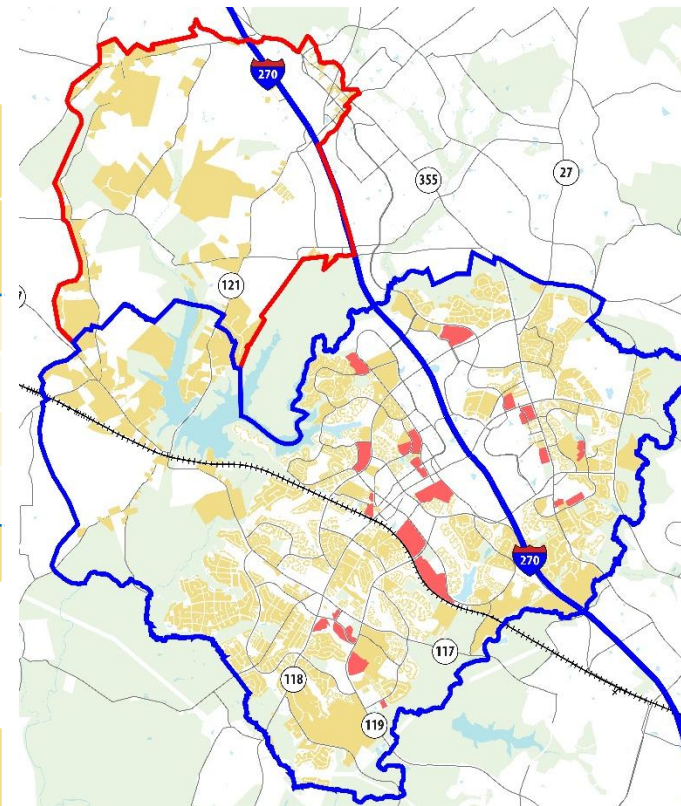
	Montgomery County		Boyd's/Germantown	
	No. of Units	Percent	No. of Units	Percent
1 BR	33,905	41%	2,160	35%
2BR	37,412	45%	3,728	61%
3BR	6,584	8%	248	4%
Other*	4,525	5%	23	0.4%
<b>Total</b>	<b>82,426</b>	<b>100%</b>	<b>6,159</b>	<b>100%</b>

\*Other includes efficiency, 4 BR and 5 BR units

## Average Rent Range <sup>1</sup>

	Montgomery County			Boyd's/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)

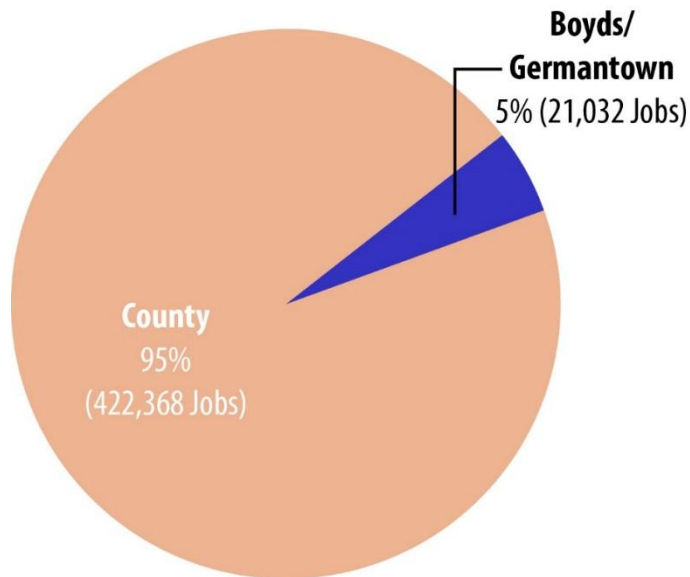


- Boyd's/Germantown
- Ten Mile Creek/Cabin Branch
- Rental
- Owned

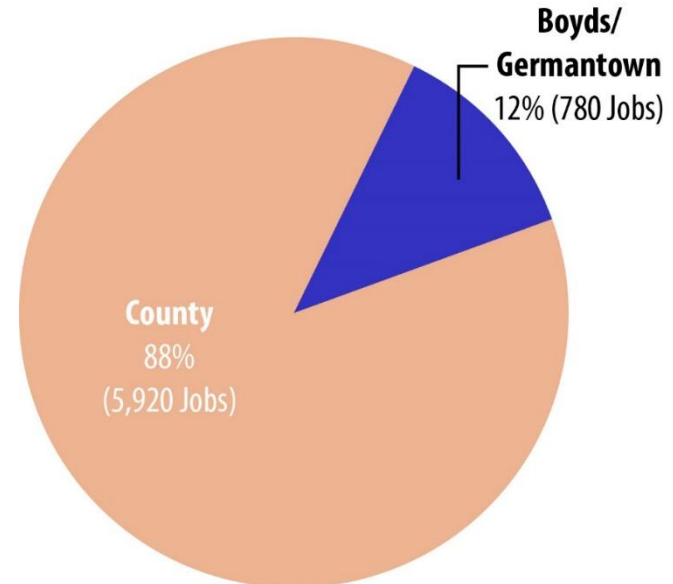


Germantown has 5 percent of jobs, 9 percent of residents in County.

Share of County Jobs  
(2013)



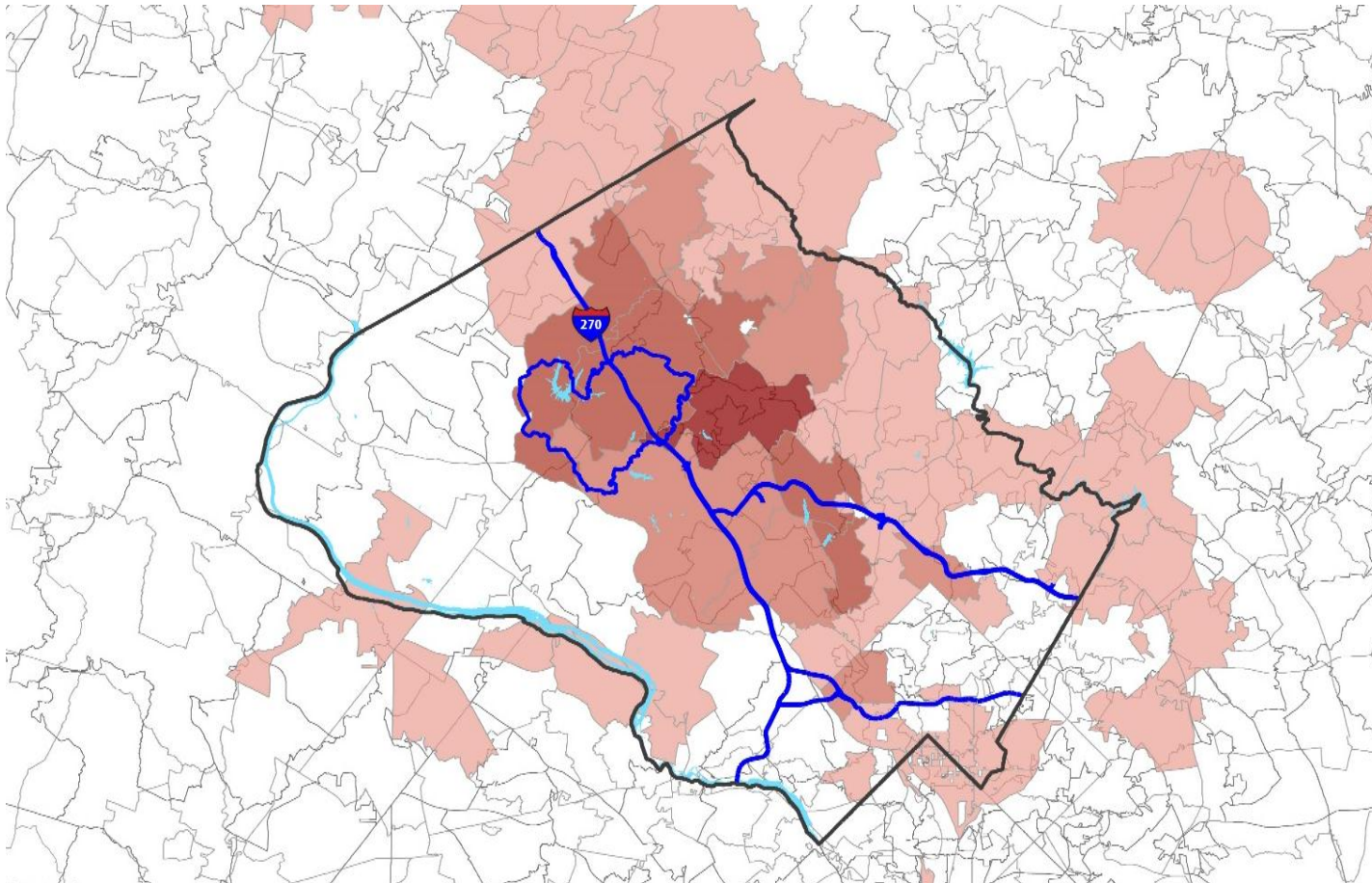
Share of Job Growth in  
County (2010 to 2013)



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.

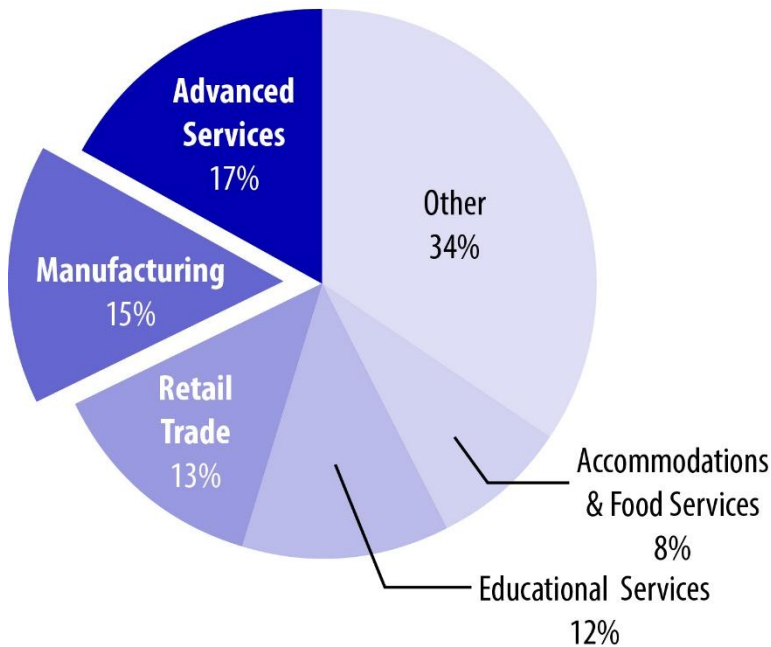




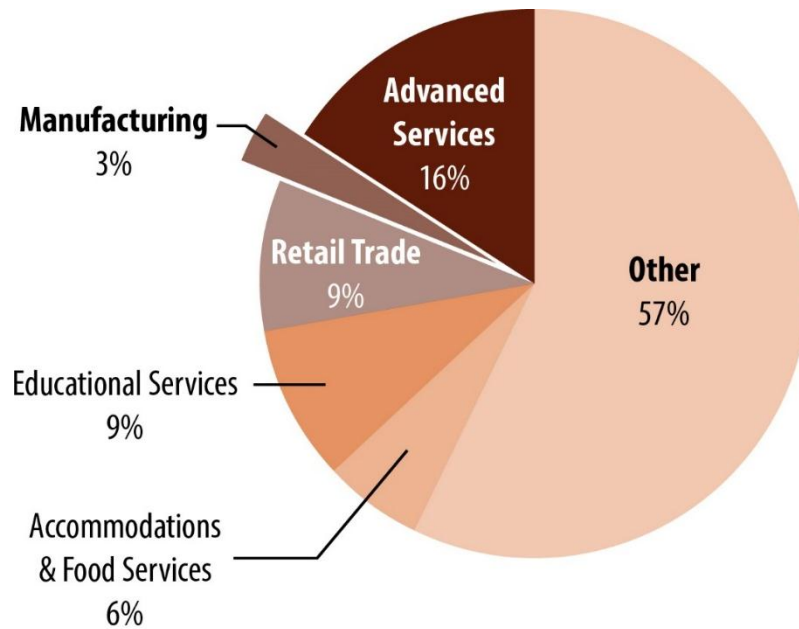
## Advanced services and manufacturing are key services in the Boyds/Germantown area.

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

**Boyd's/Germantown**



**Montgomery County**



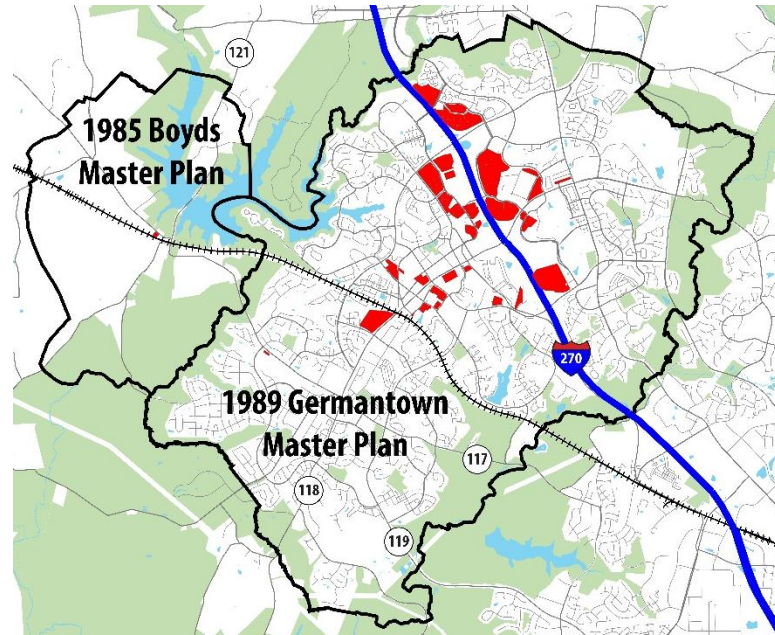
Source: US Census Bureau, 2013 American Community Survey 5-Year.



