

# Germantown Master Plan

## Preliminary Staff Recommendations



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Rationale

Districts

Transportation

Design

Discussion

# Rationale

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Employment

# Rationale

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Employment  
Mixed use at transit

# Rationale

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Employment  
Mixed use at transit  
Town Center

# Rationale

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Employment

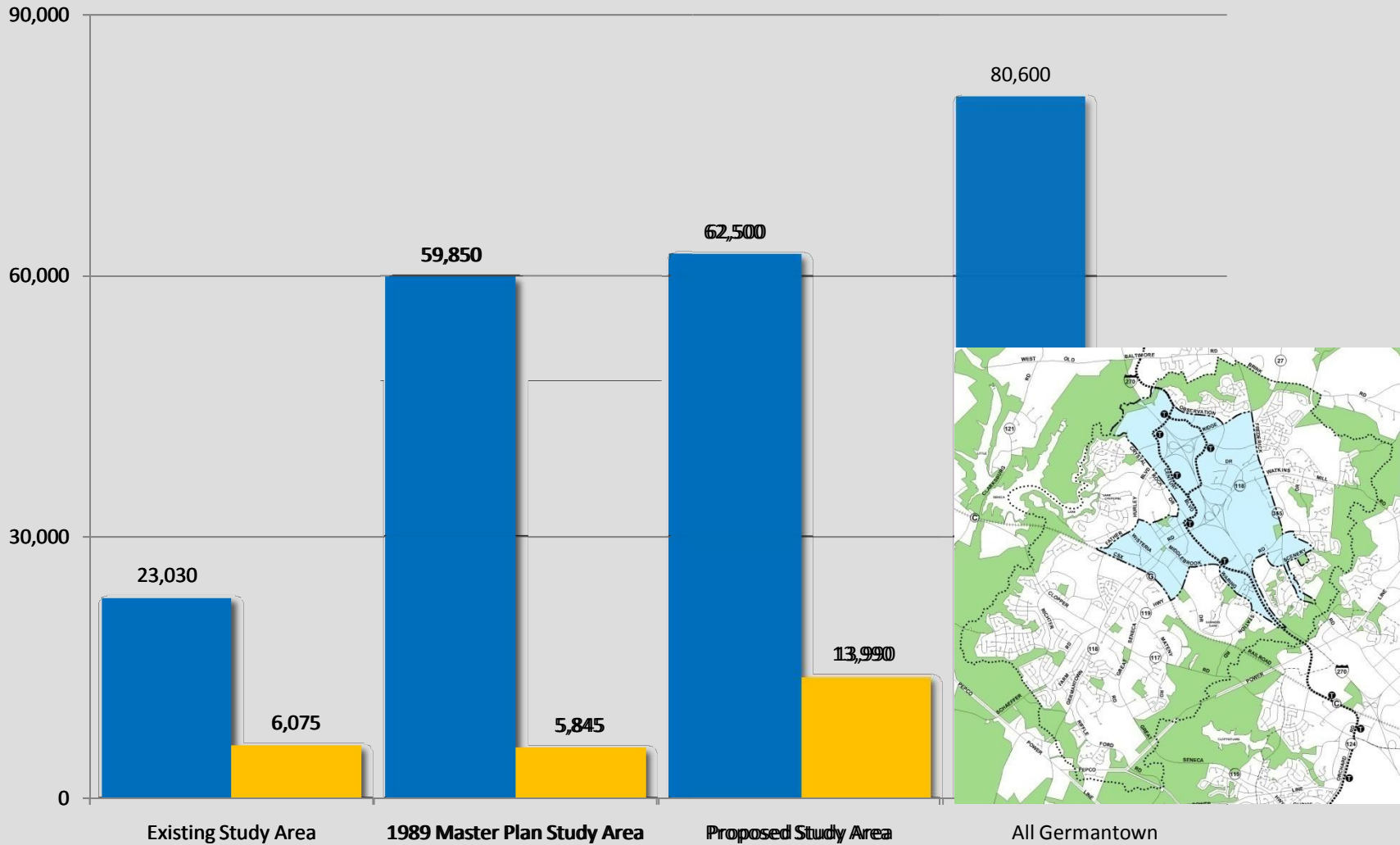
Mixed use at transit

Town Center

Identity



# Jobs:Housing



# Density

Highest

Transit served

Compatibility

Not transit served



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# Density



Highest  
Transit served  
Compatibility  
Not transit served

# Tools

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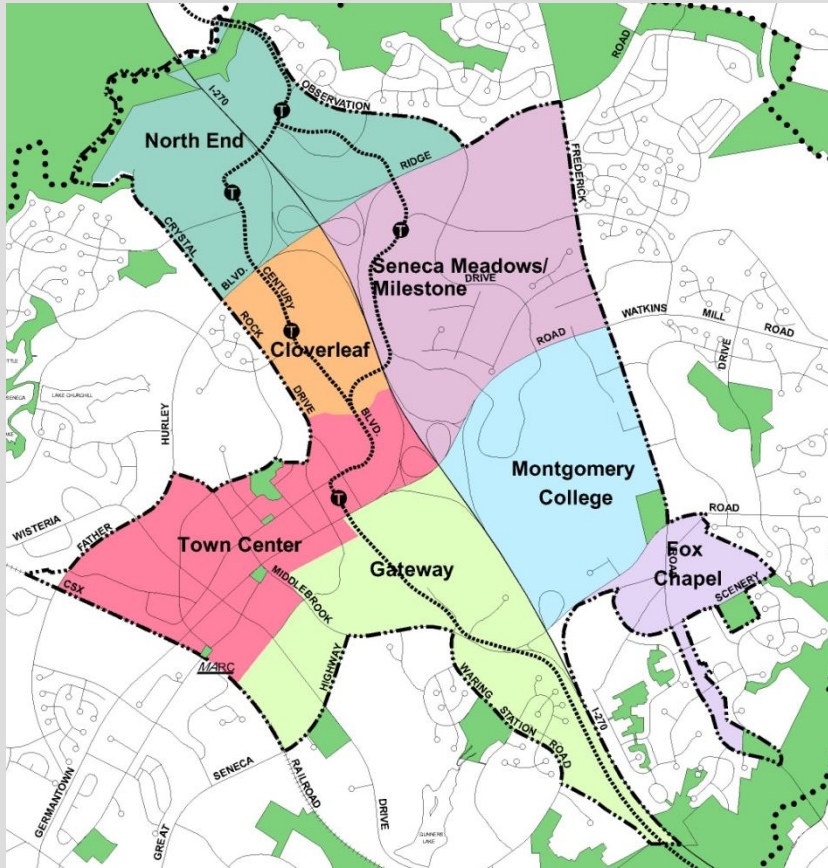
Mixed use zoning

