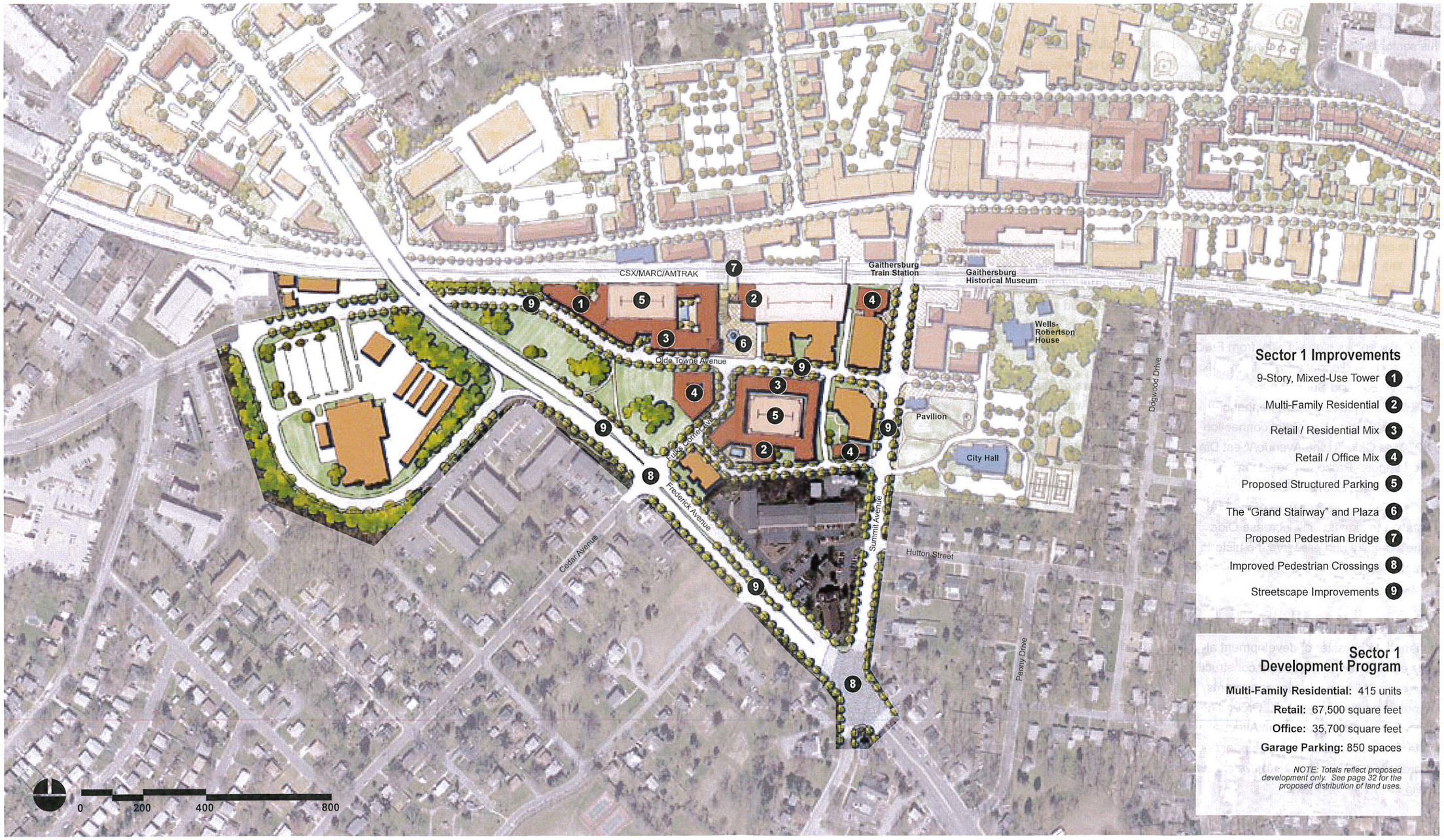

CSX/MARC/AMTRAK
Gaithersburg Train Station
Gaithersburg Historical Museum
Wells-Robertson House
Dogwood Drive
Pavilion
City Hall
Olde Towne Avenue
Fulks Run
Frederick Avenue
Cedar Avenue
Summit Avenue
Hutton Street
Peony Drive
0
200
400
800
Sector 1 Improvements
9-Story, Mixed-Use Tower 1
Multi-Family Residential 2
Retail / Residential Mix 3
Retail / Office Mix 4
Proposed Structured Parking 5
The "Grand Stairway" and Plaza 6
Proposed Pedestrian Bridge 7
Improved Pedestrian Crossings 8
Streetscape Improvements 9
Sector 1 Development Program
Multi-Family Residential: 415 units
Retail: 67,500 square feet
Office: 35,700 square feet
Garage Parking: 850 spaces
NOTE: Totals reflect proposed development only. See page 32 for the proposed distribution of land uses.