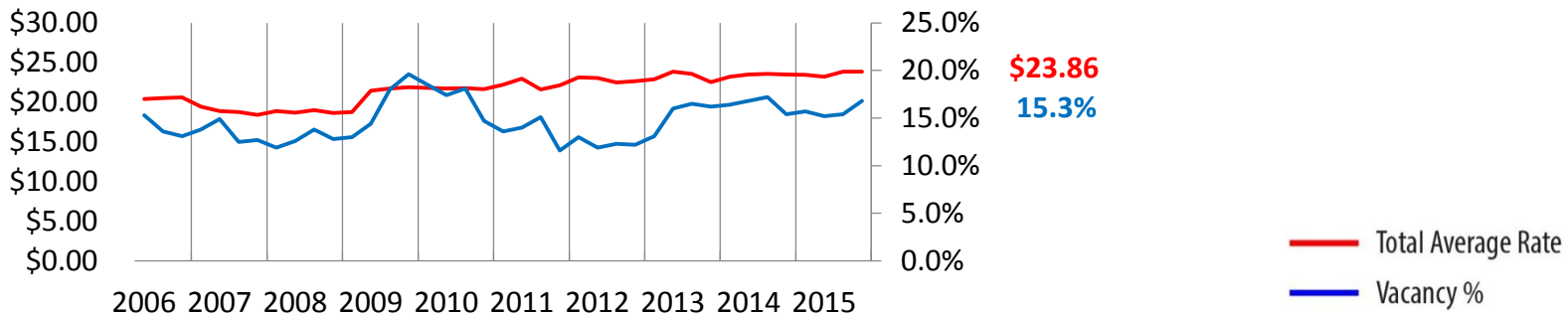


# Boyd's/Germantown Office Conditions

- ▶ Approximately 4.45 million square feet of office/research and development space (**6% of County**) are in Boyd's/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's/Germantown Office Vacancy and Rent Rates**

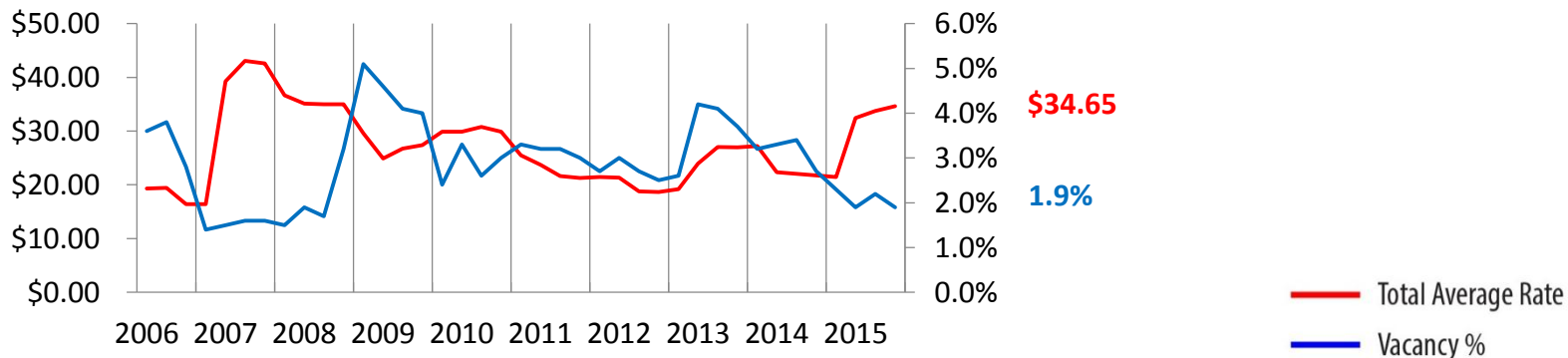


# Boyd's/Germantown Retail Conditions

- ▶ 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's/Germantown Retail Vacancy and Rent Rates (2006-2015)**

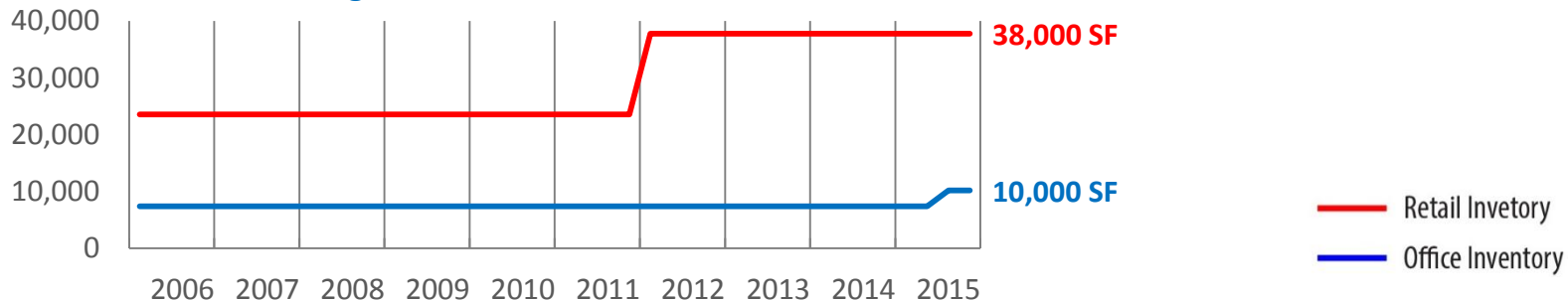


# Clarksburg/Cabin Branch Office and Retail

- ▶ 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).



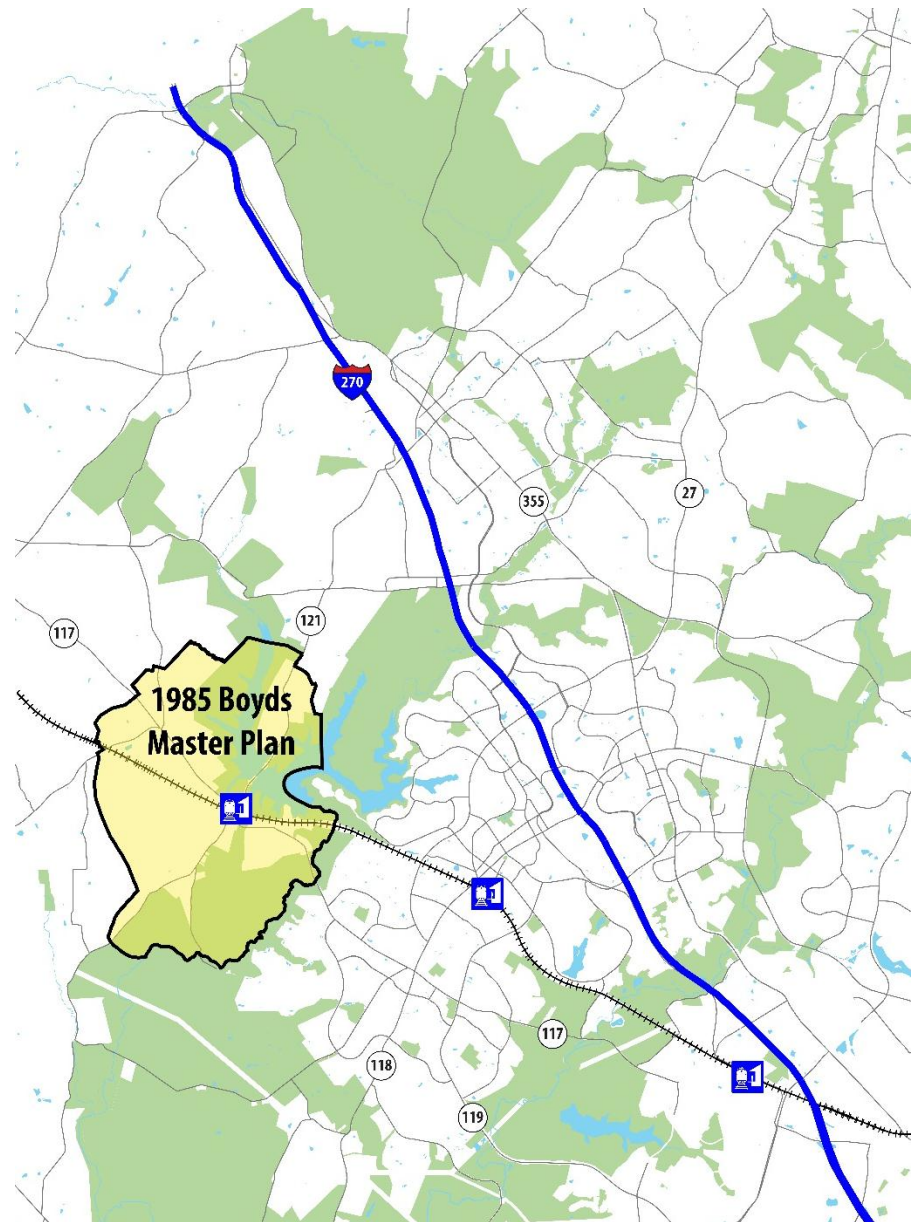
Clarksburg and Cabin Branch Commercial Growth



# Master Plans Influencing This Project

## 1985 Boyds Master Plan

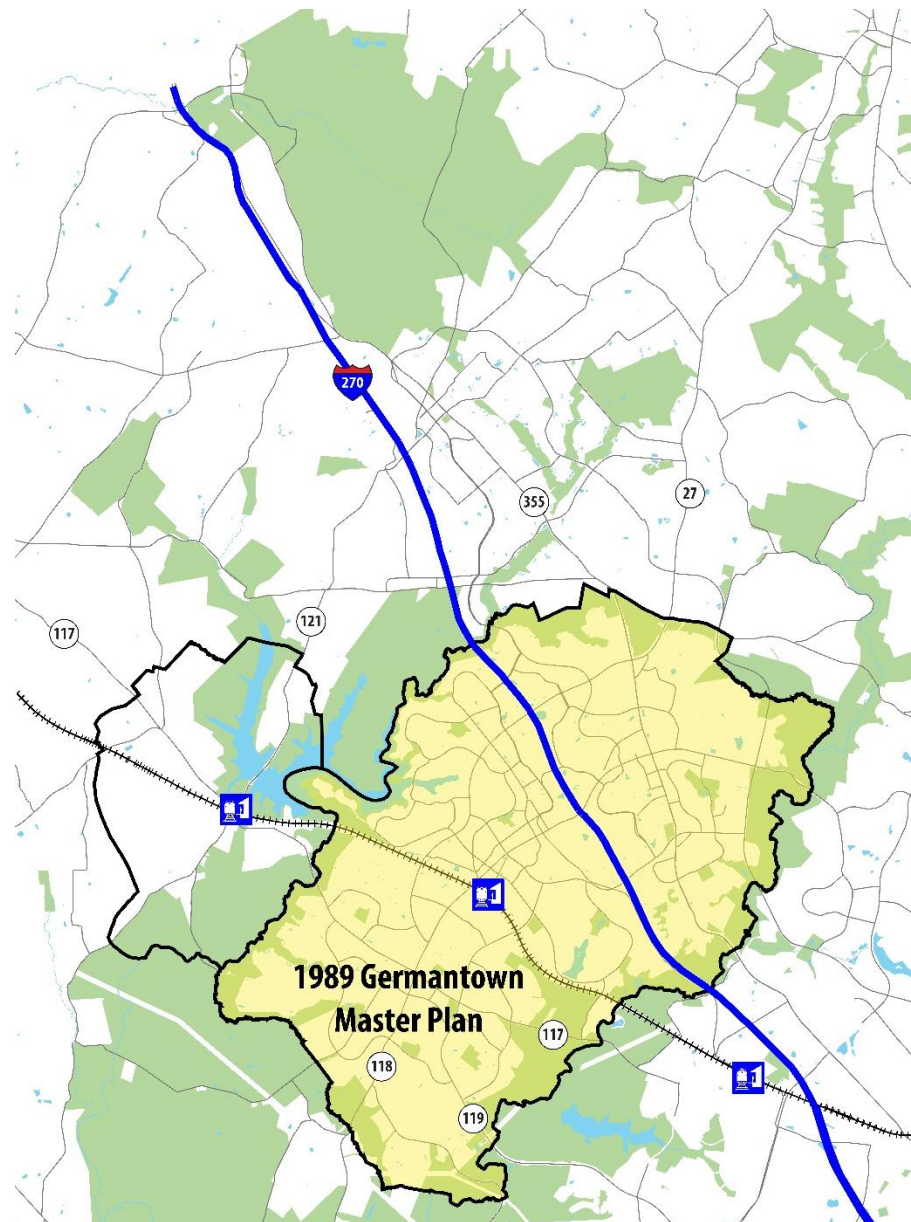
- ▶ Continuation of the existing rural community patterns.
- ▶ Improved road circulation.
- ▶ Development of a local park.
- ▶ Defined the historic district.



# Master Plans Influencing This Project

## 1989 Germantown Master Plan

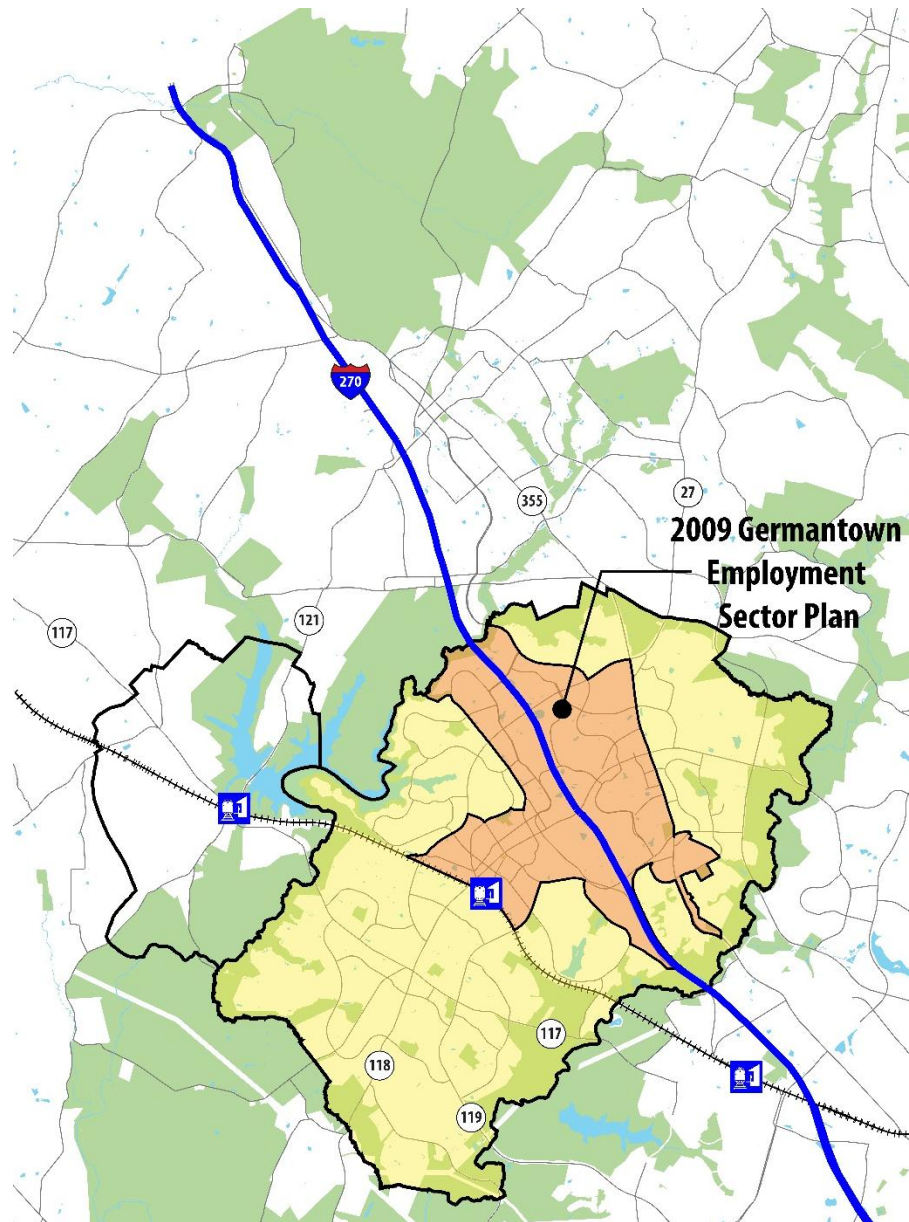
- ▶ Provided opportunities for employment land uses.
- ▶ Increased the County's total housing stock.
- ▶ Provided a safe and adequate transportation system.
- ▶ Encouraged the preservation of historic resources.