TOMX-1/TDR

Standard and optional methods

Building lot termination

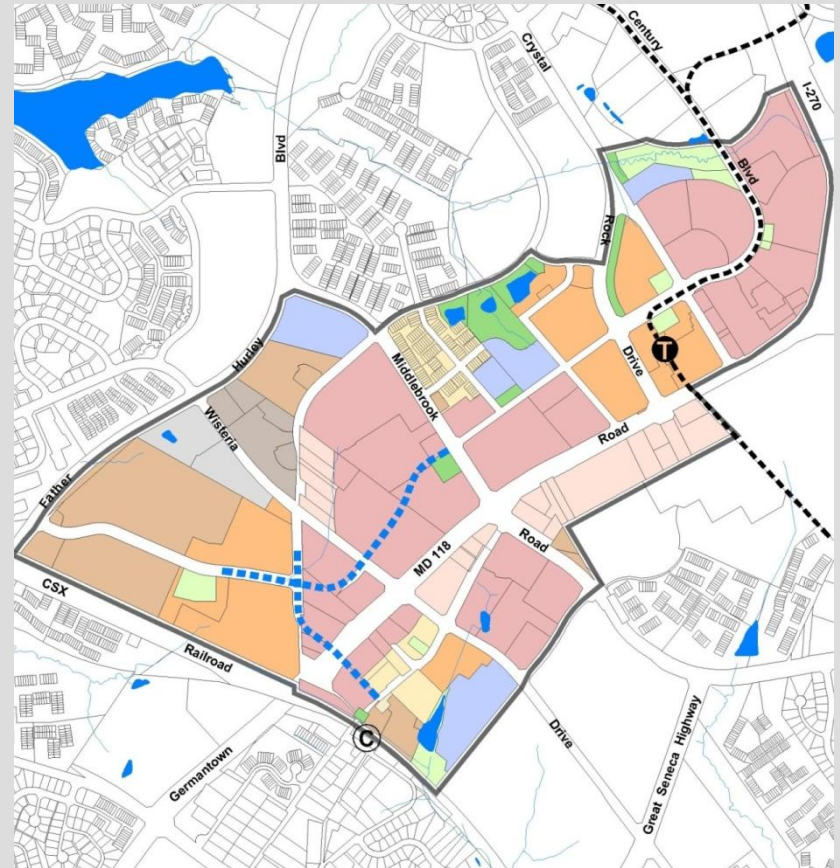
Residential TDRs



Districts

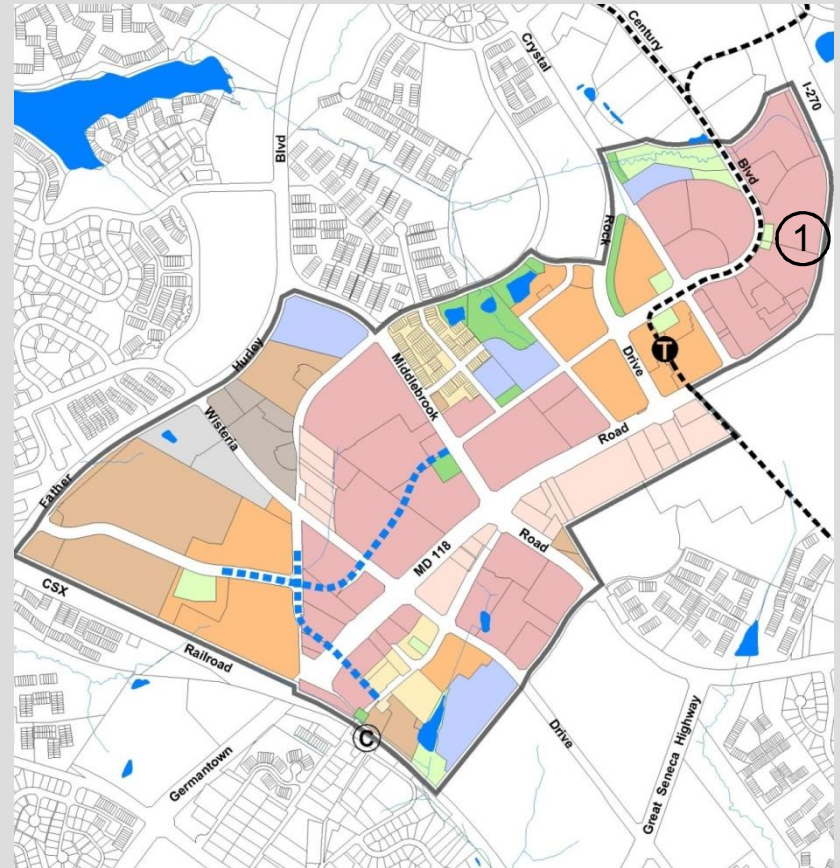
# Town Center

Transit  
Retail  
Street  
Culture

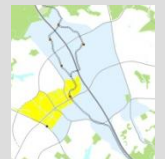


# Town Center

Transit  
Retail  
Street  
Culture

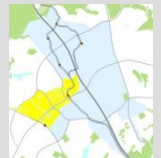
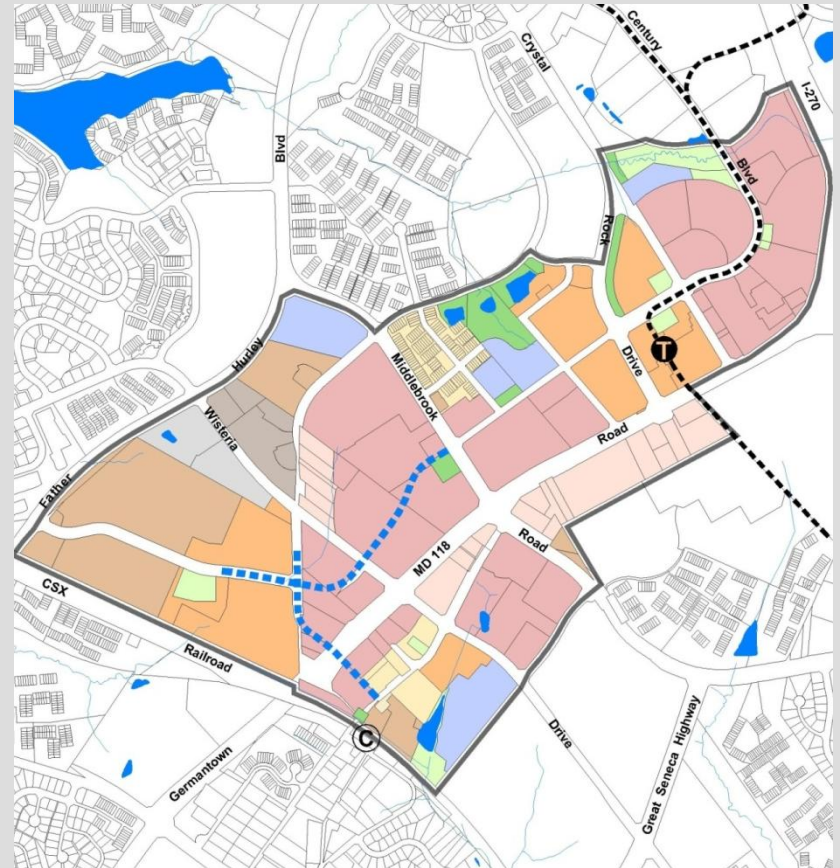