SECTOR 1

This sector is characterized by a large City-owned, underutilized parcel known as the 'Y' site. The site represents significant importance to the historic development of the City of Gaithersburg. Prior to the construction of railroad tracks in the pattern of a 'Y' enabling early steam locomotives to turn and reverse direction on the site, the City of Gaithersburg was served by through trains only. The 'Y' pattern of tracks permitted trains to originate and terminate within City limits. The tracks have long since been removed, and the "Y" site is now underutilized as a commuter parking lot.

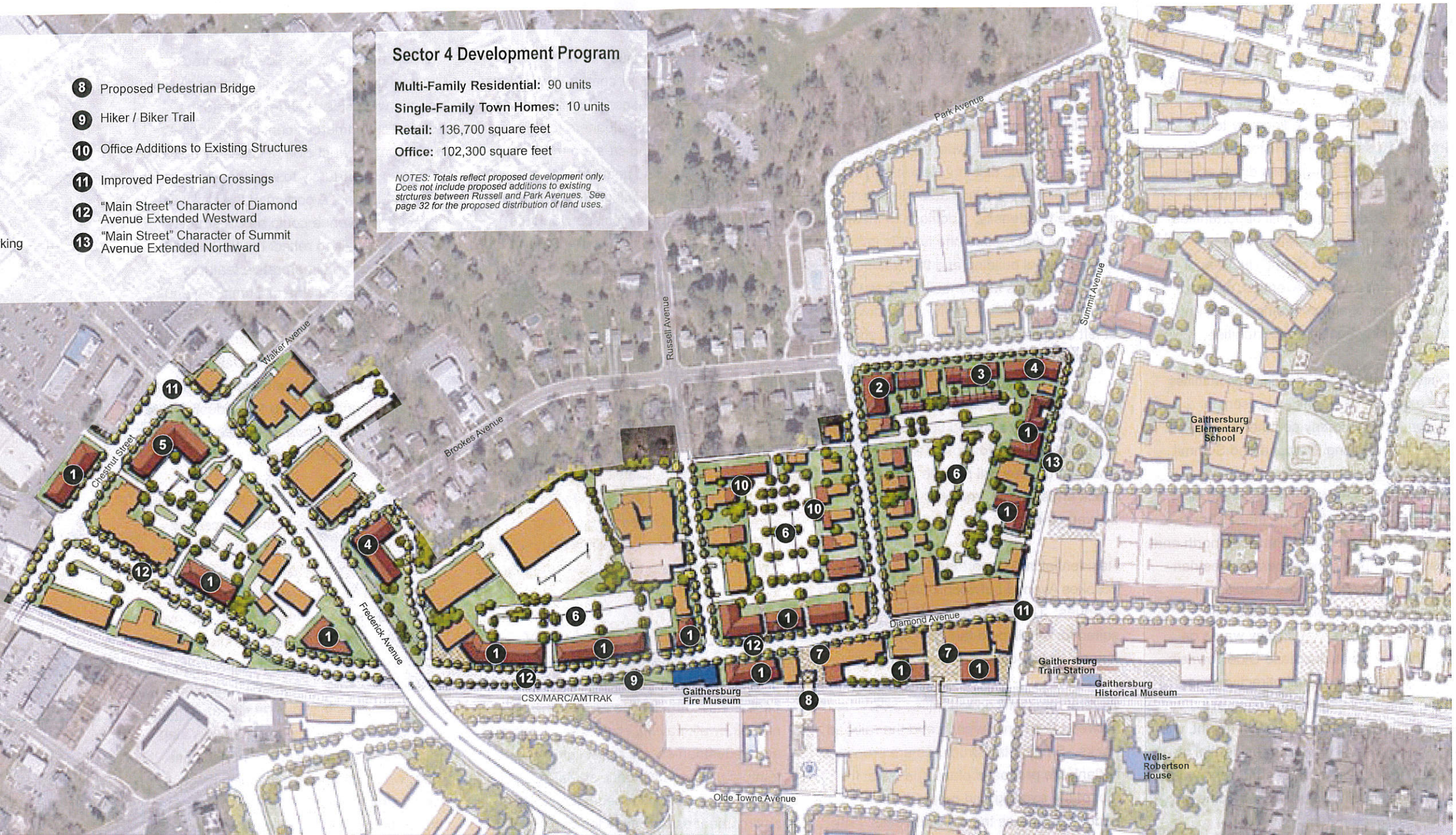
The 'Y' site enjoys high visibility from Frederick Avenue and direct access from Fulks Corner Avenue and Summit Avenue. Accessibility to the site is further enhanced from points west by the direct connection to I-270 via Olde Towne Avenue/West Diamond Avenue. Proposed development in Sector 1 leverages this visibility and access, as well as the presence of the MARC rail station to significantly increase Olde Towne's density and preserve the historic character found along Diamond and Summit Avenues.