# Master Plans Influencing This Project

## 2009 Germantown Employment Sector Plan

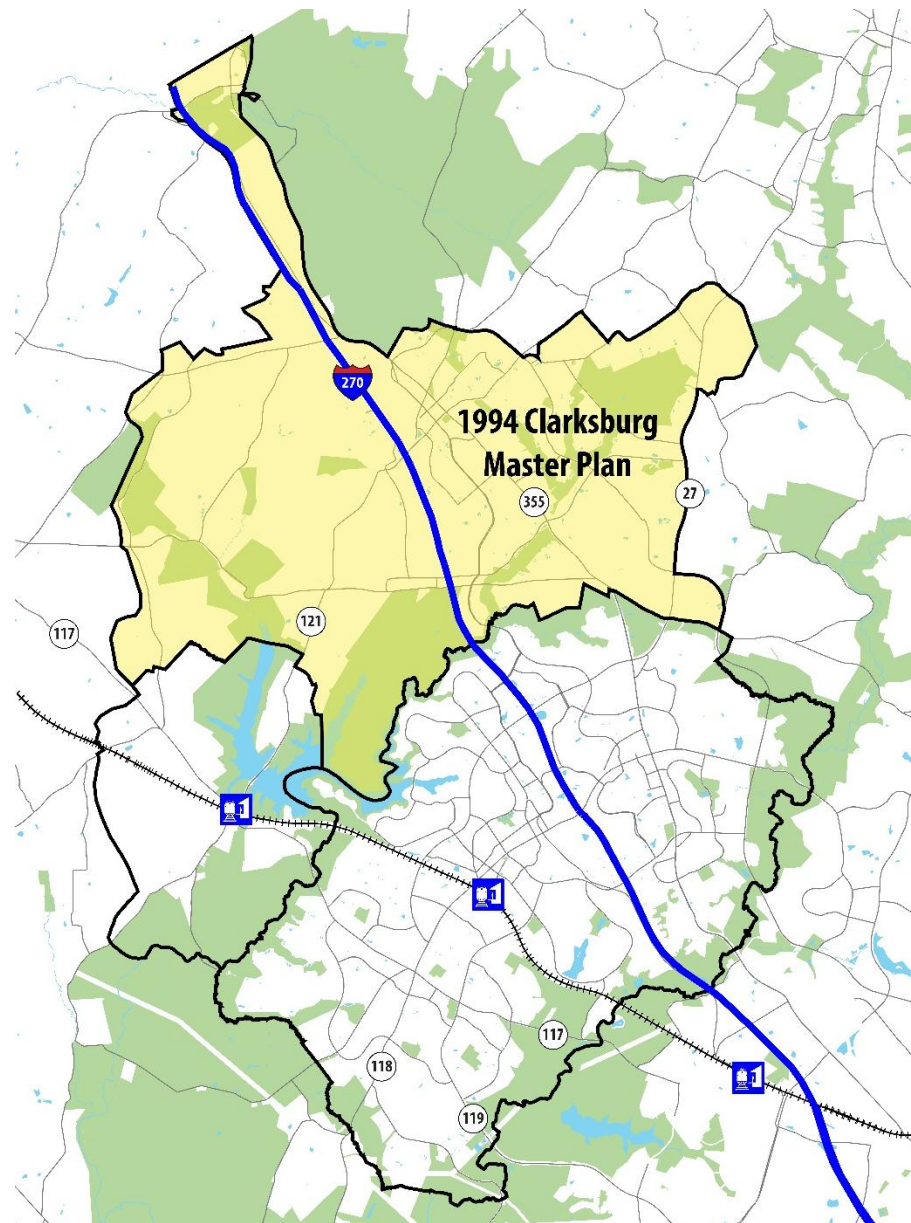
- ▶ Focused activity along Century Boulevard and surrounded it with complementary residential and employment uses.
- ▶ Created transit-served, mixed-use neighborhoods.
- ▶ Established Germantown as the upcounty cultural center.



# Master Plans Influencing This Project

## 1994 Clarksburg Master Plan

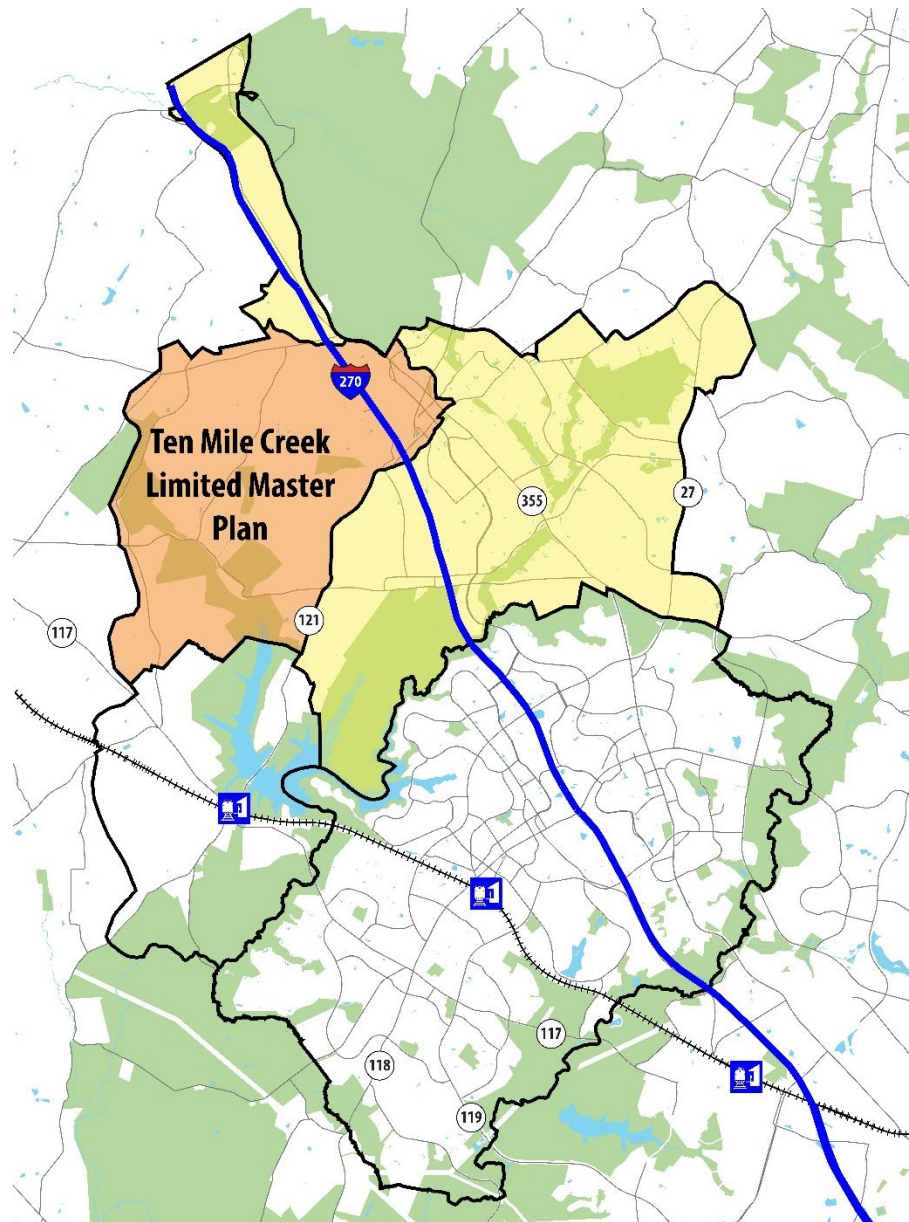
- ▶ Protection of natural features, including Ten Mile and Little Seneca Creeks.
- ▶ Provided a transit-oriented, multi-use Town Center.
- ▶ Reinforced County policy to preserve a critical mass of farmland.
- ▶ Clustered development into a series of transit- and pedestrian-oriented neighborhoods.



# 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.



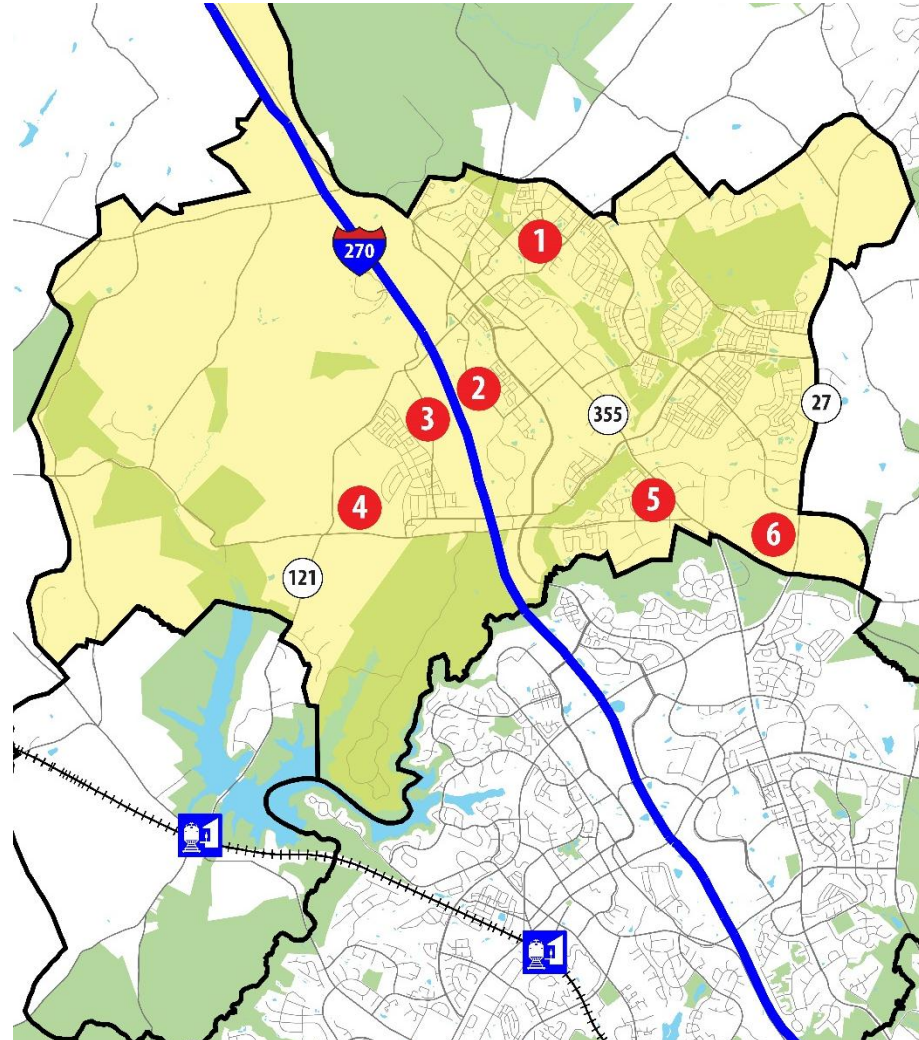




# Major Development

## Private

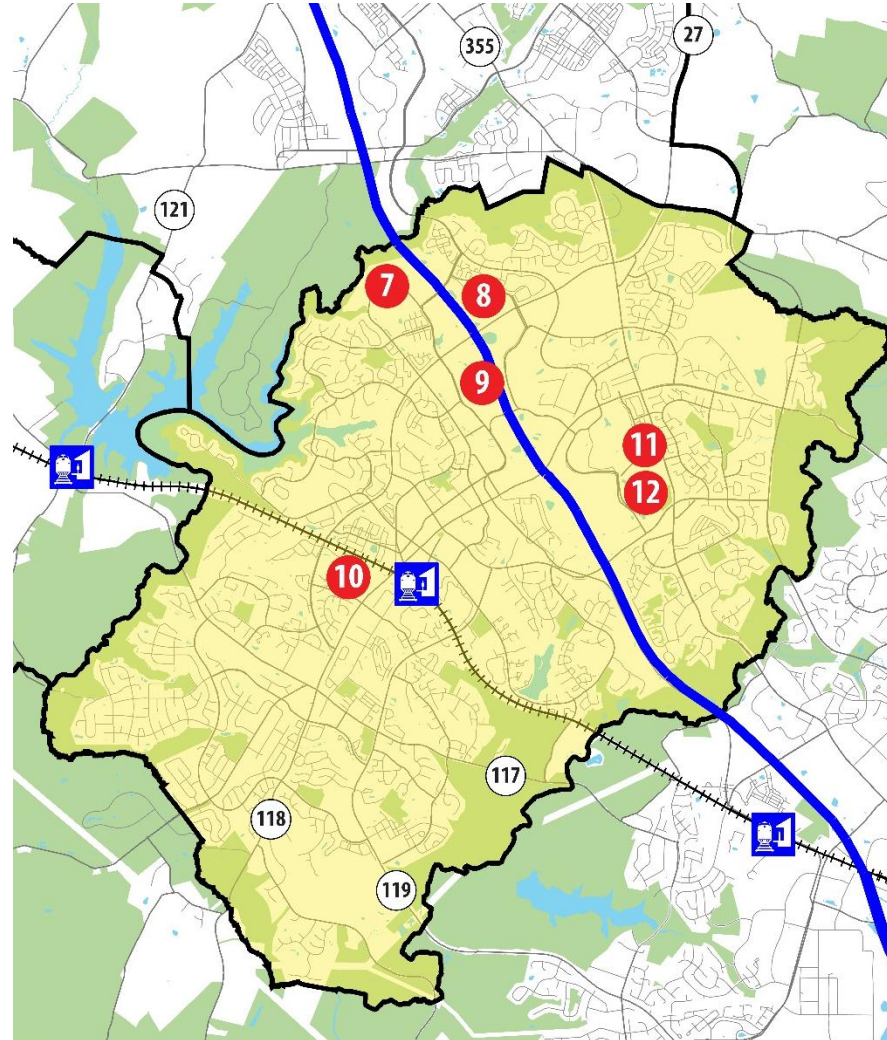
1. **Clarksburg Town Center (Approved)**  
852 Single-Family Residential  
264 Multi-Family Residential  
206,185 square feet of Non-Residential
2. **Gateway West (Completed)**  
254,637 square feet of Non-Residential
3. **Cabin Branch (Approved)**  
1,139 Single- and Multi-Family Residential  
500 Senior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

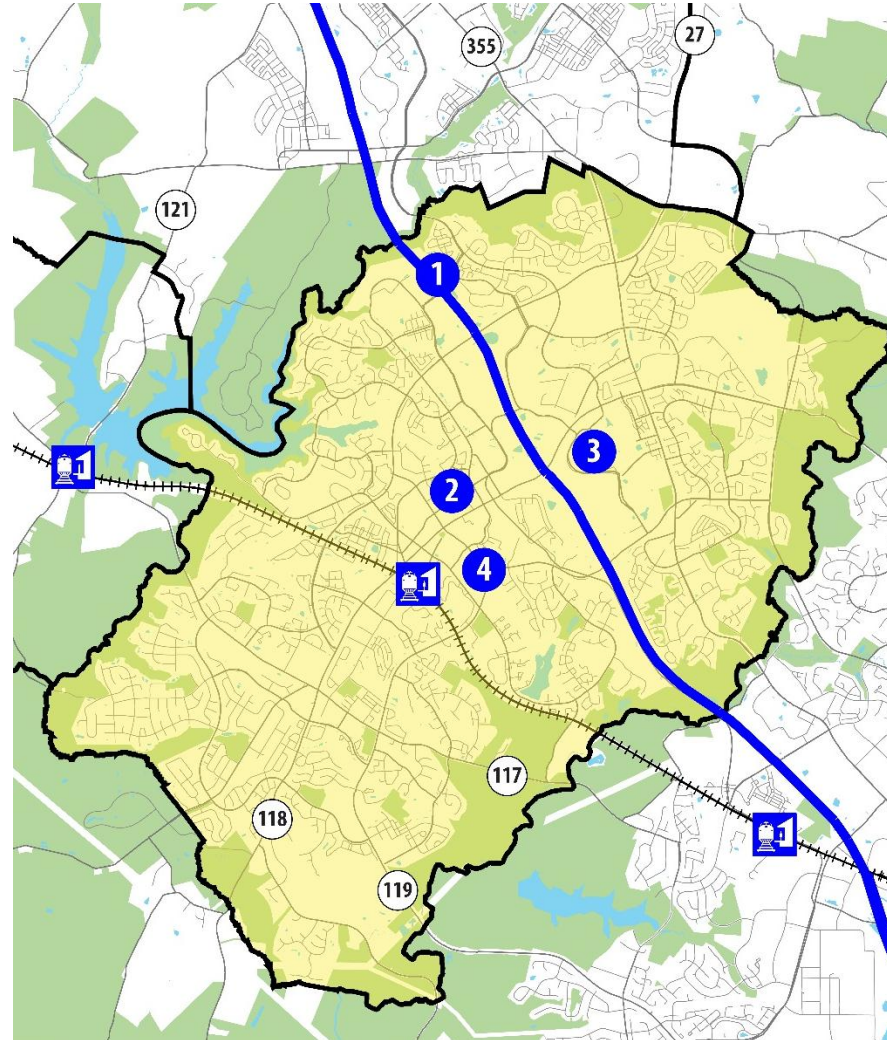
- 7. **Black Hill, formerly Crystal Rock (Proposed)**  
1,189 Multi-Family Residential  
1.4 million square feet of Non-Residential
- 8. **Milestone North (Approved)**  
485 Multi-Family Residential  
683,250 square feet of Non-Residential
- 9. **Century Technology, formerly Cloverleaf (Proposed)** 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