① Community comment



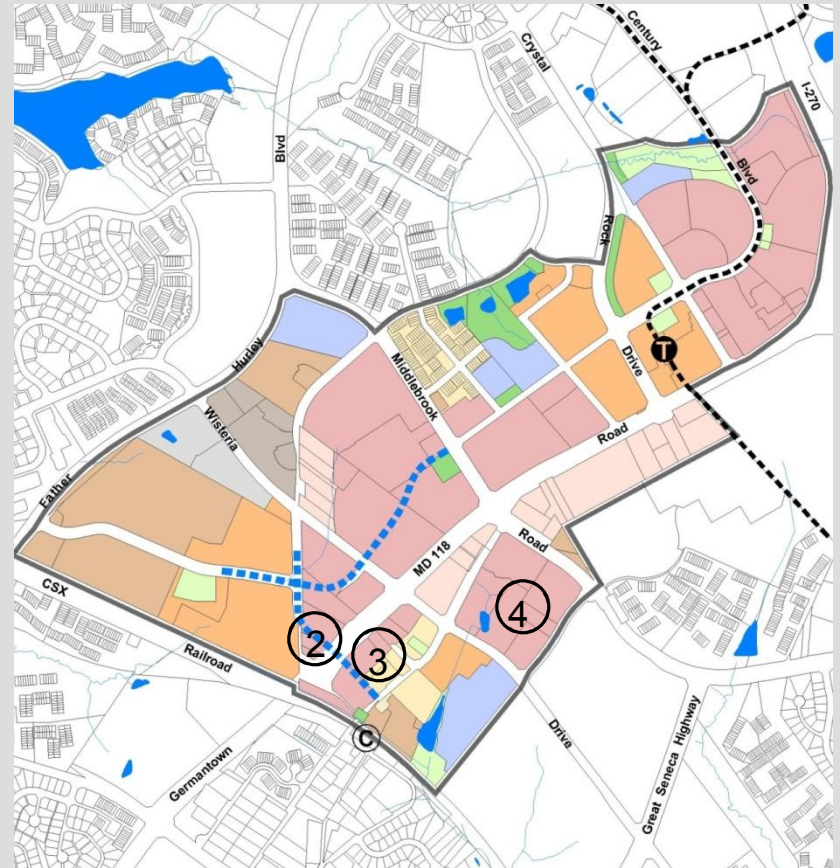
# West End Neighborhood

Historic District

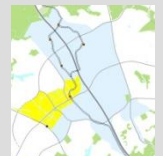


# West End Neighborhood

Historic District  
MARC  
Housing  
Mixed use



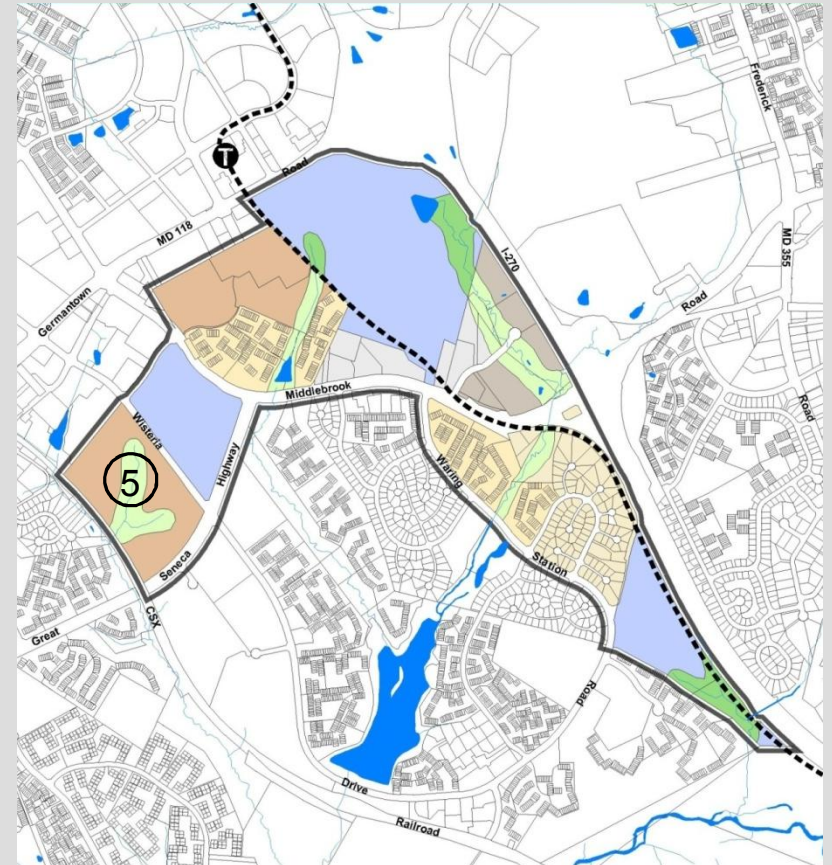
① Community comment



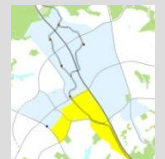
# Gateway



DOE  
Industrial  
High school  
New housing  
Little change



① Community comment





# Cloverleaf

Signature  
Transit  
Connections  
Green



① Community comment



