

# Jeremiah Park Community Survey

Survey 2 Report: September 9, 2024

## OVERVIEW

The Jeremiah Park Community Survey opened on July 15, 2024, and closed on August 18, 2024. The survey was promoted through Montgomery County social media platforms, through email distribution to stakeholders to share with their networks and constituents, and through in-person pop-up events. The goal of the survey was to solicit comments and feedback on three proposed concept plans for the Jeremiah Park site shown at the June 18, 2024, community meeting, and to gather detailed information on community priorities, amenity locations, and preferred features.

## RESPONSES RECEIVED

This report includes data from 246 responses. Survey responses were included if the participant completed at least one substantive survey question; 145 respondents completed the entire survey, while another 101 completed some questions.

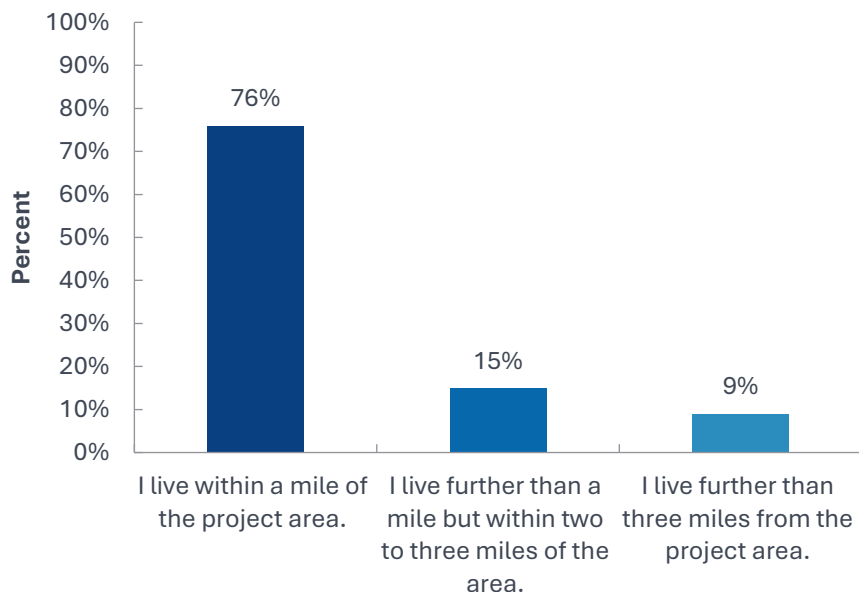
	Count	Percent
Complete	145	59%
Included Partials	101	41%
Total	246	100%

## KEY FINDINGS:

- The majority of respondents indicated a preference for the options which include townhomes. Comments included remarks calling for less density, lower impacts on traffic, and parking availability for both retail and residents.
- Many respondents noted that their preferred locations for amenities and features are based on accessibility from surrounding neighborhoods.
- Respondents are split on locations of features, with some preferring the park or school on internal areas, away from the main road and buffering the bus depot, while others prefer them to be accessible along Crabbs Branch for easy access by surrounding neighborhoods.
- Walking trails and benches, along with natural plants and greening features, are the most preferred park space amenities.
- More clarity and information is needed regarding the bus depot. Many respondents do not feel they understand the representation or layout based on the concept drawings. Some people have questions or misinformation about what is *currently* planned.

## RESPONDENT LOCATION

More than three-quarters of survey respondents (76%) report living within a mile of the project area; and over 90% say they live within three miles. Over 200 of the 246 total respondents report living in the 20855 zip code; this area includes the project site, the Westside community directly across from the project site on Crabbs Branch Way, and several communities to the east of the project area.

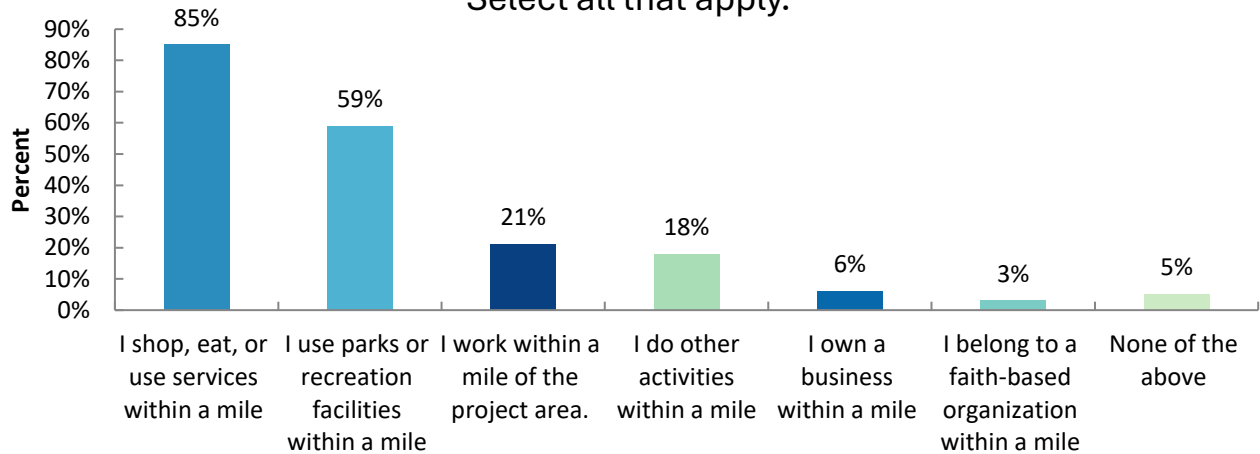


Zip Code	Number of Responses
20855	203
20880	5
20910	4
20850	4
20878	3
20895	3
20853	3
20770	2
20886	2
20832	2
20874	2
13 additional zip codes were indicated as single responses	

## EXISTING LOCAL AMENITY USE

Most respondents (85%) indicate that they shop, eat, or use services in the project area, and 59% use parks or recreation facilities nearby. Fewer (21%) say they work in the area or do other activities in the area. Only 5% say that they do not have any of the listed connections to the area.

### Which of the following best describes you? Select all that apply.



## PROJECT CONCEPTS

The survey presented respondents with visualizations and brief descriptions of three proposed concept plans. To minimize the influence of bias on the first or last viewed concepts, the survey was programmed so that respondents saw concepts in randomized order. Following each concept, respondents were asked to indicate elements which they liked or would change and given the opportunity to provide comments on each concept.

### Concept 1



**Included Description:** *In this plan option the park and school are located side by side along Crabbs Branch Way, with the park to the north of the school. Four-to-five story multi-family residential buildings line the remaining streets, with no townhomes included in this option.*

*In all plan options retail is located on the ground floor of the multi-family buildings at the Crabbs Branch/Gramercy intersection. The bus depot is located and accessed off Metro Access Road. Internal streets include sidewalks and shade trees, and a shared-use path for pedestrians and cyclists runs along the north side of Crabbs Branch Way.*