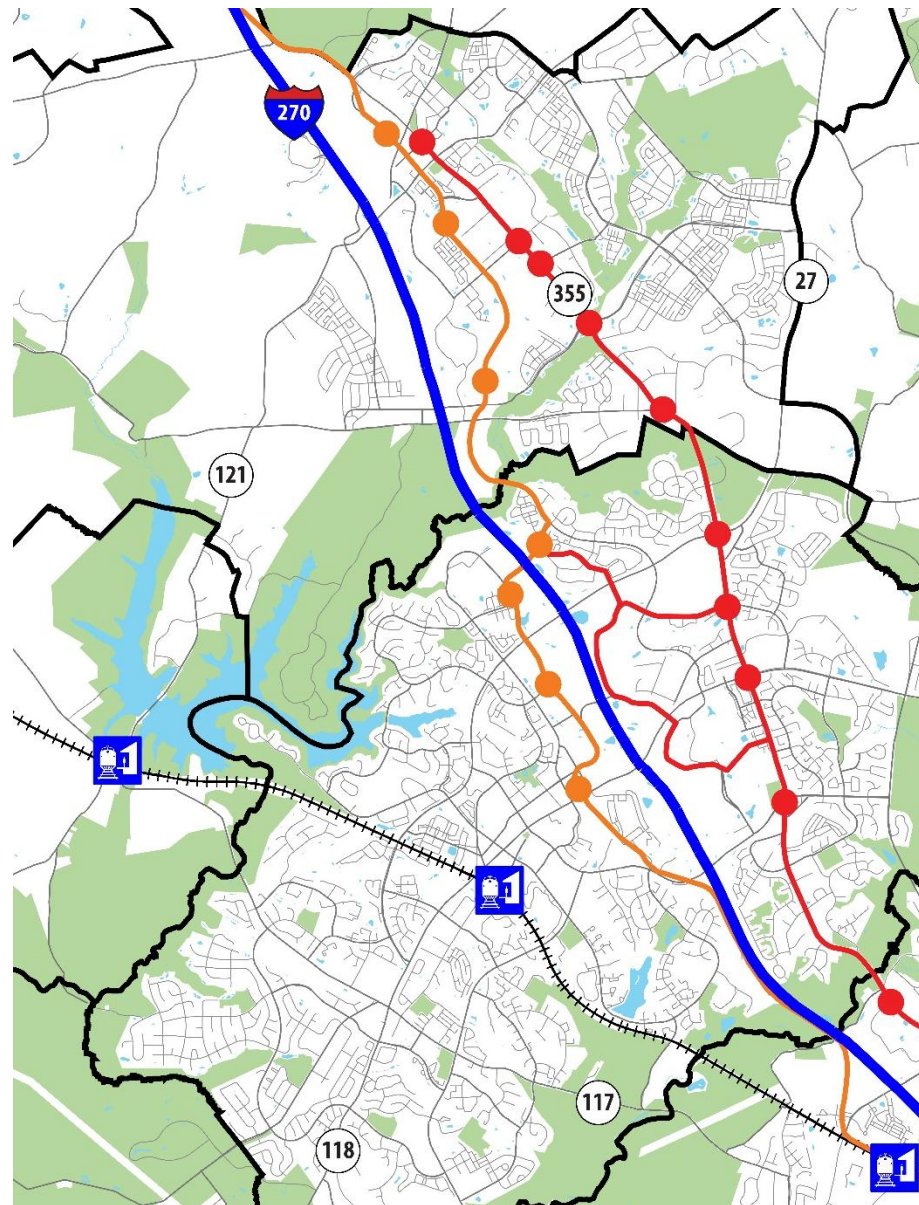
## Public Projects

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

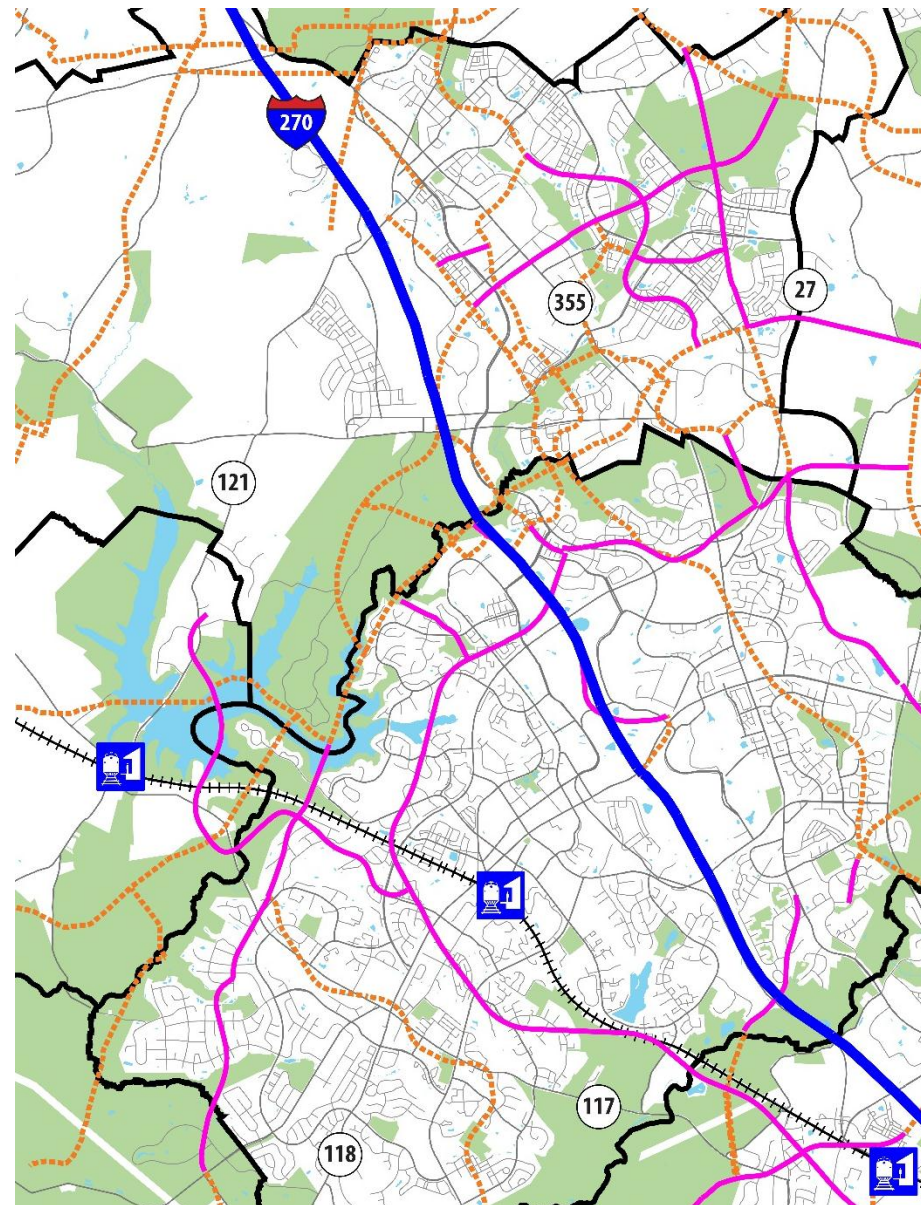
- ▶ The CCT, **in orange**, will serve communities on the west side of I-270 as the MD355 BRT, **in red**, will serve the east side.
- ▶ Local bus service will connect the Boyds and Germantown MARC stations to both BRT corridors.
- ▶ A Master Plan addition of a third track on the MARC line will enable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



# Bicycle Master Plan

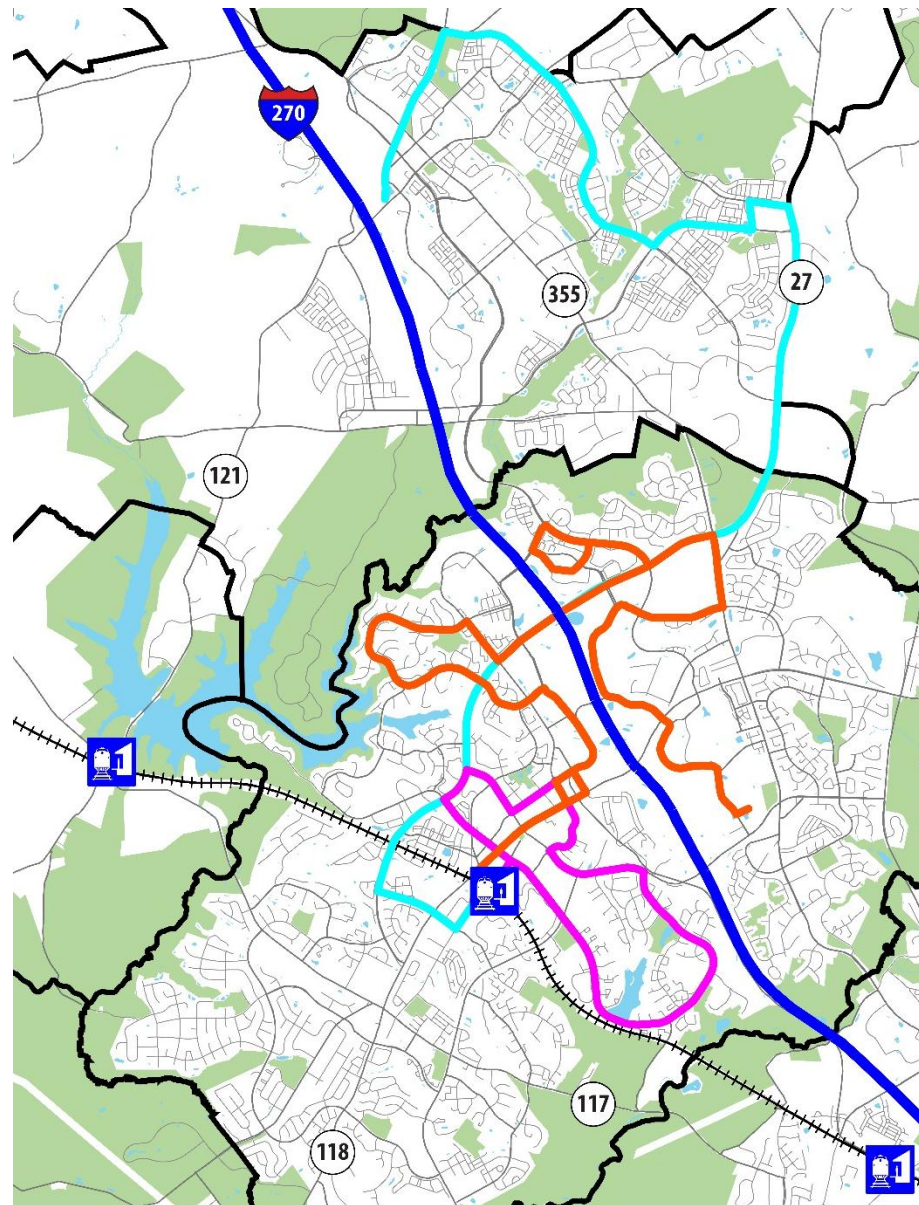
The constructed bicycle routes are **in pink**. The proposed bicycle routes are **in orange**. Some of the goals of the current Bicycle Master Plan are:

- ▶ Create a low-stress bicycling environment that makes cycling comfortable for most people.
- ▶ Provide secure long-term bicycle parking at transit stations.



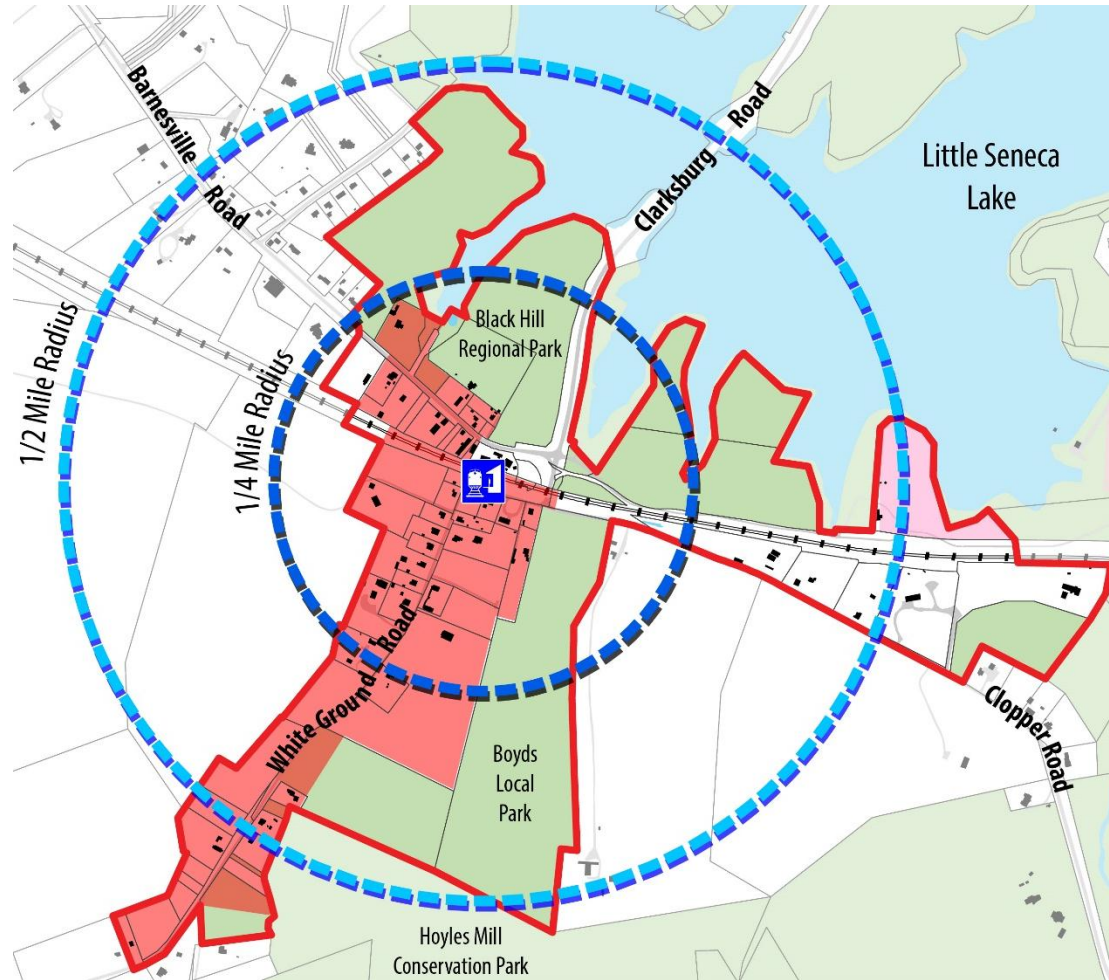
# Ride On Routes to Germantown MARC Station

- ▶ 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.