# North End



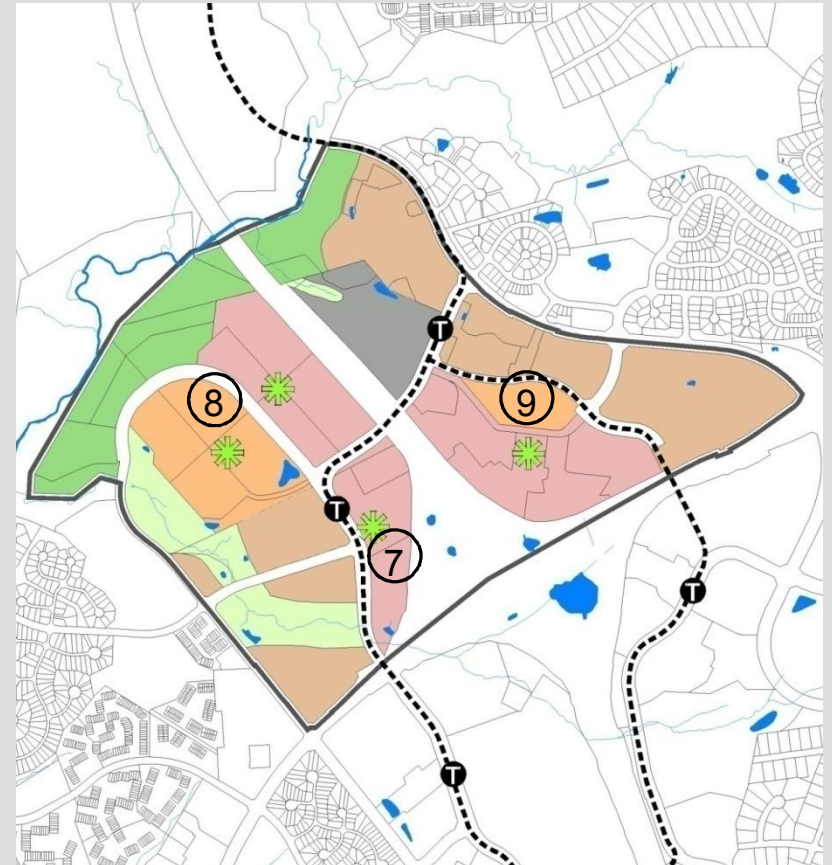
Technology

Transit

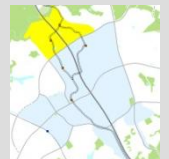
Neighbors

Green

Forest

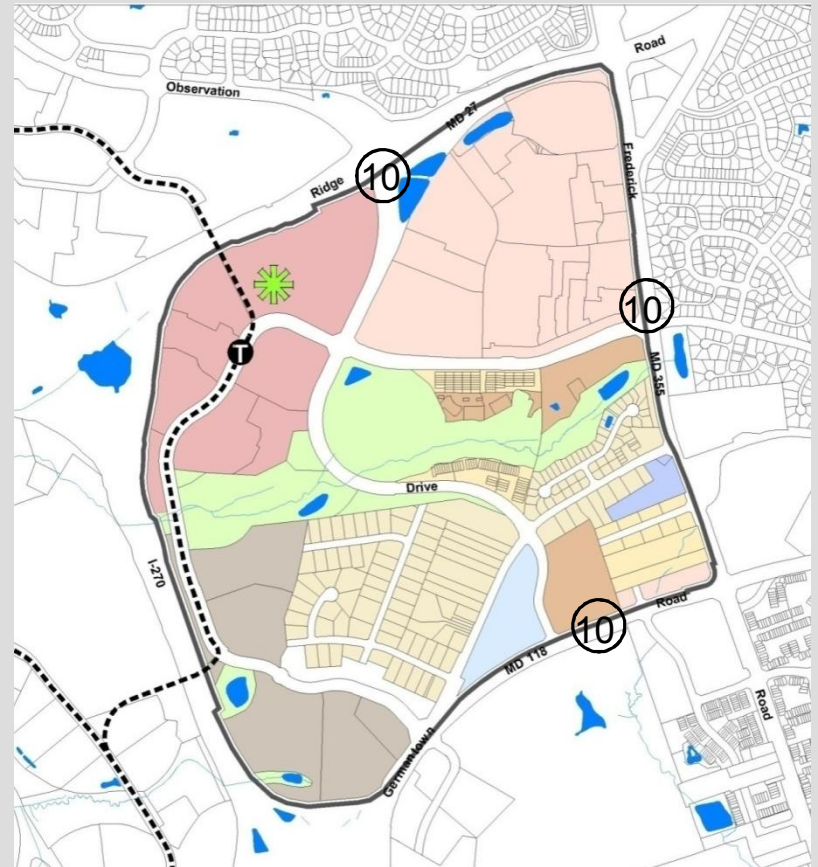


① Community comment



# Seneca Meadows/Milestone

Employment  
Power center  
Recreation  
Housing  
Fen

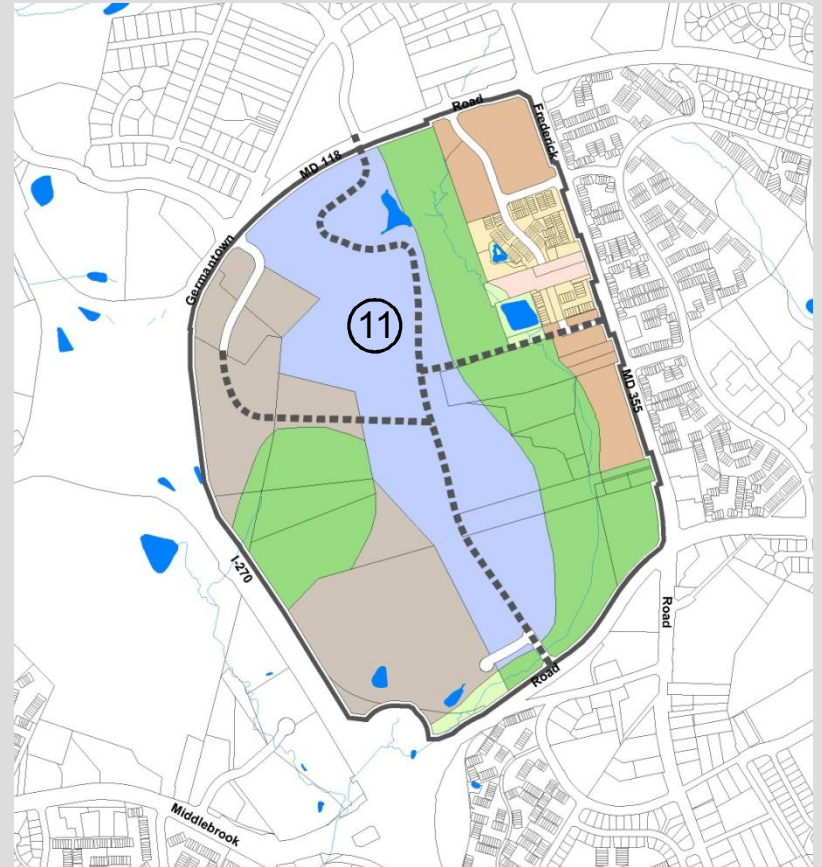


① Community comment



# Montgomery College

Academic  
Technology  
Connections  
Gunners Branch  
Forest

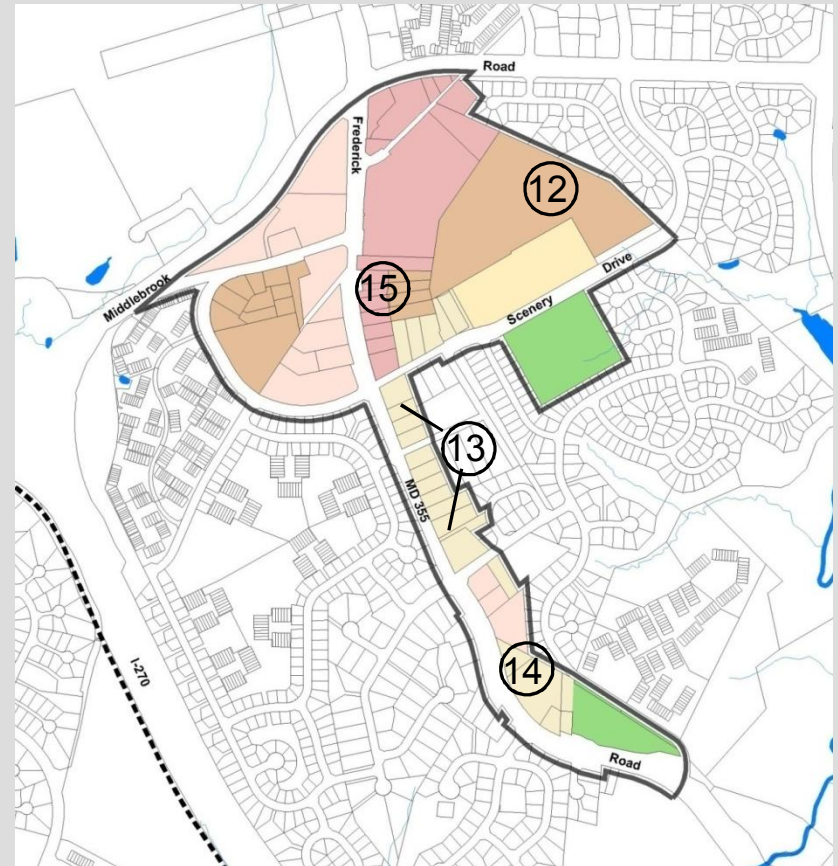


① Community comment



