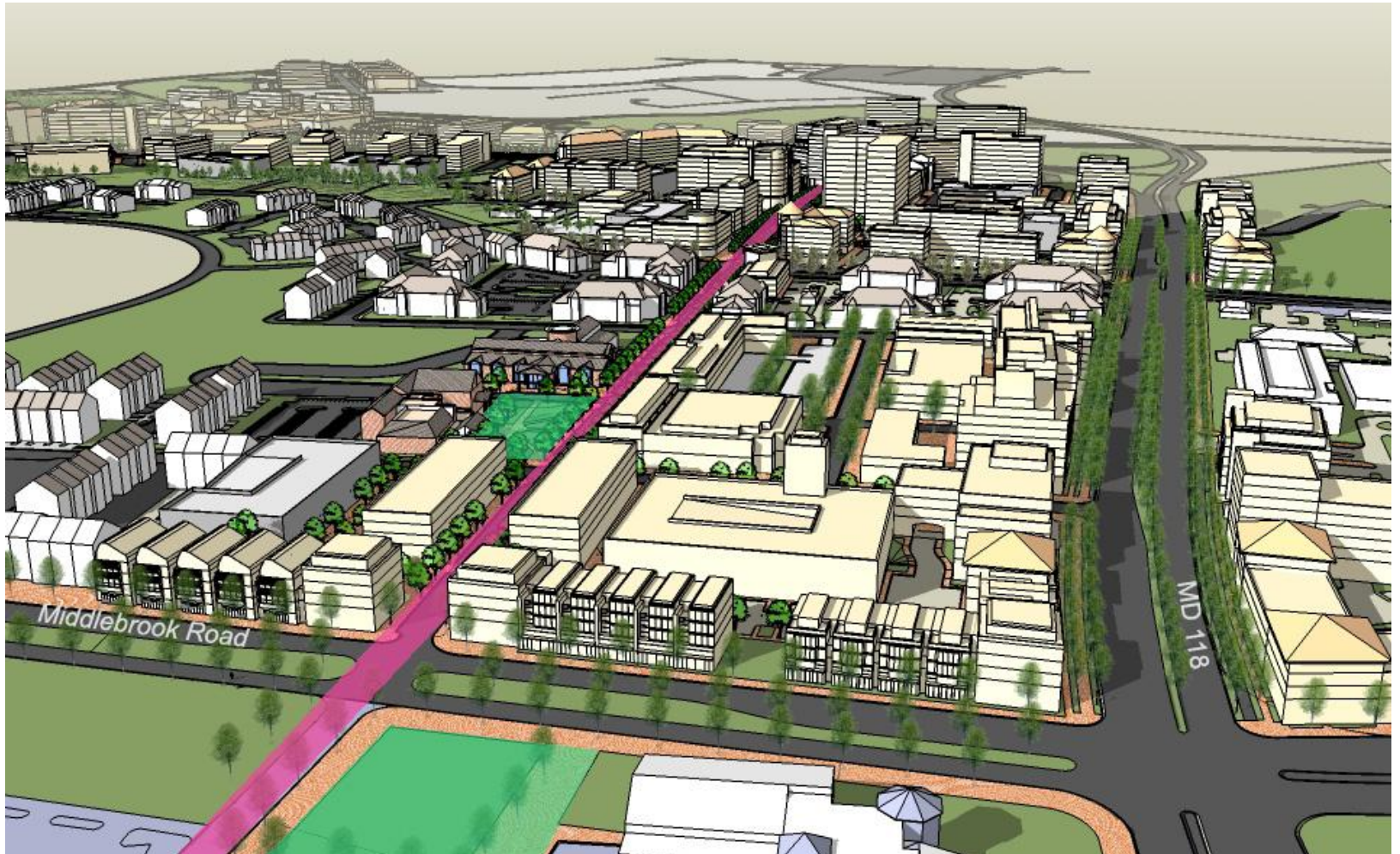


DRAFT

April 2009

URBAN DESIGN GUIDELINES

For the Germantown Employment Area Sector Plan



Montgomery County Planning Department
The Maryland-National Capital Park and Planning Commission

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FOREWORD

The Montgomery County Planning Department has developed the following Urban Design Guidelines for the Germantown Sector Plan area. These guidelines will inform project design by development teams and development review by the staff implementing the recommendations in the Sector Plan.

The guidelines were developed as a collaborative effort with the property owners, citizens, institutions, and representatives of the County Executive. They will be approved by the Planning Board after the Germantown Sector Plan is approved by County Council. The Planning Board will update this document approximately every six years. The guidelines include recommendations for the following:

- **Streets**-Specific standards and guidelines for the development of rights-of-way approved by County Executive in accordance with the new Road Code.
- **Open Spaces** Flexible guidelines and locations for the design of public open spaces
- **Buildings** Flexible guidelines for the design of buildings and identification of building types appropriate to the area.

1 INTRODUCTION

The Germantown Sector Plan area will be a vibrant urban center for the up-County, a Corridor City along I-270. Served by the MARC commuter line train station and, in the future, by the Corridor Cities Transitway, Germantown will become a walkable, transit served community.

The design guidelines focus on the design of the streets, open spaces and buildings to promote compact, sustainable, and transit accessible development. The proposed street grid will create blocks with housing and jobs within a short walking distance of transit. A variety of open spaces ranging from large stream valley urban parks to small urban spaces will serve the entire up-County and the smaller areas within neighborhoods. The buildings will shape a well knit urban fabric of streets and open spaces that create an enjoyable pedestrian environment.

Context of Design Guidelines

The design guidelines are one of three guiding documents.

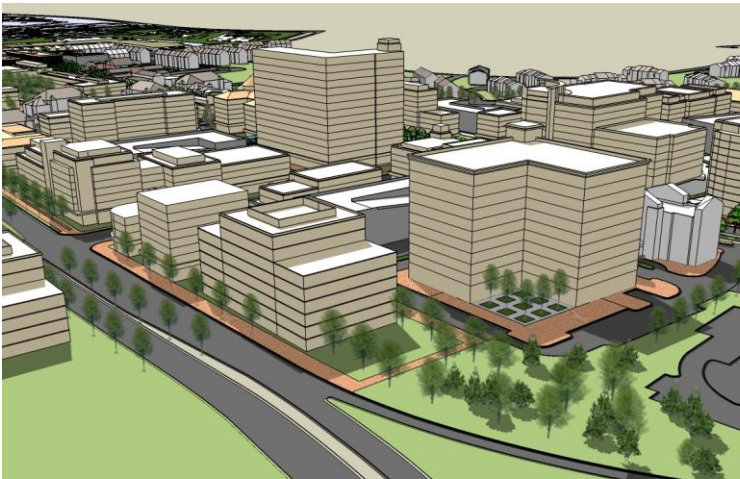
Germantown Sector Plan - Identifies the vision and describes the goals for the area.

Design Guidelines - Provide a link between the master plan and the zoning, identify the relationship between the public and private spaces, and communicates the required design features.

Zoning Ordinance - Identifies the regulatory framework and the specific development standards that give form to the vision.



View of MD 118 in Town Center



View of Town Center from MD 118 and I-270



View of Cloverleaf District



View of Corridor Cities Transitway



Purpose

Build a Community - Create a distinct character for Germantown that will form a walkable, urban center for upper Montgomery County, and strengthen its sense of place and community.

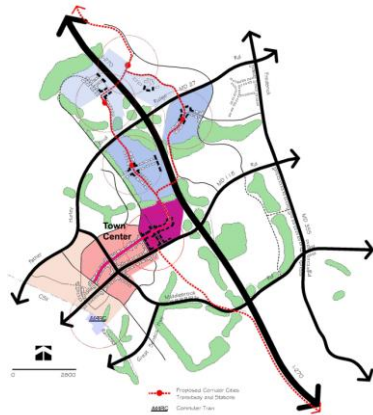
Clarify Expectations - Provide clarity of expectations and additional certainty for the design professionals, property owners, and guide decision makers in their project review

Preserve Flexibility - Develop guidelines that allow for better design solutions that respond to new technologies.

Design Concepts

Each district has an illustrative design concept that applies the guidelines identified in this document and shows the Sector Plan's recommended land use and density. The street network shown in these concepts is required in accordance with the Sector Plan. The location of buildings and open spaces are illustrative and final location will be determined by regulatory review. The Town Center's open spaces have been determined in the Sector Plan.

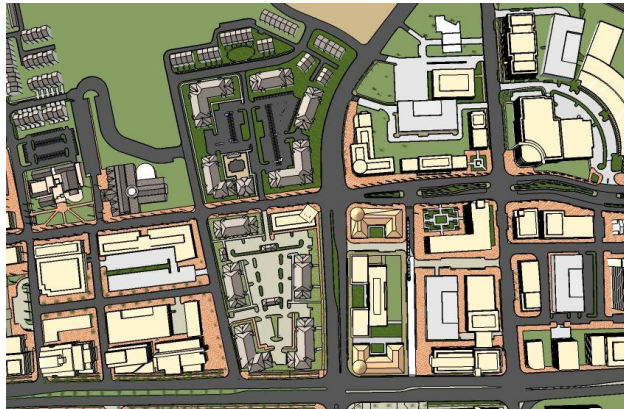
All development is subject to the design guidelines.



Identity

Improve community identity by creating compact, mixed-use centers clustered around transit stations. The Town Center will be the largest, most intense center in Germantown with the tallest buildings and the greatest concentration of civic, entertainment, employment, retail, housing, and education uses.

Entire planning area with the Town Center's core in red



Streets

The street system promotes walking and easy access to transit and other destinations by creating an interconnected urban street network in each district. Encouraging on-street parking will support ground floor retail. Minimizing turning radii at intersections will limit the length of pedestrian crosswalks. Provide streetscape improvements designed to promote walking, provide shade, and increase overall attractiveness of the public realm.

Pedestrian-oriented street network



Open Spaces

The open spaces will serve a multi-age, diverse population with a variety of recreational open spaces ranging in size from one quarter acre to over 10 acres. Each district will to have at least one neighborhood green, a variety of urban spaces, and a transit plaza in the transit districts. The Town Center will have two urban parks and the Town Common in front of the BlackRock Center for the Arts. Open spaces will be connected by a system of greenways, sidewalks, and trails.

A view of the proposed Crystal Rock Drive Greenway

Buildings

The building guidelines will achieve an urban form of development by fronting buildings along streets with parking located behind or underground. Aligned building facades will form a consistent street wall. Prominent buildings will terminate or accentuate vistas.

*Street-oriented development
with stores along the sidewalk, King Street, Alexandria, Virginia*



Transitions

Compatible transitions will be achieved from more dense mixed-use centers to the less dense surrounding residential areas by stepping down building heights.

*A transition between highrise buildings
at the transit station area and the adjacent residential area.*



Sustainability

Reducing the carbon footprint of buildings is a priority. Recent County legislation requires new public and private buildings to achieve a LEED Silver rating. Green roofs, wind power generators, and the use of solar panels are hallmarks of green building technology.

A green roof

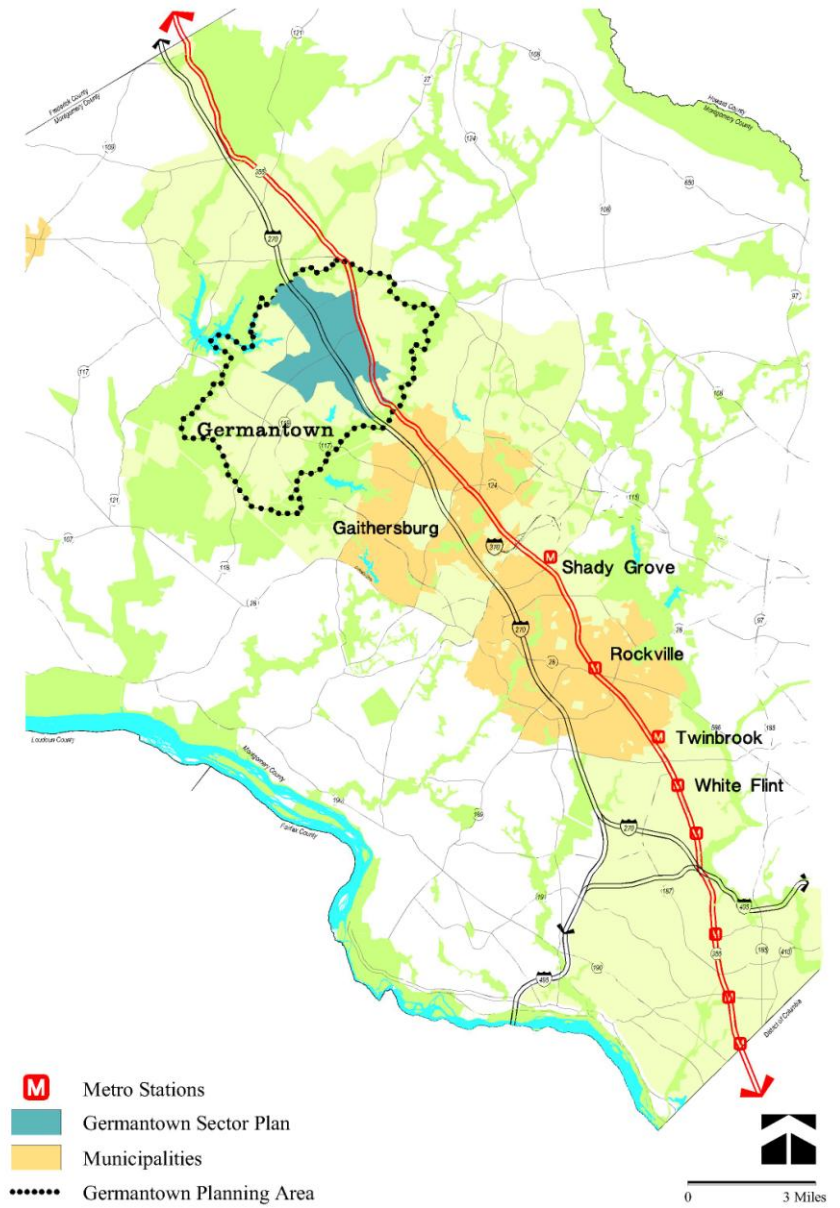
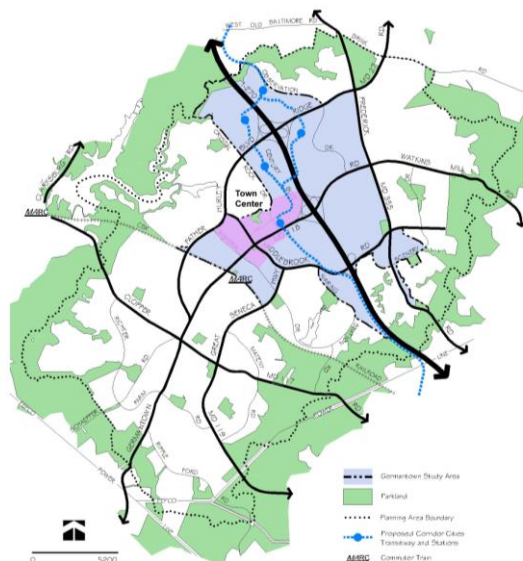


Context

Germantown is an up-County community of 11,000 acres, an approximately three by five mile area, 22 miles from Washington, D.C., and located on both sides of I-270. It is surrounded by a greenbelt of state and local parks.

The 2009 Plan focuses on the center of Germantown, a planning area of approximately 2,600 acres, and creates a series of mixed-use communities centered on transit. The Plan approximately doubles the amount of existing housing to 15,000 dwelling units, and significantly increases non-residential square footage up to 23,000,000 square feet with an emphasis upon corporate offices and advanced technology companies along I-270.