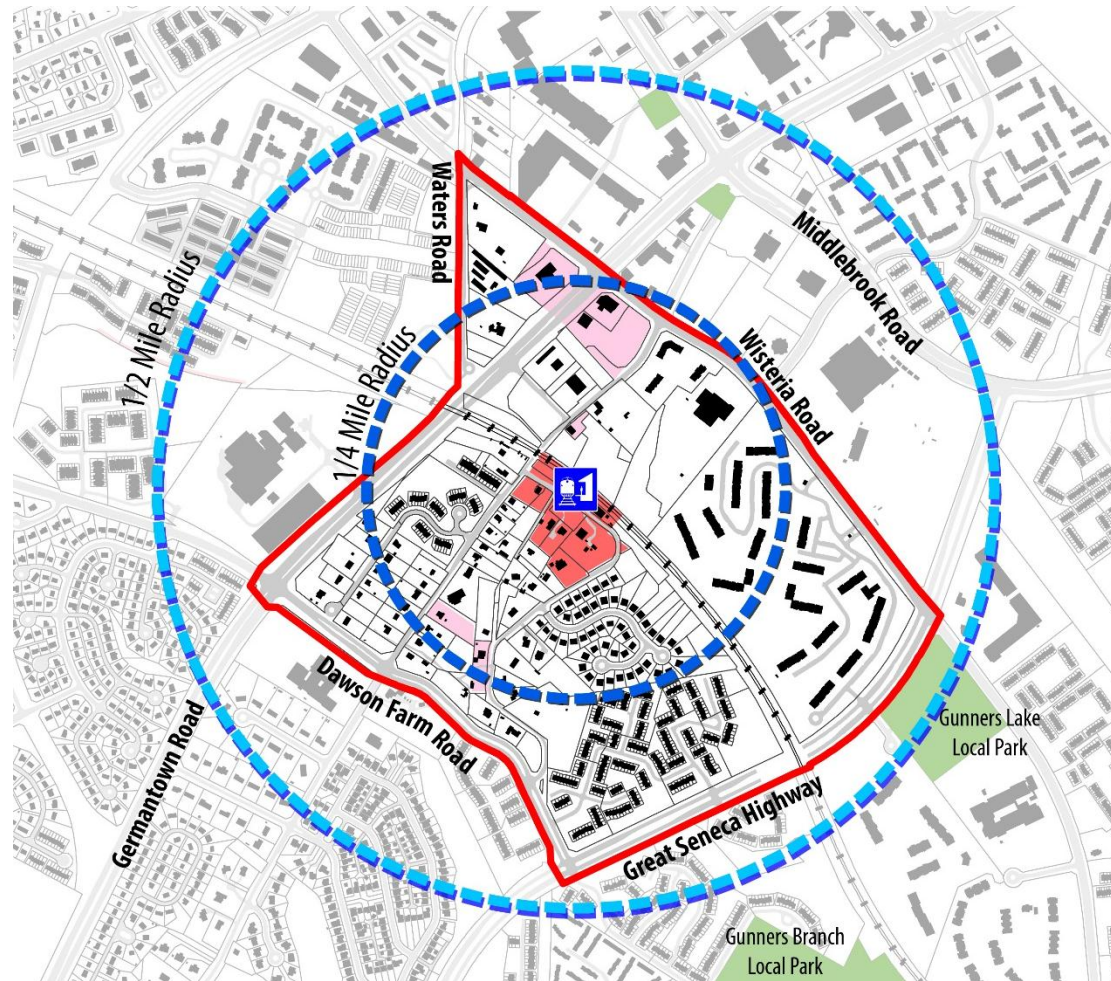
Master Plan Historic District  
Master Plan Individual Site