### **Concept 1 Feedback:**

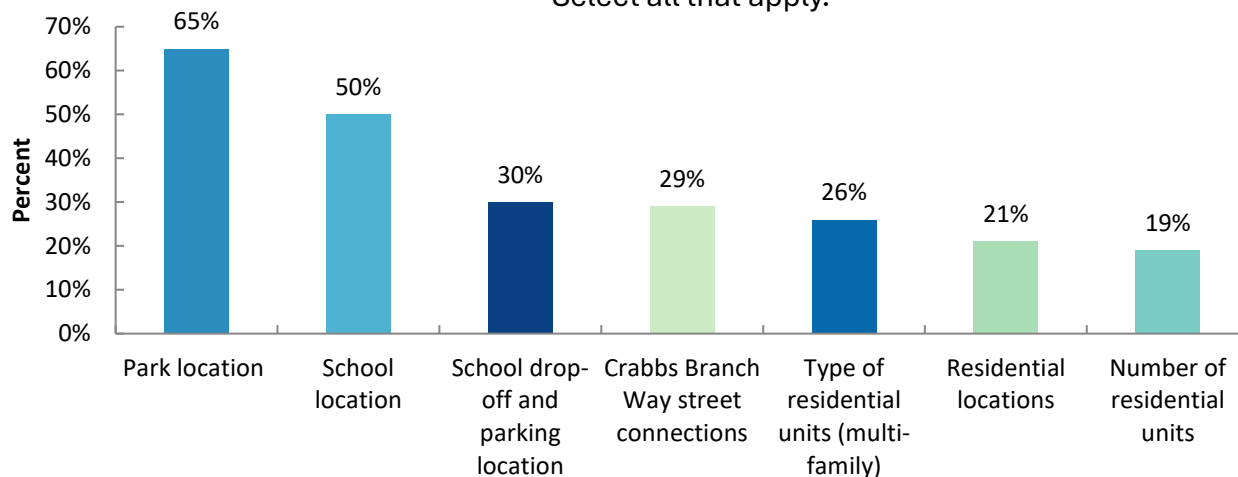
Nearly two-thirds (65%) of respondents like the park location (block C) and half like the school location (block D) in Concept 1. More than half say they would change the type (58%) and number (52%) of residential units shown in this plan.

Just over 80 respondents added open-ended comments on this concept plan. Top themes include:

- Concerns about density or overcrowding – Several respondents note that this concept has the highest number of total residential units, some do not see the need for this number of additional multi-family type units. Several state a preference for more townhomes or have specific concerns about parking for this many residents and resulting the potential traffic congestion.
- Overall support – a few respondents support this concept as a preferred concept.
- General site adjustments – several respondents have suggestions for altering the location of elements. Reasons include more buffering of the bus depot, separation of the school or park from high-traffic roads, and connections to neighboring residential areas.
- General comments – some respondents have comments not specific to the site concept, some of which were repeated in feedback on all concepts, these include: the elimination of the bus depot entirely, and proposals for alternative amenities (i.e., a library instead of a school, etc.)

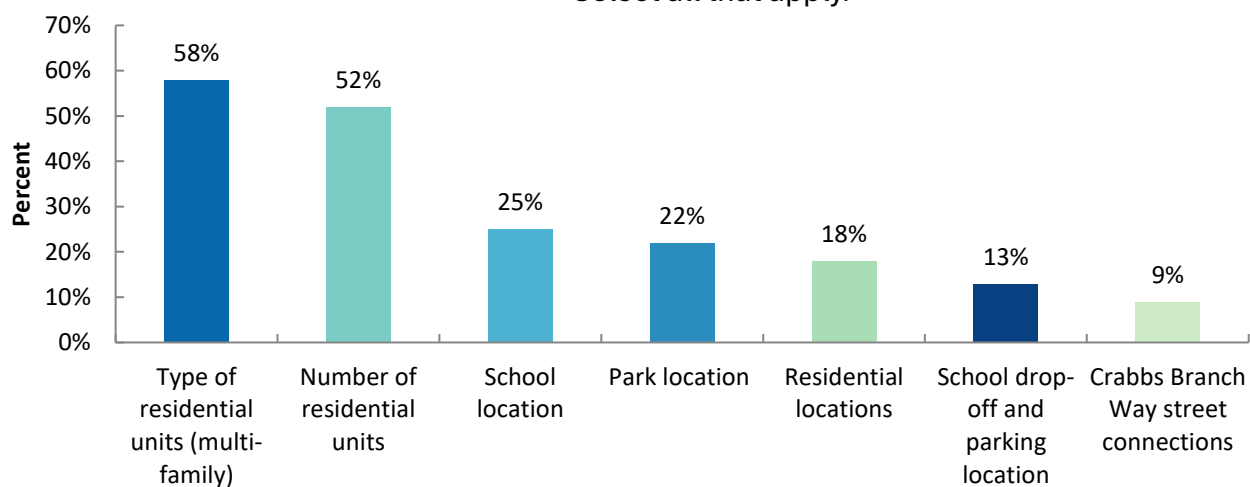
### What features do you like about this concept plan?

Select all that apply.



### What features would you change about this concept?

Select all that apply.



## Concept 2



**Included description:** *In this plan option the school is located along Crabbs Branch Way and the park is located internal to the site, buffering the bus depot. Three-story townhomes are located in the northwest with four- to-five-story multi-family residential buildings lining the remaining streets.*

*In all plan options retail is located on the ground floor of the multi-family buildings at the Crabbs Branch/Gramercy intersection. The bus depot is located and accessed off Metro Access Road. Internal streets include sidewalks and shade trees, and a shared-use path for pedestrians and cyclists runs along the north side of Crabbs Branch Way.*

### Concept Feedback

Just over half of respondents (52%) like the park location in Concept 2, with slightly fewer liking the school (44%) location and type of residential units (42%). Similar to Concept 1, the number (49%) and type (45%) of residential units are the elements that respondents most want to see changed, though slightly fewer respondents want these changes in Concept 2.

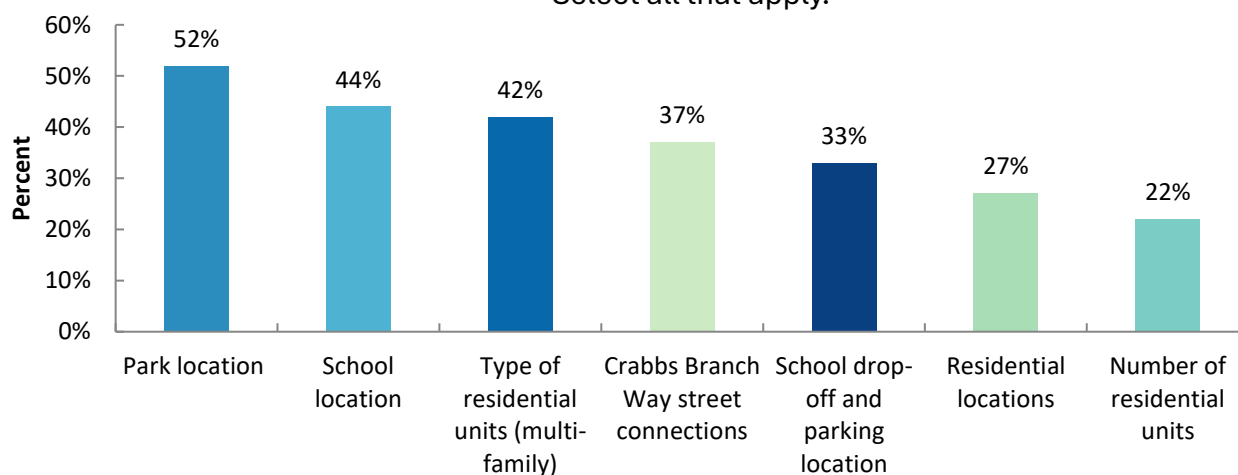
Just less than 80 respondents provided open-ended comments on this plan. Noted themes include:

- a. Mixed feelings on residential density and type – several respondents express that they prefer the inclusion of townhomes in this concept plan, however, some want fewer multi-family units, or believe that this orientation will create more traffic congestion or will not have adequate parking. A small number dislike this plan, preferring a denser arrangement.