# Fox Chapel

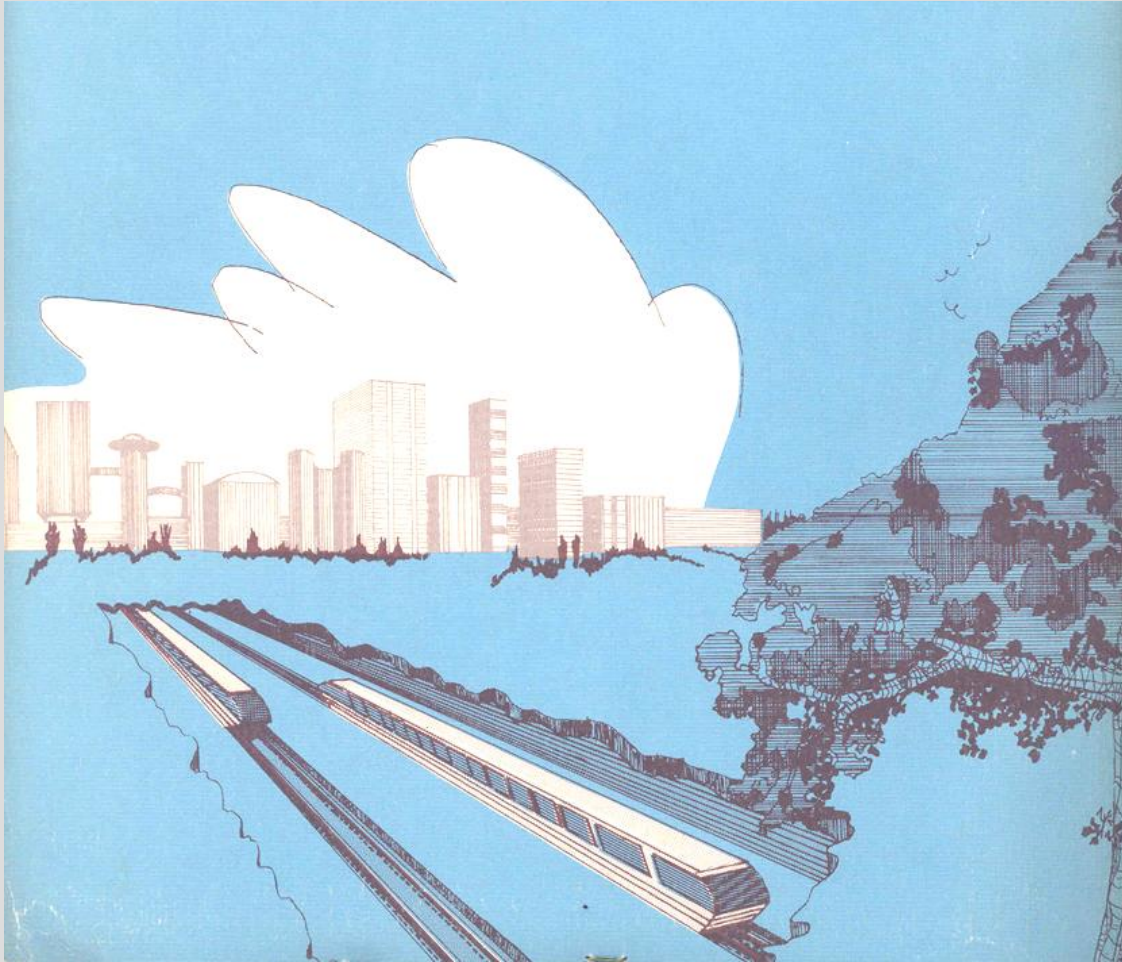
Village center  
Housing  
MD 355



① Community comment



# Transportation



1966 Germantown Master Plan

Challenges

Transit

Pedestrians and bikes

Street network

MD 355

Balance

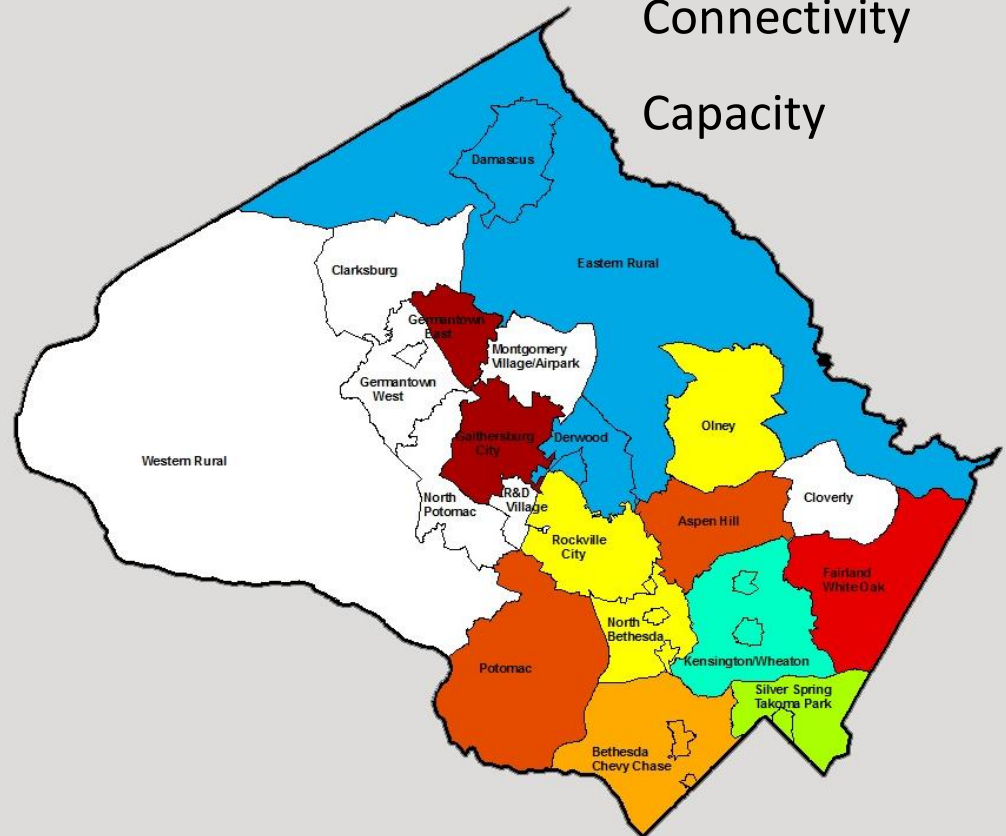
# Challenges



Walkability

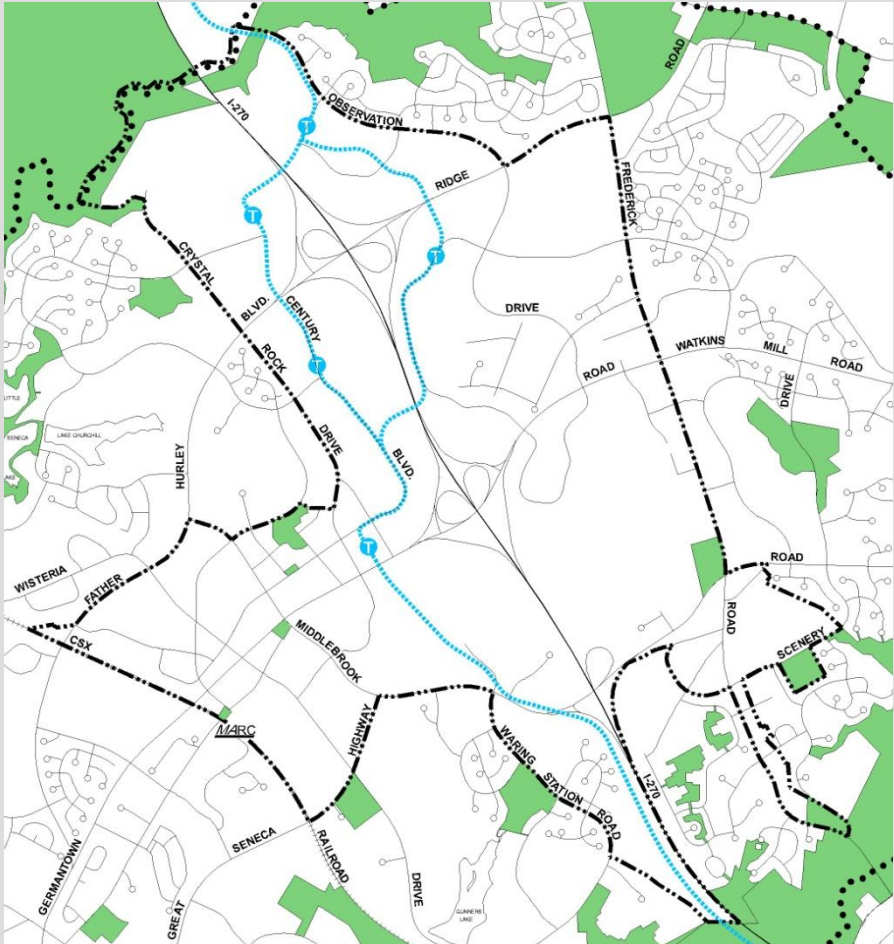
Connectivity

Capacity



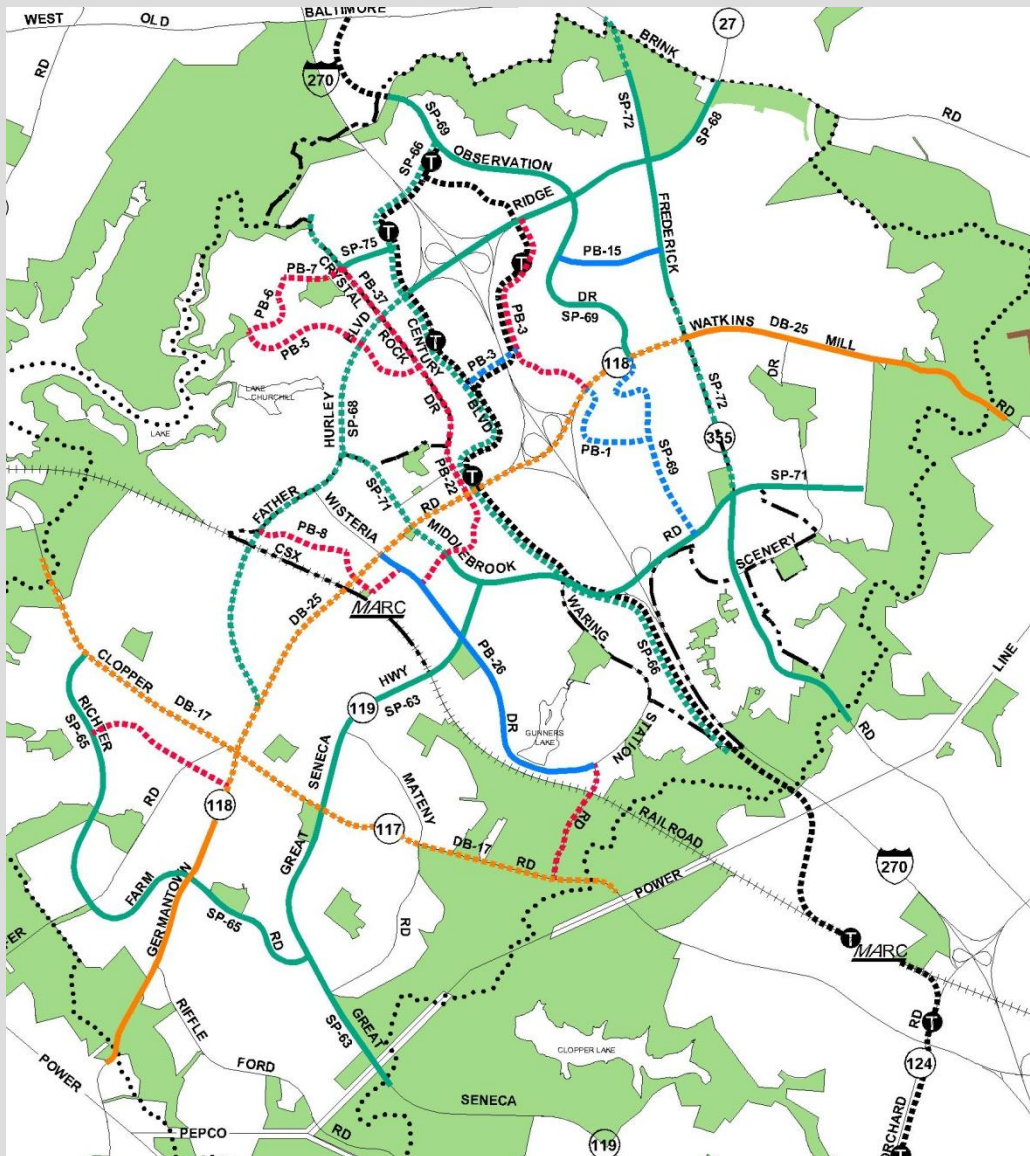
# Transit

CCT  
MARC  
Buses



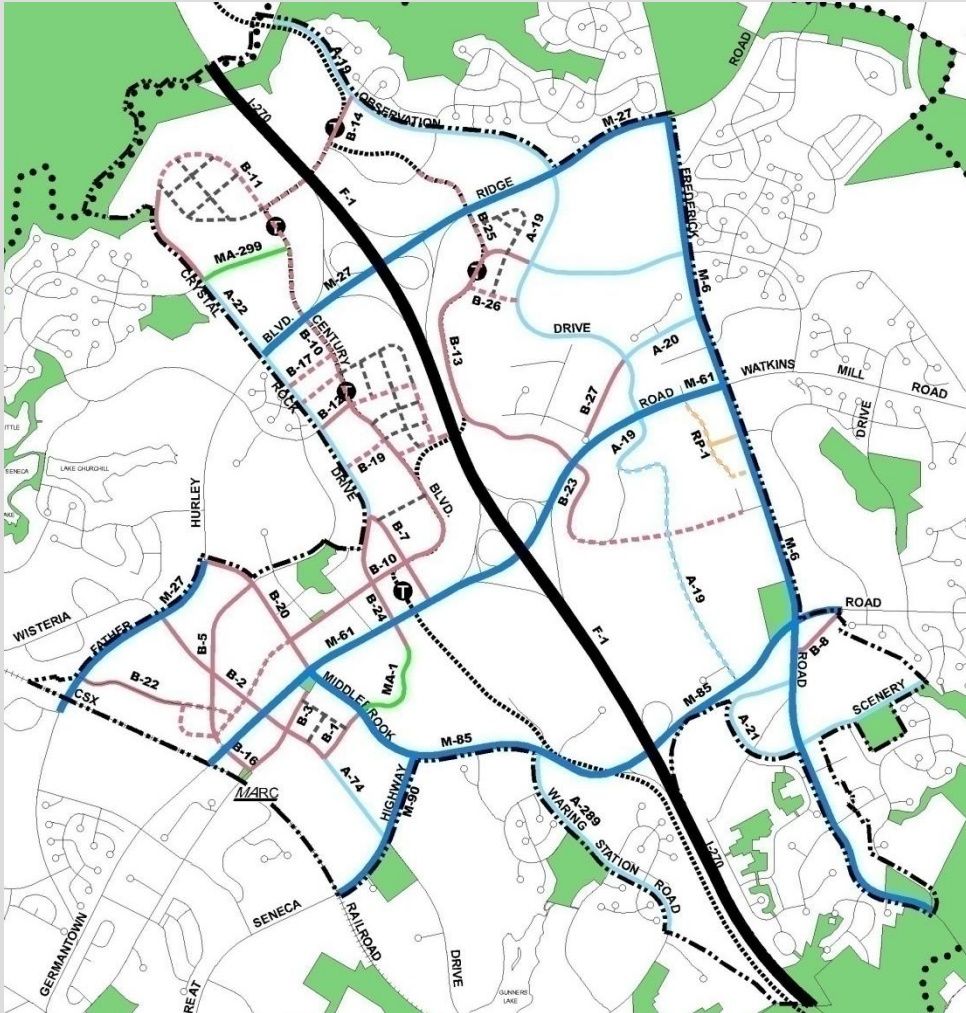


# Pedestrians and Bikes



- Transit access
- Town Center access