# 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.

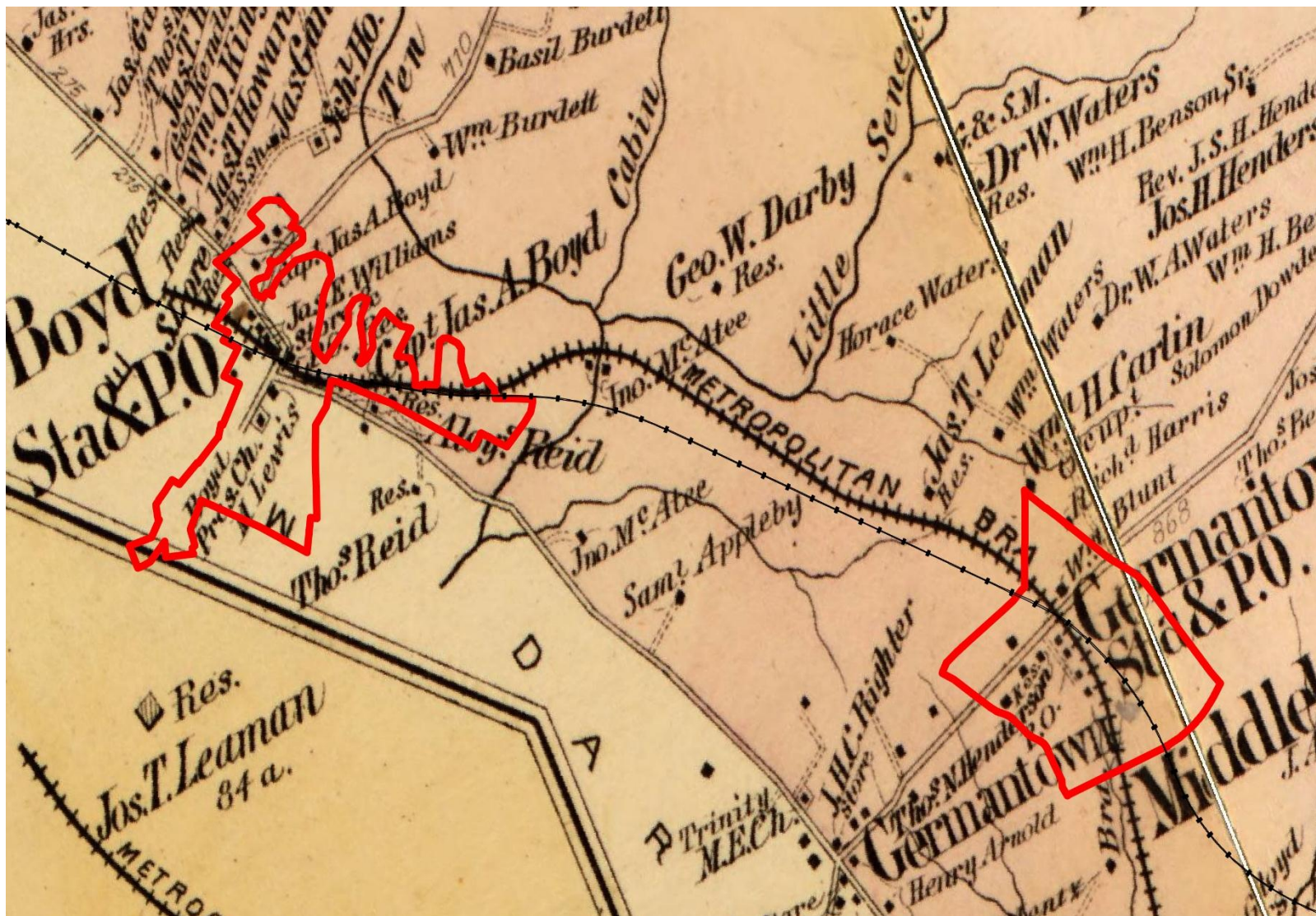


- Master Plan Historic District
- Master Plan Individual Site





# 1879 Hopkins Plan



# 1951 Aerial Photo



# 1979 Aerial Photo



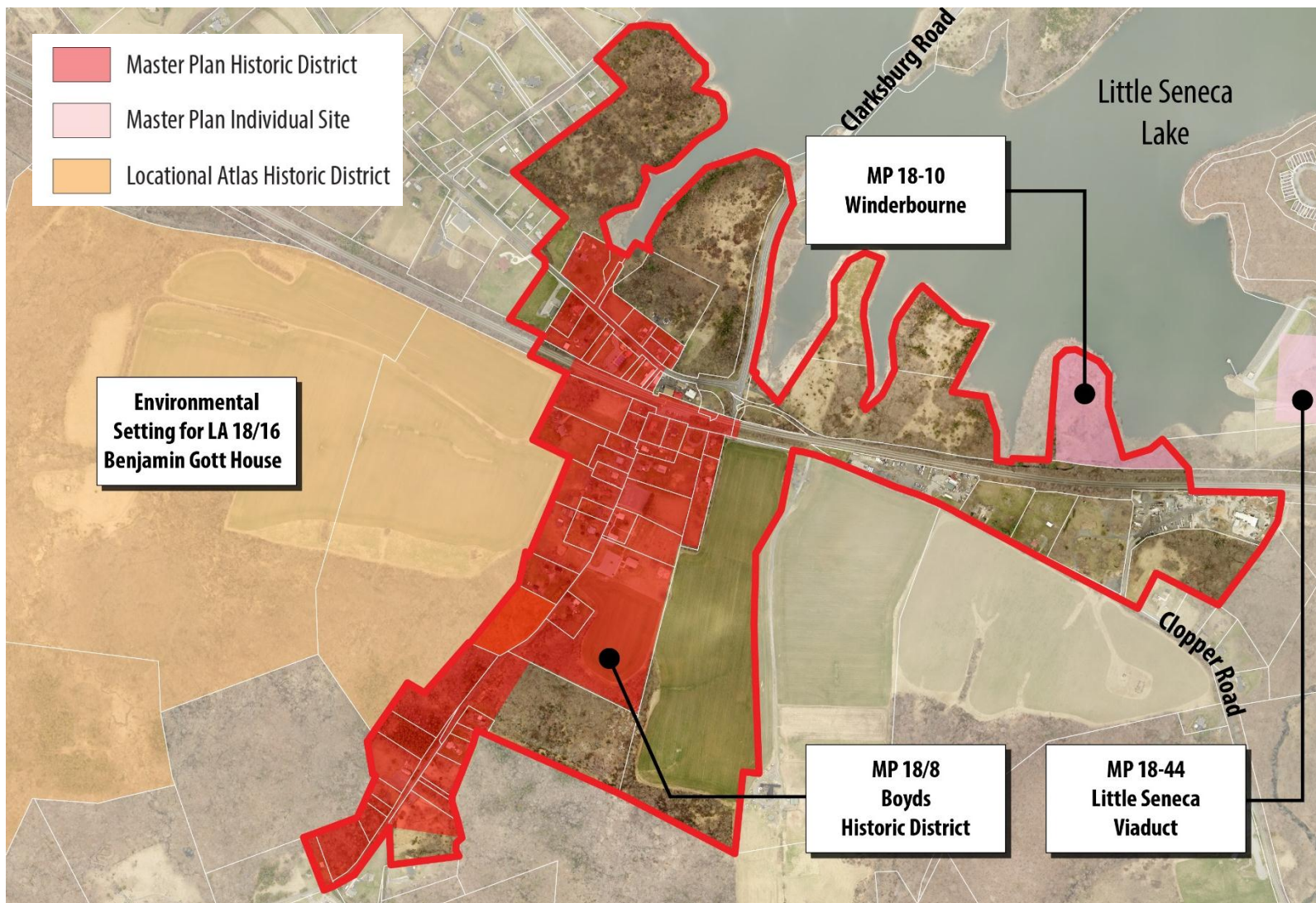
# 2002 Aerial Photo



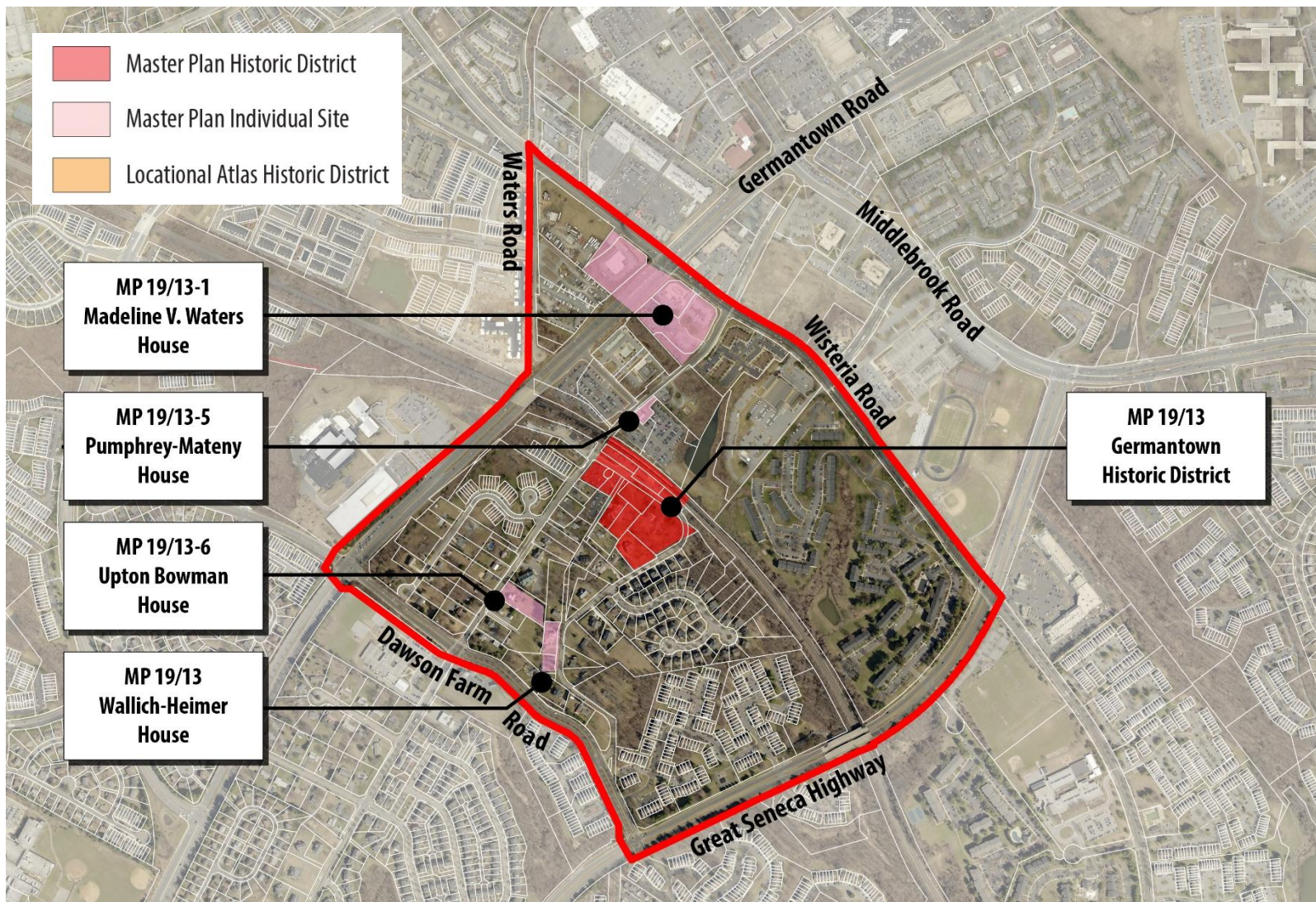
# 2015 Aerial Photo



# Boys Historic Resources



# Germantown Historic Resources



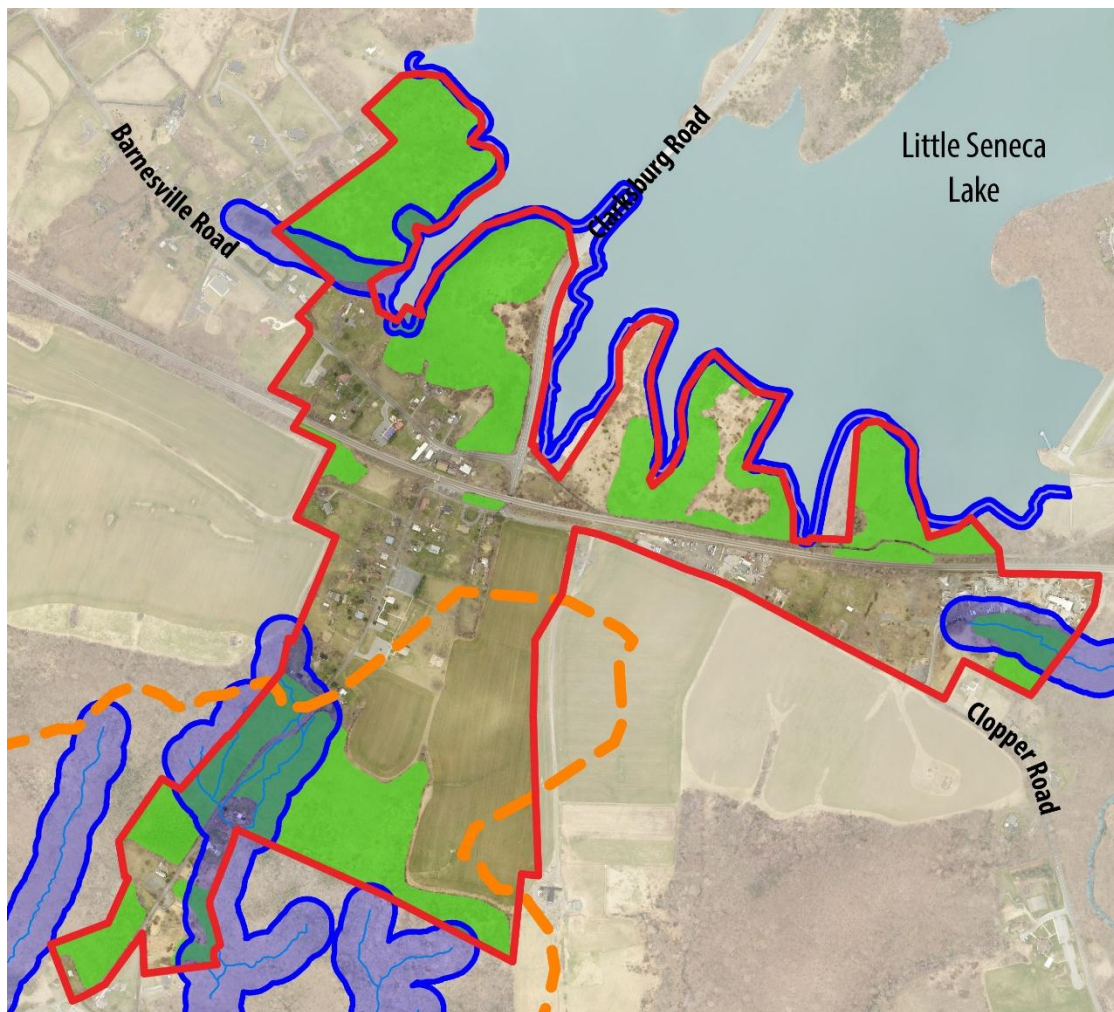
## Boys Imperviousness





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



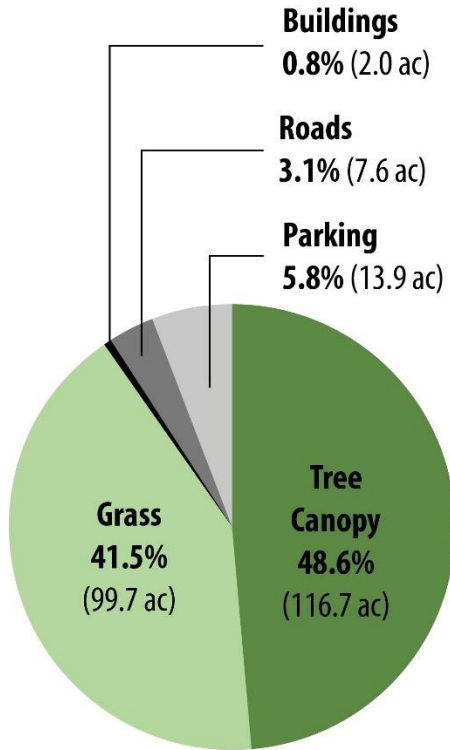


# Boyds Forest Canopy



-  Forest
-  Streams
-  Stream Buffer
-  Diabase

# Boys Tree Canopy Analysis



**Notes:**

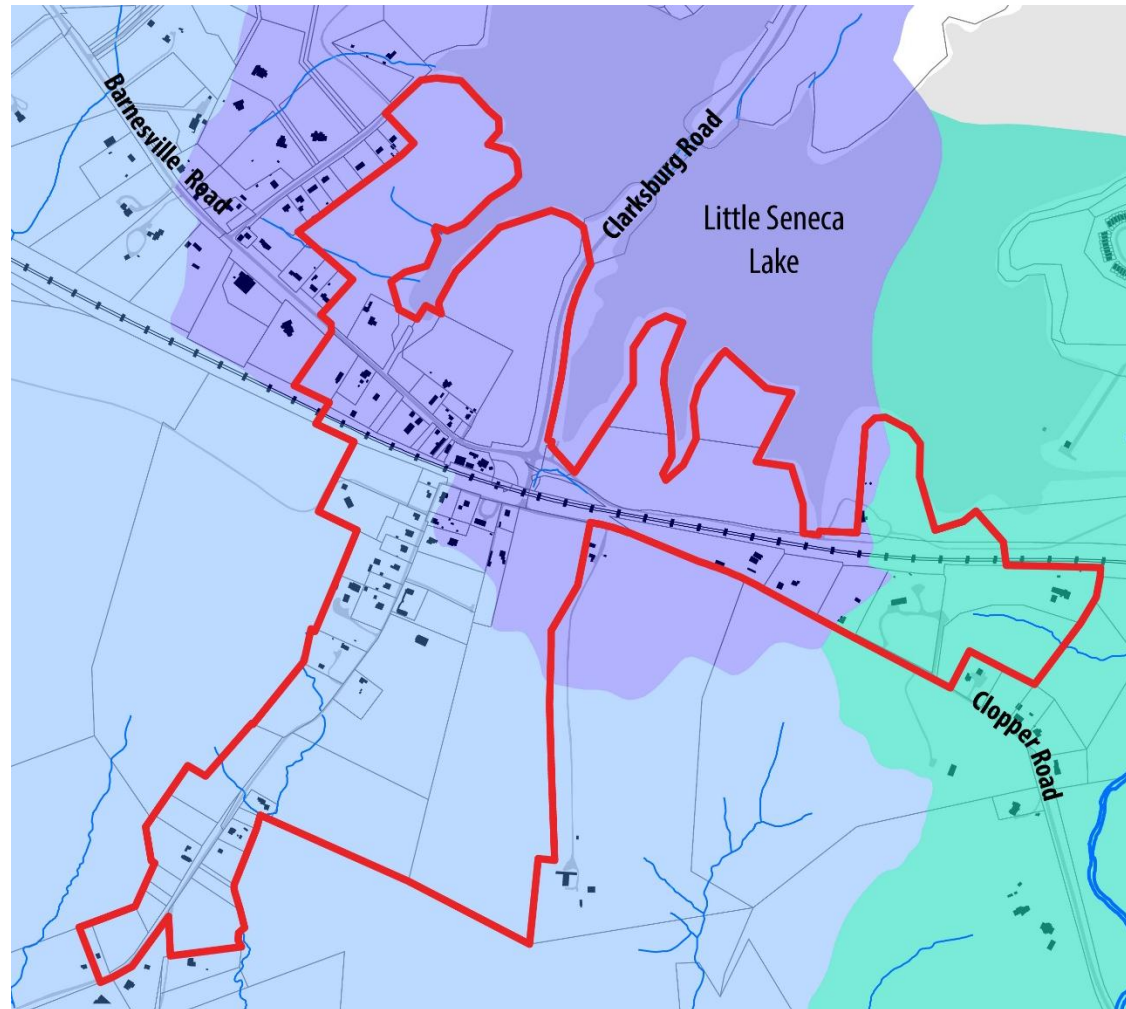
1. Forest comprises 39.2% (or 94.1 acres) of the tree canopy.



## Boyd's Watersheds

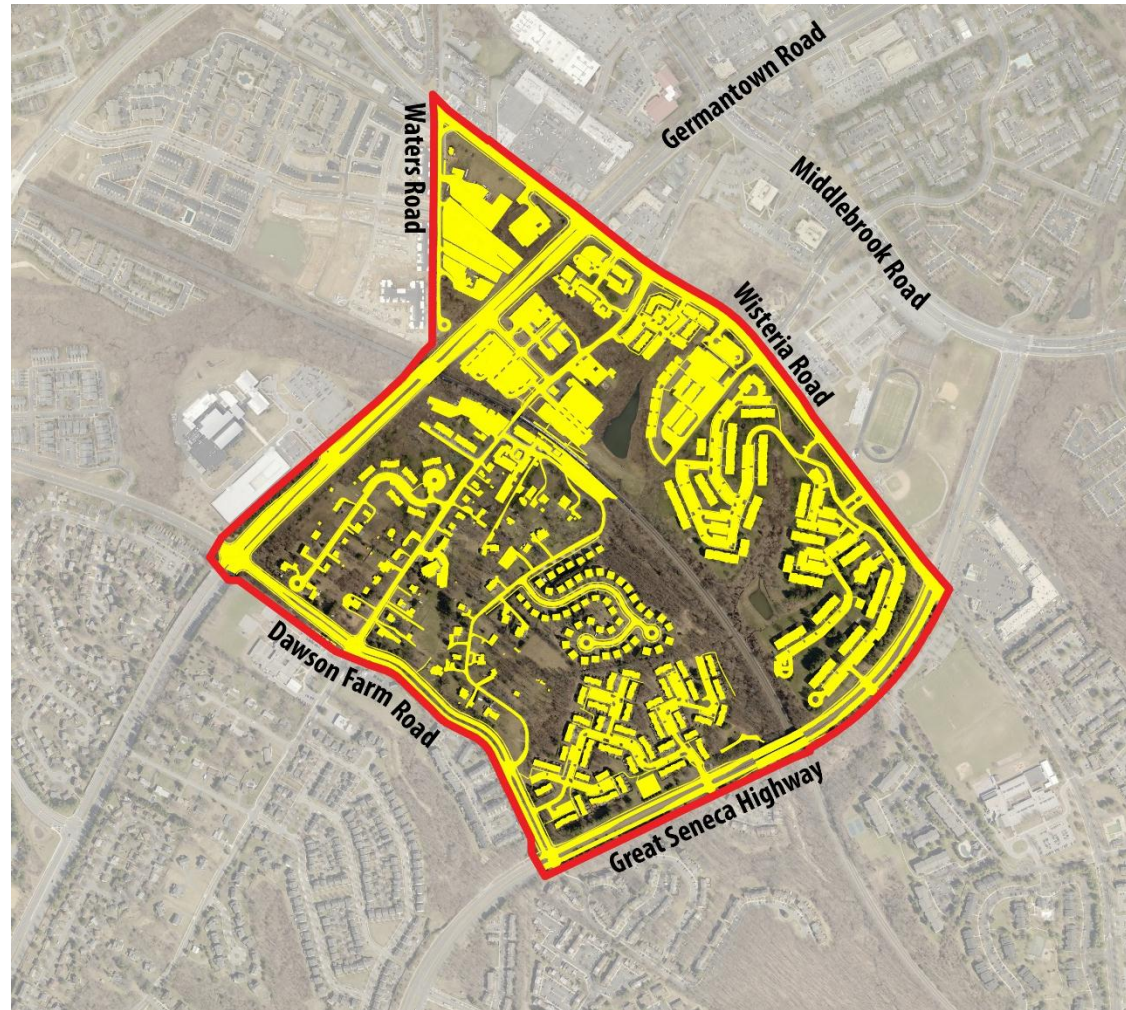
The Boyd's MARC Station area is within the Little Seneca Creek Watershed and three subwatersheds, which are:

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



## Germantown Imperviousness

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

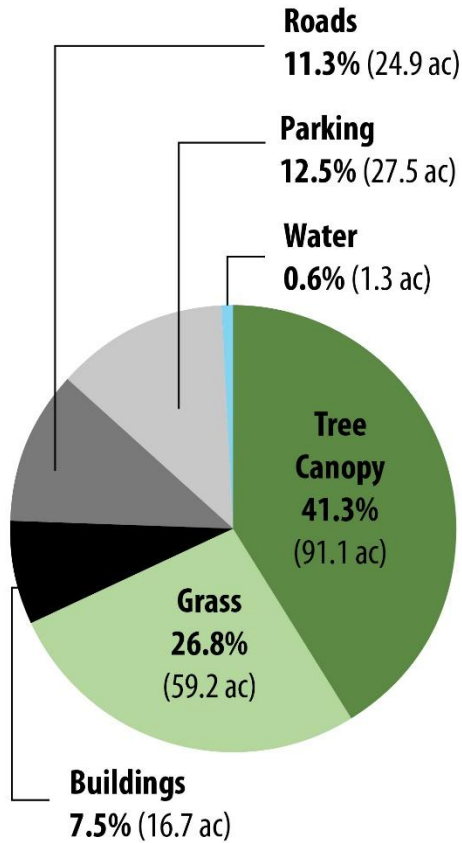


# Germantown Forest Canopy



-  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



# Boyd's Existing Parks

(within Proposed Boundary)

Includes parts of the Black Hill Regional Park.