Proposed buildings in this area should complement the character of development already established by the recent construction of the class "A" office, luxury apartments, and public parking structures. Ground floor retail uses fronting Olde Towne Avenue and residential or office uses on the upper floors are proposed in buildings up to five stories in height.

One building on the "Y" site is proposed to reach up to 9 stories in height to become a recognizable Olde Towne landmark. Constructed against the railroad tracks, this building would be an exciting residential or office address. Adequate soundproofing measures to temper the noise from passing trains would need to be considered in construction. Parking for these uses would be accommodated in parking structures located behind the buildings. Market forces will dictate the specific mix of uses to occur in each building, though a restaurant use should be encouraged in the ground level of the proposed building at Summit Avenue next to the railroad tracks.

A key feature of Sector 1 is the proposed "grand stairway" and plaza. This plaza space and "grand stairway" would serve as an additional gathering space for residents, providing access to the pedestrian bridge over the tracks and seating to relax and enjoy a cup of coffee. The "Y" site's rail history (described above) should be reflected in the final design of this plaza space.

As the largest contiguous development opportunity in Olde Towne, quality of design and construction must be of the highest standards. A sketch that conceptually illustrates the desired architectural character of this development and the "grand stairway" and plaza is shown on page 38.


8 Proposed Pedestrian Bridge
9 Hiker / Biker Trail
10 Office Additions to Existing Structures
11 Improved Pedestrian Crossings
12 "Main Street" Character of Diamond Avenue Extended Westward
13 "Main Street" Character of Summit Avenue Extended Northward
king
Sector 4 Development Program
Multi-Family Residential: 90 units
Single-Family Town Homes: 10 units
Retail: 136,700 square feet
Office: 102,300 square feet
NOTES: Totals reflect proposed development only. Does not include proposed additions to existing strctures between Russell and Park Avenues. See page 32 for the proposed distribution of land uses.
Park Avenue
Summit Avenue
Russell Avenue
Walker Avenue
Brookes Avenue
Chestnut Street
Frederick Avenue
Diamond Avenue
Olde Towne Avenue
Gaithersburg Elementary School
Gaithersburg Train Station
Gaithersburg Historical Museum
Gaithersburg Fire Museum
CSX/MARC/AMTRAK
Wells-Robertson House

ues could support
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cleaners to animate
create a more
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ing surface parking
isplace would be
solidated surface lots
roposed in this Sector
owne.

