



MARC Rail Communities Sector Plan – Worksession #8 (Review the Renew Section based on Traffic Modeling)

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Staff Recommendation

Review the revised possible development yields for the Germantown portion of the MARC Rail Communities Sector Plan and provide guidance on the proposed zoning for the area.

Summary

This is the eighth worksession for the MARC Rail Communities Sector Plan. During the previous worksession, Sabra and Associates, the transportation consultant who has undertaken the traffic modeling for this plan, presented its findings for two new development yields based on the Planning Board directive from the July worksession. That guidance increased residential densities, decreased non-residential densities and expanded the street network. The densities that Sabra and Associates tested generated between 1.0 and 1.6+ million square feet of nonresidential uses and between 4,600 and 4,800+ new dwelling units within the Germantown MARC boundaries. The floor area ratios for these alternative yields ranged from 1.0 to 1.5 in one scenario to 0.50 to 2.0 in the second scenario.

The findings previously presented found that all critical intersections work at an acceptable level of service with the road diet along Middlebrook Road and an expanded street network. The Planning Board supported the findings for the road diet and expanded street network but was concerned that 4,800+ dwelling units is not feasible for the Germantown MARC station area. The Planning Board directed staff to look at floor area ratios that allow for more appropriate residential development yields for the Germantown MARC area.

Staff has created a PowerPoint that compares the development yields from the Public Hearing Draft, the yields from the last worksession that provided the greatest number of residential units and a new alternative that provides yields with a maximum of 3,400+ new residential units.

We will present these development yields to help the Planning Board determine the proposed floor area ratios for Germantown.