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





# Boys

## Existing Parks

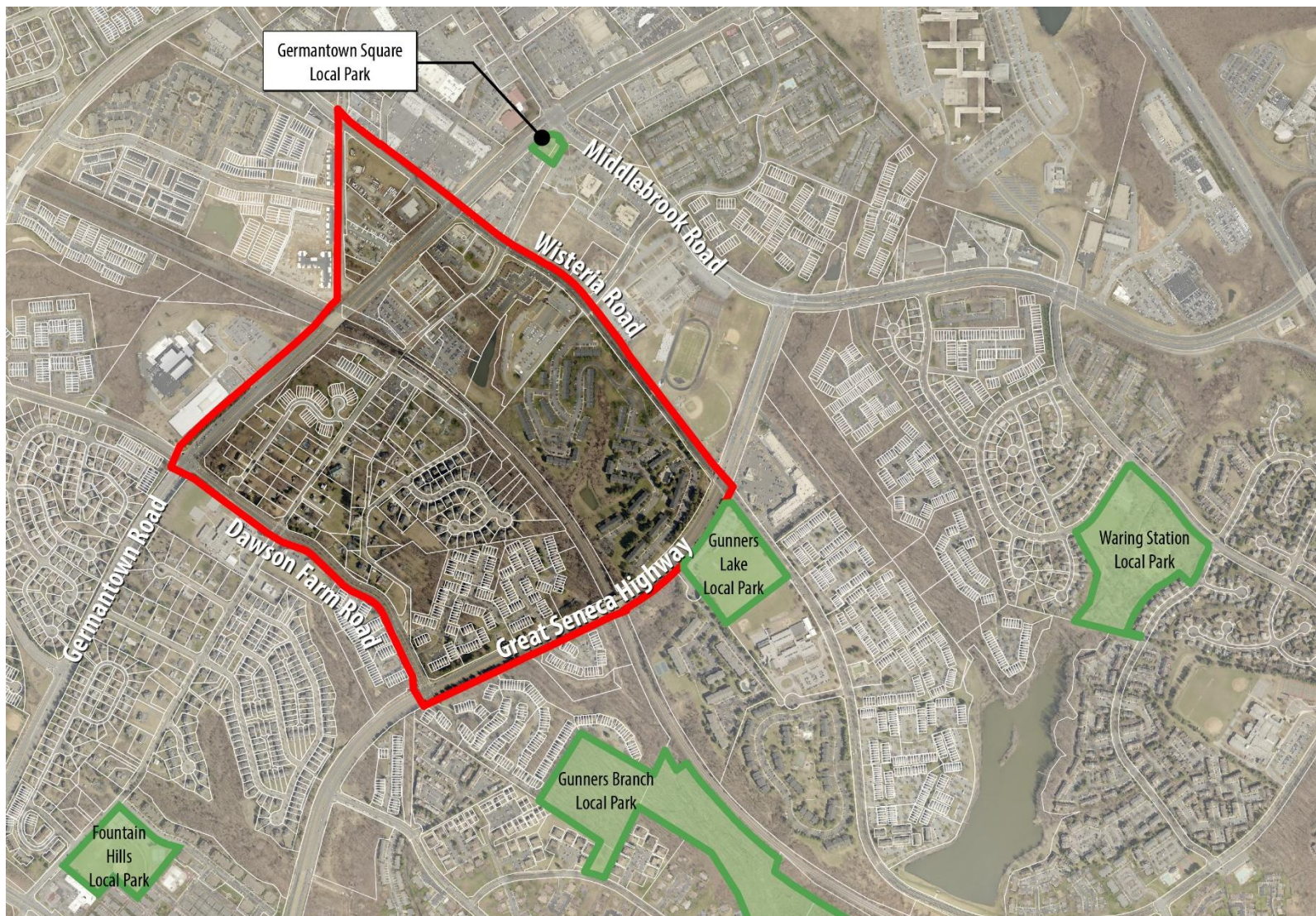
(within Proposed Boundary)

### Boys Local Park

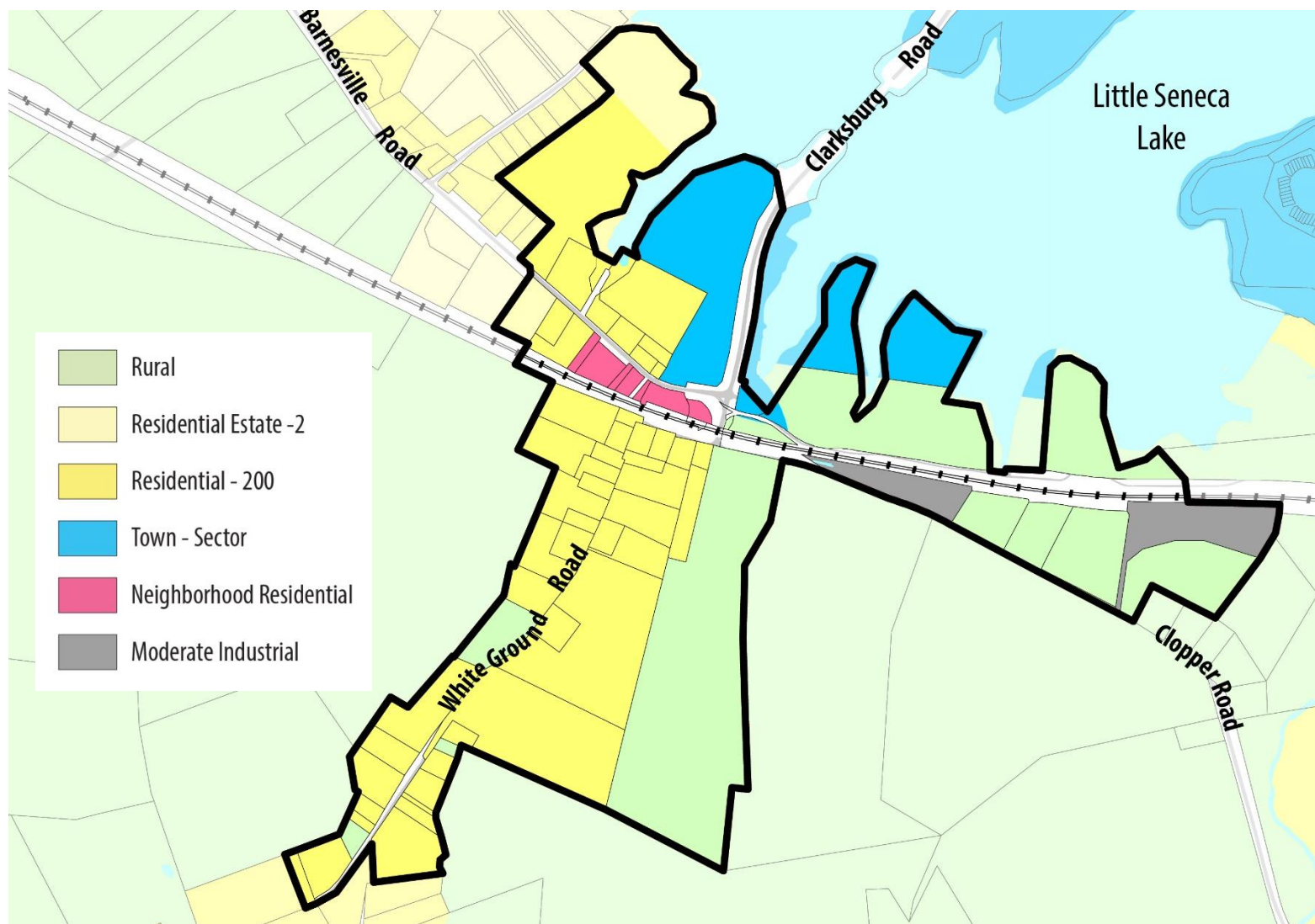
- ▶ 46 acres (not all buildable).
- ▶ Partially wooded.
- ▶ Contains Hoyles Mill Trail.
- ▶ Currently under agricultural lease.
- ▶ Adjacent to historic district.
- ▶ Soil may be very rocky and expensive to develop.
- ▶ Purchased for \$5 million in 2002.
- ▶ Current Master Plan language may be outdated.



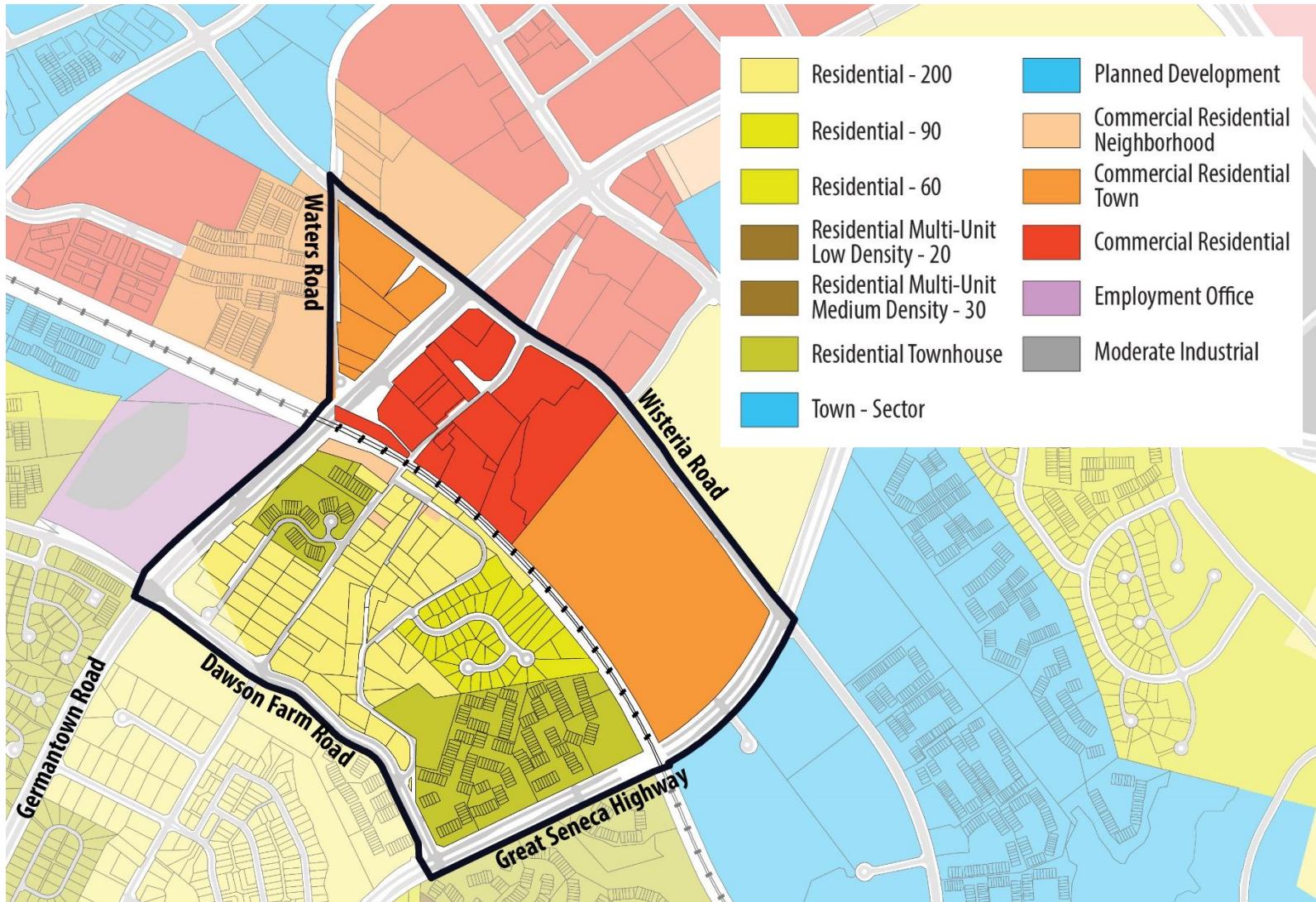
# Germantown Existing Parks (outside Proposed Boundary)



# Boyds 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/](http://www.montgomeryplanning.org/community/marc_rail_station/)



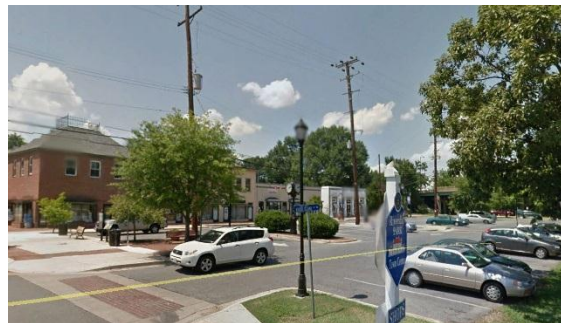
# Commuter Rail Station Area Examples



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

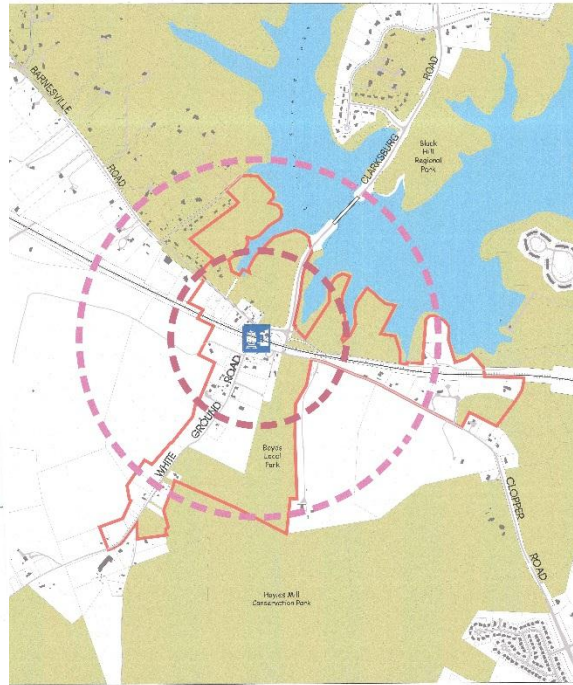
What makes the Boyds and/or Germantown areas special?

## MARC-Boys 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

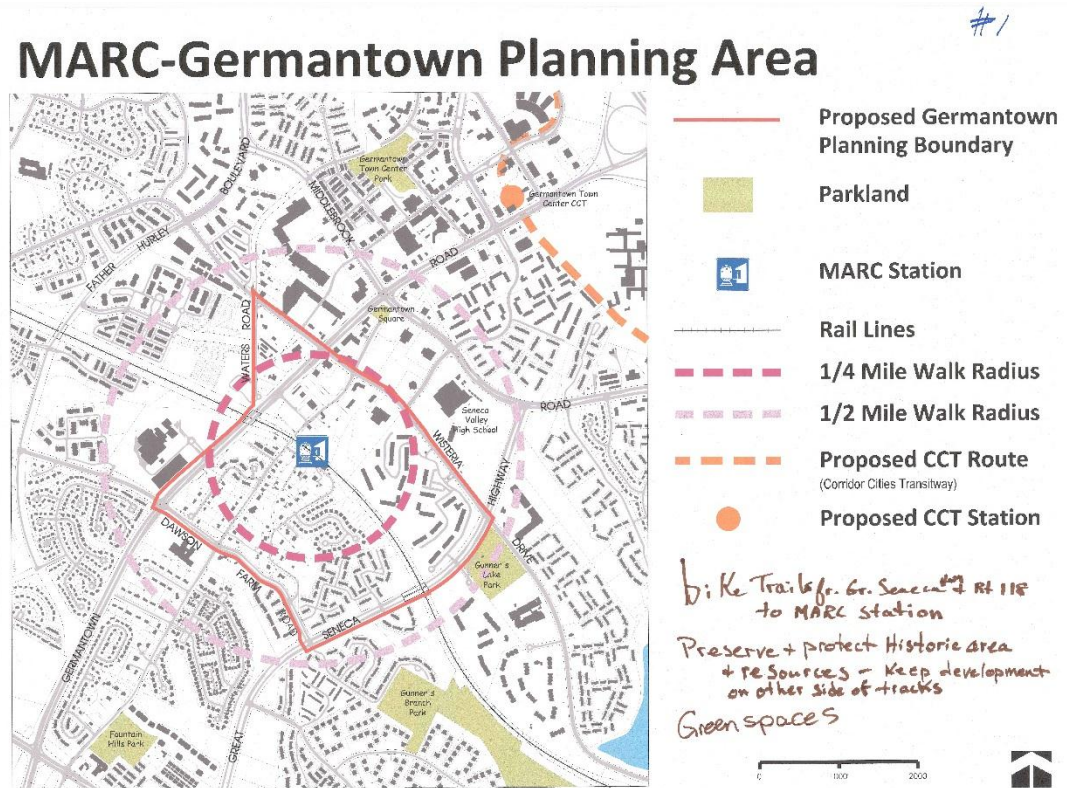
- natural, undeveloped Boyds Local Park (w/ hiking trail!)
- Boyds is special as a rural residential community and the original historic TOP!!!!
- No Traffic Lights
- Rural - low population! Commercial density
- Ag Reserve Amendment
- Keep our town rural and preserve our historic nature.
- Boys is a 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.





