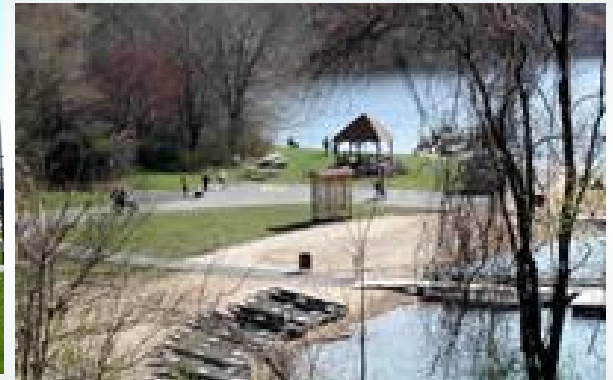


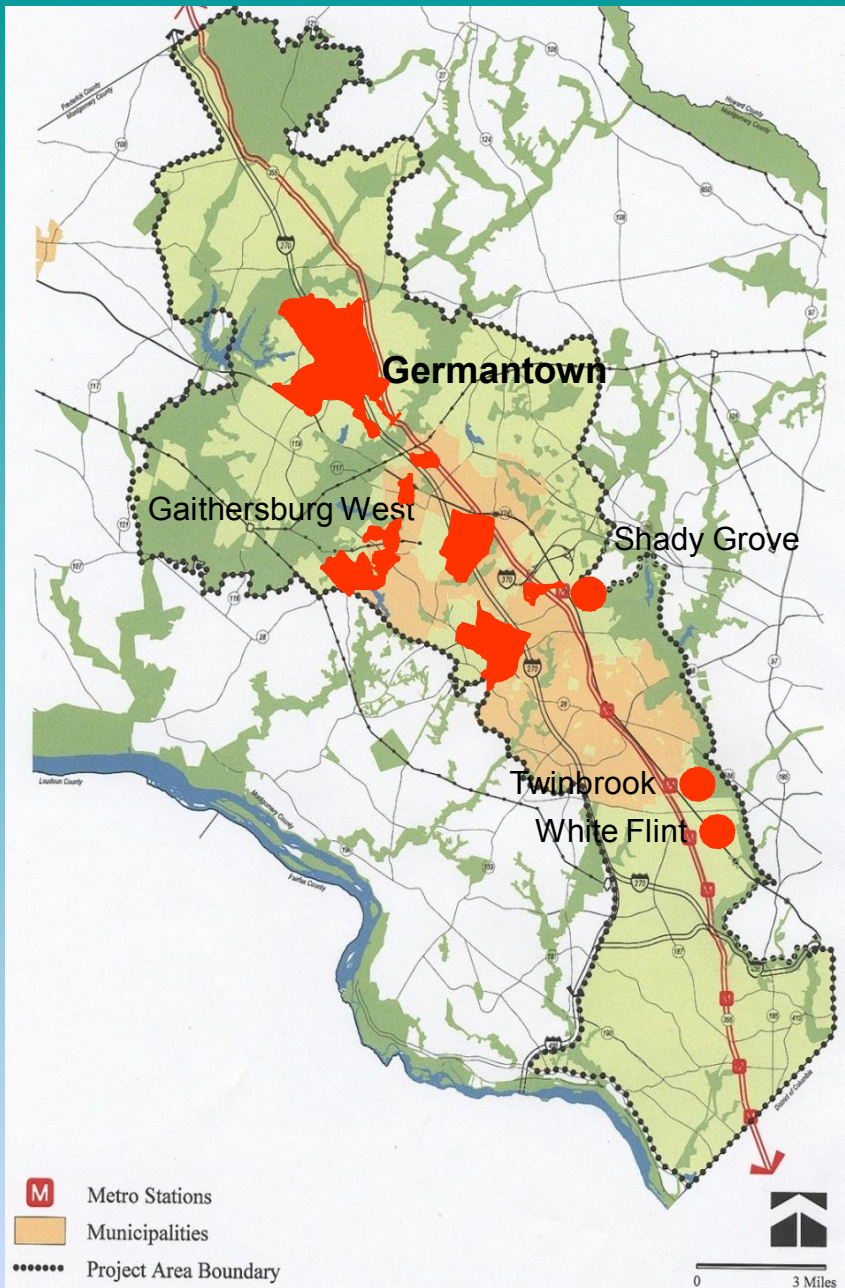
Germantown Forward

Status Report to the Planning Board
December 17, 2007



Relation to the MD 355/I-270 Corridor

- Corridor City
- Technology Corridor
- Upcounty Cultural Center

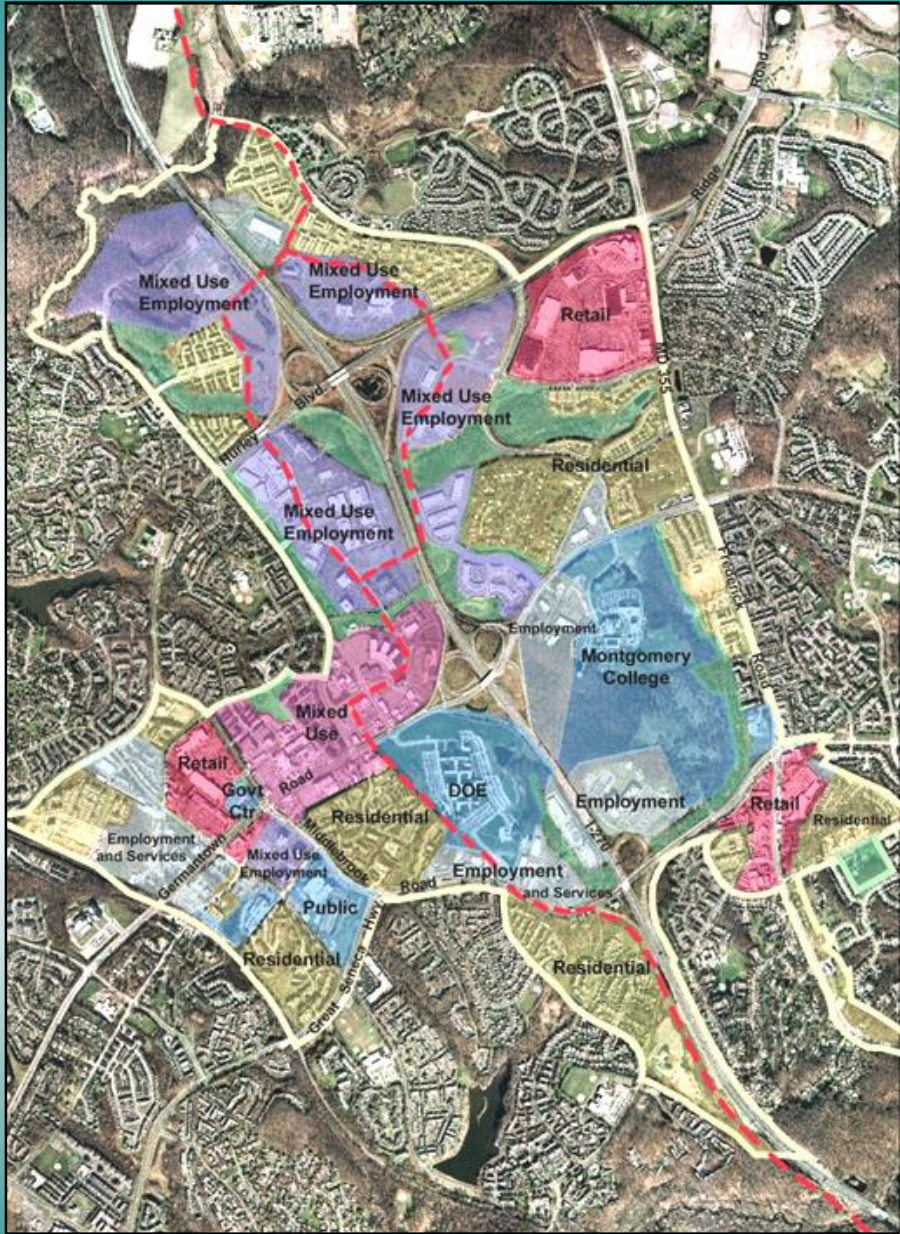




1989 Master Plan

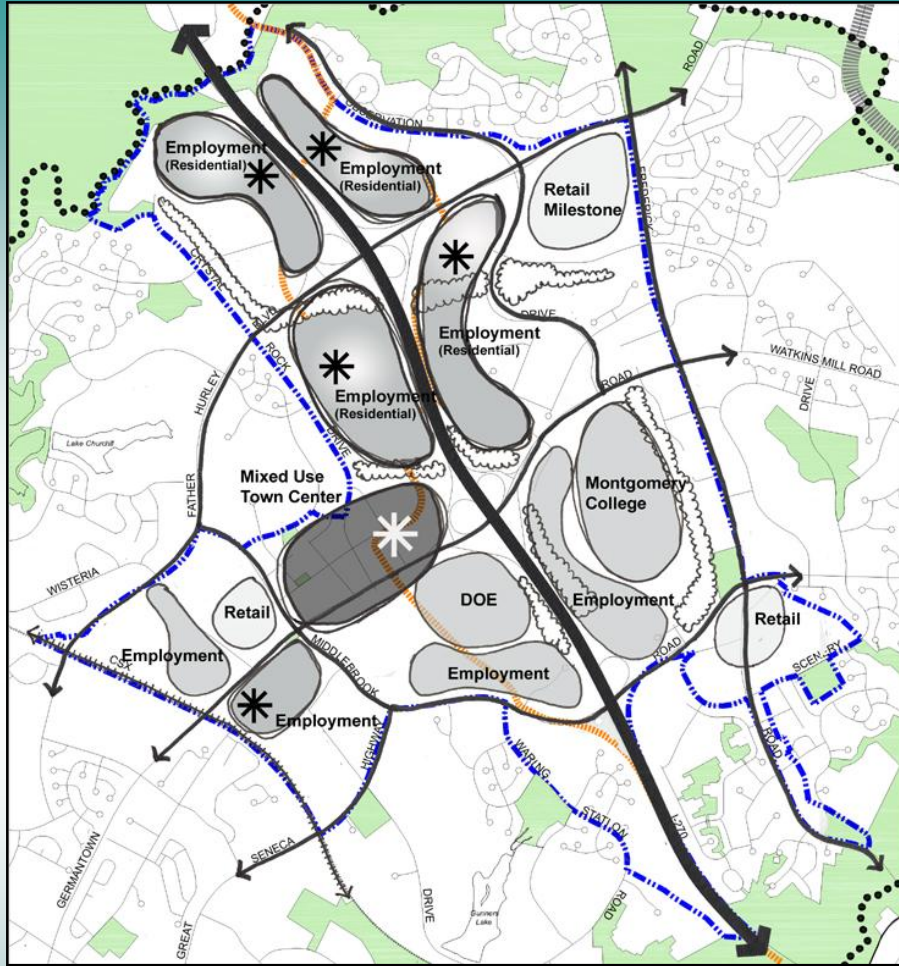
Existing Land Use Character:

- Created Town Center
- Focused jobs along I-270
- Created a series of commercial centers
- Segregated land uses
- 58,000 jobs projected