The I-270 Corridor contains almost half of Montgomery County's workforce with approximately $\frac{1}{3}$ of the employed residents commuting to jobs outside the County. A significant portion of the County's future employment growth will take place on vacant or under-used sites in Germantown.



2 AREA WIDE URBAN DESIGN GUIDELINES

A community's [streets](#), [open spaces](#), and [buildings](#) define its character and function. The goals and guidelines that will create Germantown's community character are described below.

STREETS

Streets create the framework of Germantown. Currently, the street pattern is characterized by large blocks and high speed roadways with wide intersections. It is created for the car and unwelcoming to pedestrians. A change in character is required to promote transit use and encourage pedestrians.

The following are general goals for the new street system for Germantown.

- Develop an interconnected pattern of urban streets.
- Create short blocks ranging from approximately 250 feet to 350 feet long.
- Develop intersections with tight corners, specially marked crosswalks, and neck-downs.
- Establish a range of street types: boulevards, main streets, and local streets.
- Provide streetscape treatments that relate to the adjacent land uses, improve the environment, and create an attractive and pleasant experience for those who choose to walk, bike, or drive.
- Design the Corridor Cities Transitway as an integral element of Germantown's new street system.

Goals

Network of Streets

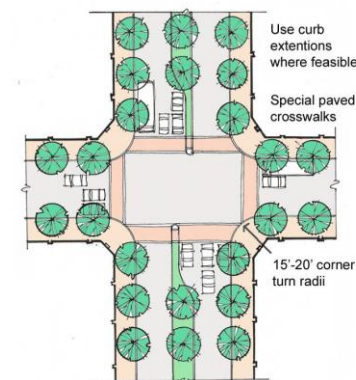
Establish an interconnected network of urban streets that avoids cul-de-sacs and dead ends. A well connected street network makes travel for both the automobile and the pedestrian more convenient and efficient by providing a range of access choices. The guidelines recommend that the character of all streets be improved with the specified streetscape improvements and that connectivity is achieved through sidewalk connections.

Short Blocks

A network of short blocks, approximately 250- 350 feet long, will be created to promote walking, and to create fine grain, human scaled blocks. Short blocks are intelligible, improve access, and are easy to navigate. Longer blocks do not encourage pedestrian traffic and require mid-block connections to facilitate walking.

Intersections

Intersections will encourage pedestrian crossing with medians or neck downs, where on-street parking is permanent, to shorten crosswalk distances. Mark or indicate crosswalks with special paving to distinguish them from the surrounding pavement. Achieve an effective minimum turn radii of 30 feet to accommodate vehicle turn movements.



Pedestrian Oriented Intersection Design

Range of Street Types

Germantown will have a variety of streets that support the area's emerging urban character. The four street types: boulevards, main streets, local streets, and greenways will create an urban character.

Boulevards – Wide, six-lane streets with medians that carry significant through and local traffic. These streets with new streetscape improvements will establish an attractive character.

Main Streets – Two- to four-lane streets that distribute traffic. City life occurs along these streets due to adjacent activating uses such as retail, office, and residential uses. Allow on street parking and special streetscape where specified.

Local Streets – Two-lane streets with permanent parking will provide internal circulation within each district. These streets are considered internal streets within the districts.

Greenways – These streets have a recreation function in addition to a transportation purpose. Linear parks, bikeways, and other recreational facilities are provided within the right-of-way.

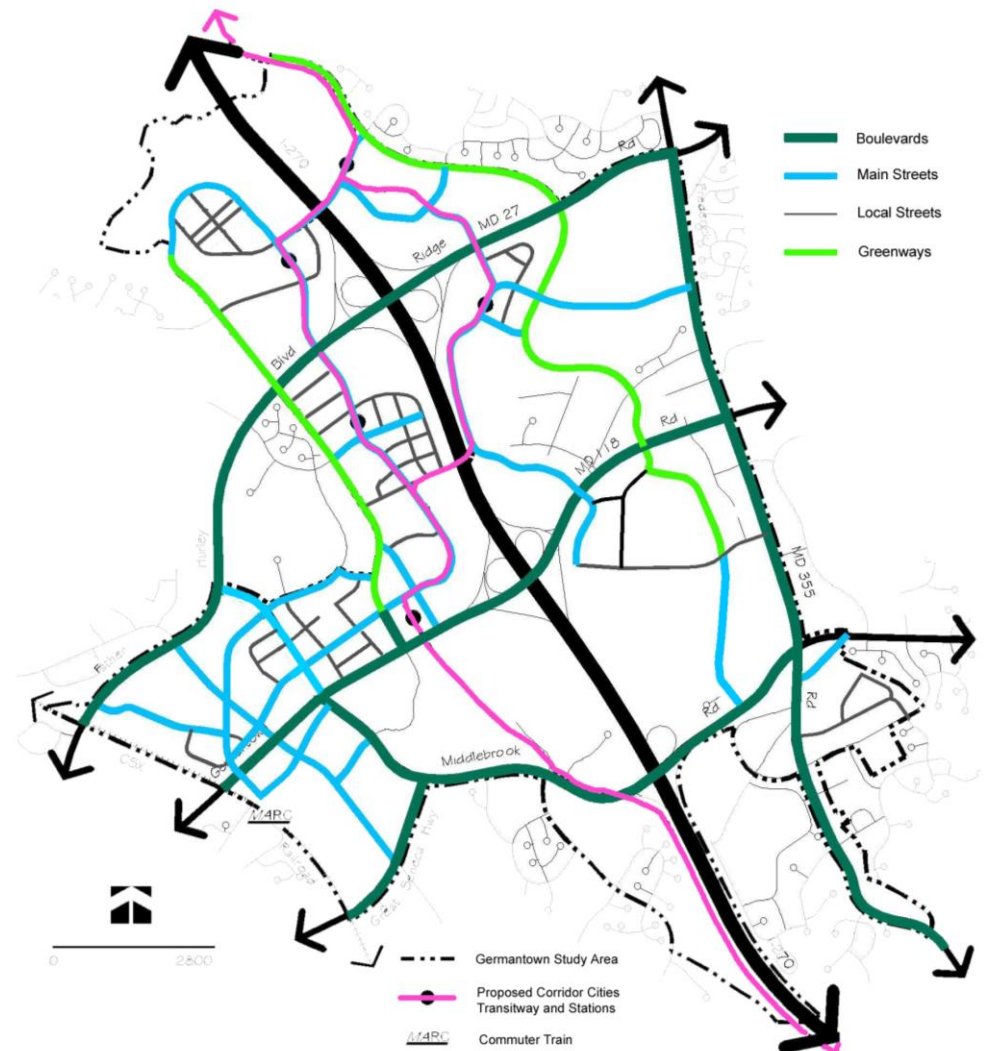


Boulevard



Main Streets

Proposed Street Character





Street Standards and Guidelines

The following table identifies building setbacks and streetscape elements. These elements will be required for Capital Improvement Projects and development proposals. Where existing conditions and road standards conflict, the road code allows flexibility to retrofit. For streets not listed in this table, see the 2009 Germantown Sector Plan.

Standards Approved by County Executive					Standards Recommended by M-NCPPC		Guidelines set by M-NCPPC	
Street Name and MP Road #	ROW and lanes	Corner turn radii	Street Tree spacing	Street lighting	Side-walks*	Medians	Bldg. setback (curb to bldg.)	Notes
Highways (Boulevards)								
Father Hurley Blvd. CM-27	150' 6 lanes	30'	40'-45'	High mount poles, cut off fixtures	Lawn Panel	Preserve ex. trees	30'	
Frederick Road MD 355, CM-6	150' 6 lanes	30'	40'-45'	High mount poles, cut off fixtures	Lawn Panel	Preserve ex. trees	30'	Use pavement cut-outs in Fox Chapel commercial center.
Germantown Road MD 118, M-61 within Town Center,	150' 6 lanes	30'	30'-35'	High mount poles, cut off fixtures	Lawn Panel	Preserve ex. trees	30'	Preserve existing trees and continue double row of street trees.
Germantown Road MD 118, M-61 east of I-270	150' 6 lanes	30'	40'-45'	High mount poles, cut off fixtures	Lawn Panel	Preserve ex. trees	30'	
Great Seneca Highway CM-90	150' 6 lanes	30'	40'- 45'	High mount poles, cut off fixtures	Lawn Panel	Plant trees	50'	
Middlebrook Road B-20, from MD 118 to Father Hurley Blvd.	120' 4 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Lawn panel / Urban	Preserve ex. trees	25'	Preserve street trees. Do not widen intersections. Use pavement cut-outs from Locbury Drive to MD 118.
Middlebrook Road B-20, from MD 118 to MD 355	150' 6 lanes	30'	40'-45'	High mount poles, cut off fixtures	Lawn Panel	Preserve ex. trees	30'	
Arterials/Business Streets (Main Streets)								
Aircraft Drive B-7	100' 4 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	20'-25'	Need to develop as a one-way pair with Crystal Rock Drive. Use pavement cut-outs.
Blunt Road B-8	60' 2 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	16'-25'	Use pavement cut-outs.
Bowman Mill Road B-16	60' 2 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	16'-25'	Use pavement cut-outs.

* Sidewalks to be separated from street with a lawn panel.

Urban standards require sidewalk to be paved from the curb to the buildings with cut outs for trees.

Standards Approved by County Executive					Standards Recommended by M-NCPPC		Guidelines set by M-NCPPC	Notes
Street Name and MP Road #	ROW and lanes	Corner turn radii	Street Tree spacing	Street lighting	Side-walks*	Medians	Bldg. setback (curb to bldg.)	
Century Boulevard B-10, from Crystal Rock Drive to Wisteria Road	70' 2 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	20'-25'	Develop Promenade with extensive street furnishing, special paving and poles banners. Use pavement cut-outs.
Century Boulevard B-10, from Wisteria Drive to Water's Road	70' 2 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	16'-25'	Use pavement cut-outs.
Century Boulevard B-10, from Crystal Rock Drive to Dorsey Mill Rd.	130' 4 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	50' Transitway w/ trees	20'-25'	Develop CCT Transitway with special paving and crosswalks. Use pavement-outs.
Crystal Rock Drive B-11, from Dorsey Mill Rd. to Backhill Regional Park	100' 4 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Lawn panel / Urban	TBD	16'-25'	Provide urban sidewalks and median near transit
Goldenrod Lane B-4	80' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cut off fixtures	Lawn panel	NA	16'-25'	
Locbury Drive	80' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cut off fixtures	Lawn panel	NA	16'-25'	
Milestone Center Drive	80' 2 lanes	Effective turn radii 30'	30'-35'	High mount poles, cut off fixtures	Urban	NA	16'-25'	Use pavement cut-outs near transit.
Seneca Meadows Parkway, B-13	100' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cut off fixtures	Lawn panel / Urban	50' Transitway w/ trees	20'-25'	Use pavement cut-outs near transit station.
Shakespeare Blvd. A-291	100' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cut offs	Lawn panel	NA	20'-25'	Shakespeare Blvd. A-291

* Sidewalks to be separated from street with a lawn panel.

Urban standards require sidewalk to be paved from the curb to the buildings with cut outs for trees.

Standards Approved by County Executive					Standards Recommended by M-NCPPC		Guidelines set by M-NCPPC	
Street Name and MP Road #	ROW and lanes	Corner turn radii	Street Tree spacing	Street lighting	Side-walks*	Medians	Bldg. setback (curb to bldg.)	Notes
Walter Johnson Dr. B-3	80' 4 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	16'-25'	
Waters Road B-5	70' 2 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	16'-25'	
Wisteria Drive B-2 , from Father Hurley Blvd. to G. Seneca Hwy.	100' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cut off fixtures	Urban	TBD	20'-25'	Use pavement cut-outs adjacent to retail and on street parking.
Business Streets (Local Streets)								
New Streets B-25	70' 2 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	16'-25'	
New Street B-19	100' 4 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	20'-25'	
Arterials/Business Streets (Greenways)								
Crystal Rock Drive A-22, from MD 118 to Century Blvd.	112' 4 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	TBD	20'-25'	
Crystal Rock Drive from Century Blvd. to Father Hurley Blvd.	120' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cutoff fixtures	Lawn panel	TBD	20'-25'	Maintain ex. sidewalk west side. Develop linear recreation area with pastoral landscape treatment, 8' wide heart smart trail, benches, and pedestrian lighting.
Crystal Rock Blvd. B-11, from Father Hurley to Black Hill Regional Park	100' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cutoff fixtures	Lawn panel	TBD	20'-25'	Existing ROW does not permit extension of linear recreation area.
Observation Drive A-19, from MD 118 to northern border	100' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cutoff fixtures	Lawn panel	TBD	20'-25'	Provide an 8' bikeway along east side of ROW. .
Observation Drive A-19, from MD 118 to Middlebrook Drive	80' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cutoff fixtures	Lawn panel	TBD	16'-25'	Provide an 8' bikeway along east side of ROW.

* Sidewalks to be separated from street with a lawn panel.

Urban standards require sidewalk to be paved from the curb to the buildings with cut outs for trees.

Street Sections and Character

This section describes and illustrates specific streets within Germantown with required streetscape elements listed in the Street Standards and Guidelines Table.

Boulevards

Germantown Road - MD 118

Primary boulevard in Town Center. Provide double row of street trees, median trees, north side bikeway, and south side sidewalk, high mount and pedestrian level street lighting.

Middlebrook Road

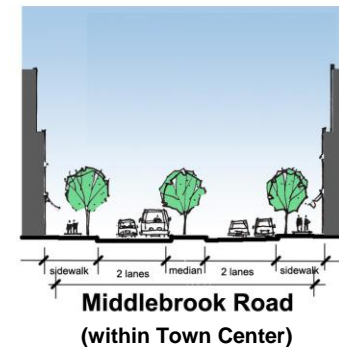
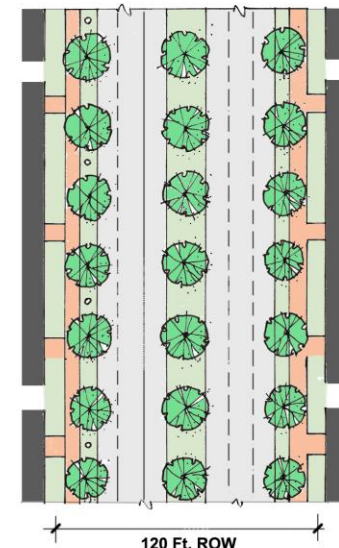
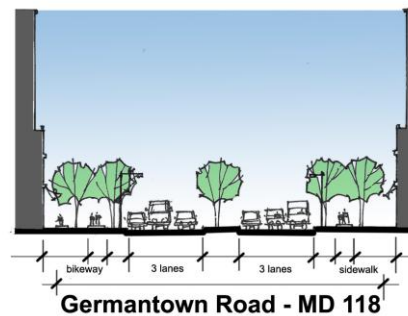
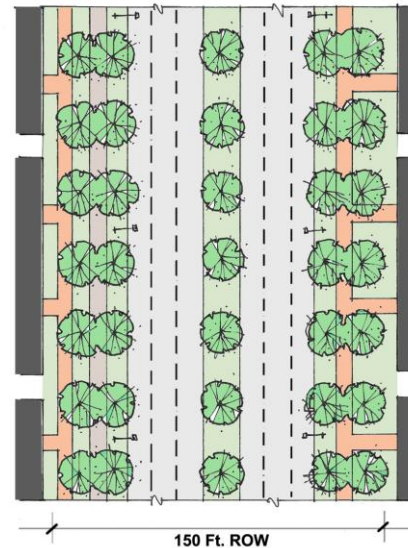
Primary boulevard in the Gateway District. Provide a double row of street trees, median trees, a north side bikeway and south side sidewalk and high mount street lights. This roadway changes to a four lane Main Street within the Town Center.