rking
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public and private
ctor 4. Where
rking should be
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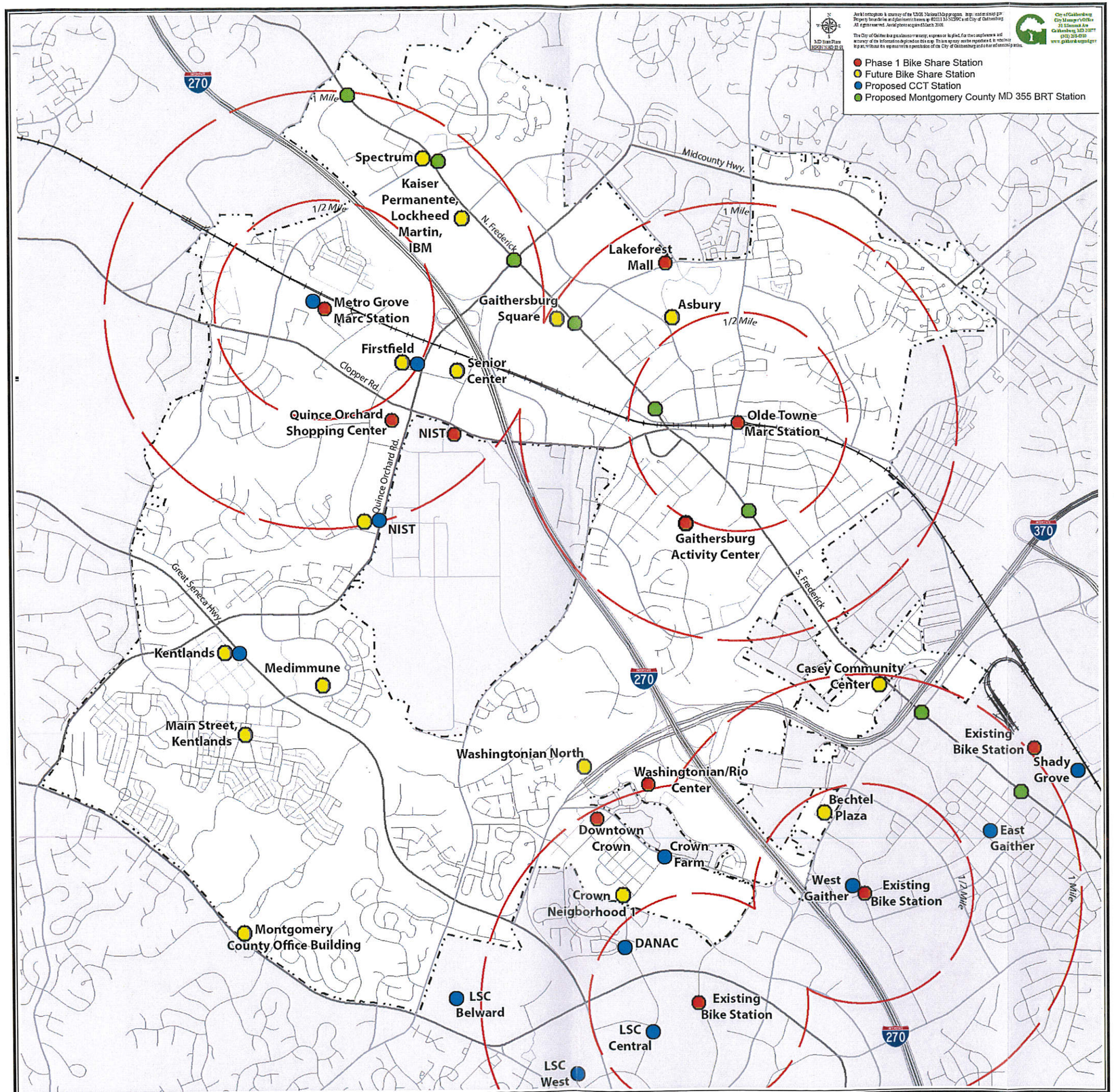
structures. Clear
signage will direct
urface parking.
an ways that connect
the street will improve

y Improvements
ity improvements
are geared toward the
pe improvements of
street tree planting,
street lights would
enue's "Main Street"
a pedestrian-friendly
troll to shop and dine

oposed in other
e here in a westward

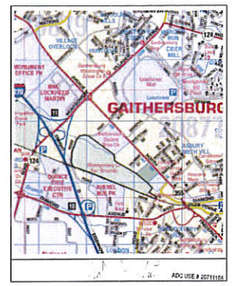
direction on the north side of the tracks, potentially connecting neighborhoods lying on the west side of Olde Towne to the district's commercial center. Residents living on the west side of Olde Towne would have an opportunity to walk or bike to catch a train to work. A portion of the trail west of Summit Avenue could be constructed as a boardwalk to reflect the boardwalk construction and interpretive features found on the east side of Summit Avenue. Like in Sector 3, the hiker/biker trail would also connect to the existing and proposed pedestrian bridges. Linking Olde Towne across the tracks, these bridges provide a convenient and safe way for pedestrians to cross the railroad tracks and access to the existing parking structure.