- 6,900 dwelling units projected
- 2-5 story built environment with mostly surface parking



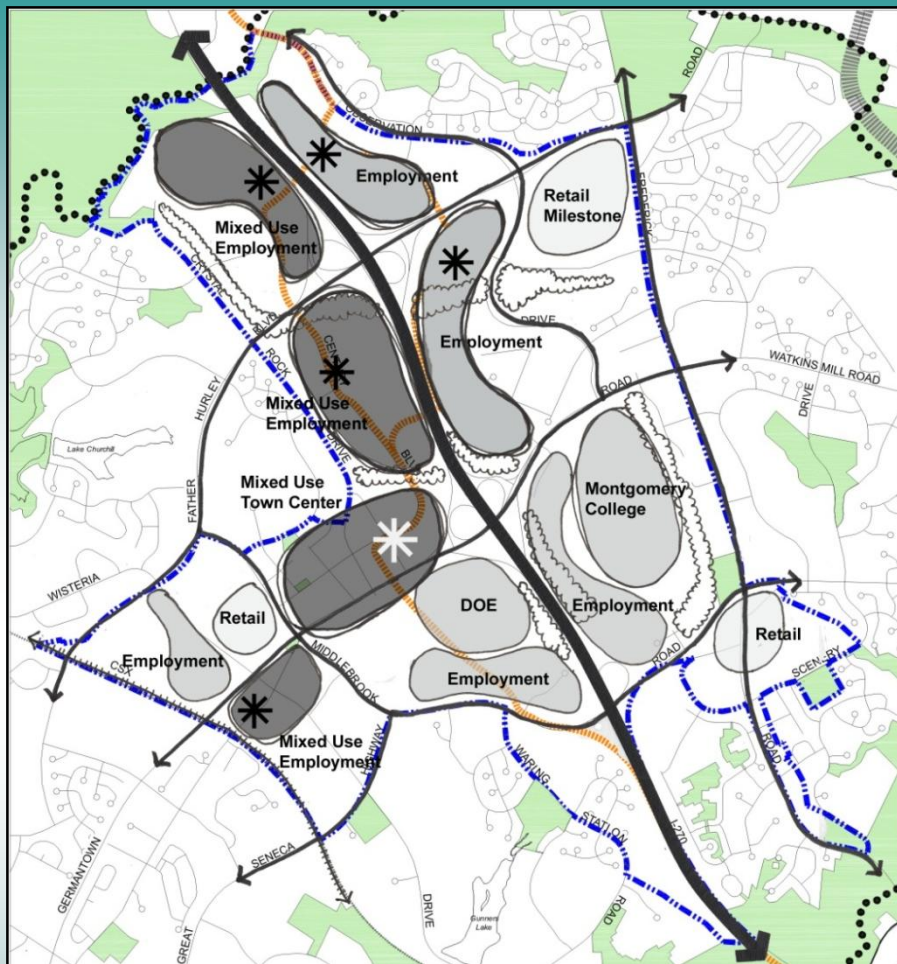
Proposed Land Use Framework

- Expands Town Center and Century Boulevard toward I-270 to strengthen core district
- Introduces mixed use development with employment areas along I-270
- Clusters development at transit stations
- Considers new alignments for the CCT
- Introduces more urban open space within mixed use neighborhoods
- Promotes Germantown as the Upcounty Cultural Center