Father Hurley Boulevard

Primary residential boulevard. Provide double row of street trees, median trees, north side bikeway and south side sidewalk, high mount street lighting.

Fredrick Road MD 355

Primary boulevard east of I-270. Provide double row of street trees, median trees, west side bikeway and eastside sidewalk, high mount street lighting.



Main Streets

Century Boulevard

Primary main street within in Town Center. Develop as a Promenade in the Core Neighborhood. Provide street trees, wide special paved sidewalks, and pedestrian level street lighting. Furnish with benches, colorful and seasonal banners on the light poles, and special artwork in the paving.

Middlebrook Road

West of MD 118, Middlebrook Road should have four lanes with on-street parking, single row of trees, median trees, a bikeway along the east side, sidewalk, and pedestrian scaled lighting.

Wisteria Drive

Provide a single row of street trees, median trees, sidewalks, and pedestrian level street lighting.

Cloverleaf Center Drive

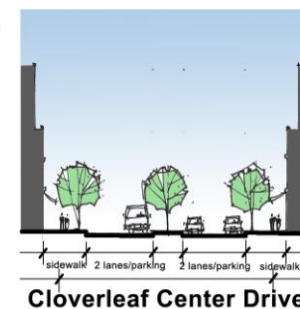
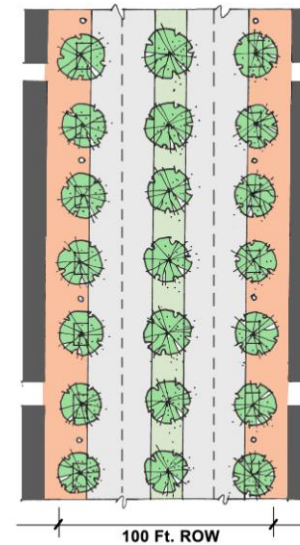
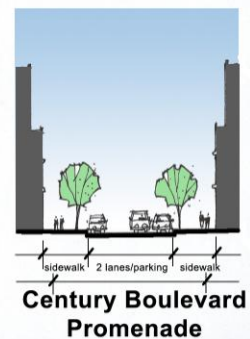
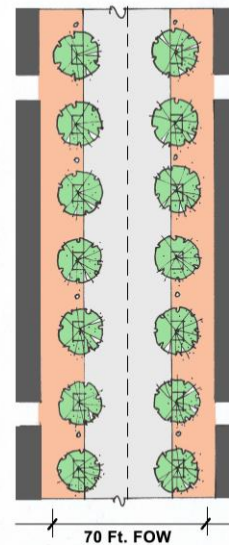
Provide a single row of street trees, wide sidewalks, median trees, and pedestrian level street lighting.

Walter Johnson Drive

Provide a single row of street trees, sidewalks, and pedestrian level street lighting.

Local Streets

These streets are shown on the Street Maps for each district. They have two lanes of traffic, on-street parking, a single row of street trees with sidewalks along either side.



Transitways and Greenways

The Corridor City Transitway and Greenway roadways require streetscape treatments that create attractive streets and encourage pedestrian use.

Century Boulevard Transitway

Provide street trees framing the transitway and at the curb. Special paving, and pedestrian level street lighting. Allow non-peak parking.

Seneca Meadows Parkway

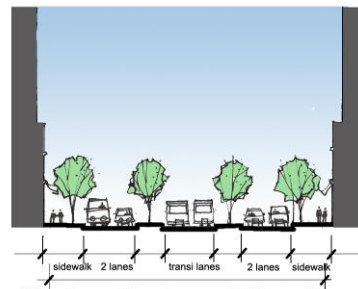
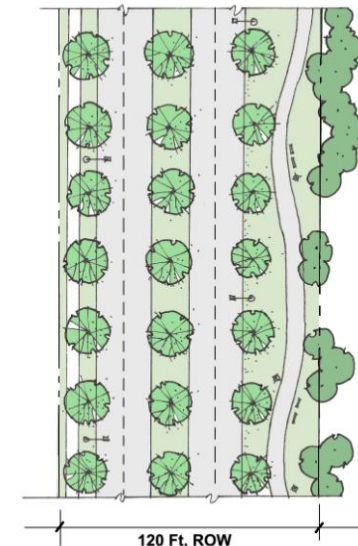
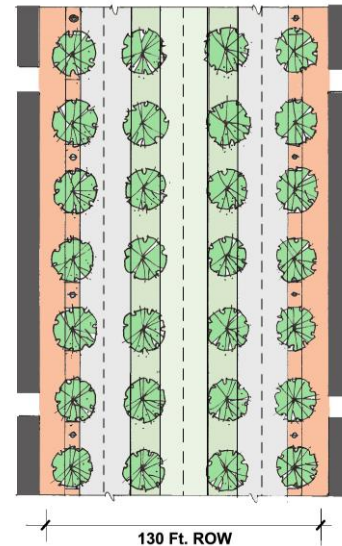
Develop the Corridor Cities Transitway at the northern end of the street with the same streetscape as shown for the Century Boulevard Transitway.

Crystal Rock Drive Greenway

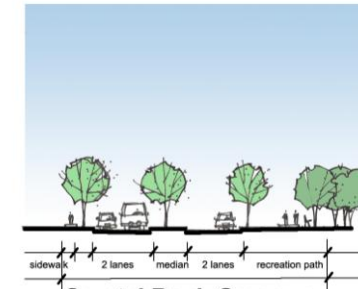
Rebuild the roadway to create a 40-foot wide linear recreation area along the east side of the 120-foot right-of-way. Provide four lanes, a single row of street trees, median trees, sidewalks, and pedestrian level street lighting.

Observation Drive Greenway

Along the length of Observation Drive, provide four lanes with a single row of street trees, median trees where medians occur, a sidewalk on the west side, a bikeway along the east side, and high mount street lighting. South of MD 118, the Greenway becomes an 80 foot ROW without a median and continuation of the bikeway.



Century Boulevard Transitway



Crystal Rock Greenway

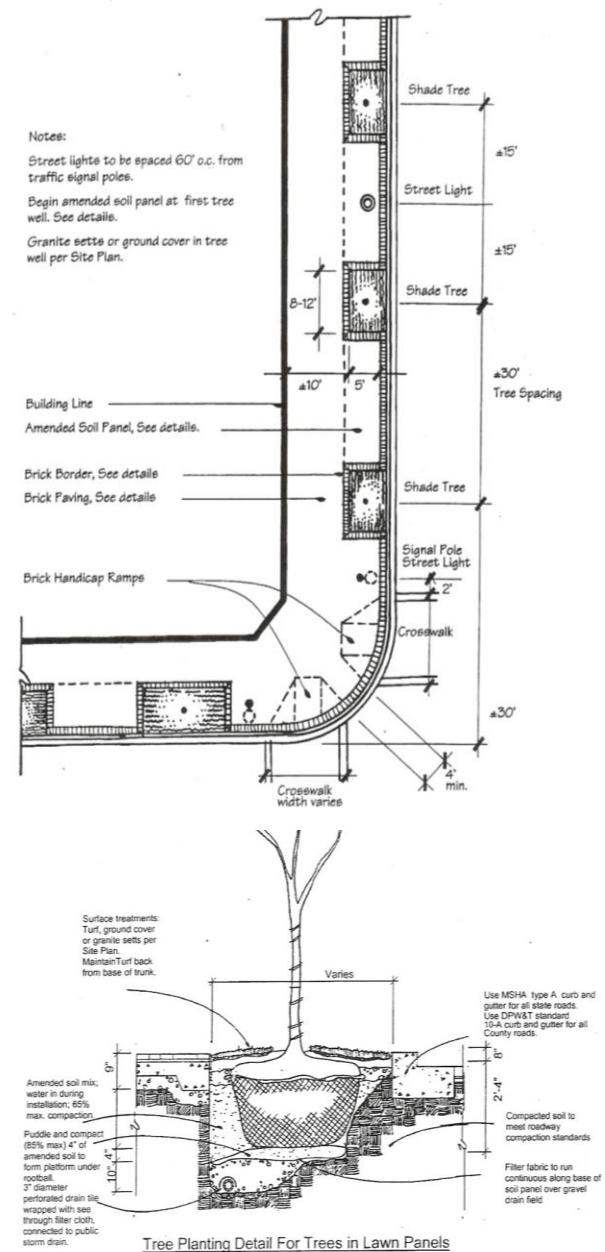
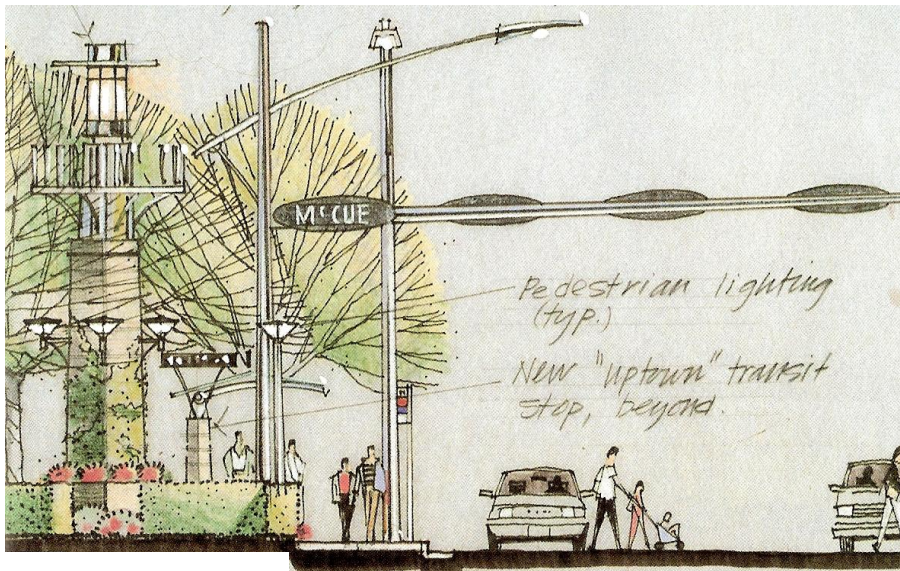
Streetscape Details

Streetscape plans should include the following details for tree spacing, layout, and planting details when pavement cut-outs are used. Plant trees in lawn panels in all other cases. The Street Standards Table specifies where to use pavement cut-outs. In urban conditions, locate public utilities in conduit under the sidewalk.

Stormwater management should be accommodated within the right-of-way in the median, curb extension, or infiltration areas between tree pits. In all cases, the street tree root zone must be protected from street runoff contaminants.

Right: Tree spacing, crosswalks, and planting detail with a continuous soil panel for the Germantown Town Center and the other transit station areas.

Below: Example of street lights, pedestrian lighting, and transit stop canopy that should be considered for the Germantown Town Center and the other transit station areas.



Open Spaces

Goals

The design of open space should encourage use, provide safety, increase enjoyment and sociability and consider maintenance. The following goals should be achieved to meet recreation, social gathering, and access needs.

- Provide a neighborhood green in each district.
- Achieve a variety of urban spaces and gathering places in each district.
- Locate a transit station plaza in all transit-served districts.
- Concentrate urban open spaces along the Promenade.
- Provide neighborhood recreation.
- Develop greenway recreation areas.
- Provide urban open spaces with adequate amenities.
- Design open spaces that provide safety, enjoyment, and social interaction.
- Provide connections to open spaces and other destinations.

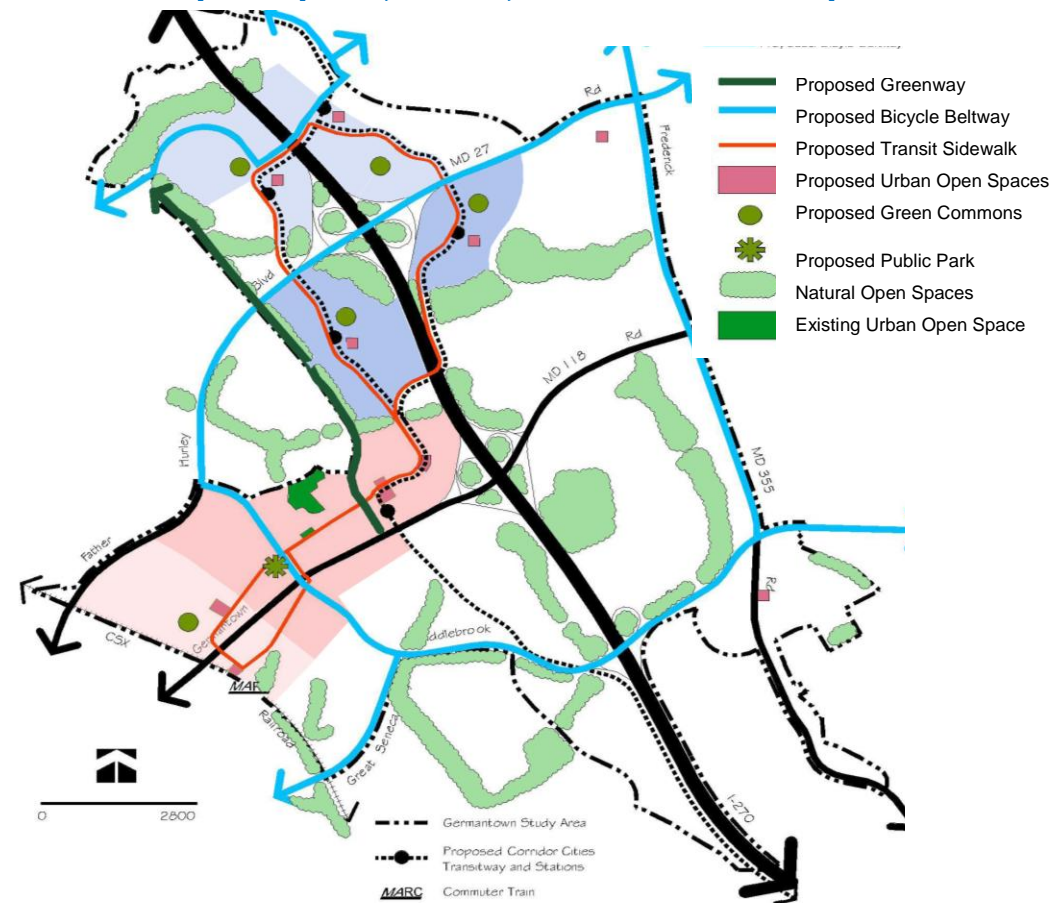
Private development's public use space and recreation facilities should conform to the urban design guidelines. Public sector implementation depends on resources becoming available for a maintenance district and staff of the Parks Department to perform the higher level of maintenance required for urban parks.

Open Space Concept

Germantown's open space concept creates a system of parks and open spaces linked by bikeways, sidewalks, and pathways that will meet the increasing demand for indoor and outdoor recreational space. The Sector Plan recommends several public urban parks serving the entire plan area in the Town Center. Each district will

have a neighborhood green, a variety of urban plazas and gathering places, a transit plaza if served by transit, and indoor recreation. In the Town Center, the location of urban open spaces are identified, but in other transit-served districts, the plan recommends "floating" facilities that will be "landed" as integral elements in proposed developments. Specific sizes and amenities for privately developed public use space will be determined by regulatory review.