- Mixed feelings on the park site – some commenters prefer the location of the park as shown in this concept as internal to the site. However, several do not like this site choice, suggesting that it is too far from and less accessible by the broader community.
- Overall support – a few respondents express support for this as their preferred concept.
- General site adjustments – several respondents have suggestions to relocate elements. Reasonings include more buffering of the bus depot, separation of the school or park from high-traffic roads, and more connections to the surrounding neighborhoods.
- General comments – some respondents have comments not specific to the concept; some of which are repeated in feedback on all concepts, these include: a larger park space, the elimination of the bus depot entirely, and proposals for alternative amenities (a library instead of a school, etc.)

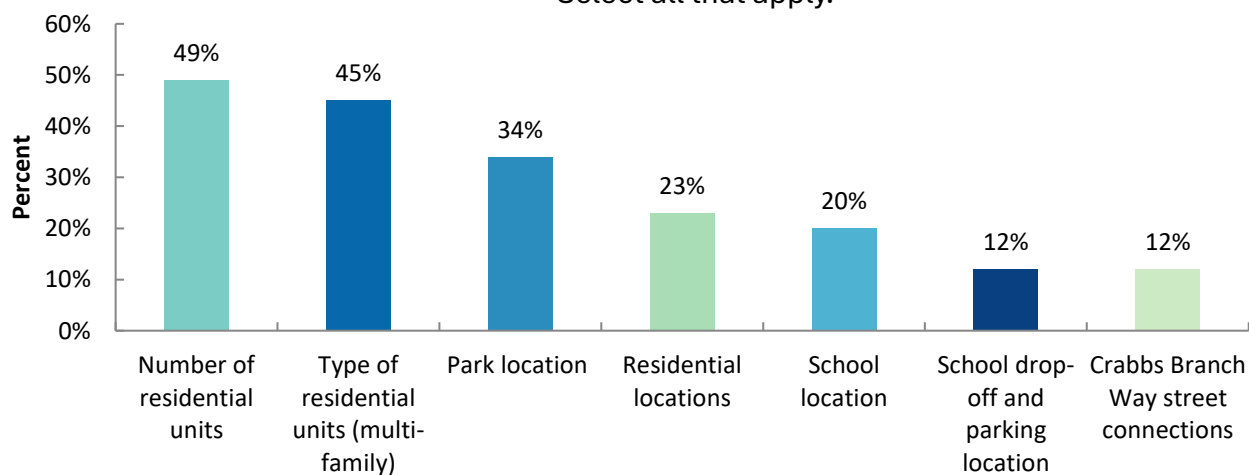
### What features do you like about this concept plan?

Select all that apply.



### What features would you change about this concept?

Select all that apply.





## Concept 3



**Included description:** *In this plan option the school and park are located side by side along Crabbs Branch Way, with the school to the north of the park. Three-story townhomes are located near the bus depot with four-to-five-story multi-family residential buildings lining the remaining streets.*

*In all plan options retail is located on the ground floor of the multi-family buildings at the Crabbs Branch/Gramercy intersection. The bus depot is located and accessed off Metro Access Road. Internal streets include sidewalks and shade trees, and a shared-use path for pedestrians and cyclists runs along the north side of Crabbs Branch Way.*

### Concept Feedback

More respondents like the park location in Concept 3 (77%), more than any other element in all three concepts, and just over half (52%) also like the school location in this layout. The number of residential units (54%) was the feature most respondents want to see changed. However, fewer respondents (39%) as compared to the other two concepts, think the type of residential units needs to be changed in this concept.

Just less than 80 respondents provided open-ended feedback on this concept. Noted themes include:

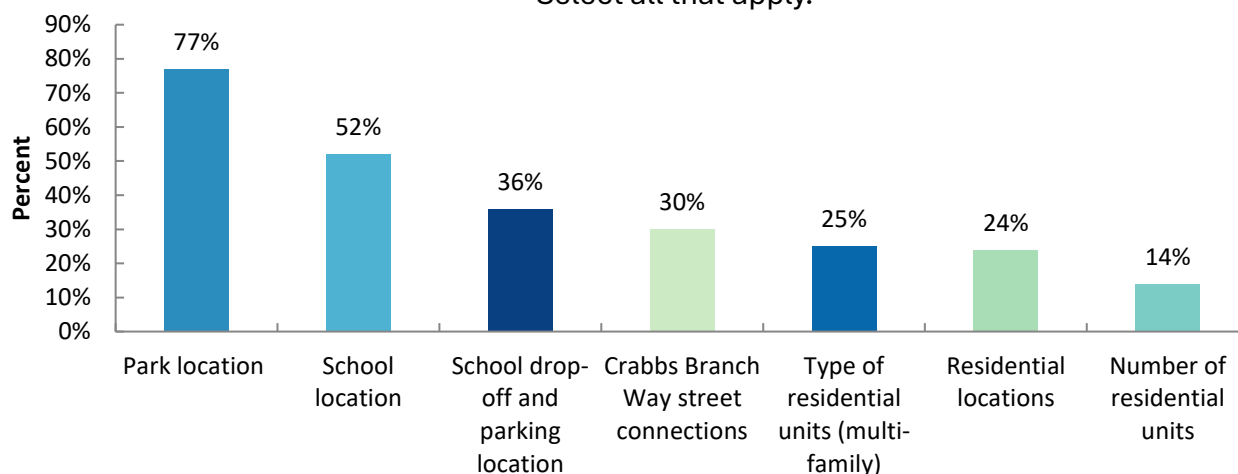
- Mixed feelings on the density and layout – respondents are more supportive of the increased number of townhomes and lower number of overall units. However, some still feel this layout will increase traffic and have negative impacts. Several respondents note that this layout is “too busy”, squeezing too many varying housing types and other facilities into a small footprint.



- Overall support – more respondents indicated support for this plan than any other. While several respondents suggest adjustments to individual elements or amenity locations, more prefer this layout overall.
- General site adjustments – several respondents have varying suggestions to relocate elements around the site. Reasonings include the need for more buffering of the bus depot, separation of the school or park from high-traffic roads, or connectedness of the residential areas.
- General site adjustments – several respondents have suggestions to relocate elements. Reasonings include more buffering of the bus depot, separation of the school or park from high-traffic roads, and more connections to the surrounding neighborhoods.

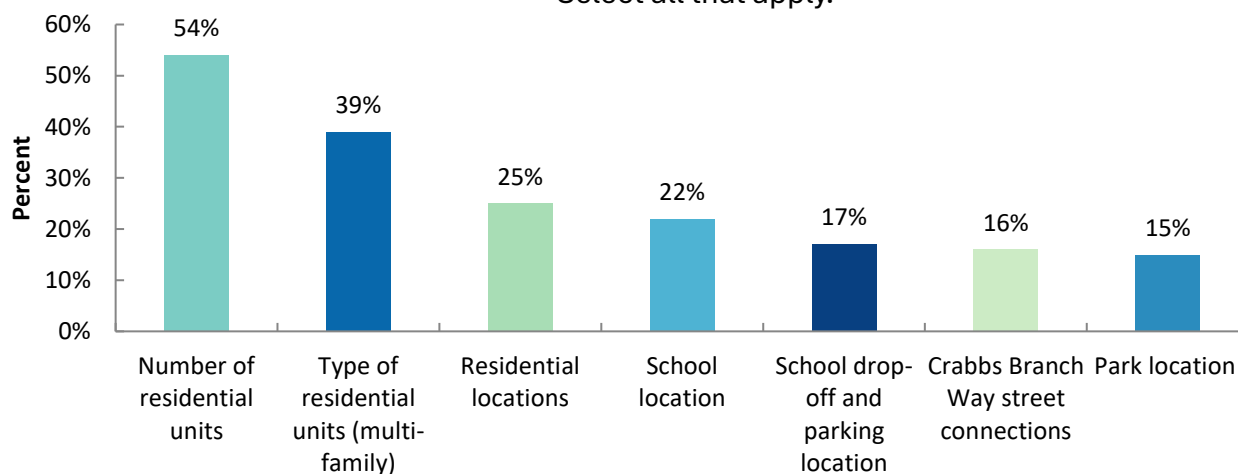
### What features do you like about this concept plan?