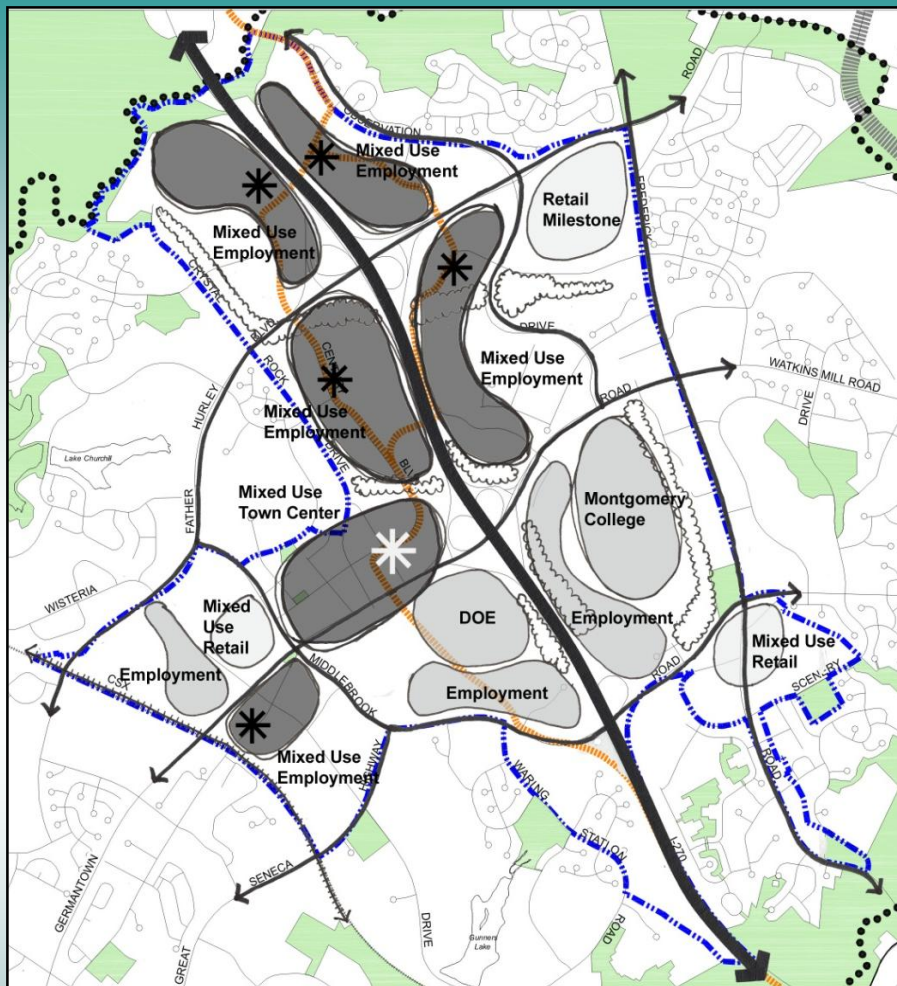
Proposed Land Use Alternative 1

- Maintains 1989 Master Plan levels of development. Shifts jobs into housing
 - 8,000 fewer jobs
 - 2,600 more housing units
- Expands Town Center
- Introduces some mixed use into the Employment Corridor
- Locates 4-8 story buildings at each transit station
- Develops housing primarily as 4 story structures over 1 floor of retail



Proposed Land Use Alternative 2

- Maintains 1989 Master Plan levels of jobs
 - 5,100 more housing units
- Expands opportunities for mixed use along west side of I-270
- Increases development to 1 FAR along west side of I-270
- Locates 10-12 story buildings at each transit station



