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
Transportation Analysis Process

- Policy Area Mobility Review
- Cordon Line Analysis
- Intersection Analysis
Evening Travel To and From Local Land Uses In the Study Area

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<th>1989 Master Plan</th>
<th>Existing</th>
<th>Alt1</th>
<th>Alt2</th>
<th>Alt3</th>
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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