Germantown Master Plan

Third Worksession: Properties west of I-270
• MARC station parking
• Crossing I-270
• Crystal Rock greenway
Crystal Rock greenway
• Bikeways
• Pedestrian connections
• Accessibility
Properties West of I-270

- Town Center station
- MARC station
- Other stations
Urban form
• Height
• Density
Views, vistas and open spaces
• Transit Center
• Century XXI / Savitar
• Matan
• Police and Fire property
Germantown Forward

Town Center
## Germantown Forward

### Town Center Core

<table>
<thead>
<tr>
<th>Property</th>
<th>Staff</th>
<th>Public comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Transit Center</td>
<td>2.0 FAR</td>
<td>No comment</td>
</tr>
<tr>
<td></td>
<td>Transit station interior</td>
<td></td>
</tr>
<tr>
<td>Century XXI/Savitar</td>
<td>1.0 FAR</td>
<td>2.0 FAR* Residential on top of garage</td>
</tr>
<tr>
<td></td>
<td>No residential</td>
<td>Free-standing retail</td>
</tr>
<tr>
<td>Matan</td>
<td>1.0 FAR</td>
<td>1.5 FAR* Pending plan 237,000 sf office</td>
</tr>
<tr>
<td></td>
<td>No residential</td>
<td></td>
</tr>
<tr>
<td>Police and Fire</td>
<td>Expand police station</td>
<td>No workforce housing*</td>
</tr>
<tr>
<td></td>
<td>Add workforce housing</td>
<td></td>
</tr>
<tr>
<td></td>
<td>Open space</td>
<td>No open space</td>
</tr>
</tbody>
</table>

*Property owner comments
• Town Commons
• B. Wildman (three properties)
Germantown Forward
Town Center Extended

Town Commons
• Management
• Programming
• Ownership
Germantown Forward

Town Center Extended

Middlebrook Road
<table>
<thead>
<tr>
<th>Property</th>
<th>Staff</th>
<th>Public comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Town Commons</td>
<td>Ownership Maintenance</td>
<td>Parks Department</td>
</tr>
<tr>
<td>B. Wildman</td>
<td>1.0 FAR, TMX, Grandfathering</td>
<td>1.0 FAR*, TMX or C-3, Expand grandfathering</td>
</tr>
</tbody>
</table>

*Property owner comments
• Historic District
• MARC station
• Perrine
• JBG/Martens
• M. Wildman
Compatibility with:
• Germantown Historic District
• Pumphrey-Mateney House
Topographical change
• A steep drop from north to south
• New development should not loom over historic district
Green areas:

• “Parklet” flanks pedestrian bridge
• Underutilized stormwater management facility
Views from the Historic District:

- Tall buildings appear taller
- Visible Pumphrey-Mateney House
Compatibility

Scale

★ Pumphrey-Mateney House
## Germantown Forward

### West End – Historic District

<table>
<thead>
<tr>
<th>Property</th>
<th>Staff</th>
<th>Public Comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>MARC Station</td>
<td>MARC parking – garage with retail</td>
<td>More parking*</td>
</tr>
<tr>
<td>Perrine</td>
<td>TMX at 0.5 FAR Townhouses illustrated (34) TMX height limit</td>
<td>0.5 FAR* 50’ building height</td>
</tr>
</tbody>
</table>

*Property owner comments*
• JBG/Martens
• M. Wildman
Expired preliminary plan 120020680:
- Residential on west
- Retail and office on east
Staff recommendation
Germantown Forward

West End

M. Wildman
• RMX-2
• Non-conforming use
• Roadway Network
<table>
<thead>
<tr>
<th>Property</th>
<th>Staff</th>
<th>Public comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>JBG/Martens</td>
<td>Retain zoning (RMX-2) Limited retail; additional residential Increase MARC ridership Structured parking</td>
<td>RMX-2* Large retail Surface parking</td>
</tr>
<tr>
<td>M. Wildman</td>
<td>Retain zoning (RMX-2) Connect Waters Road</td>
<td>RMX-2C* Alternate roadway alignment</td>
</tr>
</tbody>
</table>

*Property owner comments
• Dept of Energy
• Rolling Hills Apartments
National Register of Historic Preservation nomination
Owner’s proposal
Staff recommendation
<table>
<thead>
<tr>
<th>Property</th>
<th>Staff</th>
<th>Public comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Dept of Energy</td>
<td>Support NR nomination</td>
<td>Will impede expanded use/reuse of site</td>
</tr>
<tr>
<td>Rolling Hills</td>
<td>RMX-1 at 20 DU/acre</td>
<td>RMX-1 at 35 DU/acre*</td>
</tr>
<tr>
<td></td>
<td>988 du with bonus incl. 63 townhouse units</td>
<td>Proposes workforce housing</td>
</tr>
<tr>
<td></td>
<td>Maximum 8 stories closest to MARC station</td>
<td>1,367 market rate units</td>
</tr>
<tr>
<td></td>
<td></td>
<td>333 affordable units</td>
</tr>
<tr>
<td></td>
<td></td>
<td>Some retail</td>
</tr>
</tbody>
</table>
Germantown Forward