Select all that apply.



### What features would you change about this concept?

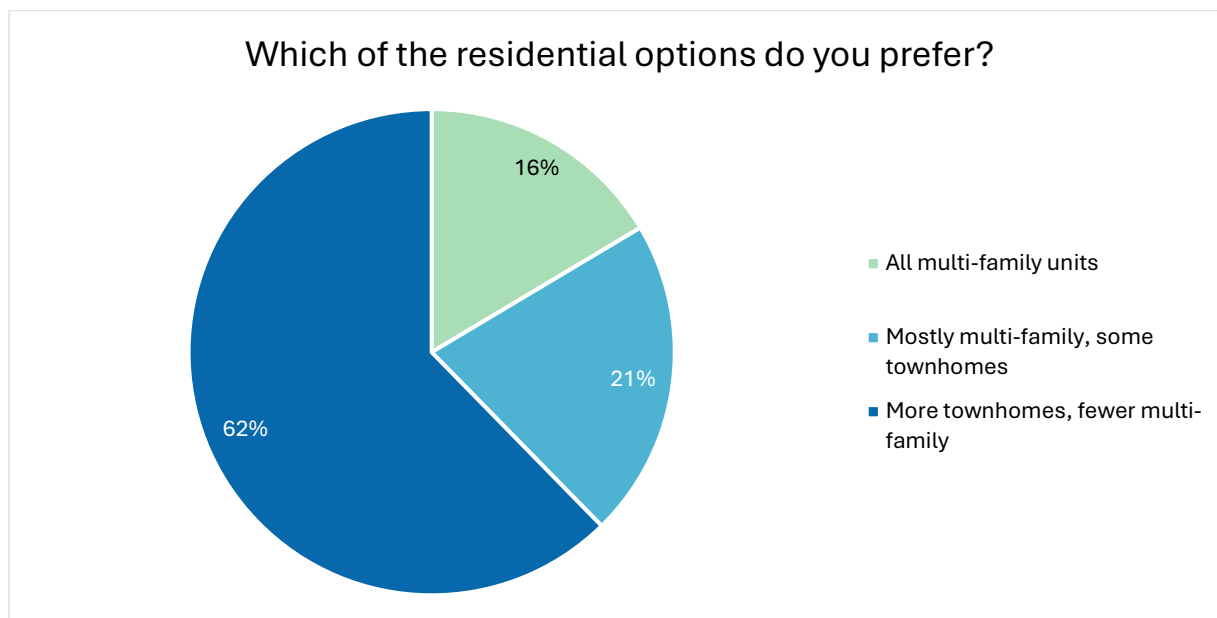
Select all that apply.



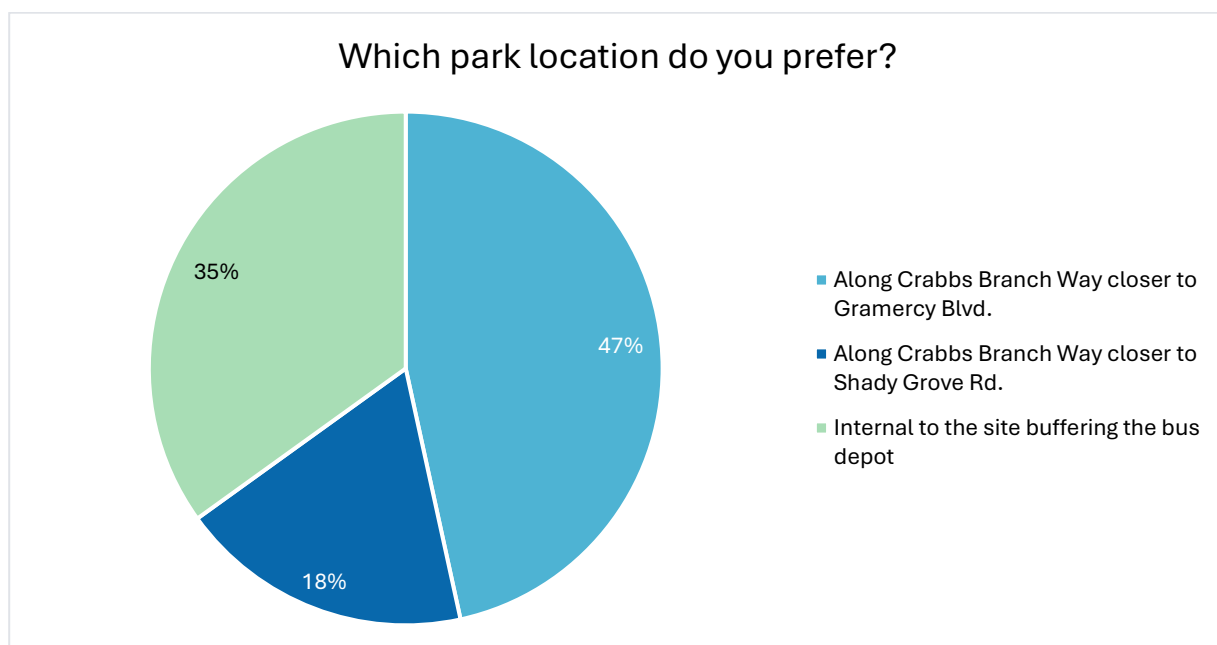
## Concept Comparisons

After seeing all three concepts individually, respondents were asked to compare the three concept options: first comparing individual elements, and then selecting a preferred option. The three concepts were shown side-by-side for easy reference.

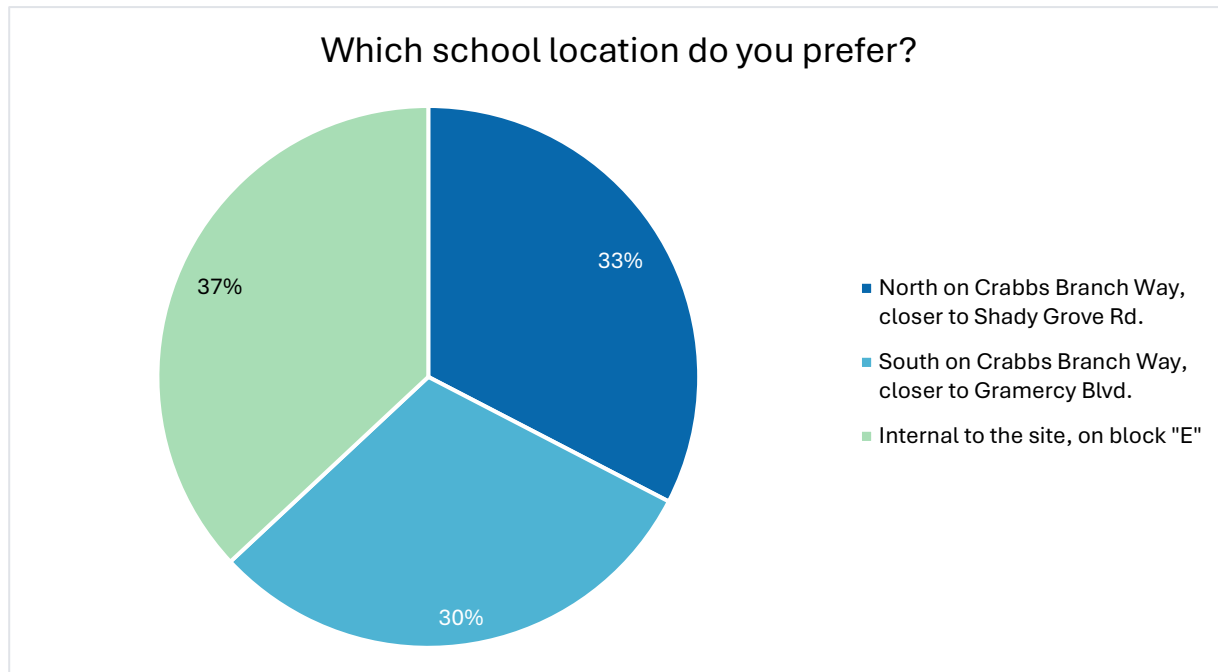
A majority (62%) of respondents prefer the residential option with the greatest number of townhomes, and fewest multi-family residential units.