The most pronounced Olde Towne gateway in Sector 4 is located at the intersection of Frederick Avenue and Chestnut Street. This area lacks a sense of place and is not welcoming to the pedestrian. New crosswalk or intersection paving, improved traffic signaling, streetscape improvements, and new infill development constructed at the street edge along Chestnut Street would reinforce this intersection as a major gateway into Olde Towne, as well as alert motorists to the presence of pedestrians. New, welcome and directional signage would clearly identify Chestnut Street as the route motorists should take to access Olde Towne from the northwest side of the district.


Phase 1 Bike Share Station
Future Bike Share Station
Proposed CCT Station
Proposed Montgomery County MD 355 BRT Station
City of Gaithersburg
City Manager's Office
31 Simmons Ave
Gaithersburg, MD 20877
(301) 258-6310
www.gaithersburgmd.gov
270
370
1 Mile
1/2 Mile
Midcounty Hwy.
N. Frederick
S. Frederick
Clopper Rd.
Quince Orchard Rd.
Great Seneca Hwy.
Spectrum
Kaiser Permanente, Lockheed Martin, IBM
Metro Grove Marc Station
Firstfield
Senior Center
Quince Orchard Shopping Center
NIST
NIST
Gaithersburg Square
Lakeforest Mall
Asbury
Olde Towne Marc Station
Gaithersburg Activity Center
Kentlands
Kentlands
Medimmune
Main Street, Kentlands
Montgomery County Office Building
Washingtonian North
Washingtonian/Rio Center
Downtown Crown
Crown Farm
Crown Neigborhood 1
DANAC
LSC Belward
LSC Central
LSC West
Existing Bike Station
Casey Community Center
Existing Bike Station
Shady Grove
Bechtel Plaza
East Gaither
West Gaither
Existing Bike Station

GENERAL NOTES

1. Gross Land Area: 62.83 acres.
2. Water/Sewer Service Category: S-1, W-1.
3. Watershed: Middle Great Seneca Creek.
4. The amount of green area, including designated parks, public and private open space, active and passive recreational areas, required for the residential portion of the development shall not be less than forty (40) percent of the total area shown for residential use. The minimum green area requirement for the commercial/employment/industrial portion of the development shall not be less than twenty-five (25) percent of the total area devoted to commercial/ employment/ industrial uses, except that comparable amenities and/or facilities may be provided in lieu of green area if the city council determines that such amenities or facilities are sufficient to accomplish the purposes of the zone. Mixed use structures shall be considered commercial employment/ industrial for purposes of calculating green area. Green area shall be prorated across the entire site.
5. The maximum density for commercial/ employment/ industrial uses shall not exceed a floor area ratio of 0.75. The floor area ratio shall incorporate any land area of the site excluding those areas designated exclusively as residential uses.
6. Residential units: 1,100 - 1,350 units.
7. Height limits are expressed in stories. The term 'stories' does not include basements or mezzanine floors. Actual heights of buildings will be determined at Schematic Development Plan approval.
8. The delineation between land use areas shown on the plan is general in nature and subject to refinement by the applicant. Residential dwelling units and non-residential square footages are permitted to shift between adjoining areas.
9. Final alignment of streets to be determined at Schematic Development Plan.



SCALE: 1" = 1 MILE

Land Use: Commercial
Zone: C-2, General Commercial

Land Use: Commercial
Zone: CD, Corridor Development

Land Use: Hotel and Commercial
Zone: C-2, General Commercial

Land Use: Residential
Zone: R-20, Medium Density Residential

Land Use: Commercial
Zone: C-2, General Commercial

Land Use: Cemetery
Zone: R-A, Low Density Residential

Land Use: Commercial
Zone: CD, Corridor Development

Land Use: Commercial
Zone: I-1, Light Industrial

Land Use: Industrial
Zone: I-1, Light Industrial

Land Use: Light Industrial and Office
Zone: C-2, General Commercial

Land Use: Light Industrial and Office
Zone: E-1, Urban Employment

Land Use: Single Family
Zone: R-90, Medium Density Residential

NORTHERN AREA
MIXED USE
NON-RESIDENTIAL FOCUS
- 750,000 to 1,035,000 non-residential sf
- 400 to 500 dwelling units, multi-family
- Height up to 15 stories
- Parking to include surface, on-street, on-lot, and structured parking
- Approximately 27 acres

MIDDLE AREA
MIXED USE
RESIDENTIAL FOCUS
- 50,000 to 75,000 non-residential sf
- 500 to 600 dwelling units, multifamily, single family attached and detached
- Height up to 8 stories
- Parking to include surface, on-street, on-lot, and structured parking
- Approximately 21 acres