Urban Open Space, Parks, and Trails Concept



Open Space Guidelines

Urban Parks

Germantown's urban parks are publically owned, managed, and maintained. They serve a multi-age population including children and the elderly. Facility planning and design should consider the following design guidance:

- Provide urban parks near residential development in the Town Center. The size of parks is specified in the Germantown Sector Plan.
- Provide at-grade sidewalk access and hard surface walkways within the park to ensure access and circulation. Sidewalks should be a minimum six-feet wide and walkways should be a minimum of eight-feet wide to provide vehicle access.
- Provide multi-age recreation spaces especially family-oriented facilities such as play equipment and climbing structures.
- Provide seating areas including moveable tables and chairs that promote social gathering, outdoor picnics, and people watching.
- Incorporate interactive elements that enliven parks such as musical chime sculptures, splash fountains, rock climbing walls and boulders.
- Provide special amenities that make each park unique such as special paving, sculptural benches, fountains and artwork.
- Shade seating areas with trees and structures such as arbors and gazebos.
- Incorporate landscaping that offers seasonal change and color.
- Integrate artwork as a design element in murals, benches, paving designs, fountains, and other features.
- Integrate lighting for safety and avoid glare.
- Provide programmed activities coordinated with the Parks and Recreation Department, schools, and BlackRock Center for the Arts. Urban parks should have a minimum of at least one outdoor program per season.

Civic Greens

Civic greens are publically owned open space for public events, social gathering, and informal play that serve an entire planning area. Fences may be appropriate for family play parks. Civic greens need to have expansive, level lawns for community events and programs. The Town Common in front of the BlackRock Center for the Arts is the main civic green for Germantown. An irrigation system is needed for the entire Town Common. Maintenance and management will become M-NCPPC's responsibility when the maintenance district is created. Design specifics for the Town Commons are included in the Town Center's Parks, Open Space, and Trails discussion.



Urban Parks, Arlington, VA



Town Common Civic Green, Germantown

Neighborhood Greens

Neighborhood greens are open spaces with level lawn areas for informal lounging, play, and exercise. Each district is required to have a neighborhood green with sizes specified in the Germantown Sector Plan. A neighborhood green is a privately developed, public use space. The design guidelines are intended to ensure safety, access, and user enjoyment.

- Locate neighborhood greens near residential development, define them with streets, create a focus of open space.
- Provide a usable lawn area that supports multiple activities.
- Include a periphery sidewalk, a minimum of six feet wide that connects the civic green to the surrounding sidewalk network, and incorporates internal, hard surface walkways that define areas and provide convenient access.
- Provide seating areas including moveable tables and chairs in secure sites with identified maintenance responsibilities and programming.
- Shade seating areas with trees and structures such as arbors and gazebos.
- Incorporate artwork and other amenities into civic greens that give each one a distinct character and identity.

Natural Areas and Stream Valley Parks

Germantown's extensive network of natural areas provides wildlife habitat, protects water quality, mitigates urban heat build up and improves air quality. This existing green infrastructure also should provide opportunities for recreation and scenic views. Connect stream valley parks to adjacent communities and the surrounding greenbelt regional parks with trails, bikeways and sidewalks. Seek opportunities to retain, establish or enhance connections between natural areas.



View of Neighborhood Green in Carlyle, Alexandria, Virginia



View of Octavia Boulevard Green in San Francisco, California

Urban Plazas and Gathering Places

Each district should have a series of urban plazas and gathering places integrated into development. These public use spaces will be privately developed and maintained for public use. Zoning for development in the TMX Zones require public use spaces in exchange for higher density. The spaces should be relatively small in size, but will serve as important social space for residents and employees. The guidelines are intended to ensure public access, safety, and enjoyment and avoid privatization of the public use area.

- Locate public use spaces in highly visible locations and animate with adjacent activating uses such as retail or restaurants.
- Design space to be welcoming to the public and not viewed as private area. Railings, fences, or gates are not permitted.
- Locate urban plazas in areas that receive sunlight and are not continuously shaded by surrounding buildings.
- Provide seating areas including moveable tables and chairs in secure sites with identified maintenance responsibilities and programming.
- Provide extensive landscaping to increase greenery.
- Provide amenities such as fountains, special paving, and other elements to increase public enjoyment.
- Use quality materials such as stone, brick, and wrought iron.
- Include artwork as an integrated design element on the walls, floors and ceilings of outdoor space. Promote participatory artwork that moves or responds to the viewer.
- Incorporate historic, nature-oriented, or cultural themes into the design to give distinct identity to the spaces.
- Shade seating areas with trees or structures such as arbors and gazebos.
- Integrate lighting for safety and avoid glare.



Urban Plaza, Bethesda

Urban Plaza, Pershing Park, Washington, D.C.



Urban Plaza in Market Commons, Clarendon, Virginia

Transit Station Plazas

Transit districts should have a transit plaza at each station with comfortable seating and shelters. The transit plaza is not the station platform. The following guidelines promote transit ridership, ensure safety, and accommodate rider comfort.

- A transit station plaza will be provided by adjacent private development.
- Locate transit plazas along the sidewalk adjacent to development and close to the transit platform. Access to the transit platform should be provided by crosswalks.
- Integrate transit plazas with the design of the adjacent development providing wider sidewalks and building setbacks to accommodate a high level of pedestrian activity.
- Design each transit plaza as a unique place, but use standard components for shelters, seating, and information systems that give identity to the transit line.
- Standard components should be high quality and attractive design.
- Include place-making artwork in the transit plaza designs. Design shelters with space for local artists to display artwork on a rotating basis. Elementary and high school artists should be included in the rotating shows.

Promenade

A promenade is a linear public space along the street that functions as a social gathering place activated with restaurants, cafes, retail, and other uses. It should be developed with wide sidewalks, special paving, seating, and extensive street furnishings and artwork.

The Town Center is recommended to have a Promenade along Century Boulevard. (See the Town Center District for specific guidelines).

Transit Sidewalk Loop is a continuous sidewalk designed with a unified, special pavement that identifies connections to transit. See Urban Open Space, Parks, and Trails Concept for locations.



Transit artwork by
Nikolai Pakhomov,
Germantown Transit Station

Germantown Transit Station



Example of a Promenade in Silver Spring, MD

Neighborhood Recreation

Neighborhood recreation is private space and facilities for residents that is provided and maintained by developers and homeowners associations. The amount and nature of facilities are specified in the *Recreation Guidelines for Residential Development*. These facilities are required in addition to the public use spaces, neighborhood greens, and transit plazas. Germantown's new residential development will include primarily multifamily units that will need exercise rooms, community meeting space, and other indoor facilities. All residential development must comply with the Recreation Guidelines for Residential Development.

Greenway Recreation Facilities

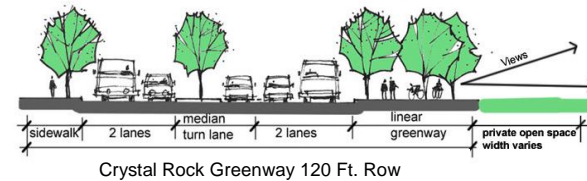
Greenways are streets that provide a linear recreational facility in the curbside area such as bike trails, a heart smart exercise trail, and walks along informal groves of trees. Germantown has two designated greenways, one along Crystal Rock Drive that connects the Town Center to Black Hills Regional Park, and along Observation Drive that connects Montgomery College with Milestone Regional Shopping Center. Provide Greenways through a Capital Improvement Project with adjacent private sector participation.

Crystal Rock Greenway

- Provide an eight-foot wide pathway that meanders through the 40-foot wide greenway from Century Boulevard to Father Hurley Boulevard. North of Father Hurley Boulevard, the curbside area narrows allowing only the eight-foot wide trail to connect to the entrance to Black Hill Regional Park.
- Incorporate a series of recreation facilities along the 40-foot linear open space such as a skateboard facility, a heart smart exercise trail, benches along the pathway sited for views of the adjacent open space in the Cloverleaf District, and historic or nature oriented interpretative signage.
- Landscape the linear open space extensively with a variety of tall growing shade trees that maintain good visibility for safety while

shading the pathway. Create groupings of trees that define areas and offer seasonal change.

- Provide pedestrian scaled lighting along the entire pathway to accommodate night use and ensure safety.
- Incorporate artwork into the greenway in a variety of ways such as special paving for the linear pathway, special benches, lighting, and unique sculptures and fountains.



Aerial view of
Crystal Rock Drive
Greenway

Observation Drive Greenway

- Provide an eight-foot wide bikeway in the curbside area along the eastern side of the roadway. The 80-foot right of way precludes a linear recreation area.
- Provide seating outside the right-of-way along adjacent open spaces such as the Germantown Bog and Gunner's Branch Stream Valley Park. Benches should be perpendicular to the street to provide views of adjacent open spaces.

Buildings

Goals

Building arrangements, massing, facades, and heights define the character of a community. Low-rise buildings set back from the street with parking in front create a suburban character. Taller buildings that front the street with entrances and transparent glass at the ground floor are street oriented and create a more urban character. The Germantown design guidelines promote street oriented development to encourage walking and transit use, and to enhance community social life.

The following goals should be achieved to create an urban, street oriented form of development. The final location of buildings will be determined through regulatory review.

- Develop a street oriented form of development.
- Arrange massing and heights to emphasize centers.
- Activate streets with uses such as retail and restaurants where appropriate.
- Ensure integration of residential uses into the urban settings.
- Integrate historic and cultural themes into architecture to create buildings distinctive to Germantown.
- Design rooftops to be visually interesting.
- Incorporate sustainable design concepts into building design such as green roof tops and urban storm water management solutions.



Cluster development at transit, view of Town Center looking east from Crystal Rock Drive.

Building Form Guidelines

Street Oriented Development

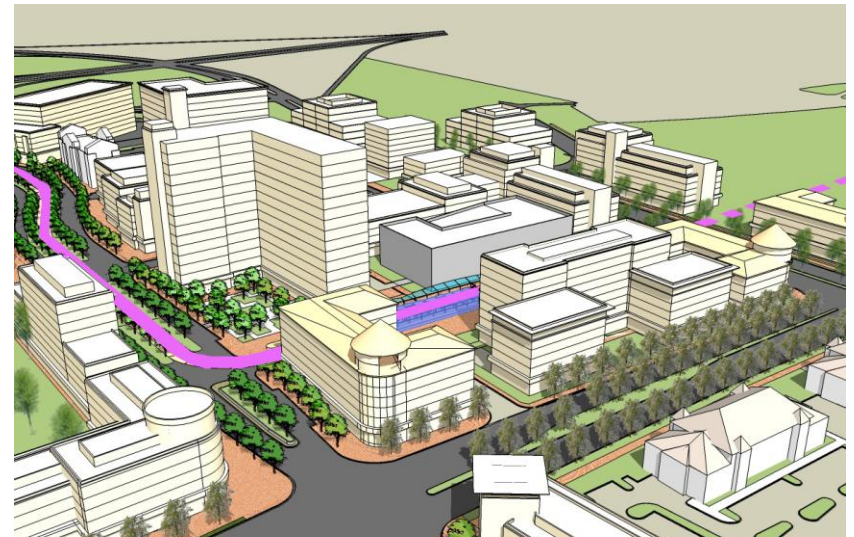
Germantown's existing development pattern should evolve into an urban form with buildings lining streets and parking located to the rear or mid-block.

The following guidelines should apply to all development to create an urban character in Germantown:

- Place buildings along both sides of a street to create building walls that define the street corridor and public sidewalk.
- Locate primary entrances along the street. Entrances to retail or commercial uses should be at sidewalk level.
- Provide parking in mid-block locations behind buildings with driveway access from side streets, if feasible.
- Locate service and loading areas along alleys or to the rear of the buildings not along primary retail street frontage.
- Locate heating and air conditioning, telecommunications facilities, and other utilities in rooftop enclosures.
- Locate electricity, cable, and other wire services in underground conduit in a public improvement easement in alleys or under the sidewalk.



Street oriented development, view of Police and Fire Station Site with housing



Street oriented development, view of redeveloped Bellmead property at transit-served densities

Building Massing and Heights

Each of Germantown's seven districts should have an identifiable center. Coherent, identifiable centers are created when density and buildings are clustered in a core area and building heights step down toward the periphery adjacent to residential areas.

The following massing and height guidelines should be achieved:

- For districts served by transit, cluster development around transit stations, placing the greatest density and tallest buildings close to the station. For districts without a transit station, create a center by closely arranging taller buildings in a core area.
- Vary building heights along a street to achieve more visual interest and distinct building character, avoiding the monotony of continuous building heights.
- Arrange buildings to create social gathering places and urban open spaces along the street.
- Design buildings at street corners to facilitate pedestrian movement.
- Step down building heights adjacent to residential communities to a maximum of 50 feet including bonus density to achieve compatible transitions.
- Fill out blocks with two- to four-story base buildings. Set back taller, highrise towers from the front building line.
- Design slender floor plates for buildings over five- to six-stories to avoid massive, bulky forms. Arrange tall buildings to minimize long shadows.
- Set back towers from the street to help disperse winds, avoid accelerating drafts, and protect pedestrians. Buildings over 150 feet must submit a wind analysis by a certified expert and demonstrate that the building's wind patterns won't exceed levels comfortable for pedestrians.
- Provide first floor ceiling heights of 15 to 20 feet to accommodate a wide range of uses.
- A minimum of two to three stories should be developed in short term if market conditions do not result in taller buildings that utilize allowable density.



Cluster development at transit, view of Town Center's Core Neighborhood



Transition height down to adjacent residences, view of transit station from adjacent residential areas

Frontage (Facade Design and Entrances)

Building frontage defines the public realm and contributes to community character. The intent of the façade guidelines is to create a visually interesting and active public realm and achieve compatibility with adjacent residential neighborhoods.

- Place entrances close together along primary retail streets to activate the street and provide convenience. Distances between entrances should be between 30 to 45 feet.
- Define the two- to four-story building bases by a change in materials, textures, or color. Use masonry or stone at the lower floor levels to improve the comfort and interest of the pedestrian. Regional stone should be used where appropriate to give identity.
- First floor elevations for retail, commercial, hotel, and residential lobbies should be at sidewalk level. Residential units should have first floor elevations slightly raised to provide more privacy from the public sidewalks.
- Recess entrances to increase legibility and emphasize storefronts and bay windows.
- Achieve a significant amount of transparency, between 60 to 70 percent for the ground floor, to help activate and enliven the public sidewalk along retail streets. Highly reflective or dark glass is not permitted.
- Parking structures that front a street with ground floor uses should have facades that express a commercial building with no vehicles or ramps seen from the street.
- Design facades that include place-making elements drawing from historic or cultural themes identified in the Sector Plan.



First floor, ground level retail, Century Boulevard's Promenade



Transparent ground floor, Carlyle, Alexandria, Virginia

Retail Use at Street Level

Retail, restaurant, and entertainment uses help animate the public realm and provide needed services. These uses should be located along retail streets providing synergy and visibility for the businesses. Parking should be located on the street, within parking structures, or underground.

- Cluster retail, restaurant, and entertainment uses along identified retail streets shown for each district. Retail in other locations is not precluded but should not detract from the synergy of the designated retail streets.
- Locate entrances at street level for ADA compliance and pedestrian convenience. Place entrances close together to activate the street, 30 to 45 feet for retail streets.
- Design retail and restaurant storefronts with a significant amount of transparency, 60 to 70 percent, to promote business and activate the street.
- Set buildings back 22 to 25 feet from the curb to create outdoor space for café seating where appropriate.
- Permit on-street parking adjacent to retail, restaurant and entertainment uses.
- Design store signage as an integral element of the building facade such as a panel on the building's cornice, or as a vertical hanging banner sign.



Transparency, retail store fronts in Market Commons, Clarendon, Virginia



Setback buildings for urban space, Bethesda Row, Bethesda

Residential Buildings

Germantown's new mixed-use communities will bring housing close to jobs, promote transit use, and create diverse communities. The residential design guidelines ensure successful integration of residential uses into the urban settings.

- Provide a variety of residential unit types within a block such as townhouses and apartments.
- Ensure light and air for residential units by providing adequate space between buildings, southern orientation of units, and placement of taller buildings in the middle of the block.
- Locate urban open space such as plazas, neighborhood greens, or other gathering places adjacent to or nearby residential buildings to offer outdoor recreation and social gathering opportunities. Locate activating uses at the ground floor if located along a primary retail street.
- Meet recreational needs within multifamily buildings by providing exercise rooms, gyms, common spaces such as lounges and meeting rooms, and roof top sundecks and pools.
- Place primary front entrances along the street with rear garage entrances for resident convenience.
- Provide parking underground or behind the building in mid-block locations. Provide secure storage space for bikes within the garage.