Respondents have mixed feelings regarding a preferred park location. Just fewer than half (47%) prefer the location on Crabbs Branch Way closest to Gramercy Boulevard, while just over one-third (35%) prefer the location internal to the site and buffering the bus depot.

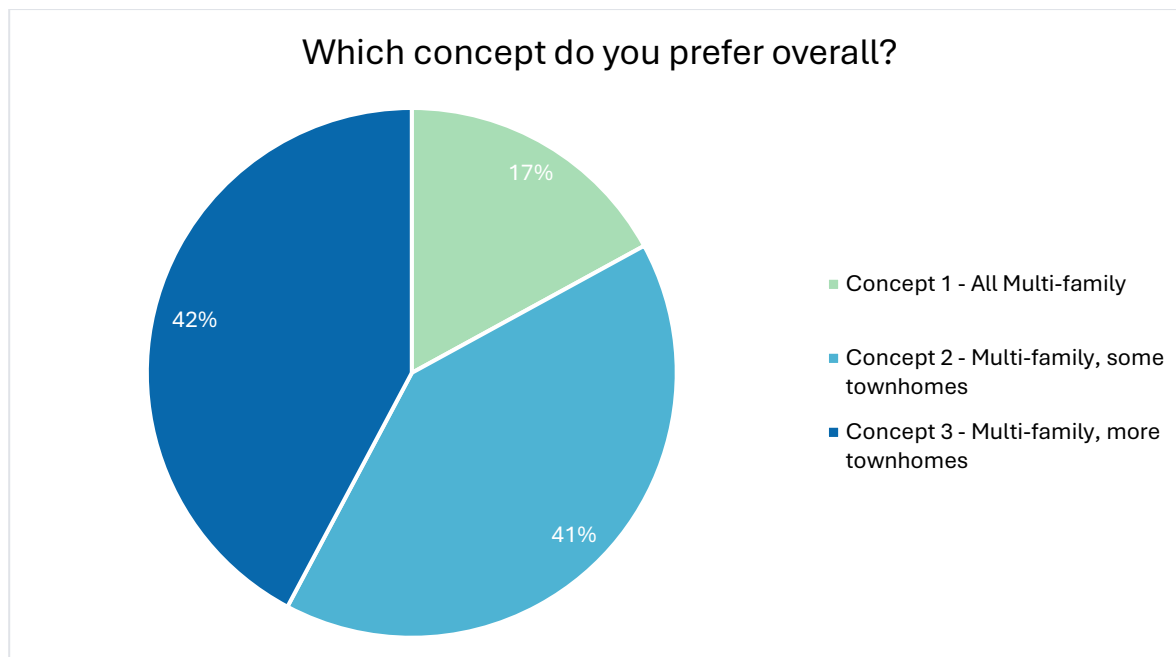


Respondents have split feelings on school locations. Respondents show a slight preference for the location internal to the site, with slightly fewer choosing the locations along Crabbs Branch Way.



### Overall Preference

Respondents strongly prefer the two options which include townhomes (Concept 2 and Concept 3) as compared to the all-multi-family option (Concept 1). However, response preferences are almost equally split between the two mixed townhome and multi-family options.



When asked for specific feedback on their selection, many respondents explained their rationale:

Concept 1 – 16 respondents commented on why this is their preferred option.

- Many respondents note that they prefer this option to **maximize density** which they believe is needed to support additional retail, improve housing affordability, and encourage the use of public transit.
- Some choose this option because they prefer the parking layouts and multi-family residences over townhomes.
- A few prefer this option because of how it aligns site feature locations.

Concept 2 – 28 respondents commented on why this is their preferred option.

- Many noted this option offered a **mix of residential types**, which they preferred. Some want townhomes but hope that maintaining several multi-family buildings would bring additional amenities or retail space.
- Several noted that they most preferred the park location (internal) in this arrangement, including a few who noted they would rather have additional townhomes (as in Concept 3), but preferred this park site more.
- A few stated they were unhappy with all three concepts for various reasons but felt individual elements of this layout (the park location for example) makes it their preference.

Concept 3 – 37 respondents commented on why this is their preferred option.

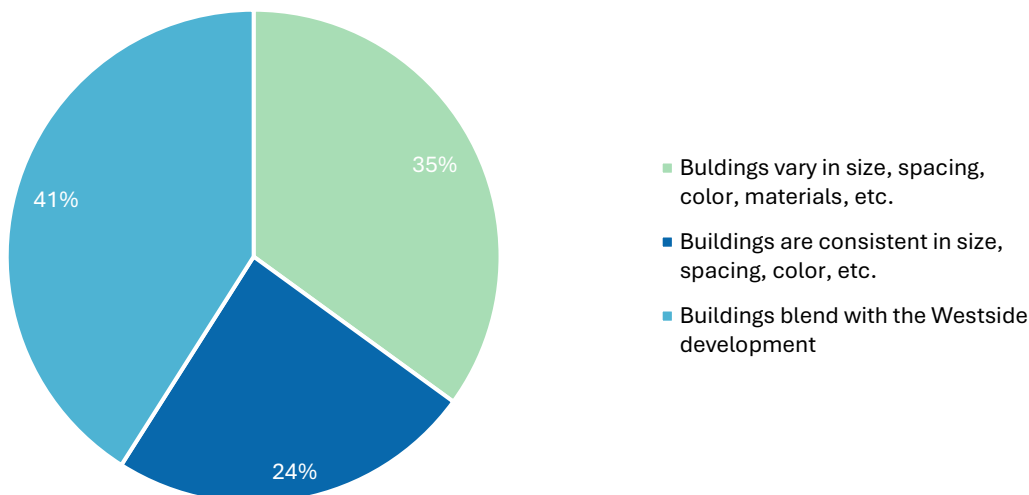
- Many of these commenters prefer the greater **number of townhomes** shown in Concept 3. For some this choice relates to minimizing density in the area. Others prefer the mix of housing types, while some state that having more townhomes will lower housing purchasing prices.
- b. Several note that they prefer this option because they like locating both the park and the school on Crabbs Branch Way. Some of these commenters note that this alignment will improve access from the surrounding neighborhoods.

## PROJECT FEATURES

Respondents were asked to comment on several feature options or differences that can be adjusted independently of the overall concept layout.