SEE NOTE 8

SOUTHERN AREA
MIXED USE
RESIDENTIAL FOCUS
- 0 to 40,000 non-residential sf
- 200 to 250 dwelling units, multi-family and single family attached
- Height up to 4 stories
- Parking to include surface, street and on-lot parking
- Approximately 14.8 acres

PERRY PARKWAY
PERRY
CROSS STREET
McBAIN AVENUE
MAIN STREET
FRONT STREET
DALAMAR STREET
CHESTNUT ST.
NORTH FREDERICK AVENUE (MD RTE 355)
DWIGHT D. EISENHOWER HIGHWAY (US 40)
CSX TRANSPORTATION INC.
MEEM AVENUE

Plaza
Green
Park

LEGEND
- Traffic Circulation
- Access Point
- Green Area
- Large Green Area

1" = 100'
0 100 200 300 400

CITY OF GAITHERSBURG MAYOR & COUNCIL
31 SOUTH SUMMIT AVENUE, GAITHERSBURG, MARYLAND 20877

SKETCH PLAN APPROVAL

AT THE REGULARLY SCHEDULED MEETING OF THE MAYOR AND CITY COUNCIL HELD ON June 18, 2012
APPLICATION NO. Z-316 WAS GRANTED
SKETCH PLAN APPROVAL
BY ORDINANCE O-16-12 WITH Zero (0) CONDITIONS.
DATE July 30, 2012 BY _____

NOTE: • ANY REVISIONS TO SIGNED PLANS MUST BE REAPPROVED BY THE MAYOR & CITY COUNCIL

Townscape Design LLC
P.O. Box 424, Clarksville, Maryland 21029 • 410-531-2621 • www.TownscapeDesign.com

Loiederman Soltesz Associates, Inc.
ROCKVILLE OFFICE
2 Research Place, Suite 100
Rockville, MD 20850
t. 301.948.2750 f. 301.948.9067
www.LSAssociates.net
Engineering Planning Surveying Environmental Sciences
Rockville Lanham Frederick Waldorf Leonardtown Chantilly

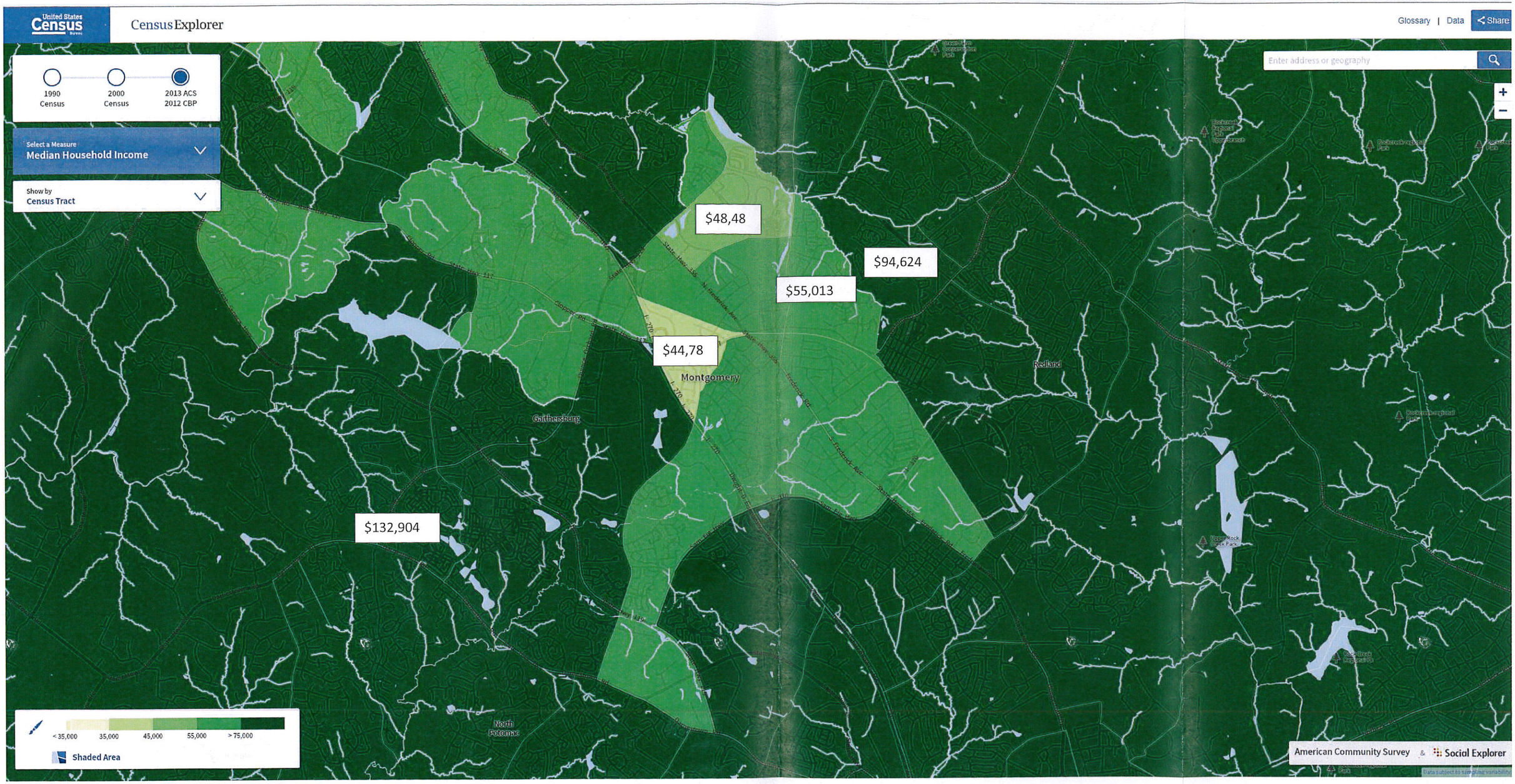
Revised July 22, 2011
Revised August 9, 2011
Revised March 28, 2012 per 3-26-12 Worksession Comments
Revised June 18, 2012, Add Signature Block
October 18, 2010 K.B.