Residential building over ground floor retail, Washington, D.C.

Residential building over ground floor retail, Falls Church, Virginia



Residential building above ground floor retail, Rockville, Town Center

Building Roof Tops

Roof tops in an urban setting need careful design attention because they are viewed from above as well as from the street. Mechanical equipment, recreational facilities, stormwater retention facilities, and other miscellaneous structures are typically located on the roof. The intent of the roof top guidelines is to ensure attractive, visually interesting roofs that also provide environmental benefits.

- Encourage a variety of roof designs such as sloped, flat, stepped or angled roof lines to achieve visual interest and character.
- Enclose all mechanical and elevator equipment in structures that compliment the building's architecture and are attractive to views.
- Provide roof top recreation for multifamily residential units such as swimming pools, clubhouses, and sundecks. Railing or parapet walls should be designed as an integral element of the architecture.
- Incorporate artwork such as "roofscapes" of colored stones or pavers where roofs can be seen.
- Reduce storm water runoff by providing green roof areas with special plant material.

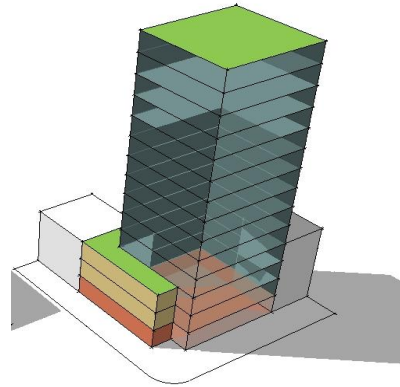
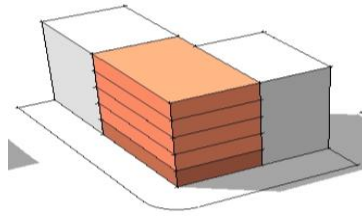
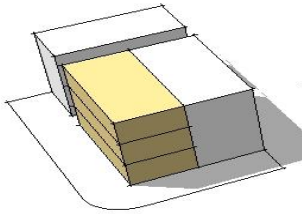


Varied roof lines on residential development, Clarendon, Virginia



Varied building heights and roof lines, Clarendon, Virginia

Range of Building Types

**Base1: Transition Buildings**

- Residential buildings preferred
- 3 stories
- 35 feet high (50 feet maximum with housing bonus)

Base 2: Mixed-Use

- Ground floor retail
- Office or residential above
- 3-5 stories
- 60 feet high

Tower and base: Mixed-Use

- Ground floor retail
- Office or residential above
- 3-4 story base
- 180 feet high maximum without an affordable housing bonus, see description for each district

Green Buildings and Sustainability

Reducing the carbon footprint of buildings is a priority. Recent County legislation requires new public and private buildings to achieve a LEED Silver rating.

The following elements should be incorporated in the design of buildings in the Germantown Sector Plan area where feasible.

- Provide green roofs designed to absorb stormwater and reduce heat gain.
- Integrate roof top wind power generators.
- Integrate solar panels.

Green roof, roof solar cells, green roof detail, wind generator



3 Guidelines for Specific Areas

This section applies the areawide guidelines for the entire Germantown area described in the previous chapter to these specific districts:

- Town Center
- Gateway
- Cloverleaf District
- North End District – West Side and Milestone North
- Seneca Meadows
- Montgomery College
- Fox Chapel
- I-270 Landscape Concept

The guidelines for streets, open space, and buildings provided in this section augment the more general guidelines that apply to all districts in the Plan area.

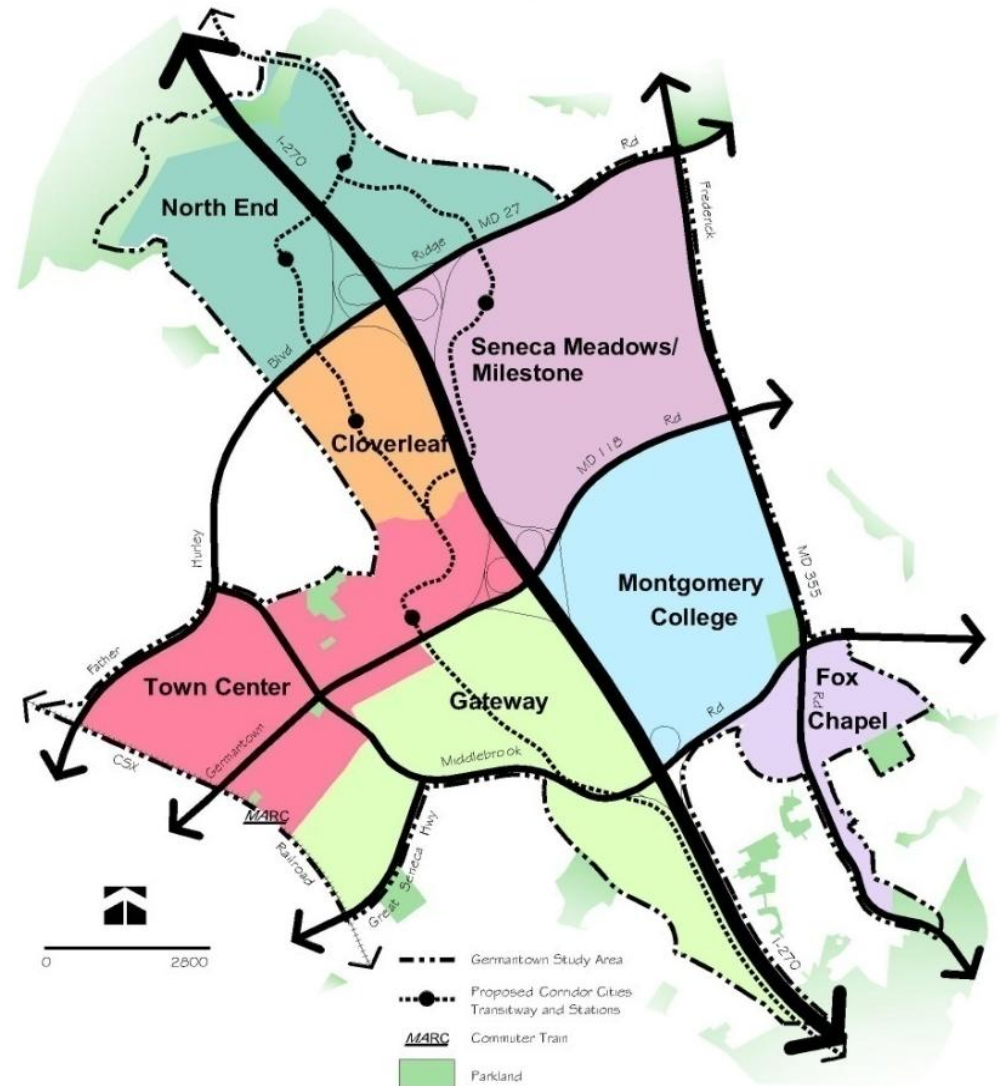
Town Center

The Town Center is the heart of Germantown with its civic uses, restaurants, entertainment, and retail shops. This area is emerging as the up-County's cultural center. Attractive design of its public realm is critical to strengthening the Town Center's economic vitality, social life, and sense of place.

The block by block design guidance that follows is keyed to an illustrative concept, and specific recommendations for streets, open spaces, and buildings.

The location of the Town Center, and all the districts, is shown on the adjacent Germantown district map.

Germantown Districts





View of Town Center looking east along MD 118

Block 1

Redevelop this block as a single project integrating the transit station, housing, and office buildings. Locate residential buildings with ground level retail along Century Boulevard defining the common and transit plaza open space. Develop a promenade along Century Boulevard. Allow up to 100 feet for office buildings along MD 118.

Block 2

Redevelop public uses as a single project integrating design for an expanded police and fire station with housing and ground floor retail along Century Boulevard. Step down building heights to 50 feet with a bonus density in the northern end of the block adjacent to residential neighbors.

Block 3

Integrate the existing cinema use into redevelopment. Orient housing along a new street connecting Aircraft Drive with Century Boulevard. Terminate the view east down Century Boulevard with a vertical building element. Provide a curving facade along the curve of Century Boulevard.

Block 4

Redevelop properties to define the gateway into the Town Center from I-270. Encourage assemblage of properties. Terminate views down Century Boulevard with signature buildings on the Matan Property. Provide extensive informal landscape treatment along I-270 to screen the base of garages, and create a setback of green space along I-270.

Block 5

Existing multifamily residential units are expected to remain. If redevelopment should occur, locate mixed-use residential with ground floor retail along Century Boulevard.

Block 6

Improvements to the existing library, BlackRock Center for the Arts, and the Town Center Urban Park should encourage public use, provide safety, and strengthen the sense of place. Provide additional seating and interactive elements such as musical chimes, climbing rocks, or a splash fountain if maintenance responsibilities are identified.

Block 7

Existing housing is expected to remain. The redevelopment of commercial frontage along Century Boulevard should integrate housing with ground floor retail.

Block 8

Maintain a grocery store use and redevelop with retail uses that line Century Boulevard. Provide a street connecting the Safeway property to Pinnacle Street. Locate a signature building fronting the intersection of MD 118 and Middlebrook Road. Develop a promenade along Century Boulevard.

Block 9

Develop a consistent building line along MD 118, encourage shared access, and connect an internal private drive behind buildings. Step down buildings to 50 feet with a housing bonus adjacent to the existing residential community.

Block 10

Redevelop the existing shopping centers creating new blocks with private streets on existing parking lots. Terminate views down Century Boulevard with vertical building elements on the Town Common property. Design the new urban park with interactive play equipment, surrounding streetscape, and night lighting. Locate structured public parking at the Upcounty Regional Services Center.

Block 11

The existing mix of commercial townhouses, veterinary clinic, and church is not expected to redevelop. If redevelopment occurs, follow areawide design guidelines.

Block 12

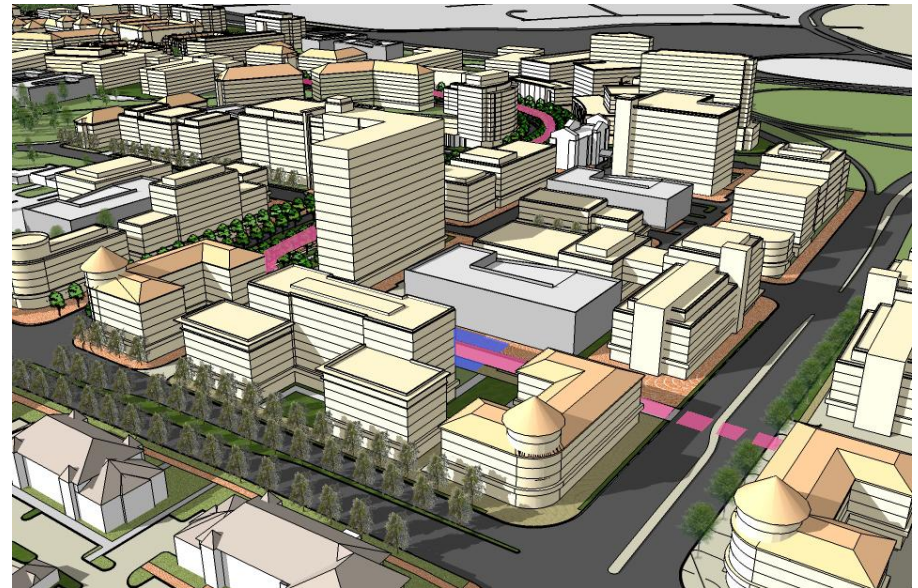
Locate new development on streets with housing oriented to Waters Road and Waterford Hills Boulevard. Allow development of the hillside along MD 118 if development fronts the boulevard. Step down building heights to 50 feet including a bonus density adjacent to the existing residential community.

Block 13

Redevelop the County commuter parking lot with two buildings located along MD 118 and Bowman Mill Drive. Building heights should not exceed 45 feet (three stories). Along Walter Johnson Drive, develop new housing with architectural elements and materials that are compatible with the adjacent historic Pumphrey-Mateney House.

Block 14

Locate new commercial office buildings along Middlebrook Road and residential buildings along Wisteria Drive. Redevelopment along MD 118 is not expected, but if redevelopment occurs, follow the areawide design guidelines. Connect pedestrian sidewalks along Walter Johnson Drive to Middlebrook Road.



View of Town Center Transit Station

Town Center Urban Design Concept

The Urban Design Concept illustrates the urban character, interconnected streets and desired open spaces of the Town Center. The street system and open spaces are required, but the final building locations will be determined by an approved project plan.

Urban Design Concept

- Mixed Use Commercial
- Primarily Office Commercial
- Civic Uses
- Multi Family Residential
- Single Family Attached Residential
- Parking Structures
- Existing Structures



Streets

The Town Center street network creates an interconnected system designed to facilitate circulation and access to transit. It provides a variety of street types and creates an orienting hierarchy. All streets should have streetscape improvements that include closely spaced street trees. The Town Center Street Character map coupled with the Table for Street Standards provide detailed requirements for the Town Center's street system.

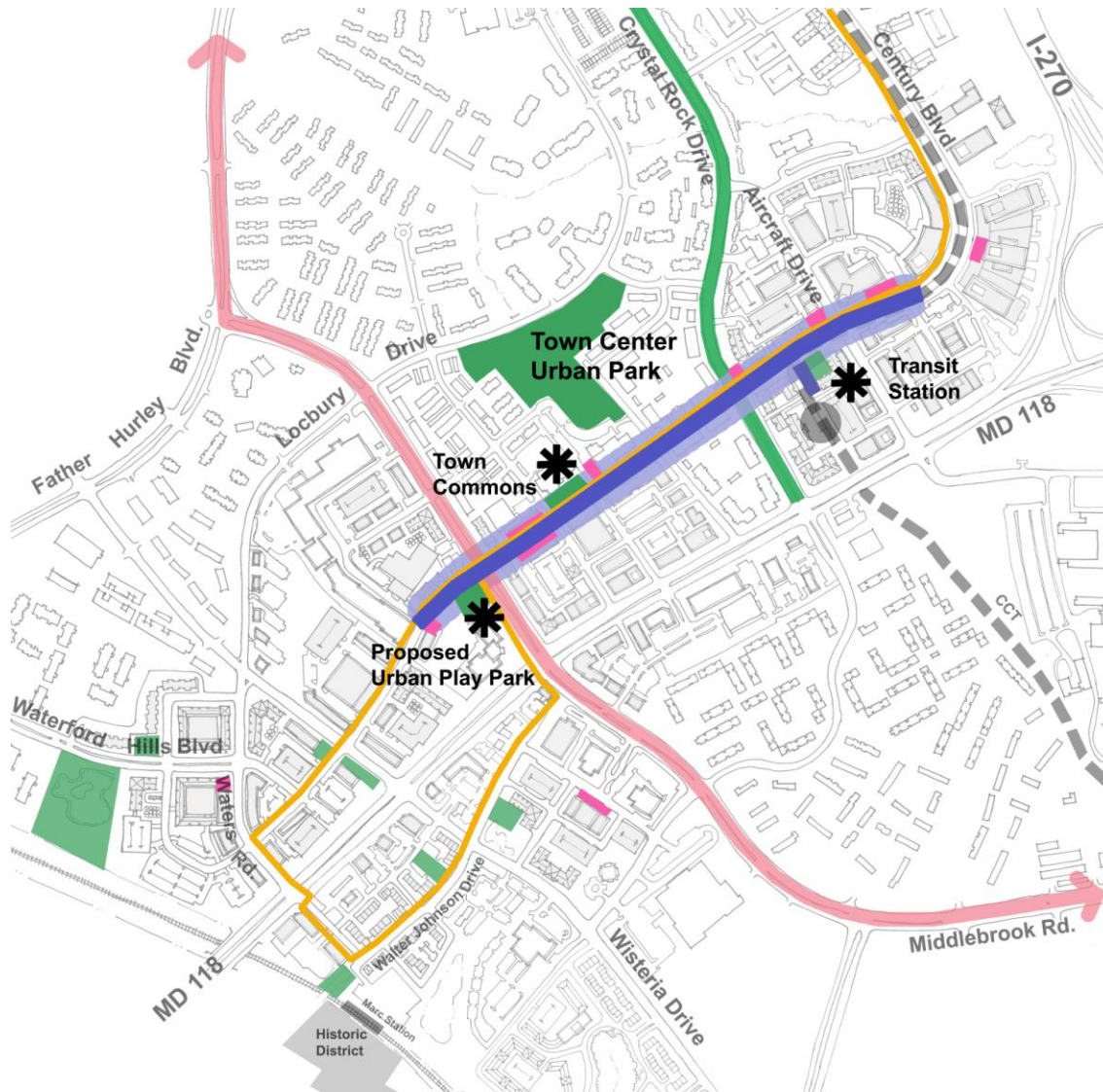
Town Center Street Character

Streets

- Boulevards**
 - MD 118
 - Middlebrook Road
 - Father Hurley
 - Great Seneca Highway
- Main Streets**
 - Century Boulevard
 - Wisteria Avenue
 - Waters Road
 - Walter Johnson Drive
 - Bowman Mill Road
 - Waterford Hills Boulevard
- Local Streets**
 - Pinnacle Street
 - New Streets in Districts
- Greenways**
 - Crystal Rock Drive



Town Center Parks, Open Spaces, and Connections



Open Spaces

The Town Center's open space network should achieve a variety of open spaces including urban parks, a civic green, plazas, a transit plaza, and Century Boulevard's promenade.