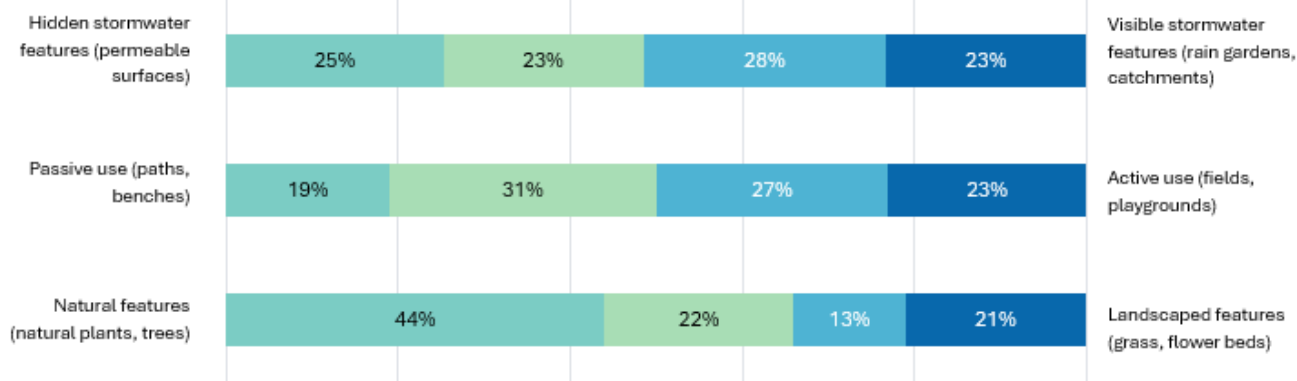
Respondents have mixed preferences on building style, the largest percentage (41%) prefer that the new development generally blend with the Westside development across the street, a slightly smaller number prefer that the buildings have a variety of sizes, colors, and looks, while the smallest group prefer a consistent, uniform style.

### Which of the following building styles would you prefer?



Respondents most clearly prefer natural features to landscaped features in the park area. However, respondents have mixed preferences on how stormwater features should be integrated or whether the park should be more geared towards active or passive uses.

### Which features would you prefer to see emphasized in the park area?

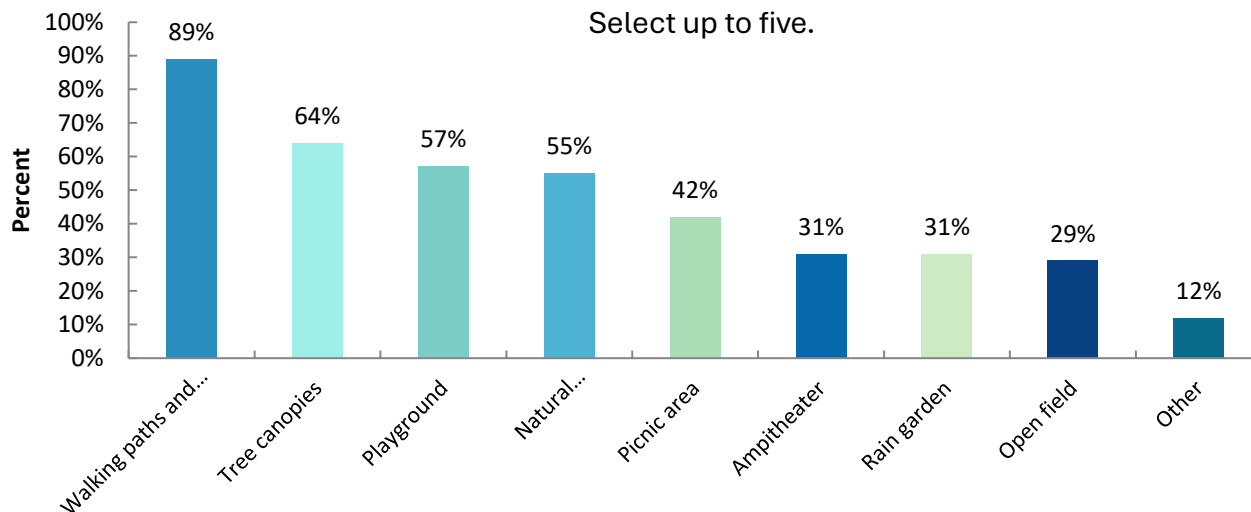


A significant majority of respondents most want to see walking paths and benches (89%) in the park and open space areas, while more than half also indicate tree canopies (64%), playgrounds (57%), and natural plants and vegetation (55%), among top five features. Walking paths and benches are the most requested feature across all age demographics. Support for playgrounds is highest among those in the 25-34 age group (81%), while support for playgrounds among older age groups is closer to 50-60%, and lowest for 55-64-year-olds (35%).

Two-thirds of respondents express that park amenities are the most important outdoor feature for them, while more than half say the same of pedestrian connection (58%), tree-lined streets (51%) and

### Which of these features would you most like to see in the park/open space area?

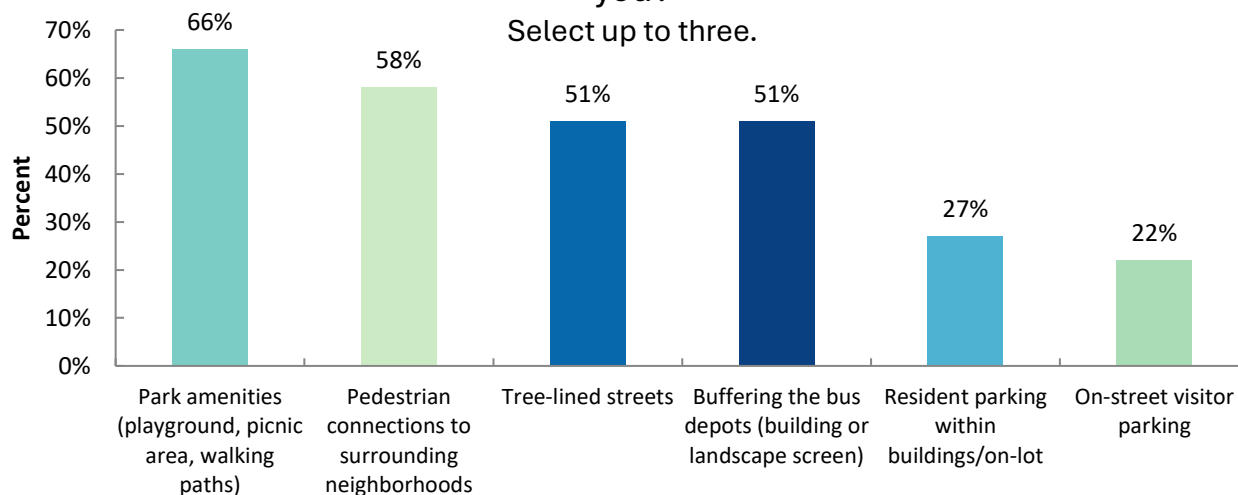
Select up to five.



buffering the bus depot (51%). Parking, while a common topic in comments, is selected as a top concern by less than 30%.

### Which of the following outdoor features are most important to you?

Select up to three.