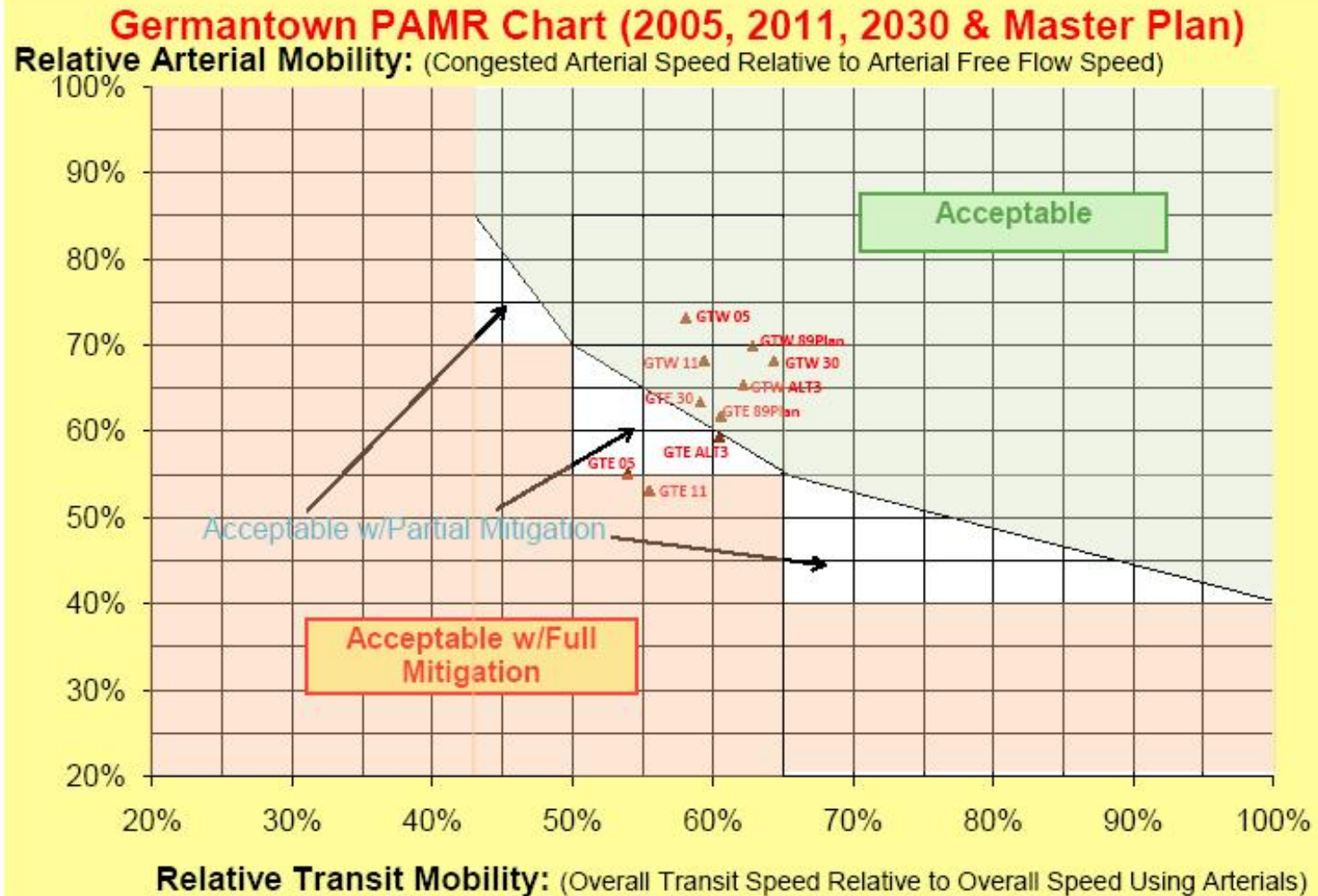
Proposed Land Use Alternative 3

- Extends mixed use along both sides of I-270
 - 6,000 more jobs
 - 8,100 more dwelling units
- Increases development to 1 FAR along I-270 Corridor
- Locates 10-12 story buildings at each transit station

- **Policy Area Mobility Review**
- **Cordon Line Analysis**
- **Intersection Analysis**

