Status Report to the Germantown CAC

- Plan objectives
- Town Center
- MARC ridership survey
- West End
- Gateway
- Cloverleaf

- North End
- Seneca Meadows
- Montgomery College
- Fox Chapel District
- Transportation
- Staging
- Schedule
Plan objectives:

• Employment
• Transit
• Mixed use
• Identity
• Design excellence
### Germantown Master Plan

**Existing and Proposed Development**

<table>
<thead>
<tr>
<th></th>
<th>Existing Development</th>
<th>1989 Master Plan</th>
<th>Proposed Plan</th>
</tr>
</thead>
<tbody>
<tr>
<td><strong>Dwellings</strong></td>
<td>6,075</td>
<td>5,845</td>
<td>15,100</td>
</tr>
<tr>
<td><strong>Commercial (sf)</strong></td>
<td>13,900,000</td>
<td>20,345,500</td>
<td>23,000,000</td>
</tr>
<tr>
<td><strong>Jobs</strong></td>
<td>23,030</td>
<td>59,850</td>
<td>92,000</td>
</tr>
</tbody>
</table>

Job : Housing = 92,000 / 47,100 = 1.95
Germantown Master Plan

Town Center
- Density
- Zoning
  - T-S
  - TMX
- Open space
- Transit
- Transit Center
- Century XXI / Savitar
- Matan
- Police and Fire property
TMX Components:

- Uses
- Density
- Standards
- Height
- Building lot termination
Open Space Hierarchy
- Major places
- Major connections
- Neighborhood places and pathways
Germantown Forward Transit
Germantown MARC Survey

- Approximately 765 riders per day board at the Germantown MARC Station (MTA, June 2008)
- Staff surveyed Germantown MARC riders
- November 6 and 7
- 279 surveys analyzed
What area are you coming from?

- Germantown: 74%
- Damascus: 5%
- Frederick: 5%
- Clarksburg: 5%
- Other: 6%
- Mt Airy
- Montgomery Village
- Gaithersburg
- Darnestown
- Urbana
- Monrovia
- Myersville
- Martinsburg
- Carroll County
- Martinsburg, WV
Germantown MARC Survey

Where are you going?

- Washington, DC: 67%
- Virginia: 2%
- Maryland: 31%

“...I actually have a monthly parking pass in my office building but choose to ride MARC.”
How often do you ride the MARC train?
- Survey bias likely (Thursday and Friday surveys, election week)
- Friday riders are more likely to ride MARC 4-5 days per week

“MARC is great; can read, eat, sleep in quiet car.”

“Used to ride MARC daily, then switched to Metro when trains got late – now coming back due to cost.”
How do you get to the Germantown MARC Station?

- Parking concerns
- Illegal parking mid-week

“I walk to the MARC because the #83 bus... is unreliable and does not stop ... Bus driver is making direct drive to MARC station without looking to pick up passengers at Germantown and Middlebrook Roads. Driver drives in left lane, rather than in right lane.
How will you get to your destination, once you get off the MARC train?

- Over 85% of trips end with walking, subway or bus
- Private shuttle buses such as the Children’s Hospital and Gallaudet University
If the train is delayed, how long do you wait before seeking some other way to get to your destination?

“As soon as MARC says Metro will accept my ticket (30 min).”
If you decide not to wait, how do you get to your destination?

- A higher likelihood that people will carpool in the morning
- Limited number of telecommuters
Germantown MARC Survey

- Share results with
  - MTA
  - DOT
- Post results at MARC station
Rolling Hills Apartments

- Property manager information:
  - 12% bus
  - 7% MARC train

- Census data (from 2000):
  - 50 residents (7.2%) bus
  - 6 residents (0.9%) MARC
  - 16 residents (2.3%) subway/Metro
  - 503 residents (72.9%) drive alone

- Survey information:
  - 3 of 279 (1.1%) respondents from Rolling Hills (name was included on map)