- Regional access
- Design elements

# Street Network



- Town Center
- Other activity centers
- Superblocks
- I-270 access

# Maryland Route 355



M-83 study status

Interchanges

Bus rapid transit

Calthorpe urban network



Further study

Phased recommendations

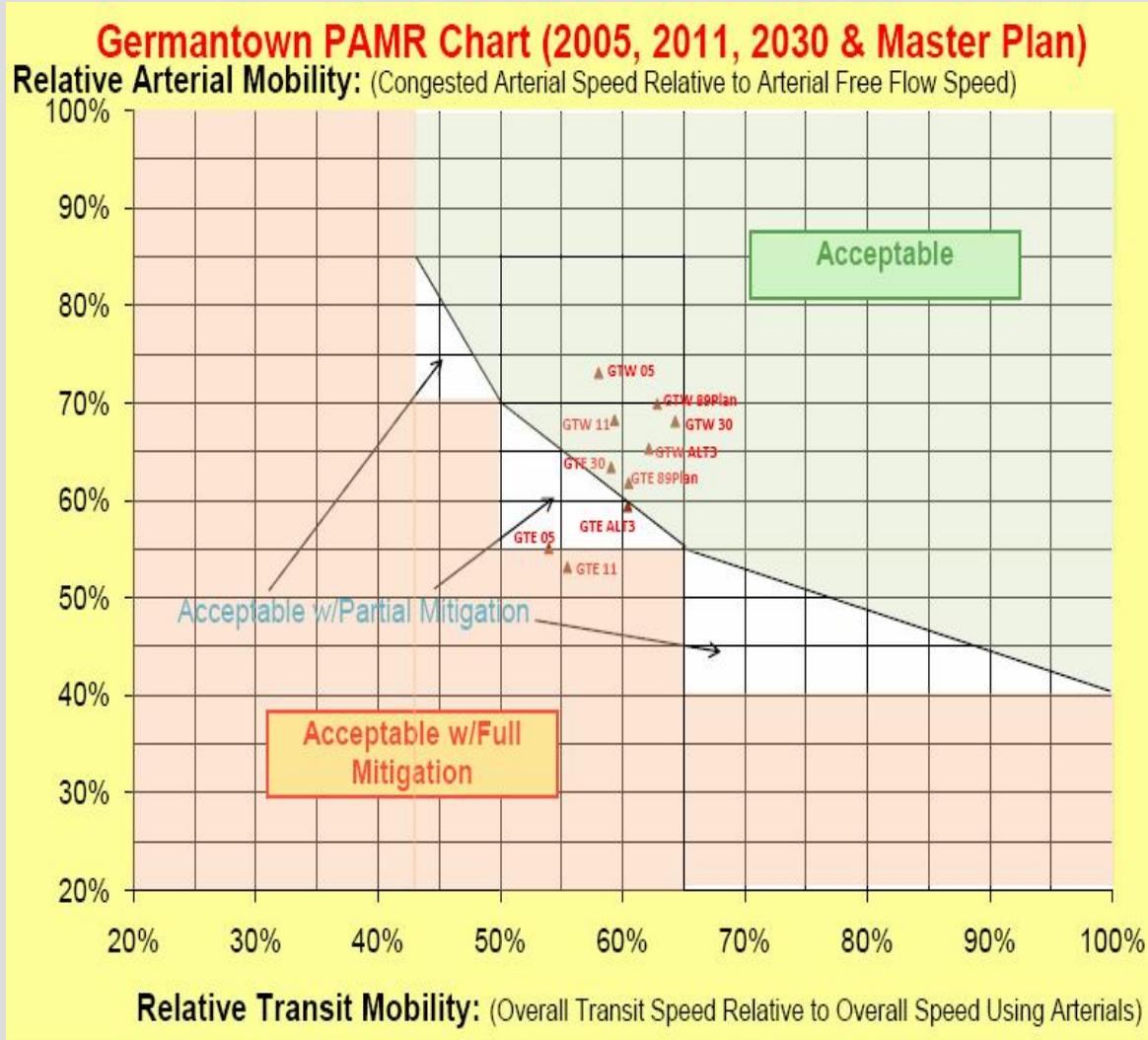
# Balance



- Localized congestion
- Mitigation approaches
- Areawide adequacy
- Staging

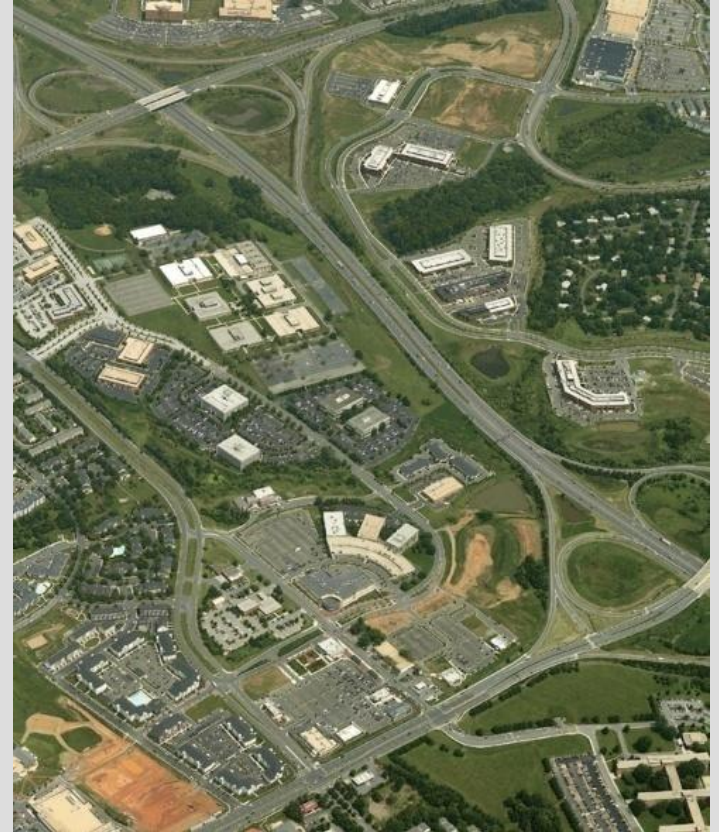
-  >20% above Growth Policy standard
-  <20% above Growth Policy standard