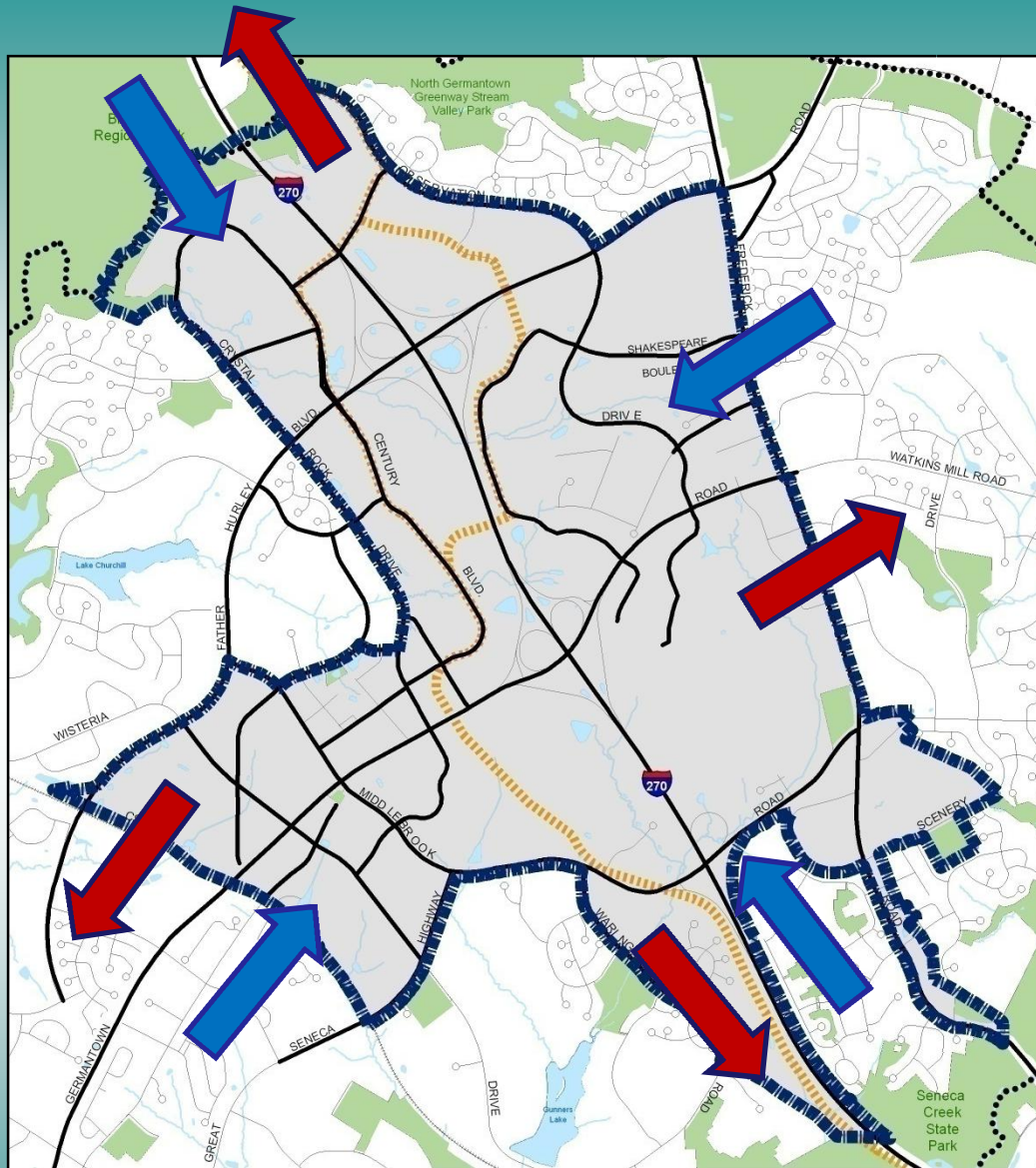


Policy Area Mobility Review

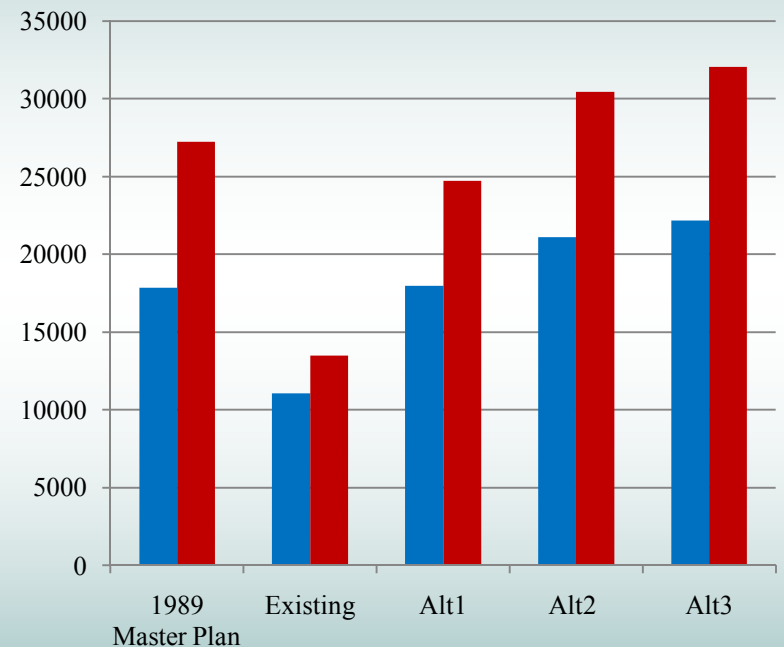


Gtown_PAMR_Mitigation_temporal\Gtown_PAMR_Chart_Mitigation

12/14/2007



Evening Travel To and From Local Land Uses In the Study Area



Into Study Area
in P.M. peak hour



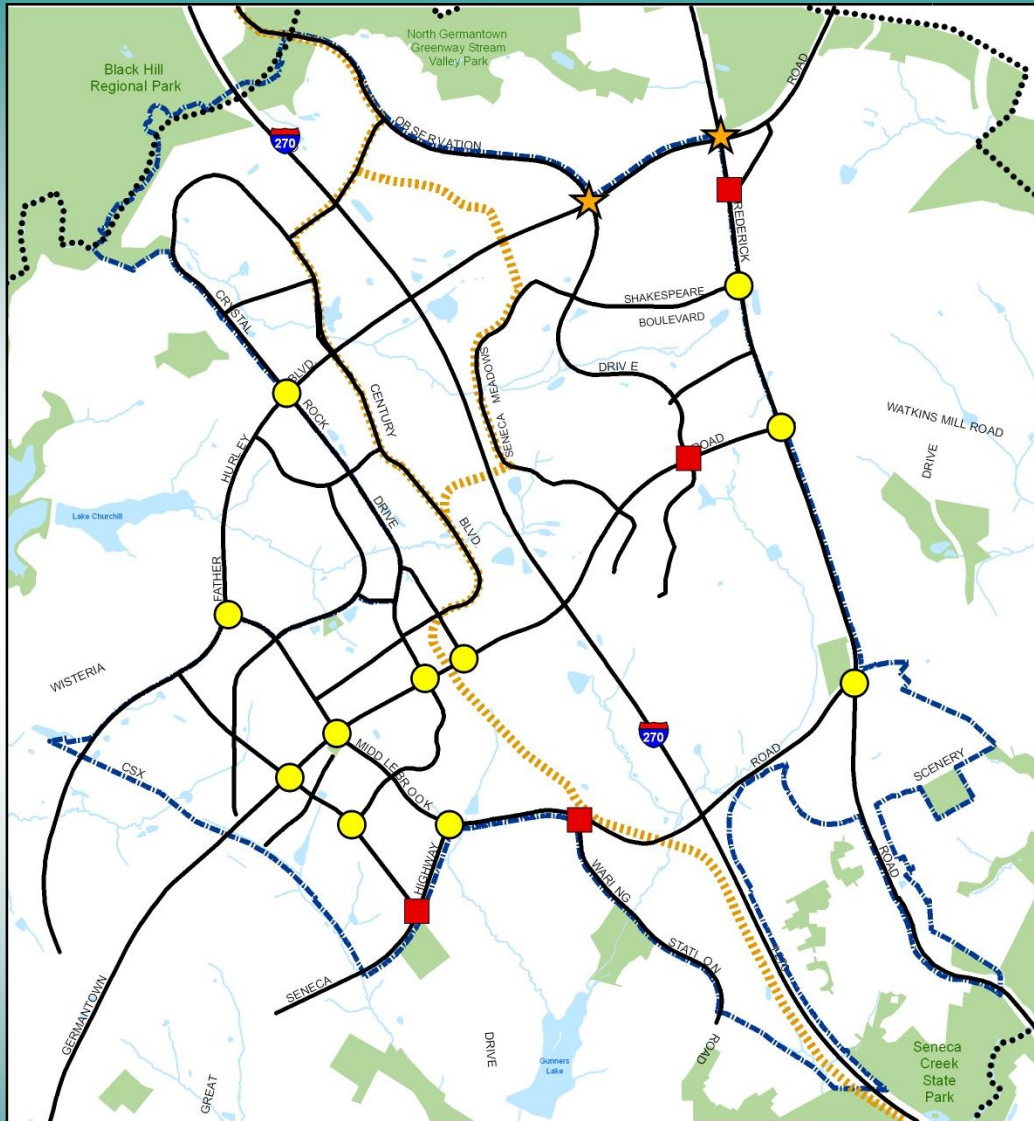
Out of Study Area
in P.M. peak hour

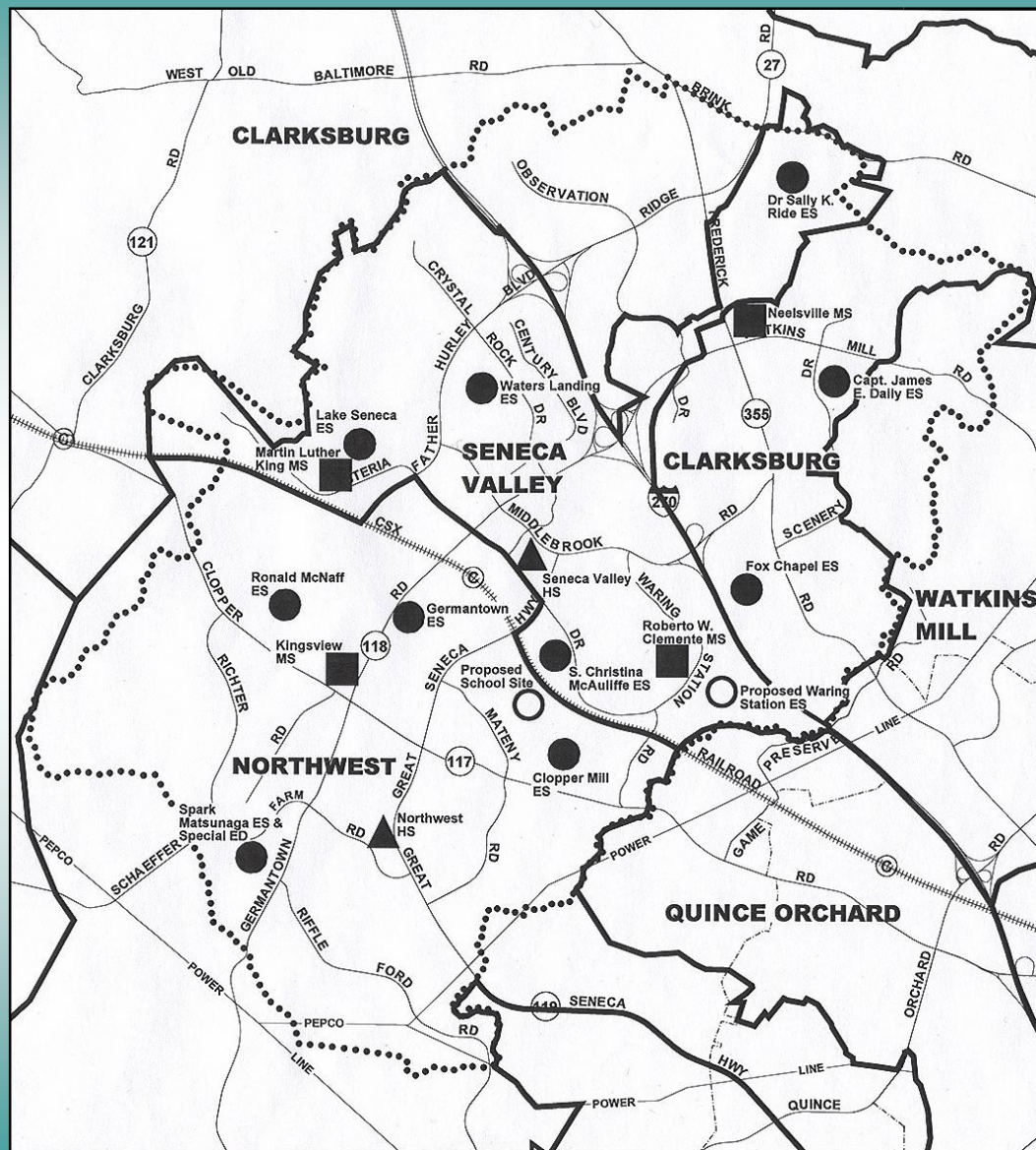
Preliminary Assessment of Intersections Based on 1989 Master Plan