Cloverleaf District

- Century Technology Park
• Crossing I-270
• Town Commons
• Crystal Rock greenway
<table>
<thead>
<tr>
<th>Property</th>
<th>Staff</th>
<th>Public comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Century Technology Park</td>
<td>TMX 1.0</td>
<td>TMX 1.0*</td>
</tr>
<tr>
<td></td>
<td>1.45 m commercial, 975 DU</td>
<td>2.45 m commercial including 400,000 sf</td>
</tr>
<tr>
<td></td>
<td>60% comm./40% residential</td>
<td>retail</td>
</tr>
<tr>
<td></td>
<td>Heights: 12 stories at transit, 8 stories</td>
<td>950 multifamily units, 130 townhouses</td>
</tr>
<tr>
<td></td>
<td>at I-270</td>
<td>40-50% comm./60-50% residential</td>
</tr>
<tr>
<td></td>
<td>Road crossing I-270</td>
<td>No road crossing</td>
</tr>
</tbody>
</table>

*Property owner comments*
• Totah/Symmetry
• Lerner Enterprises
• I-270 ramps
• Interim development
• 1.0, 1.5 and 1.8 FAR presented (*1.0 FAR shown*)
• Modules
Totah/Symmetry Staff Recommendation

- I-270 ramps to Dorsey Mill Road
- TMX zone with 0.75 FAR
- Employment, hotel, residential and limited street-level retail
- Assure compatibility
Property
Steep slopes:
- 15-25%
- over 25%
Stream valley buffer 125’
High quality forest
All environmental features
• Montgomery Village
• Churchill
Town sector zone minimums and maximums

- Commercial: 10 percent maximum
- Industrial/major employment: 6 percent maximum
- Green area: 10 percent minimum
- Population: 15 people per acre maximum
Lerner Proposal Concept Plan

- 1.5 M sf commercial
- Hotel
- Retail
- 1,200 age restricted (45+)
dwellings
- 300 unrestricted dwellings
Staff recommendation

- I-270 ramps
- 1.5 M sf commercial
  - Major employment
  - Hotel
  - Limited retail
- 570 multi-family dwellings
<table>
<thead>
<tr>
<th>Property</th>
<th>Staff</th>
<th>Public comments</th>
</tr>
</thead>
<tbody>
<tr>
<td>Totah/Symmetry</td>
<td>TMX 0.75</td>
<td>TMX 1.0*</td>
</tr>
<tr>
<td></td>
<td>653,400 sf commercial, 285 DU</td>
<td>No exactions until over 1.0 FAR</td>
</tr>
<tr>
<td></td>
<td>I-270 ramps</td>
<td>New I-270 ramps</td>
</tr>
<tr>
<td></td>
<td>Building heights along I-270 at 8 stories</td>
<td>Higher buildings along I-270</td>
</tr>
<tr>
<td>Lerner Enterprises</td>
<td>T-S</td>
<td>Text amendment to T-S zone*</td>
</tr>
<tr>
<td></td>
<td>1.5 m major employment with retail, hotel</td>
<td>1.3 m commercial and retail, hotel</td>
</tr>
<tr>
<td></td>
<td>570 high-rise and low-rise DUs</td>
<td>Active adult community: 1,500 DUs</td>
</tr>
<tr>
<td></td>
<td>Forest preservation</td>
<td>Use forested area</td>
</tr>
<tr>
<td></td>
<td>Building heights along I-270 at 8 stories</td>
<td>Higher buildings along I-270</td>
</tr>
</tbody>
</table>

*Property owner comments
Germantown Forward Schedule

Oct 20, 2008..........Worksession #4
    Montgomery College

Oct 30, 2008..........Worksession #5
    Properties east of I-270, staging

Mid-Dec 2008..........Transmit Plan to Council and County Executive

Mid-Feb 2009..........Complete 60 day review by County Executive

March 2009..........Council Public Hearings

April-May 2009..........Council Adopts Plan

Summer 2009..........Sectional Map Amendment
Germantown Forward

Density at transit

Proposed Density at Transit Stations

- **Dorsey Mill**: 0.5-0.75 FAR
- **Manekin**: 0.5-0.75 FAR
- **Seneca Meadows**: 0.5-1.0 FAR
- **Cloverleaf**: 0.5-1.0 FAR
- **Town Center**: 1.0-2.0 FAR
- **MARC**: 0.3-1.0 FAR

Germantown Study Area
- Proposed Corridor Case
- Freightway and Stations
- Commuter Train
- Parklands