# Balance

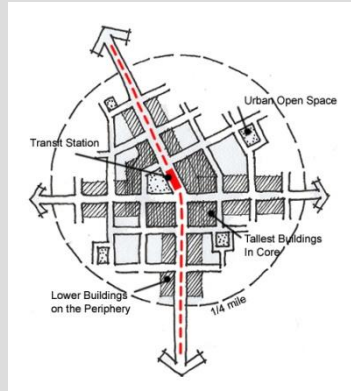


Localized congestion  
Mitigation approaches  
Areawide adequacy  
Staging

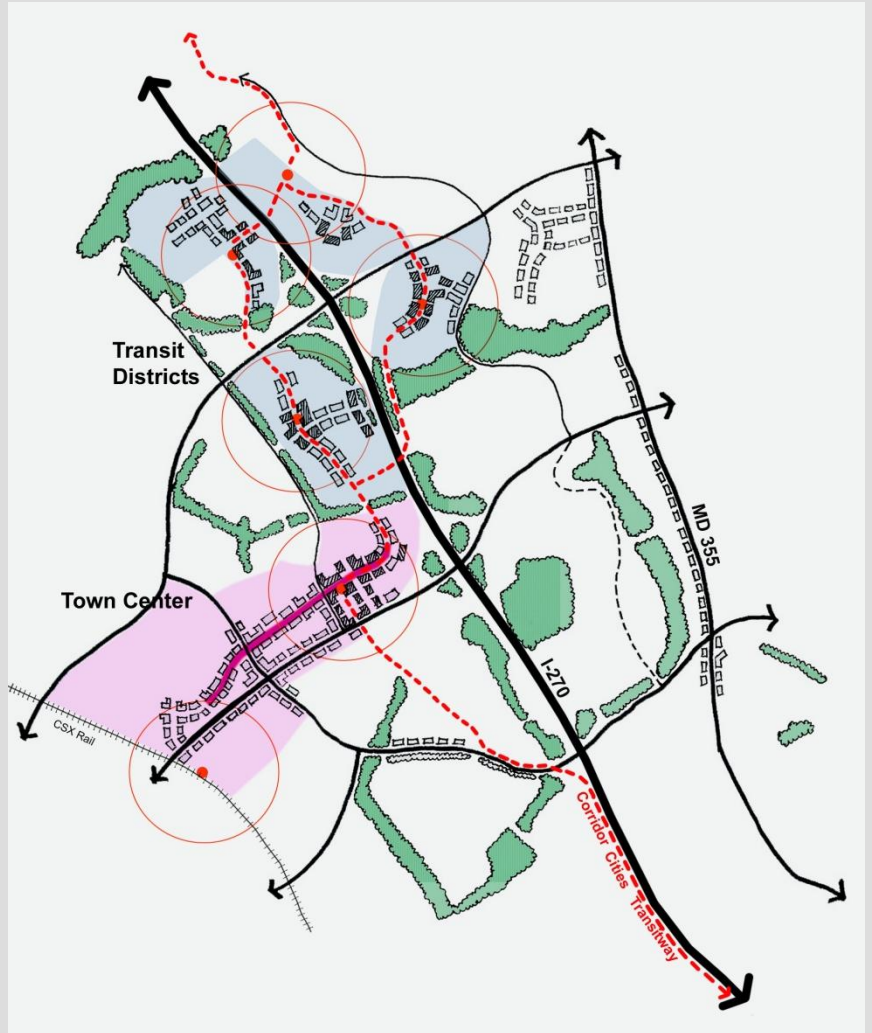
# Germantown Today



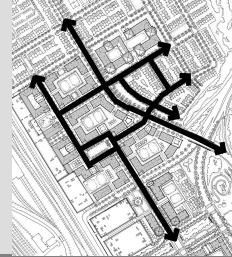
# Transformation



# Centers

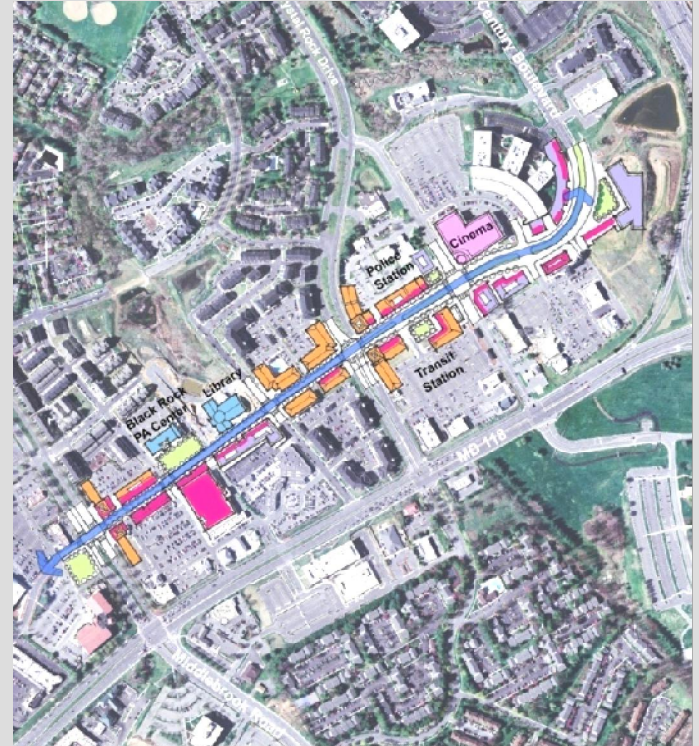






# Connections

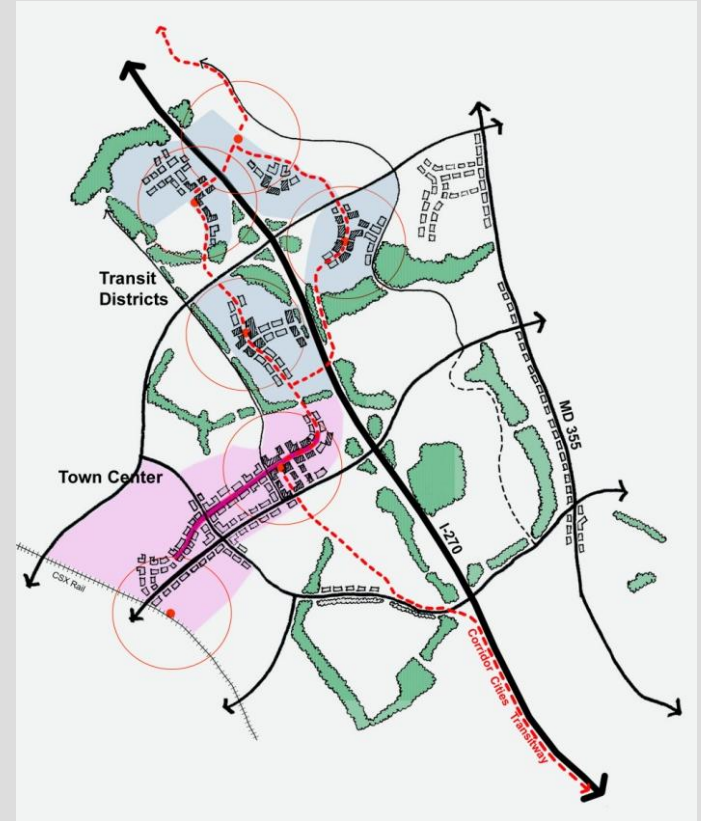
Streets  
Sidewalks  
Streetscape





# Street Oriented Development

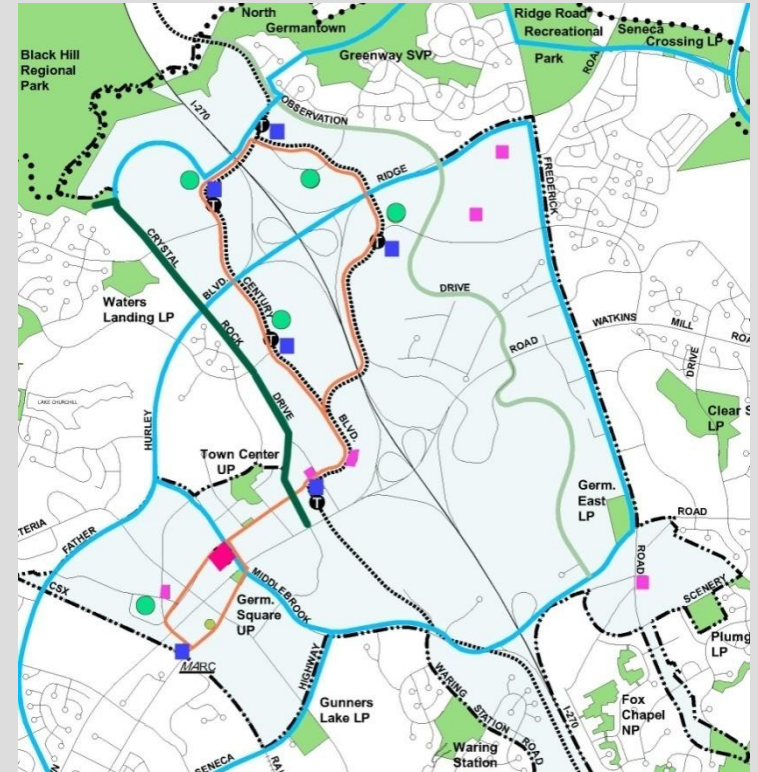
Defined Streets  
Parking





# Urban Open Spaces

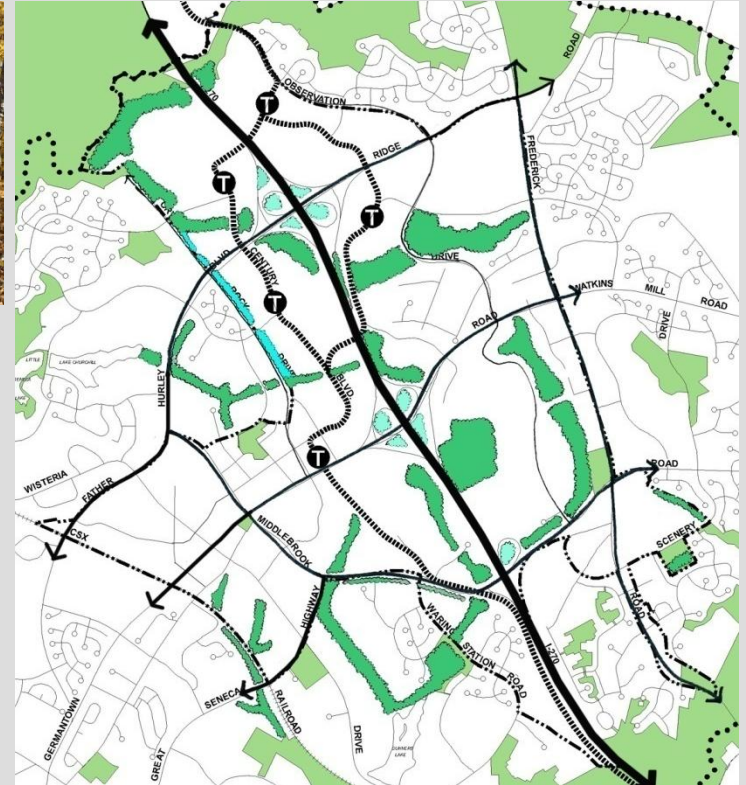
Urban Parks  
Plazas, Commons  
Parks and Trails



# Natural Systems

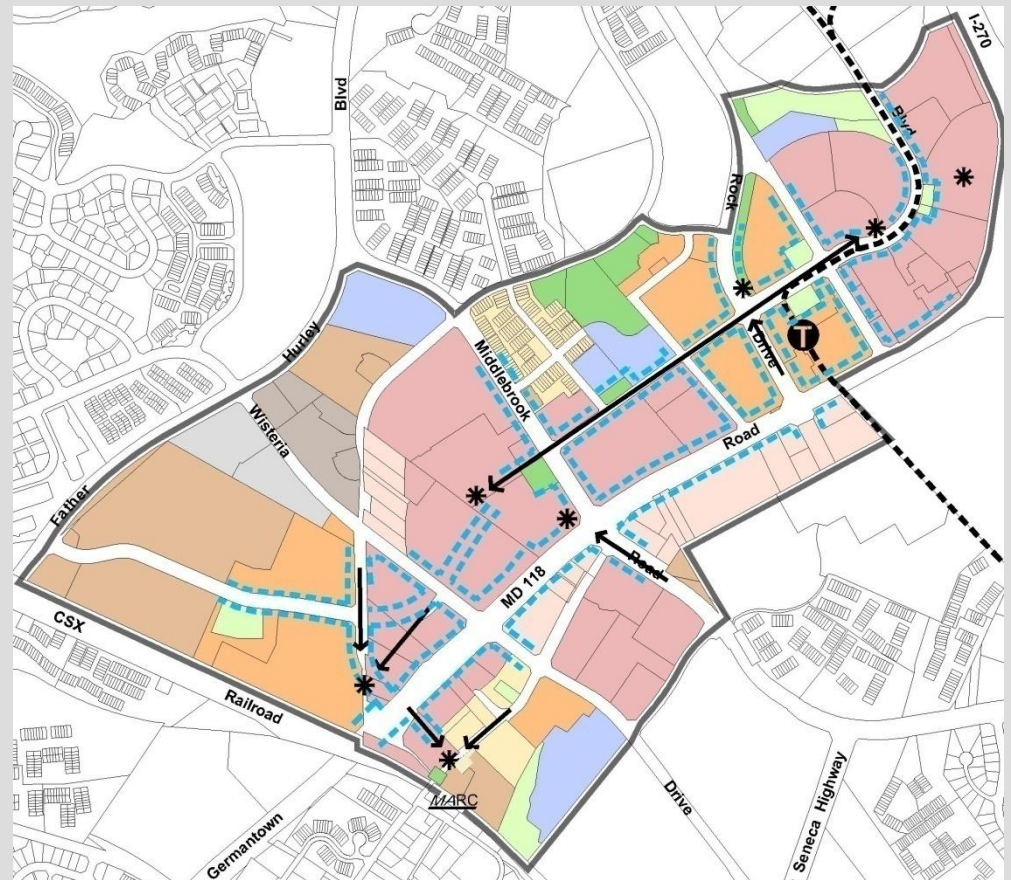


Connect open space system



# Design Implementation

Urban Design Plan  
Streetscape Plan



# Action



Urban district  
Staging  
Feasibility  
Follow through

# Next

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May 22

Draft Plan

June

Focus Groups

June 30

Public Hearing

July and September

Worksessions

Late September

County Council

# Guidance

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Appropriate land use

Density

Pedestrian conditions

Design

Zoning



## Discussion



# Components of the BLT Easement Program

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## Step One: Conversion

1 TDR = 1,500 square feet of non-residential space

1 BLT = 5 TDRs

1 BLT = 7,500 square feet of non-residential space.

## Step Two: Density Subject to the BLT

5% of optional non-residential development must purchase a BLT easement.

Minimum one BLT required.

## Step Three: Payments in Lieu of Purchasing the BLT

Index to the 12 month average construction cost for Class A office space

Staff recommends –

Index to 12 month average rental rate for Class A office space