Next steps:

- Examine mode split objectives
- Increase local street grid
- Refine land uses
- Intersection improvements or grade separation

- ★ Planned Interchange
- Only Congested For Alternative 3
- Congested In All Scenarios including the existing Master Plan

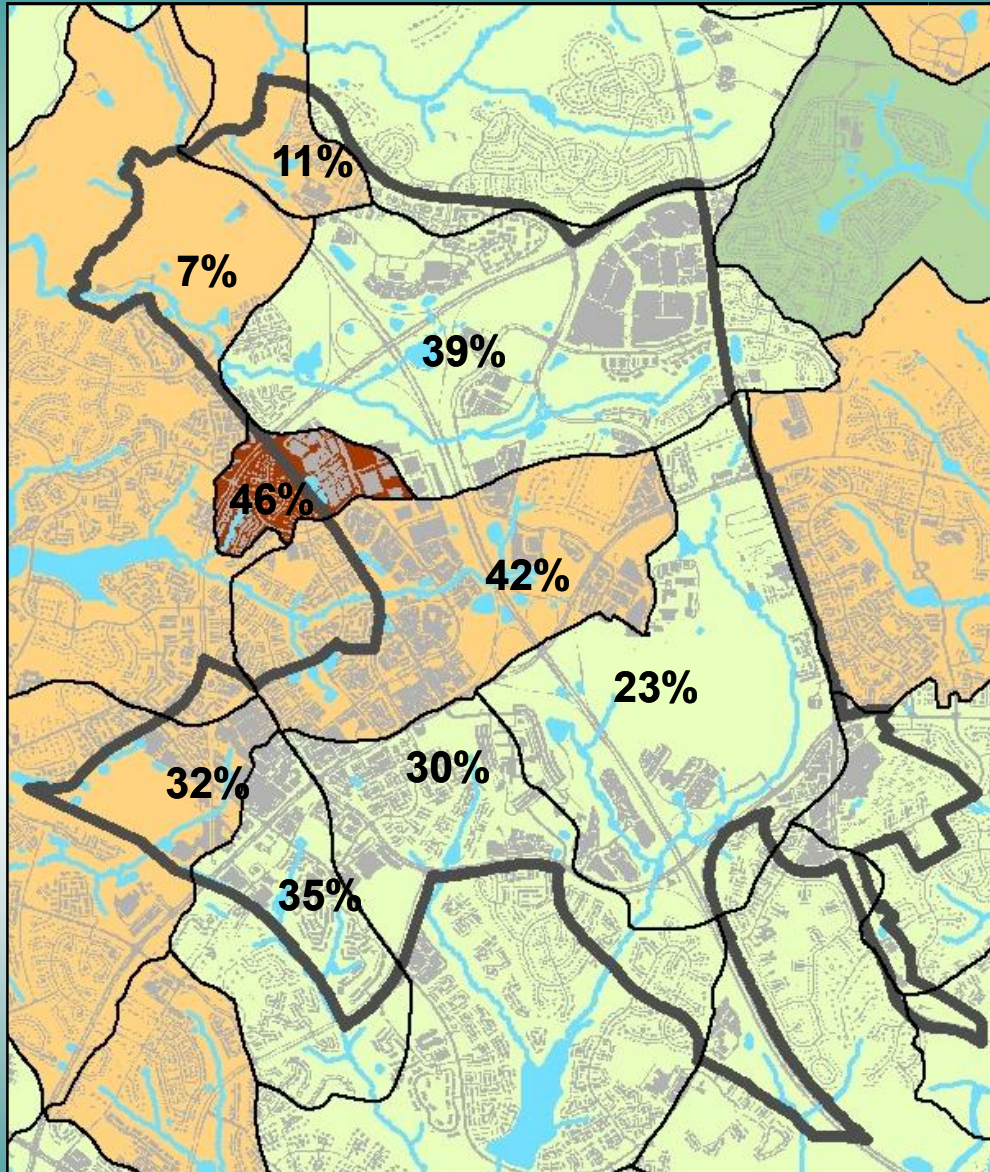




School Capacity

- Served by three school clusters:
 - Clarksburg
 - Northwest
 - Seneca Valley
- School capacity is not exceeded in any of the land use alternatives
- Seneca Valley Cluster most able to absorb more students