<table>
<thead>
<tr>
<th>Public transportation:</th>
<th>Block Group 2, Census Tract 7008.18, Montgomery County, Maryland</th>
</tr>
</thead>
<tbody>
<tr>
<td>Total:</td>
<td>690</td>
</tr>
<tr>
<td>Car, truck, or van:</td>
<td>595</td>
</tr>
<tr>
<td>Drove alone</td>
<td>503</td>
</tr>
<tr>
<td>Carpoled</td>
<td>92</td>
</tr>
<tr>
<td>Public transportation:</td>
<td>72</td>
</tr>
<tr>
<td>Bus or trolley bus</td>
<td>50</td>
</tr>
<tr>
<td>Streetcar or trolley car</td>
<td>0</td>
</tr>
<tr>
<td>Subway or elevated</td>
<td>16</td>
</tr>
<tr>
<td>Railroad</td>
<td>6</td>
</tr>
<tr>
<td>Ferryboat</td>
<td>0</td>
</tr>
<tr>
<td>Taxicab</td>
<td>0</td>
</tr>
<tr>
<td>Motorcycle</td>
<td>0</td>
</tr>
<tr>
<td>Bicycle</td>
<td>0</td>
</tr>
<tr>
<td>Walked</td>
<td>23</td>
</tr>
<tr>
<td>Other means</td>
<td>0</td>
</tr>
<tr>
<td>Worked at home</td>
<td>0</td>
</tr>
</tbody>
</table>
Views from the Historic District:
• Tall buildings appear taller
• Visible Pumphrey-Mateney House
Compatibility with:

• Germantown Historic District
• Pumphrey-Mateney House
• RMX-2
• Mixed use
• Connection
Staff recommendation
20 DU/acre
• Totah/Symmetry
• Lerner Enterprises
• Milestone North
Germantown Forward

Seneca Meadows
Applicant’s proposal with current development
Germantown Forward
Montgomery College District

Issues:

• Mix of uses
• Site design
• Connections
• Environmental features
Recommended land use
Germantown Forward

Montgomery College Site Design

Proposed hospital
Staff recommendation:
Option 1
Staff recommendation:
Option 2
Recommended criteria:

- Visible location
- Germantown site
- Moderate speed limit (30 mph or under)
- Accessibility to passersby
- Related commercial or cultural support
- Natural setting: green landscape, trees
- Gathering area onsite or nearby
- Respectful site
Germantown Forward

Germantown Master Plan

Fox Chapel District
## Comparison of ADT Volumes Accessing Town Center
(Crossing I-270 west of mainline)

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing</th>
<th>Alt 2B</th>
<th>Alt 2BV1</th>
<th>Alt 2P</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dorsey Mill Road</td>
<td></td>
<td>40,600</td>
<td>32,300</td>
<td>44,300</td>
</tr>
<tr>
<td>Father Hurley Boulevard</td>
<td>30,000</td>
<td>58,800</td>
<td>74,200</td>
<td>68,900</td>
</tr>
<tr>
<td>New road</td>
<td>0</td>
<td>21,900</td>
<td>0</td>
<td>22,900</td>
</tr>
<tr>
<td>MD 118</td>
<td>45,300</td>
<td>60,200</td>
<td>74,300</td>
<td>66,700</td>
</tr>
<tr>
<td><strong>Total</strong></td>
<td><strong>75,300</strong></td>
<td><strong>181,500</strong></td>
<td><strong>180,800</strong></td>
<td><strong>202,800</strong></td>
</tr>
</tbody>
</table>

## Critical Intersections – V/C Ratios
(with turn lanes in future years)

<table>
<thead>
<tr>
<th>Location</th>
<th>Existing</th>
<th>Alt 2B</th>
<th>Alt 2BV1</th>
<th>Alt 2P</th>
</tr>
</thead>
<tbody>
<tr>
<td>Father Hurley at Crystal Rock</td>
<td>0.69</td>
<td>0.98</td>
<td>1.22</td>
<td>1.14</td>
</tr>
<tr>
<td>MD 118 at Aircraft</td>
<td>0.68</td>
<td>0.82</td>
<td>0.82</td>
<td>0.99</td>
</tr>
</tbody>
</table>