The public urban parks should provide needed play and social space. The promenade should create a linear urban space developed with wide sidewalks, extensive public seating with benches and moveable tables and chairs, and special pavement with artwork. The open spaces will support economic vitality, encourage social gathering, and meet recreational needs of residents and workers.

The transit sidewalk loop should be created connecting all open spaces and destinations to transit. It should be a minimum of eight feet wide and have special paving for identity.

Major Places

- Public Parks/Civic Greens
- Transit Plaza

Neighborhood Places

- Neighborhood Commons /Open Spaces
- Urban Plazas

Connections

- Promenade
- Greenway
- Bicycle Beltway
- Transit Sidewalk Loop

Town Center Building Lines

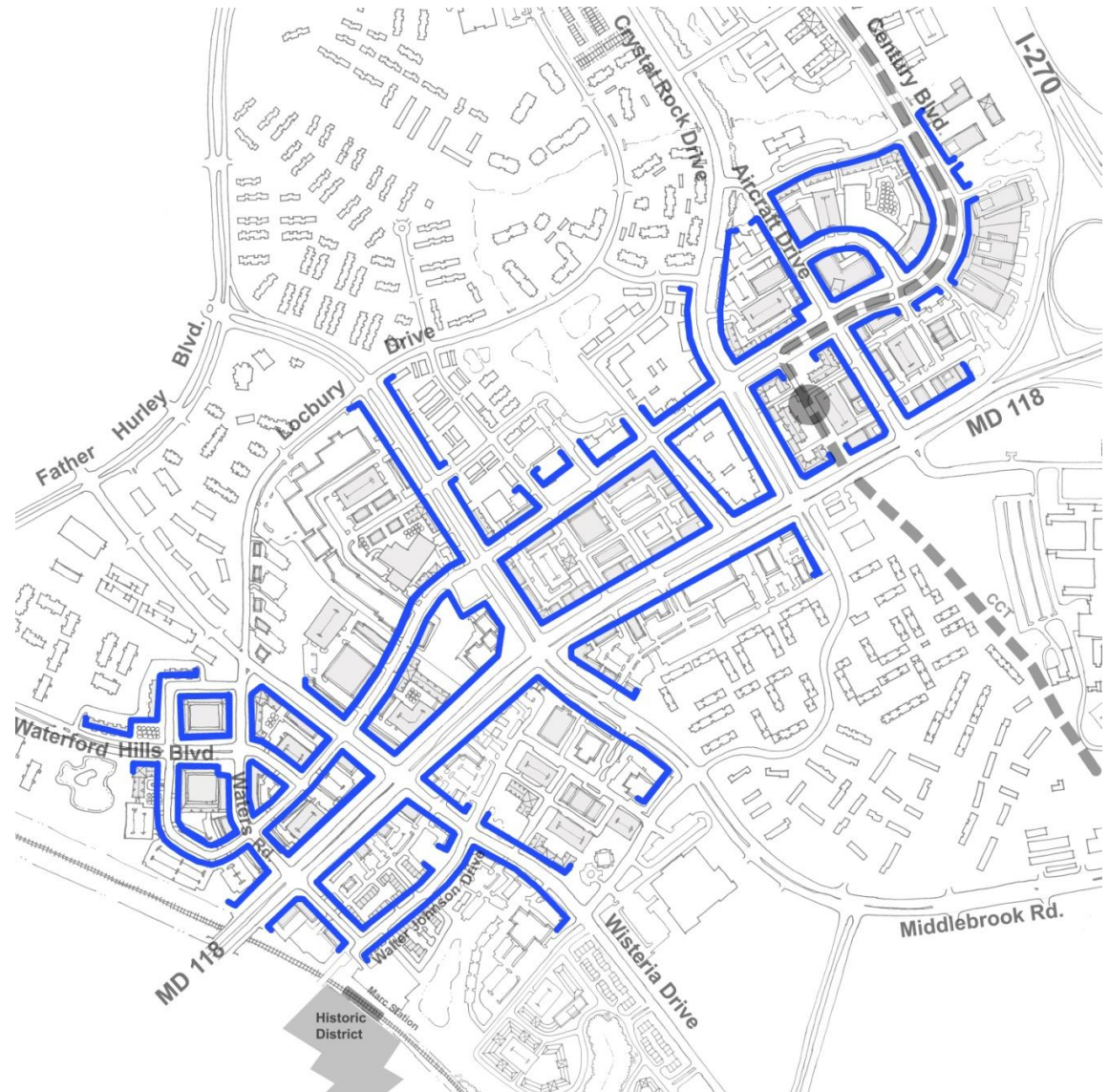
Building lines should be created along all streets to define the public realm. Deviation from the building line is allowed to create urban space, wide sidewalks for outdoor cafes, or accent building entrances.

As a general guide within urban settings, building setbacks should be as follows:

- Along major highways, set back buildings 30 to 35 feet from the curb.
- Along arterials and commercial business streets, setback buildings 20 – 25 feet from the curb.
- Along right of ways of less than 80 feet in width, set back buildings 15 – 20 feet from the curb.
- Streets with outdoor cafes along the public sidewalk, set back buildings 22 – 25 feet from the curb to ensure adequate pedestrian passage.
- Along I-270, set back buildings 200 feet from the existing right of way.(100 feet from the potential expansion)

For specific building setback information for each street, see the Street Standards and Guidelines Table.

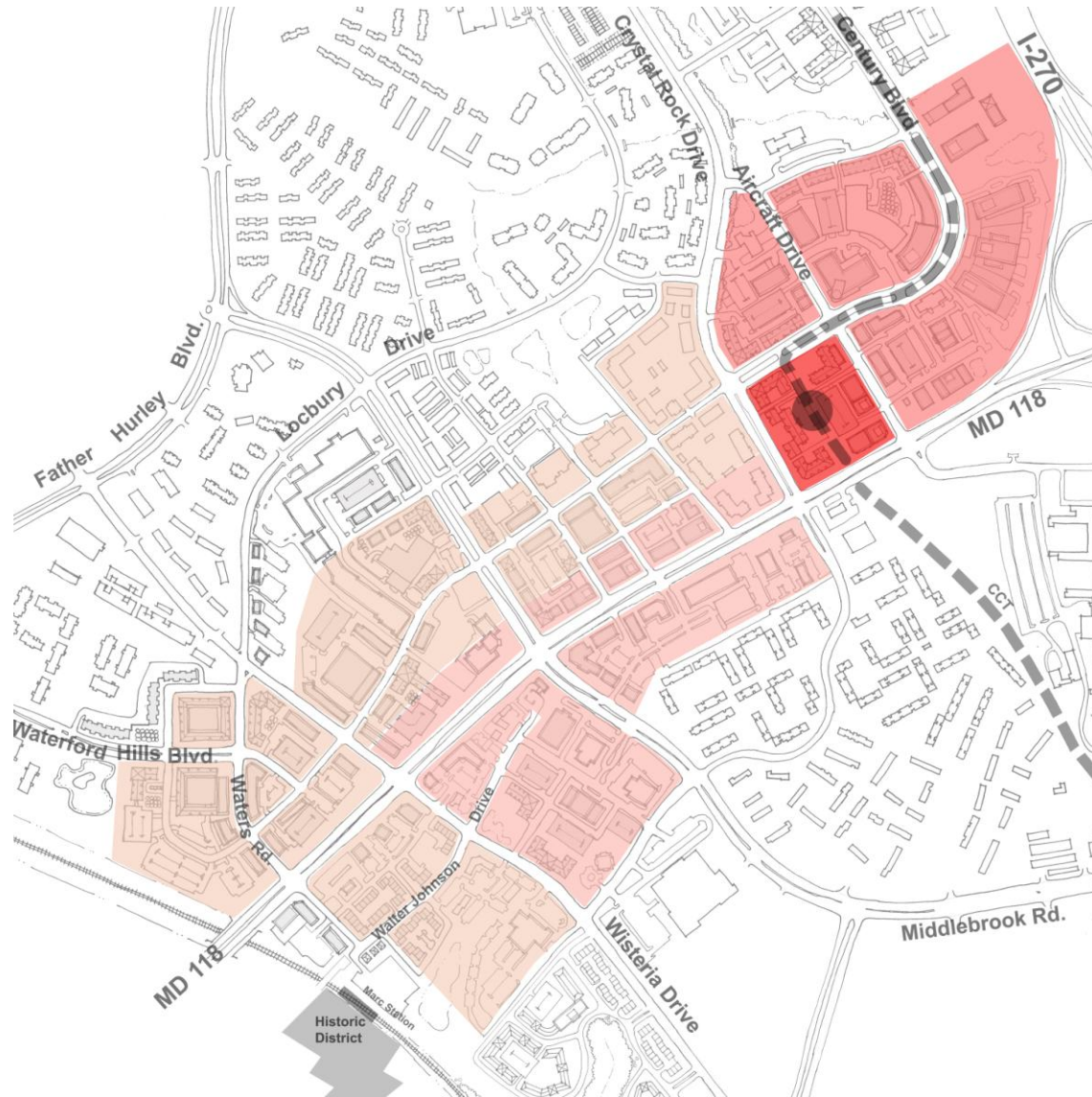
Town Center Building Lines



Building Lines

Building lines along streets

Town Center Building Heights



Building Heights

The Town Center should have the tallest buildings in Germantown, providing the main focus and center in the planning area. The adjacent building heights map illustrates the different zones of building heights that will create this sense of center. The tallest buildings are clustered around the transit station and along the I-270 Corridor.

At the edges of the district adjacent to existing residential areas, building heights are limited to 50 feet including a bonus density to achieve compatible transitions.

Building Heights

	200 FT (15 stories)
	143 FT (9 - 12 stories)
	100 FT (6 - 8 stories)
	60 FT (4 - 5 stories)
	40 FT (1 - 3 stories)

Retail Locations

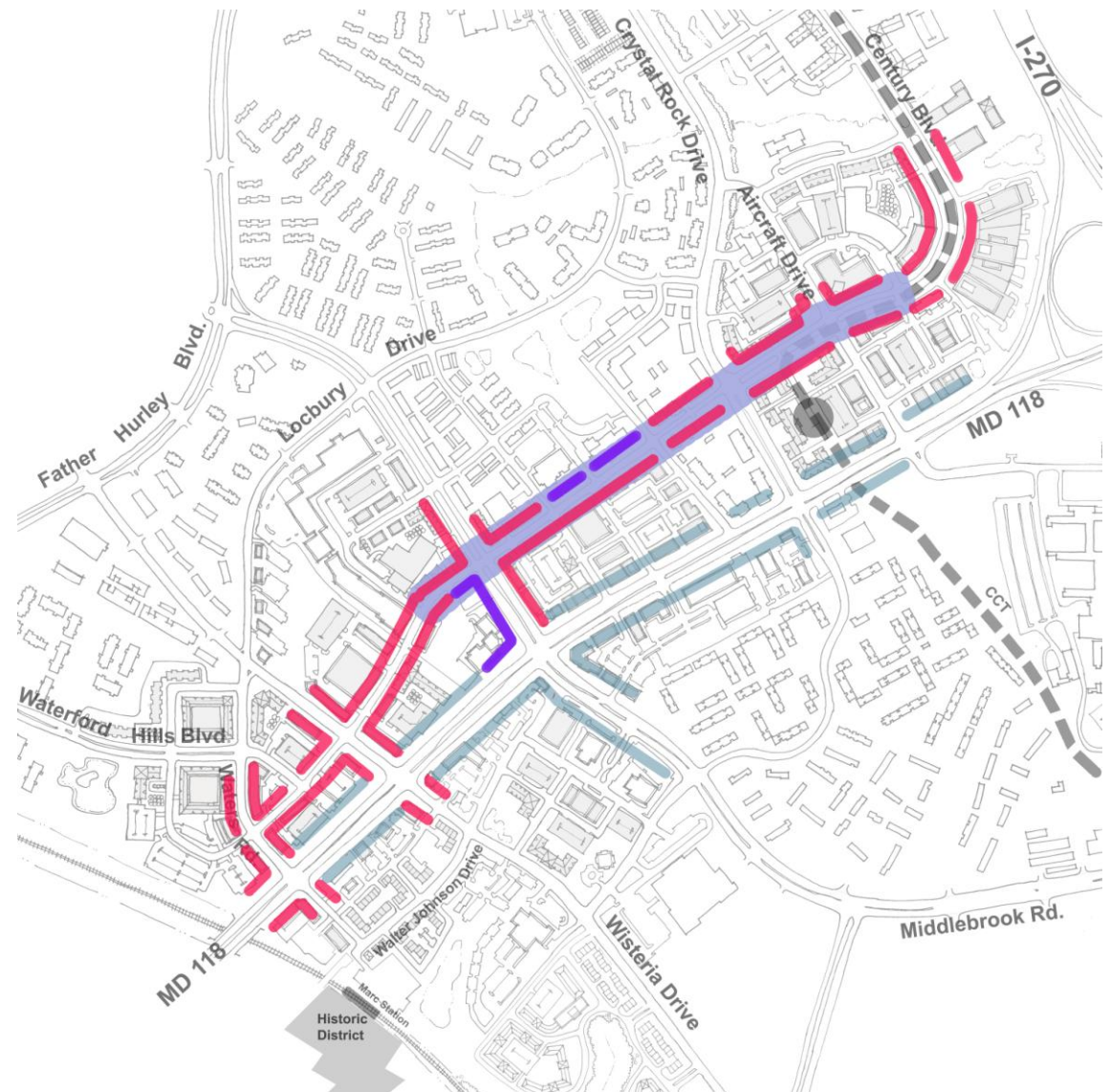
Retail, restaurants, and other activating uses should be concentrated along the Century Boulevard promenade to strengthen the existing pattern of retail and enliven the street. Permit on-street parking along streets designated for retail.