# Question 1

What makes the Boyds and/or Germantown areas special?



# Question 2

What would you like to change?

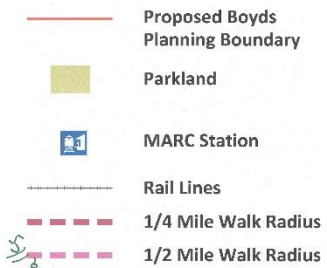
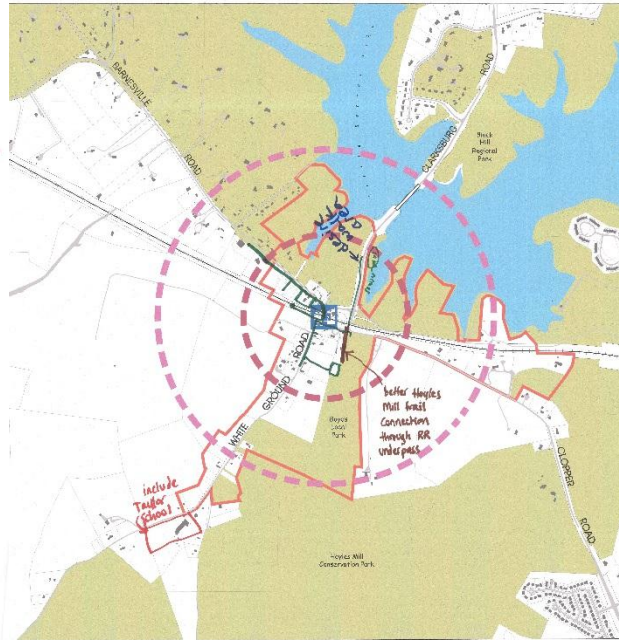


## MARC-Boyd's Planning Area

2 STATION 2

WHAT WOULD YOU LIKE TO CHANGE?

- more access to trains and parking in Boyd's (lots of people up and 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 Boyd's 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 Boyd's
- Comfortable with 30mph limit on Bridge
- Move train station to Industrial Zone



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

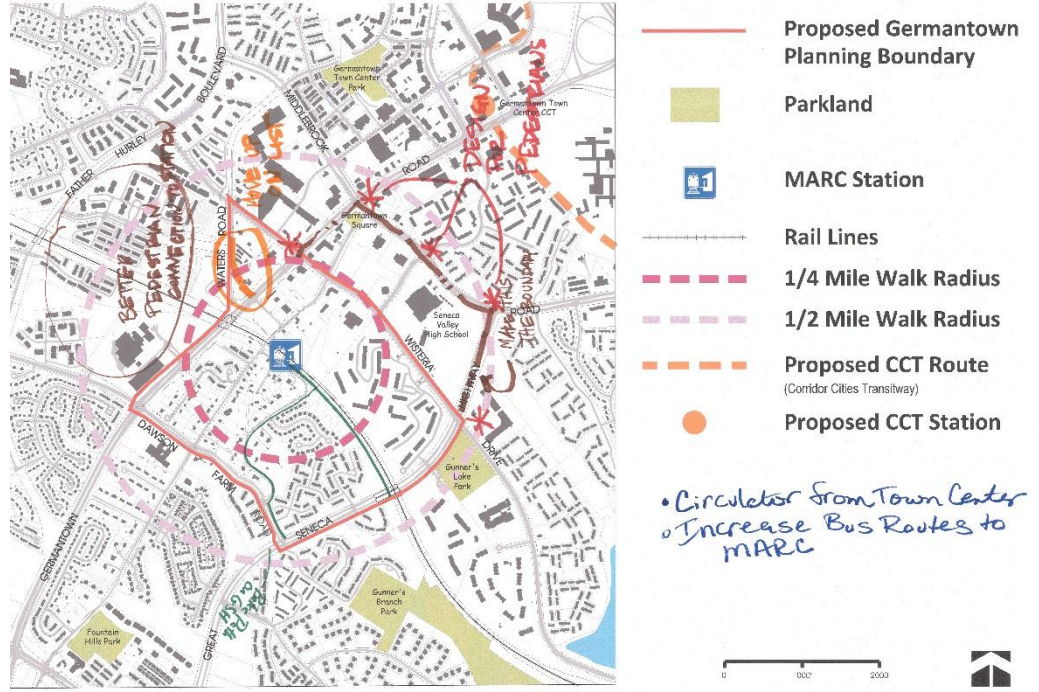


# Question 2

## What would you like to change?

- Include Taylor School in Study Area
- Sidewalks (See map) (B)
- Improved bicycle safety other than sharing existing lanes. (B)
- In G-town - bike lanes from Great Seneca Hwy to MARC station
- Bicycle access along train tracks? to GSH
- Consider Germantown/Boyd's/Barnsville Stations and ridership together - changes to one affect the other.
- more trains, fares to be the same as Germantown.

### MARC-Germantown Planning Area #2



# Question 3

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

~~2~~ 3

*Boyd's has no town hall or buildings central (except church)*

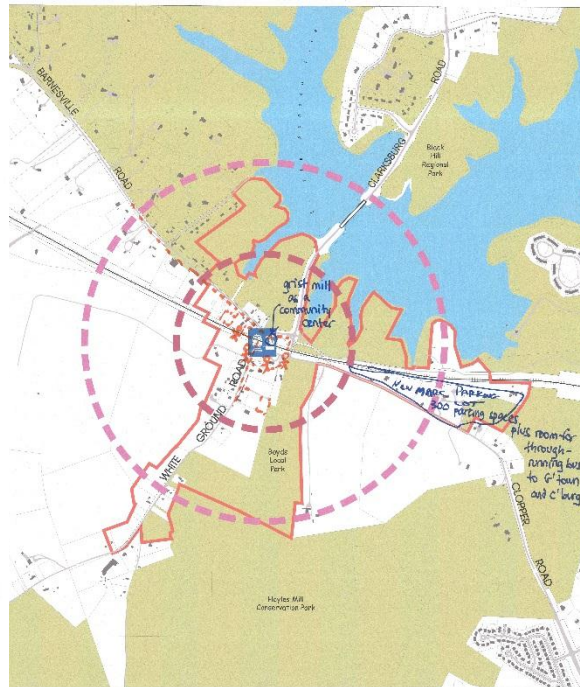
*In Boyd's, a pleasant place to gather while you wait for the train could stimulate ridership (and get a few people off 270!) A building with a roof shelter from rain, cold, heat. Benches, rural/local art, water fountain (check www.countrysideartisans.com) Bookshelf for magazine/book exchange. (like 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 upcounty MARC stations should be considered by either ~~the~~ ridership of one station (parking/traffic) affect the others (germantown, Boyd's, Barnesville)*

## MARC-Boyd's Planning Area



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

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

3

# Question 3

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

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

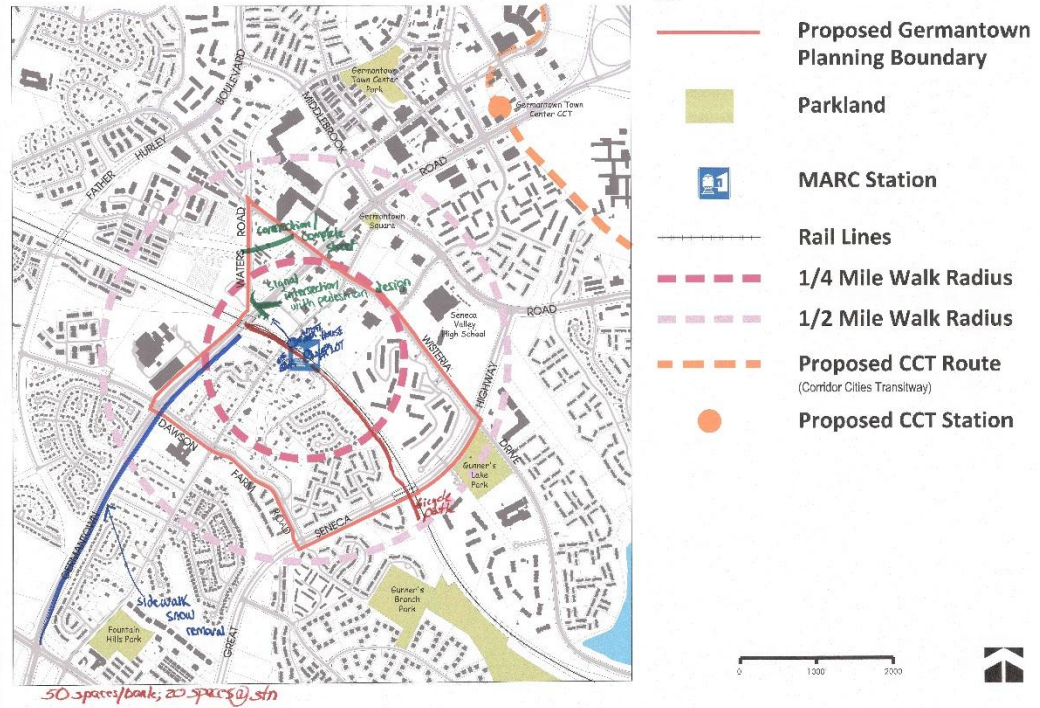
Would people from Germantown drive to Boyds with increased parking in Boyds.

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 br. weq makes boyds a "place"

## MARC-Germantown Planning Area

3



# Question 4

## How do you envision the future of your communities?

**#4**

**PAGE 1**

**CABIN BRANCH** ~~WILL~~ **WILL HAVE A BIKE TRAIL.**  
**NEED TO LINK TO RT 118 TO BOYDS AND TO PARK.**

My hope for Boyds is that it keep its rural "home in the country" character in spite of Cabin Branch. I hope that Germantown continues to be multi-ethnic, multi-cultural, creative arts hub with a cool urban vibe.

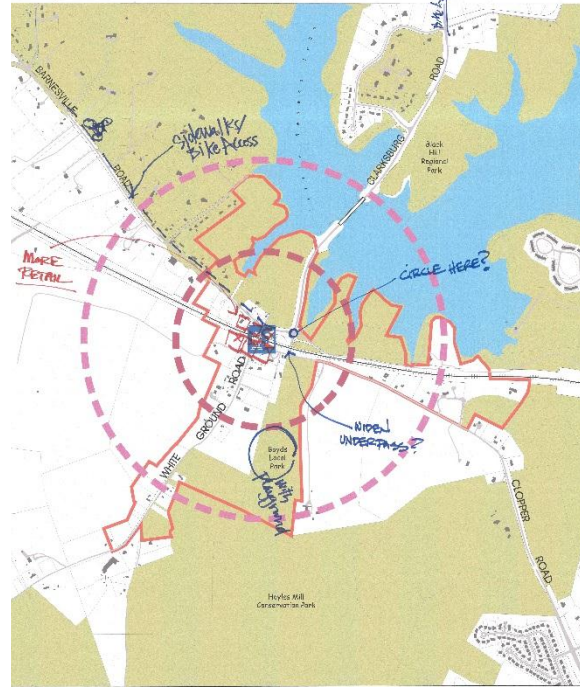
- **NEED SIDEWALKS IN & AROUND BOYDS -**  
 CAN WE GET SIDEWALKS IN HISTORIC AREA?
- **Gtown - More Jobs, More Connectivity, More Transit options**  
 A fix for I-270

More sidewalks & bike paths

- getting to train stations without sitting in traffic  
 limiting driving distances and cars on the road should be the goal.
- Snow removal on sidewalks on rt. 118 & Great Seneca Hwy
- Protection of historic resources

- **MORE TRAINS**

### MARC-Boys Planning Area



**STATION IV**

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

**MORE STORES RETAIL**  
**COFFEE SHOPS**  
**MORE BUSINESS** } **WALKABLE**

Preserve historic rural } character

Walkability

Keep Boyds Post Office

improve pedestrian and bicycle connectivity to Germantown + Clarksburg and within Boyds

0 1000 2000 3000

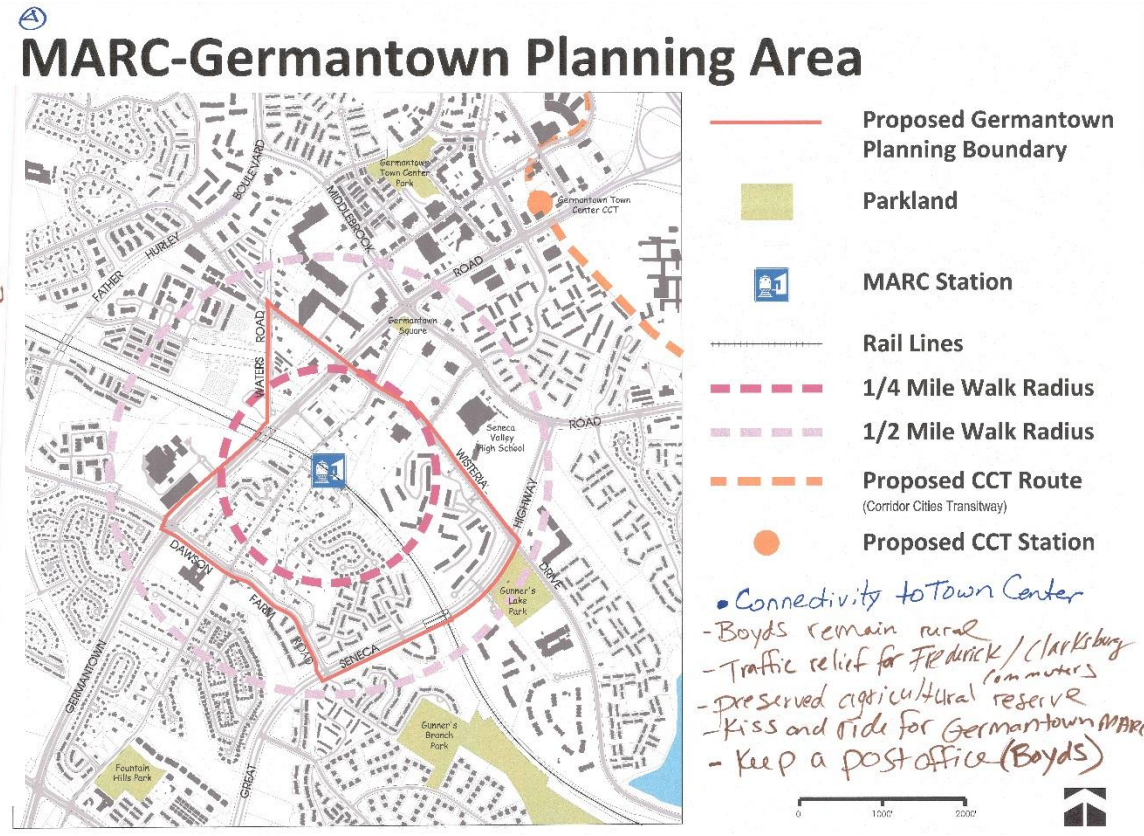
# Question 4

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 & SOME & 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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**Stay Connected:**

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