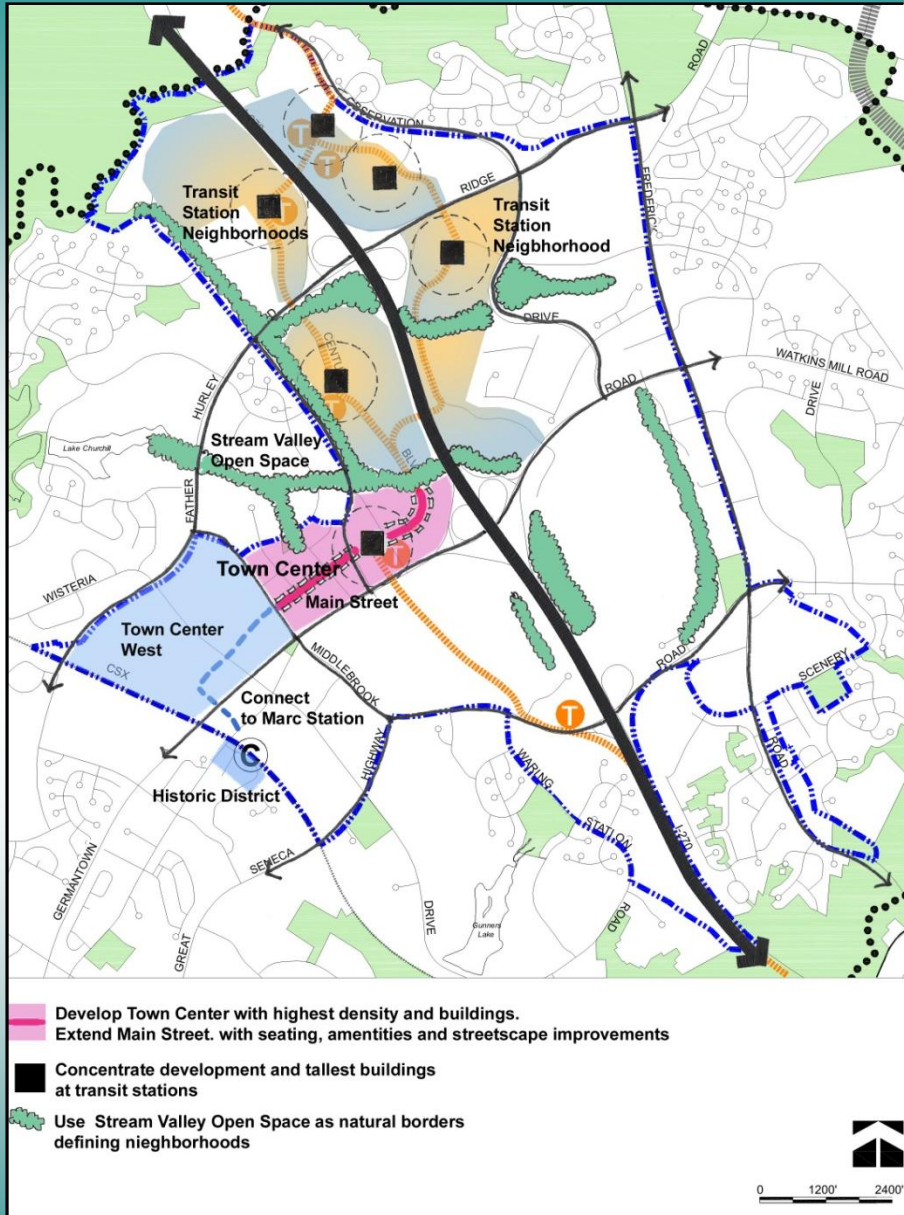
Environmental Analysis



- Streams with varying conditions
 - Dark green is excellent quality
 - Pale green is good quality
 - Orange is fair quality
 - Dark red is poor quality
- Imperviousness (shown in gray) is already very high
- Good quality streams exist because of special characteristics (Germantown Bog)
- Additional imperviousness may cause serious degradation to streams and lakes

Design Framework

- Expand Town Center and Main Street to I-270
- Locate highest density at Town Center's Transit Station
- Create new mixed use neighborhoods at transit stations
- Create new street network in Town Center West
- Provide network of urban open spaces and trails
- Use stream valleys as natural borders
- Create more pedestrian friendly streets





Town Center

- Expand Town Center
- Orient activating uses along Century Boulevard
- Redevelop the Police and Fire property
- Provide 250 parking space, urban open space and amenities at Transit Station
- Increase urban open space
- Orient development along Century Boulevard with structured parking behind or underground

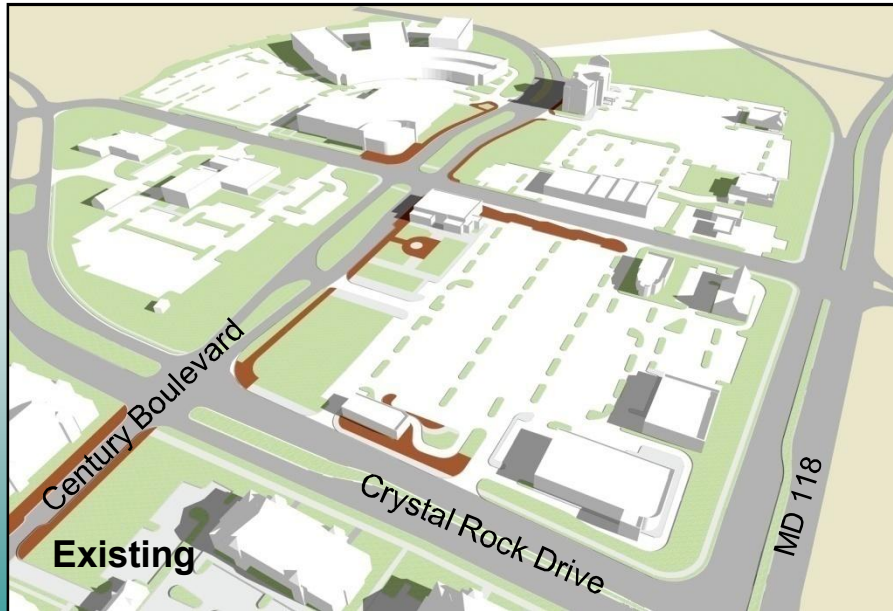
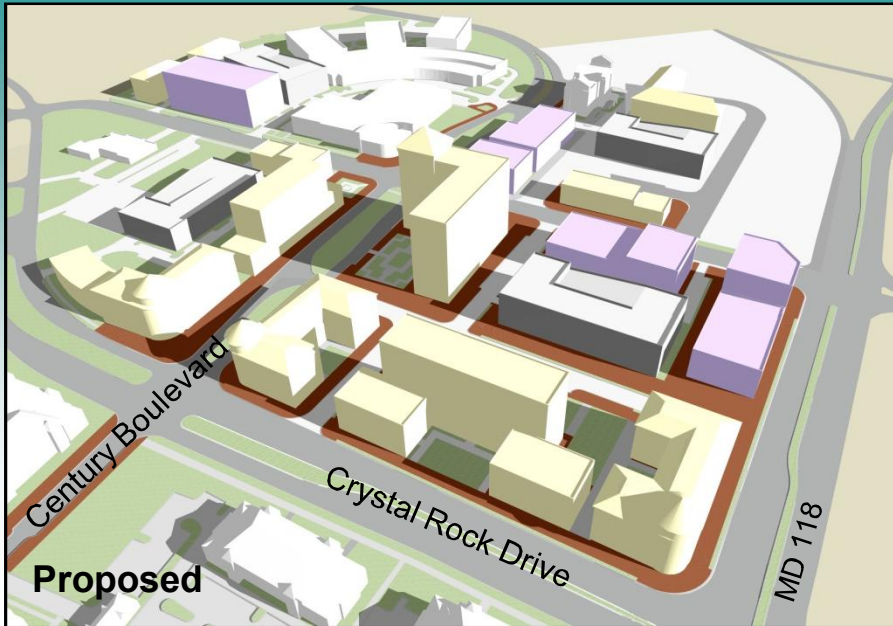


Town Center Transit Station Development

- Focus highest density on core area
- Locate residential units above street level retail
- Focus development along Century Boulevard
- Orient office uses along MD 118 and Aircraft Drive
- Expand Police station; add residential units along Century Boulevard
- Locate urban open space at transit station and on police station site