The adjacent Retail Location map shows primary retail locations throughout the district. MD 118 is not considered a primary retail street although office serving retail uses will be allowed.

Town Center Retail Locations

Retail and Mixed Used Commercial Streets

- Primarily Retail at ground floor
- Primarily Mixed Use Office Commercial
- Civic Uses
- Promenade



Gateway District

Extending from I-270 to the Town Center, the Gateway is a mix of industrial and commercial uses along I-270 and Middlebrook Road and existing residential neighborhoods. The district is named the Gateway because it leads one to the Town Center from I-270.

Along Great Seneca Highway, just outside the Sector Plan's boundary line, is the community's retail shopping center. Rolling Hills, a residential property adjacent to the CSX Rail line, is one of the few residential properties likely to redevelop. The design guidelines focus on this property and the commercial and industrial properties along I-270 and Middlebrook Road.

Block 1 - Rolling Hills Property

If redeveloped, locate single-family attached units along Wisteria Drive and multifamily units within the interior of the property. Provide over 50% of the units north of the existing stream valley in walking distance to the MARC transit station.

Block 2

Locate future expansions of Seneca High School in a manner that builds up multilevel buildings minimizing lost of play fields and open spaces. Renovations should be oriented to the front of the school along Crystal Rock Drive.

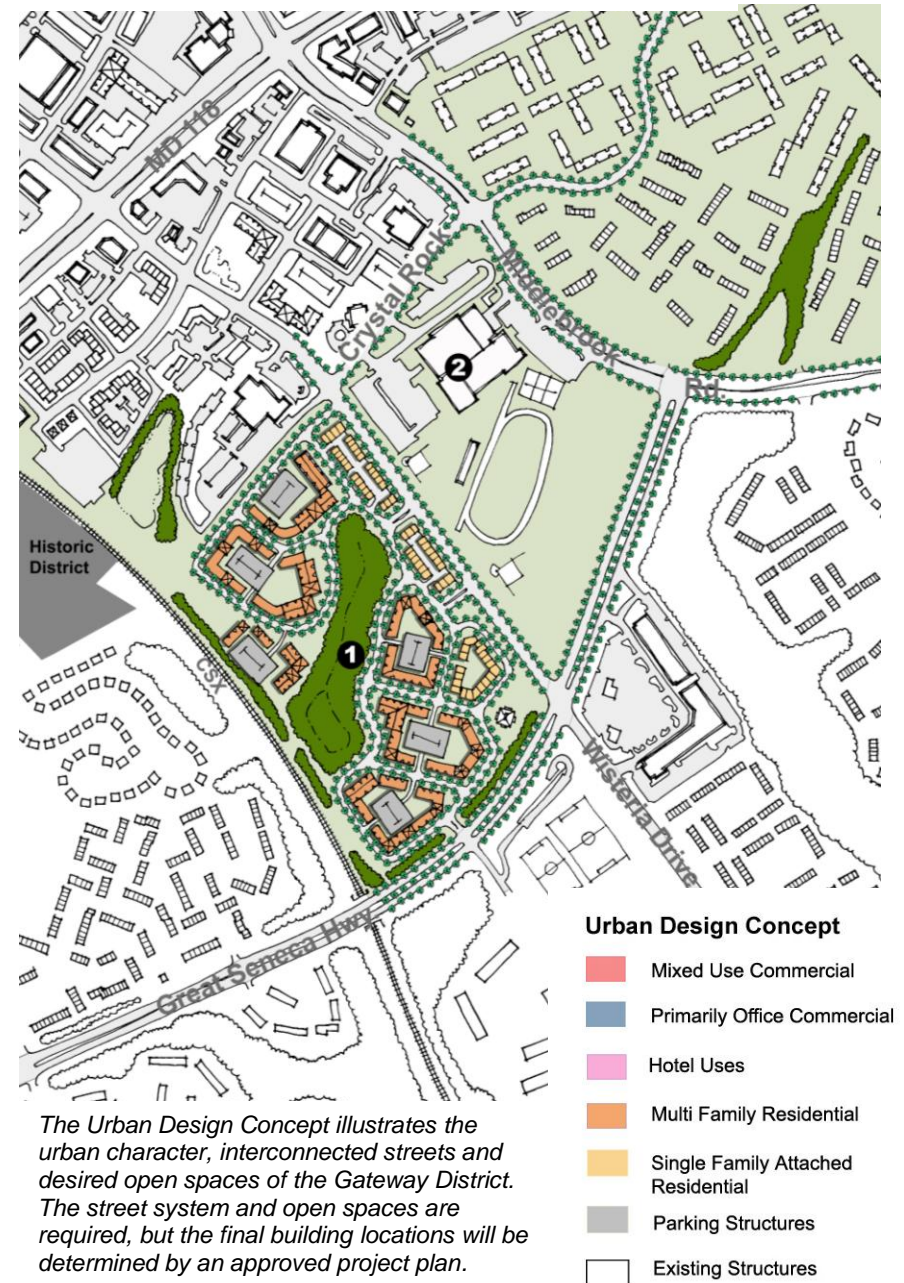
Commercial Properties along Middlebrook Road

Orient commercial and industrial redevelopment to front Middlebrook Road with rear service and parking areas.

Industrial Properties along I-270 (not shown in illustration)

Locate signature office, technology or bio medical buildings along the I-270 frontage and design with two-sided front facades to take advantage of I-270 visibility.

Gateway Urban Design Concept



Streets

Middlebrook Road and Great Seneca Highway are the two major roadways serving the district. Both Middlebrook Road and Great Seneca should be treated as Boulevards due to the width of the roadways and the importance of these roads as a gateway to the Town Center.

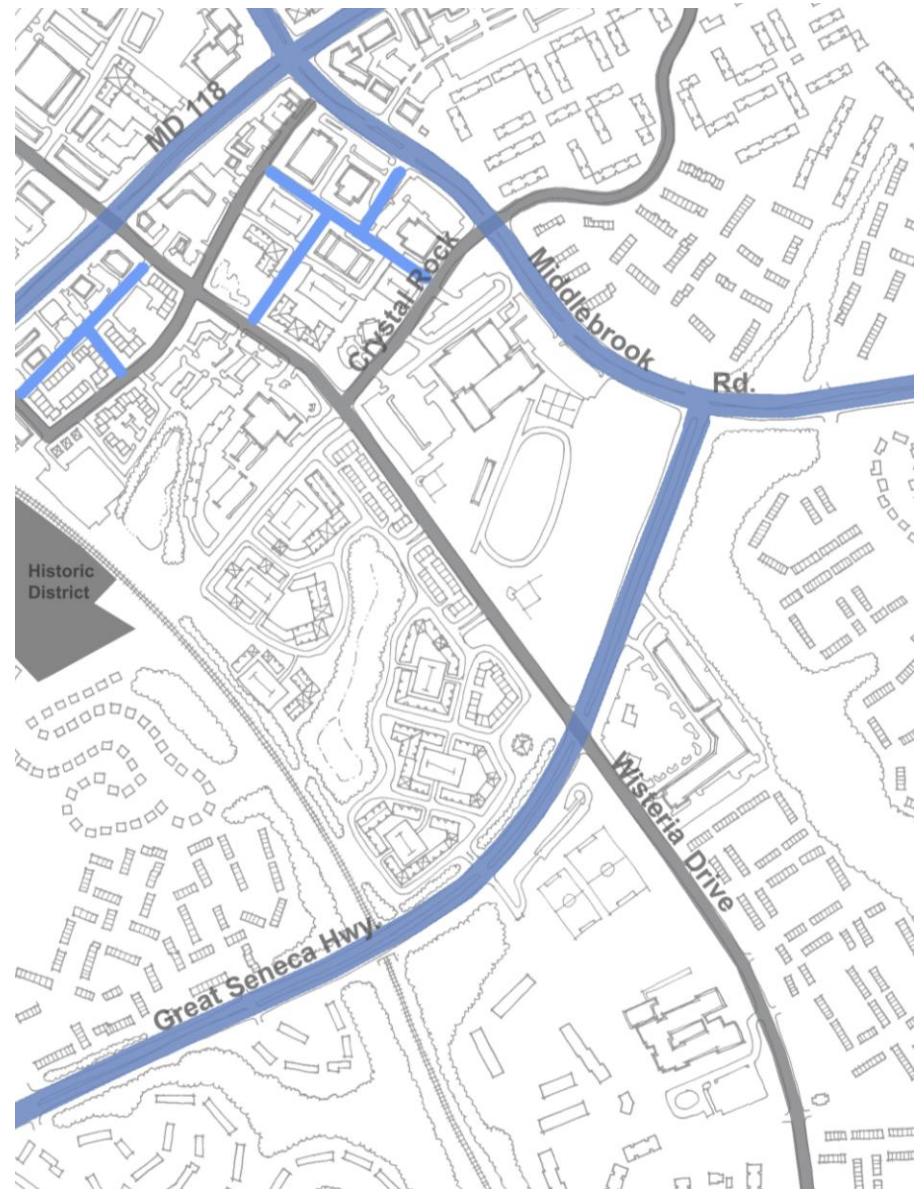
Wisteria Avenue and Crystal Rock Drive are Main Streets that distribute traffic and pedestrians to nearby destinations such as the high school, shopping center along Great Seneca Highway and the MARC station.

Local streets within the redeveloped Rolling Hills Property should be interconnected with several access points along Wisteria Avenue and one along Great Seneca Highway. The street layout for Rolling Hills should locate a loop street along the edge of the stream valley to provide access and views of the open space. The precise layout shown the illustrative is not required but should be determined during regulatory review.

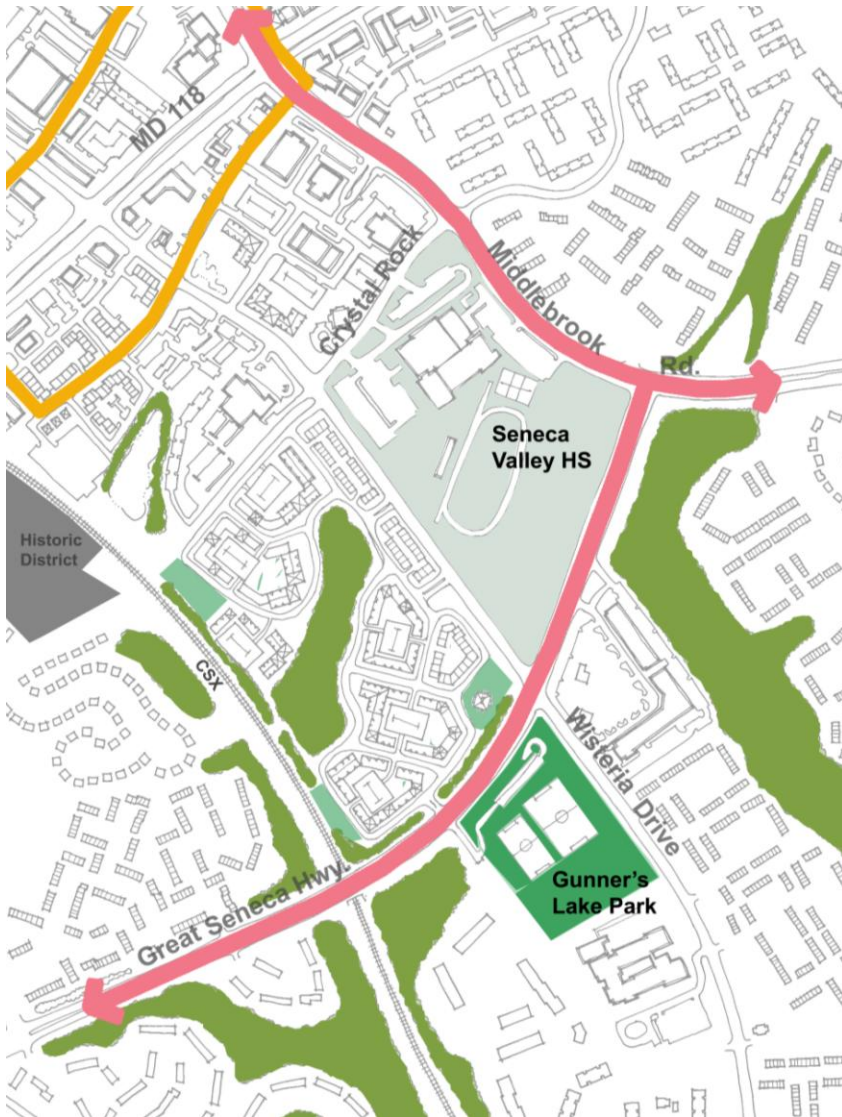
Streets

- Boulevards**
MD 118
Middlebrook Road
Great Seneca Highway
- Main Streets**
Wisteria Avenue
Waters Road
Walter Johnson Drive
Crystal Rock Drive
- Local Streets**
New Streets in Districts

Gateway Street Character



Gateway Open Space Concept



Open Spaces

The existing stream valleys, the high school play fields and the local park located just outside the planning boundary along Great Seneca Highway provide the district with a variety of open spaces. Along I-270, the existing open spaces are filled with trees creating a native landscape along the I-270 highway. The following guidelines apply:

- **Rolling Hills Property**
 - Preserve the existing, internal open spaces created by the stream valley buffer. Existing mature trees within the stream buffer, along the CSX rail line and along Great Seneca Highway should be preserved.
 - On site recreation facilities within the Rolling Hills Property should include children's multiage play areas, a swimming pool, a community center and a loop, paved pathway around the central open space with seating areas.
 - Provide a paved pedestrian walk to the MARC station.
- Preserve existing trees along the I-270 right-of-way (not illustrated) and screen parking structures. See I-270 Landscape Concept.
- Improve the street character of Middlebrook Road by planting a double row of street trees on both sides and replanting the south hillside with native trees.
- Improve the street character of Great Seneca Highway by planting an informal arrangement of native trees and shrubs.

Major Places

- Public Parks/Civic Greens

Neighborhood Places

- Neighborhood Commons /Open Spaces
- High School Open Spaces

Natural Areas

- Forest and Stream Valleys

Connections

- Bicycle Beltway
- Transit Sidewalk Loop

Building Lines

Existing building lines within the district are varied and setback considerably from the streets. Rolling Hill's buildings should setback 25 feet from the curb of Wisteria Drive and a minimum of 50 feet from the Great Seneca Highway's right-of-way. Along Middlebrook Road, buildings should setback a minimum of 30 feet from the right-of-way and locate parking and service areas behind the buildings. Building setbacks from I-270 should be 200 feet from the existing right-of-way and 100 feet if the right-of-way is expanded.


Heights

The Gateway District is a low rise area characterized by 1-3 story buildings. Along Middlebrook Road, achieve compatibility with the surrounding residential communities with a building height limit of 65 feet (5 stories). On Rolling Hills allow to 80 feet (8 residential stories) within the interior of the property to locate density close to the MARC station. Along I-270, allow 100 feet (8 stories) along the frontage of I-270 to accommodate signature office and technology development.

Retail

The existing shopping center along Great Seneca Highway should remain the retail focus for the district. A very limited amount is permitted on the Rolling Hills Property along Wisteria Drive near the Town Center.