MISS UTILITY NOTE
INFORMATION CONCERNING EXISTING UNDERGROUND UTILITIES WAS OBTAINED FROM AVAILABLE RECORDS. THE CONTRACTOR MUST DETERMINE THE EXACT LOCATION AND ELEVATION OF ALL EXISTING UTILITIES AND UTILITY CROSSINGS BY DIGGING TEST PITS BY HAND, WELL IN ADVANCE OF THE START OF EXCAVATION. CONTACT "MISS UTILITY" AT 1-800-257-7777, 48 HOURS PRIOR TO THE START OF EXCAVATION IF CLEARANCES ARE LESS THAN SHOWN ON THIS PLAN OR TWELVE (12) INCHES, WHICHEVER IS LESS, CONTACT THE ENGINEER AND THE UTILITY COMPANY BEFORE PROCEEDING WITH CONSTRUCTION. CLEARANCES LESS THAN NOTED MAY REQUIRE REVISIONS TO THIS PLAN.

SKETCH PLAN

MONTGOMERY COUNTY FAIRGROUNDS

1" = 100'
SHEET 1 OF 1
PROJECT NO. 3127-00-00



Income by Census Tract 2013 Data
Gaithersburg and Vicinity
5-2-2015

Glossary | Data
Share
Enter address or geography
Median Household Income (2013 dollars) $77,614
Census Tract 7007.22
Median Household Income (2013 dollars) $48,485
Census Tract 7007.13
Median Household Income (2013 dollars) $94,624
Census Tract 7007.20
Median Household Income (2013 dollars) $62,413
Census Tract 7007.23
Median Household Income (2013 dollars) $55,013
Census Tract 7007.19
Median Household Income (2013 dollars) $44,784
Census Tract 7007.24
75,000
Odendhal Ave
Russell Ave
Perry Pkwy
Brookes Ave
E Diamond Ave
Washington National Pike
Midcounty Hwy
Lost Knife Cir
Horizon Run
Contour Rd
Raven Ave
Girard St
Crestwood Dr
Gloria Way
Federal Way
Teachers Way
Woodland Rd
Olde Towne Ave
Meem Ave
W Diamond Ave
State Hwy 355
N Summit Ave
Park Ave
Chestnut St
N Frederick Ave
Victory Farm Dr
Rock Lodge Rd
Anna Ct
Girard St
Raven Ave
Whetstone Glen St
Palican Ave
Goshen Rd
Royal Bonnet
Willow Creek
Montgomery Village Ave
Christopher Ave
Lost Knife Cir
Burend Dr
Washington National Pike