## OPEN QUESTIONS

### Is there anything else you would like to tell us about the project or site features?

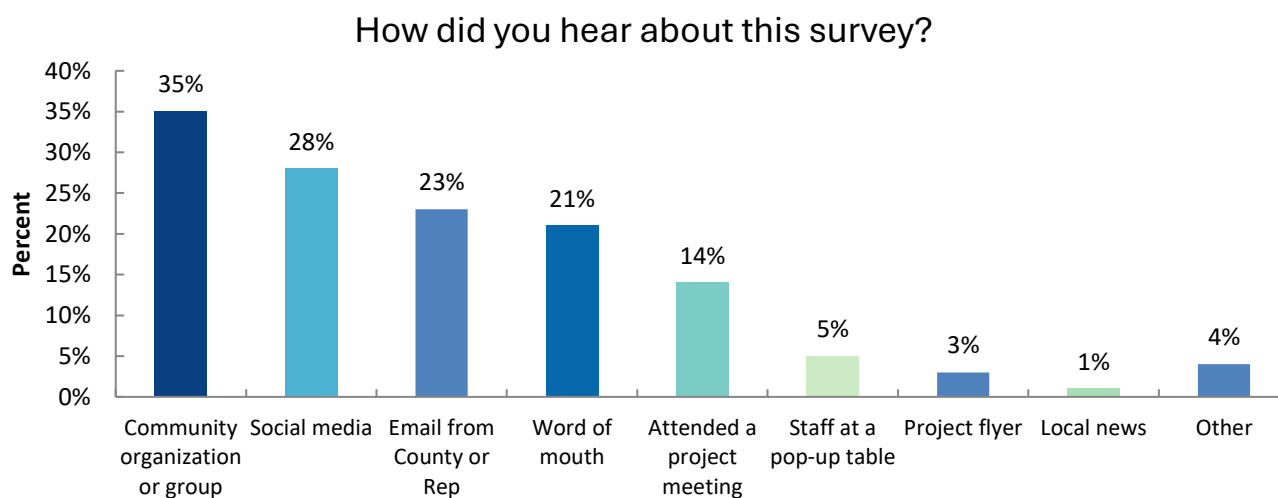
Just less than half of the respondents (62) who completed the full survey provided additional comments. Common topic themes include:



- **Residential density.** The number of units being proposed and the overall impact to the surrounding communities and traffic are among the most common topics. While in general many comments advocate for less density and fewer multi-family structures, there are a handful of respondents who advocate for maximizing density in this transit-adjacent area.
- **Bus depot.** Many comments relate directly and indirectly to the bus depot. Some respondents continue to express opposition, while many others have questions or feel unclear on what this part of the site will look like based on the concept drawings.
- **Park space.** Several comments relate to park space on the site, some express preferred locations, and many hope it will be larger than shown, including one note that it did not seem like a prominent feature for a place with “park” in the name.
- **Parking.** Parking was another theme among these comments; several respondents feel that parking in the Westside development is inadequate for homes there and expressed concern that the new development will compound this issue. Others are concerned about parking for retail and other amenity spaces.

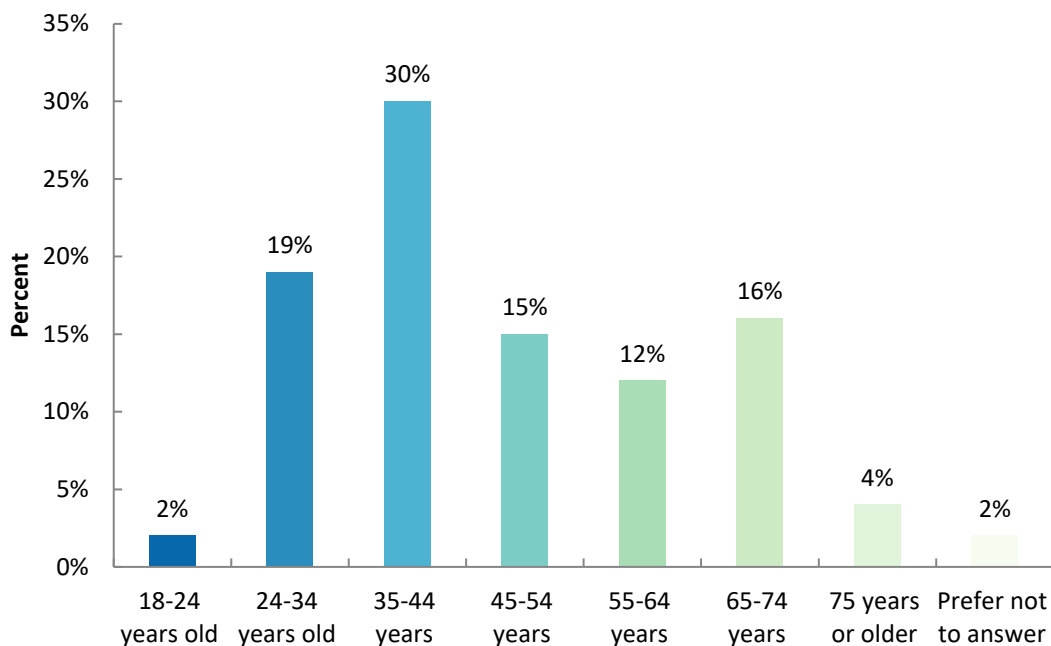
## PROJECT COMMUNICATION

Community groups and organizations (35%), account for how more than one-third of respondents heard about this survey. Social media (28%), email from a local official (23%) and word of mouth were the next most common methods.