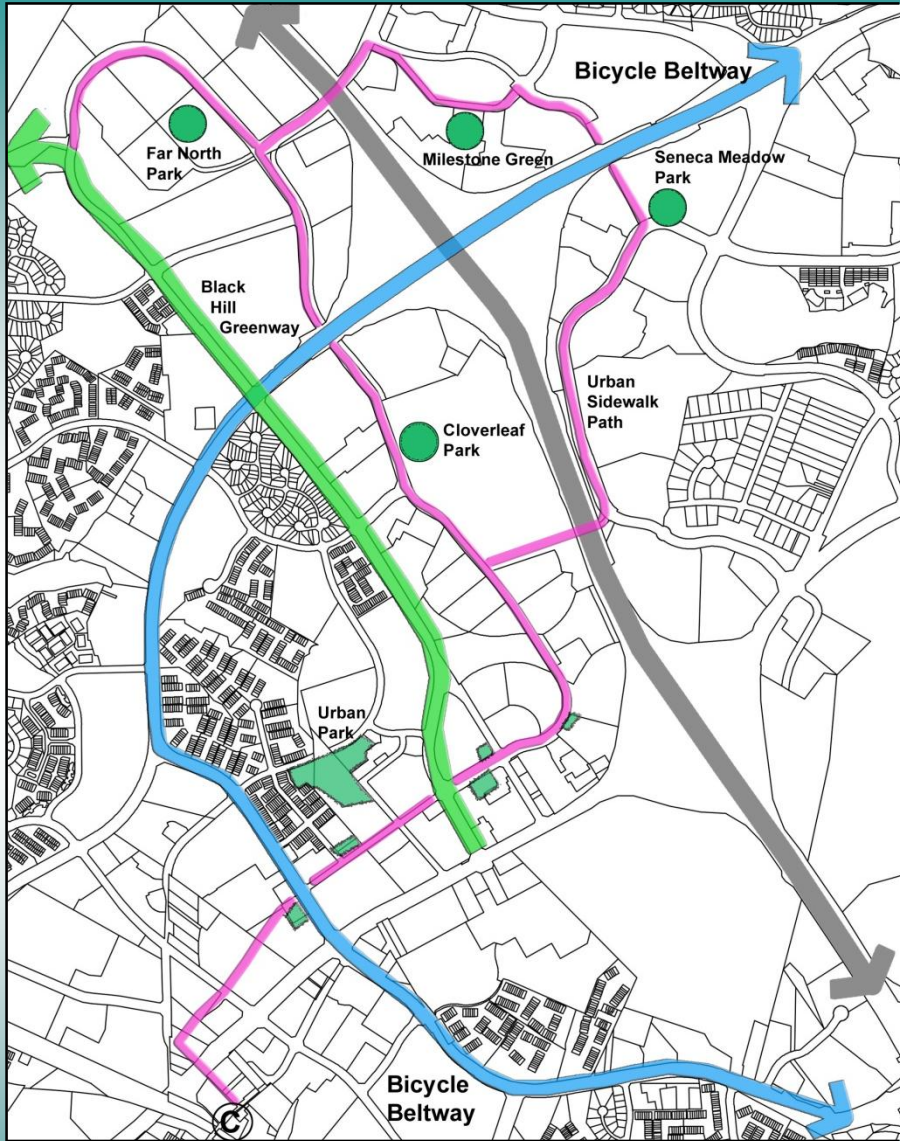
Town Center Transit Station

- 2 FAR development in the core
- 500 housing units and 258,000 square feet of office and retail
- 10-15 story residential buildings in the core
- 5-8 story buildings at the edges
- Activating uses such as retail, open space and transit station along Century Boulevard



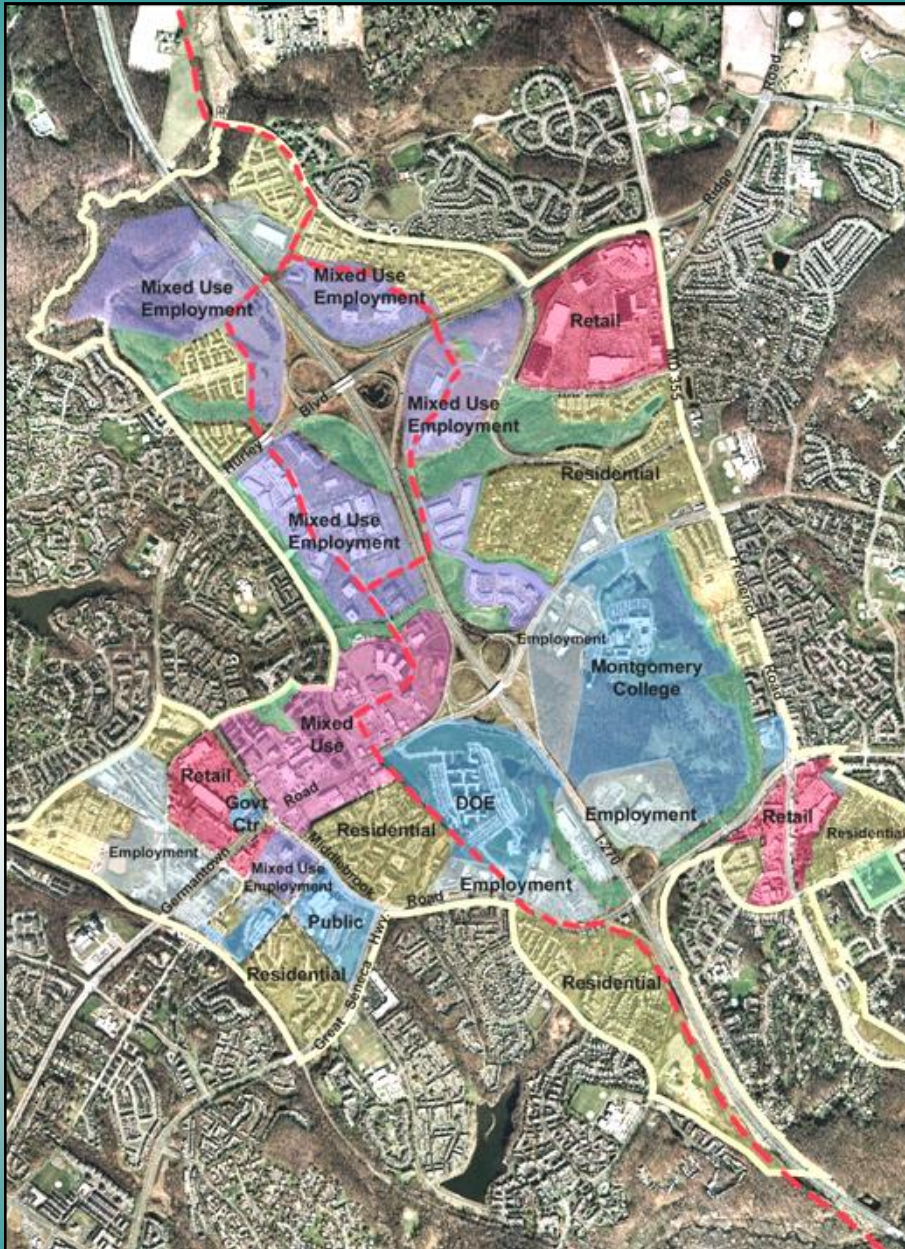
Character of Transit Station Development





Urban Open Space and Trails Concept

- Provide outdoor gathering places within all transit neighborhoods
- Create a linear greenway
- Improve pedestrian access to MARC Station
- Create a pedestrian path within transit neighborhoods forming a continuous loop
- Provide a recreation center on the east side of I-270 that is near transit
- Connect to the Bicycle Beltway



Conclusions

- Support additional housing, retail and employment uses at transit stations
- Consider Alternative 2 with modifications to address traffic congestion
- Consider realignment of the CCT
- Evaluate impervious levels to maintain or improve stream quality
- Expand urban open space opportunities
- Include green development policies