Alt 2B = Planned land use
Alt 2BV1 = Planned land use and network without Dorsey Mill interchange or Seneca Meadows bridge
Alt 2P = Property Owner land use recommendation
Germantown Forward

Roadway Network

- Freeway
- Major Highway
- Major Highway (Planned)
- Arterial
- Arterial (Planned)
- Minor Arterial
- Business
- Business (Planned)
- Residential Primary
- Residential Primary (Planned)
- Transitway (Planned)
- New Transit Stations
- MARC
- METRO
- Study Area
- Future Interchange
Staging Principles:

• Plan goals for employment and Town Center
• Pipeline
• Minimum building height
• No single-purpose retail buildings
• Urban service district
• No staging for workforce housing or Montgomery College academic facilities
Germantown Forward

Staging

Housing

Pipeline: 1,558
Interim: 3,219
Stage 1: 3,631
Stage 2: 3,631
<table>
<thead>
<tr>
<th>Stage</th>
<th>Commercial s.f.</th>
<th>Residential d.u.</th>
</tr>
</thead>
<tbody>
<tr>
<td>Pipeline and interim uses</td>
<td></td>
<td></td>
</tr>
<tr>
<td>- Pipeline</td>
<td>4.9 M</td>
<td></td>
</tr>
<tr>
<td>- Interim (25%)</td>
<td>- 3.2 M</td>
<td>1,558</td>
</tr>
<tr>
<td></td>
<td>- 1.7 M</td>
<td></td>
</tr>
<tr>
<td>Stage 1 (30%)</td>
<td>3.9 M</td>
<td>2,219</td>
</tr>
<tr>
<td>Stage 2 (45%)</td>
<td>7.4 M</td>
<td>3,631</td>
</tr>
</tbody>
</table>
Germantown Forward Staging

Pipeline and interim Stage 1 Stage 2

- 25 percent
- Approved development
- Minimum building heights
- Retail
Germantown Forward

Staging

<table>
<thead>
<tr>
<th>Pipeline and interim</th>
<th>Stage 1</th>
<th>Stage 2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>30 percent</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Service district</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Mode share</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Circulator bus (Phase 1)</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Urban parks</td>
<td></td>
</tr>
<tr>
<td></td>
<td>MARC parking</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Park and ride</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Bowman Mill Road</td>
<td></td>
</tr>
</tbody>
</table>
### Germantown Forward Staging

<table>
<thead>
<tr>
<th>Pipeline and interim</th>
<th>Stage 1</th>
<th>Stage 2</th>
</tr>
</thead>
<tbody>
<tr>
<td></td>
<td>• 45 percent</td>
<td>• 45 percent</td>
</tr>
<tr>
<td></td>
<td>• CCT (Phase I*)</td>
<td>• CCT (Phase I*)</td>
</tr>
<tr>
<td></td>
<td>• Circulator bus (Phase 2)</td>
<td>• Circulator bus (Phase 2)</td>
</tr>
<tr>
<td></td>
<td>• M-83 decision</td>
<td>• M-83 decision</td>
</tr>
<tr>
<td></td>
<td>• Mode share</td>
<td>• Mode share</td>
</tr>
<tr>
<td></td>
<td>• Observation Drive</td>
<td>• Observation Drive</td>
</tr>
<tr>
<td></td>
<td>• Goldenrod Lane</td>
<td>• Goldenrod Lane</td>
</tr>
<tr>
<td></td>
<td>• Cider Press Drive</td>
<td>• Cider Press Drive</td>
</tr>
<tr>
<td></td>
<td>• Dorsey Mill bridge</td>
<td>• Dorsey Mill bridge</td>
</tr>
</tbody>
</table>

*Need to stage Phase II of CCT to serve Seneca Meadows*
Reviews and testing of Planning Board recommendations:

- Recreation
- Carbon footprint analysis
- Schools
- Transportation
January 2009 ........... Transmit Plan to Council and County Executive
March 2009 ........... Complete 60 day review by County Executive
May 2009 ........... Council Public Hearing
September 2009 ........... Council Adopts Plan
Winter 2009 ........... Sectional Map Amendment