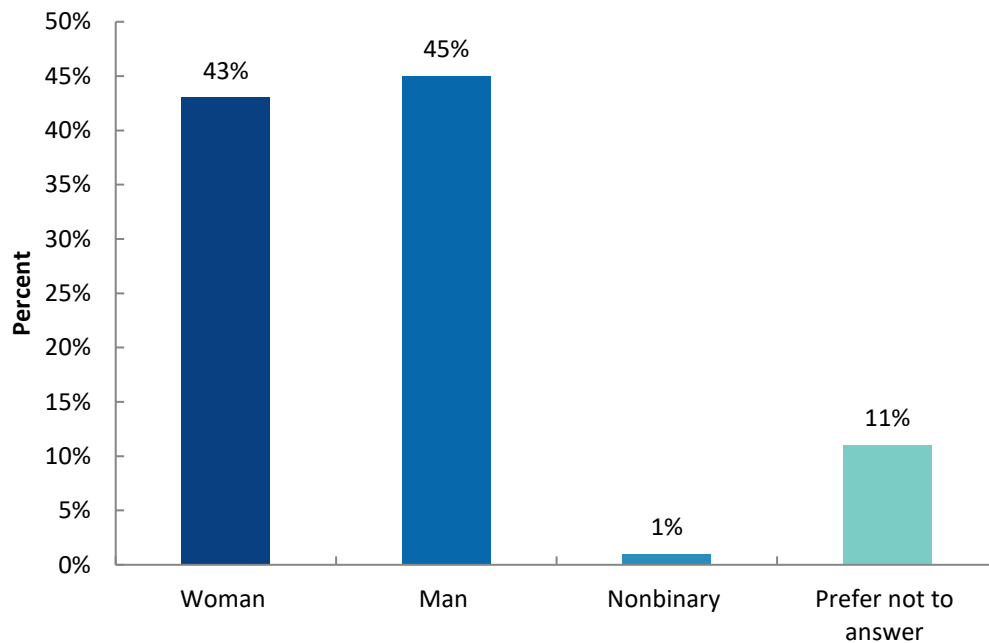


## RESPONDENT DEMOGRAPHICS

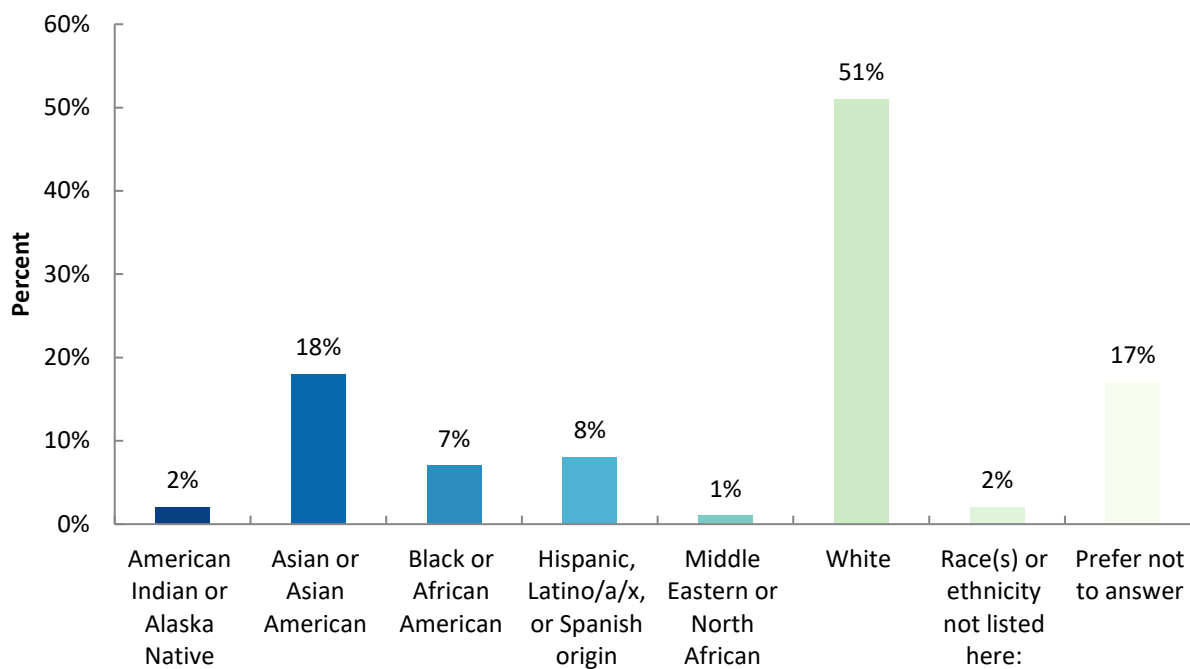
### Age



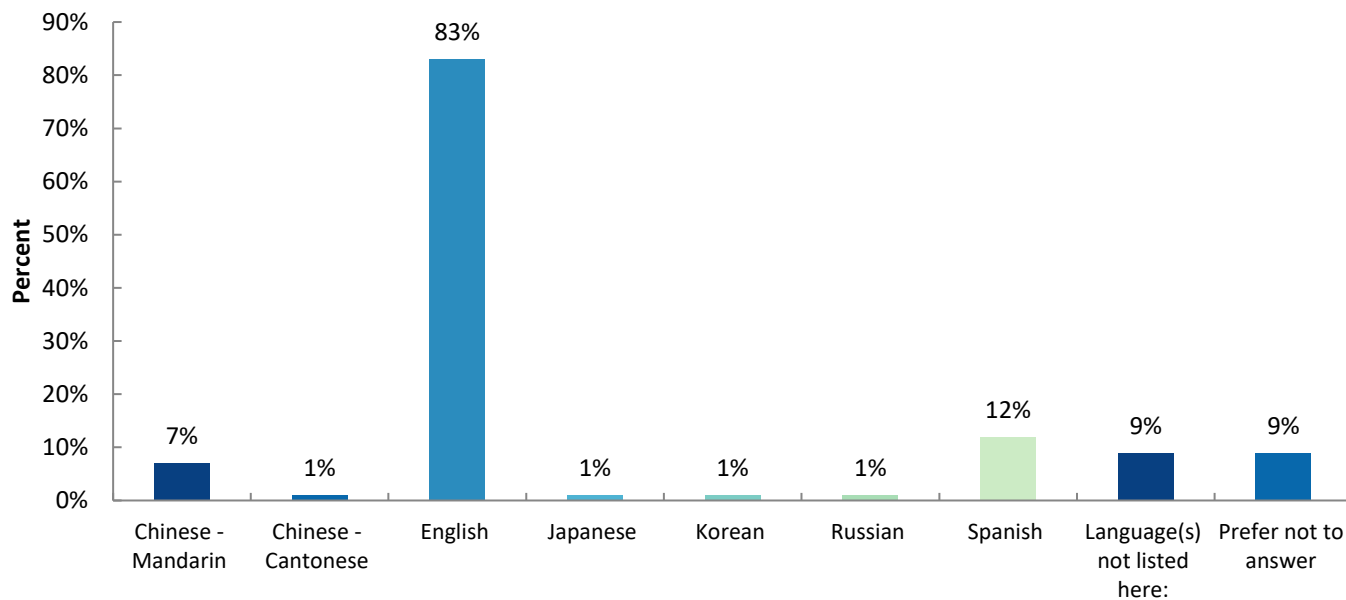
### Gender Identity



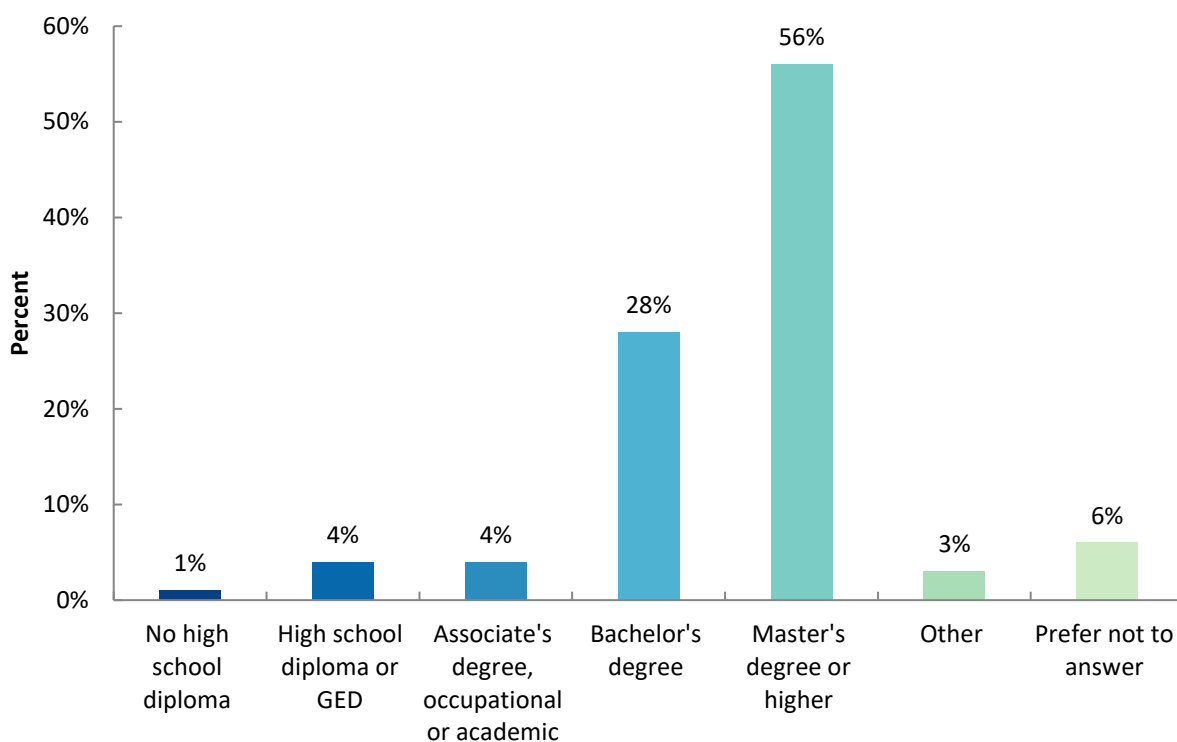
## Race & Ethnicity



## Language Spoken at Home



## Education Level



## Household Income