Building Lines

 Building lines along streets

Building Heights

 90 FT (6 - 8 stories)

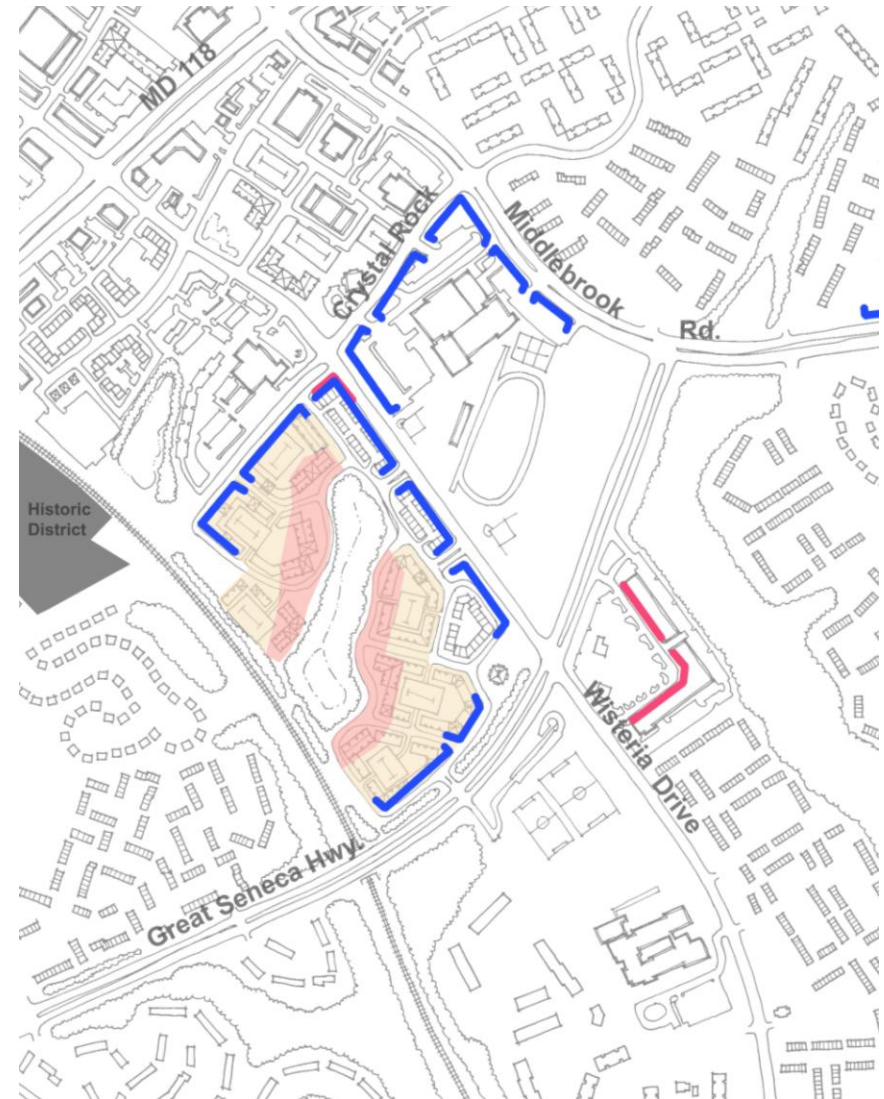
 60 FT (4 - 5 stories)

 40 FT (1 - 3 stories)

Retail

 Retail Locations

Gateway Building Lines, Heights, Retail



Cloverleaf District

Cloverleaf is a mixed-use, transit-served neighborhood of predominately employment and technology uses. This neighborhood will have housing and some limited amount of retail near the transit station. The highest density and tallest buildings will be clustered around the transit station. The neighborhood's main assets are the future transit station, a linear recreational open space along Crystal Rock Drive, and excellent visibility from I-270.



View of Cloverleaf's transit center looking north along Century Boulevard.

Block 1

Redevelop along Century Boulevard with mixed uses. Establish a route for the Phase II transitway in the medians of Century Boulevard and in a new local street.

Block 2

Redevelop along Century Boulevard with mixed uses and establish a new local street that connects to Crystal Rock Drive. Provide extensive native landscape plantings along adjacent stream valley open space.

Block 3

Locate office buildings along I-270 with mixed-use residential buildings within the block and along Century Boulevard. Create a network of local streets and short blocks. Provide a range of housing types. Locate a neighborhood green here if not provided on Blocks 5 or 8.

Block 4

Redevelop and locate mixed-use development along Century Boulevard. Locate the tallest mixed-use building close to the transit station at the corner of Cloverleaf Center Drive and Century Boulevard. Extend a new local street through the block.

Block 5

Cluster density adjacent to the transit station. Locate office buildings along I-270 with mixed-use residential buildings within the block and along Century Boulevard. Create a network of local streets and short blocks. Provide a range of housing types. Locate a neighborhood green here if not provided on Blocks 3 or 8.

Block 6

Redevelop and cluster density adjacent to the transit station along Century Boulevard and Cloverleaf Center Drive.

Block 7

Redevelop with mixed uses oriented toward Century Boulevard. Provide several new local streets connecting Crystal Rock Drive to Century Boulevard.

Block 8

Existing office buildings are anticipated to remain. Locate new housing along Century Boulevard. Locate a neighborhood green along Century Boulevard if not provided on Blocks 3 or 5.

The Urban Design Concept illustrates the urban character, interconnected streets and desired open spaces of the Cloverleaf District. The street system is required but the final building locations and open spaces will be determined by an approved project plan.

Cloverleaf Urban Design Concept

Urban Design Concept

- Mixed Use Commercial
- Primarily Office Commercial
- Hotel Uses
- Multi Family Residential
- Single Family Attached Residential
- Parking Structures
- Existing Structures



Cloverleaf Street Character



Streets

The Century Boulevard Transitway and Cloverleaf Center Drive form the district's two main streets where significant development will occur. An expanded network of local streets is designed to improve circulation and access to transit.

Streetscape improvements are required along all streets and should include closely spaced street trees. The transitway should be designed as an integral element of the Century Boulevard with a tree planted median and easy pedestrian access to the center platforms.

Streets

- Boulevards**
Father Hurley Boulevard
- Main Streets**
Century Boulevard
Dorsey Mill Drive
- Local Streets**
New Streets in Districts
Kinster Drive
- Greenways**
Crystal Rock Drive

Open Space

Cloverleaf's open space system includes the existing open space along I-270, a series of stormwater ponds along Crystal Rock Drive, a variety of plazas and gathering places along Century Boulevard, and a transit station plaza. The existing open spaces along I-270 and Crystal Rock Drive frame and define the buildable area within the district.

The following guidelines apply to all properties.

- Provide a green, landscaped character along I-270, and screen parking structures. See I-270 Landscape Treatment.
- Develop the Crystal Rock Greenway as a linear recreation area with a winding eight-foot wide path, groves of trees, and recreational facilities. Facilities may be provided by private development or through a Capital Improvement Project.
- Improve the existing, private stormwater open spaces with natural, informal landscape using native species.
- Locate public use spaces such as urban plazas and a neighborhood green primarily along Century Boulevard where retail uses will activate the spaces. The neighborhood green may be located anywhere along Century Boulevard where it serves adjacent residential development and provides good visibility. Public use spaces will be determined through regulatory review.

Major Places


 Transit Plaza


Neighborhood Places

 Neighborhood Greens / Open Spaces

 Urban Plazas

Major Open Spaces

 I-270 Landscape Open Space

 Crystal Rock Drive Stormwater Open Space

Connections

 Greenway

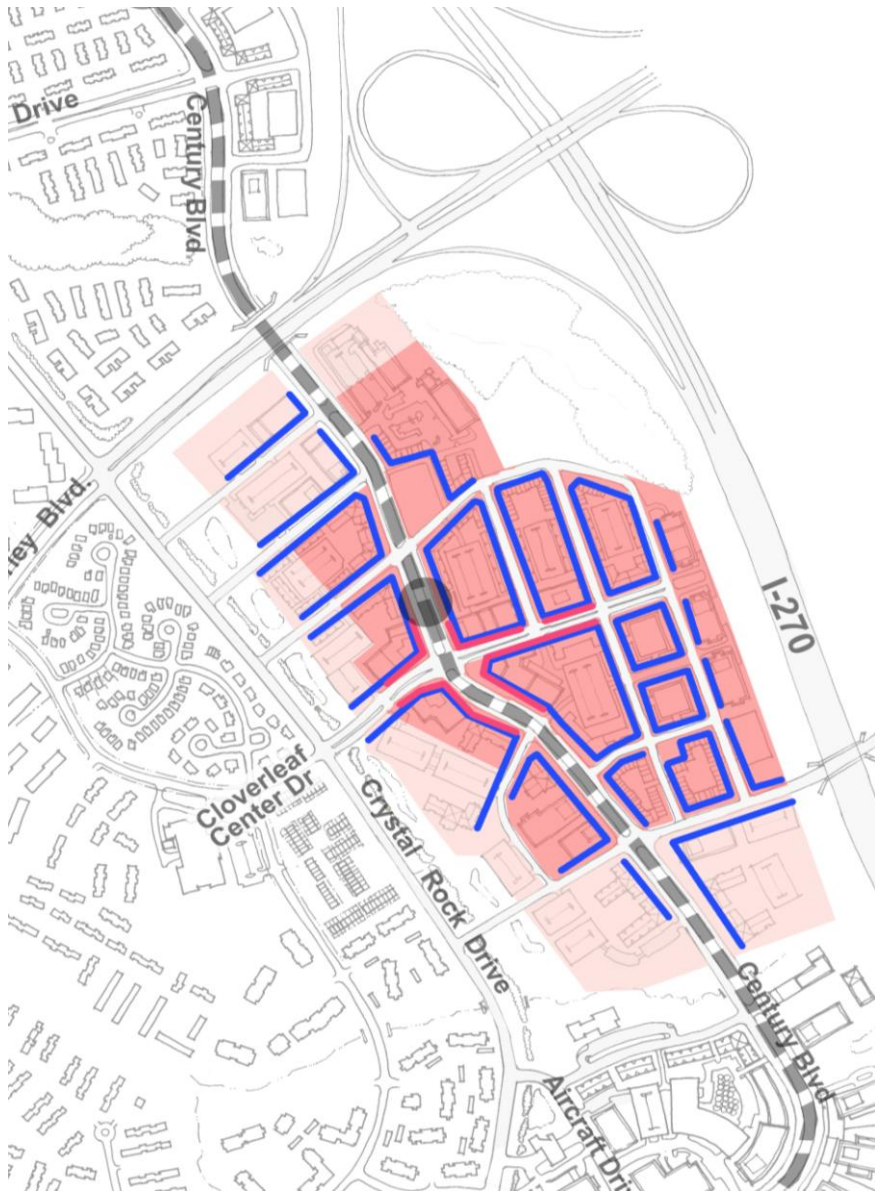
 Bicycle Beltway

 Transit Sidewalk Loop

Cloverleaf Open Space



Cloverleaf Building Lines, Heights, Retail



Building Lines

Building lines should define the street network and help establish Century Boulevard Transitway and Cloverleaf Center Drive as Main Streets. Deviation from the building line is allowed to create urban space, wide sidewalks for outdoor cafes, and to accent building entrances. Building setbacks from I-270 should be 200 feet from the existing right of way (100 feet from the potential expanded right-of-way). For building setbacks along specific streets, see the Street Standards and Guidelines Table.

Heights

Building heights should create a focus with the tallest buildings located at the transit station. The following guidelines apply to all properties:

- Allow eight to ten stories along the frontage of I-270 with the dominate height for eight stories to be determined by project plan approval.
- Achieve variation in building heights throughout the district to create a visually interesting skyline.
- Step down buildings to five to six stories along the Crystal Rock stormwater open space to ensure a compatible transition to nearby residential areas.

Retail

Locate retail along Cloverleaf Center Drive and Century Boulevard near to the transit station.

Building Lines

- Building lines along streets

Building Heights

- 143 FT (9 - 12 stories)
- 100 FT (6 - 8 stories)

Retail

- Retail Locations

North End District – West Side

The North End straddles I-270 and is bordered by Germantown's greenbelt park. The district's two transit stations on either side of I-270 create an opportunity to cluster mixed use development near each station. On the West Side, the Sector Plan envisions a mix of signature office along I-270 and housing. Black Hill Regional Park is an important asset for this neighborhood offering recreation and scenic views.

Block 1

Locate office and technology development adjacent to the I-270 Interchange. Place residential development adjacent to Kinster Drive. Screen parking from I-270 and place garages in mid block locations.

Block 2

Locate commercial mixed-use and hotel uses adjacent to the transit station. Cluster highest density and tallest buildings at the corner of Dorsey Mill Road and the transitway. Provide public transit parking near the station.

Block 3

Provide office, technology and hotel uses along the I-270 frontage. Locate mixed-use commercial space along Century Boulevard to create a retail street just north of the transit station. Screen parking.

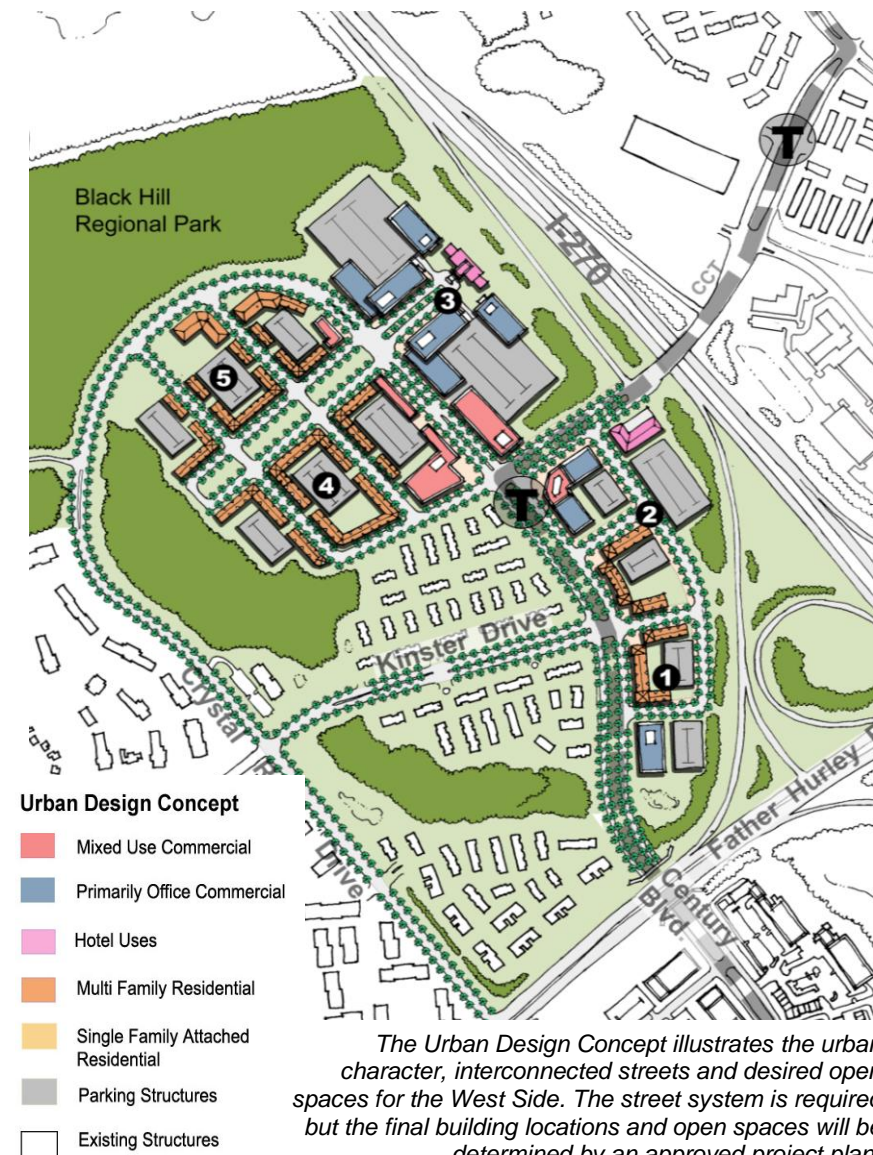
Block 4

Develop predominately with low-rise, residential buildings and retail along Century Boulevard. Place parking in mid block locations.

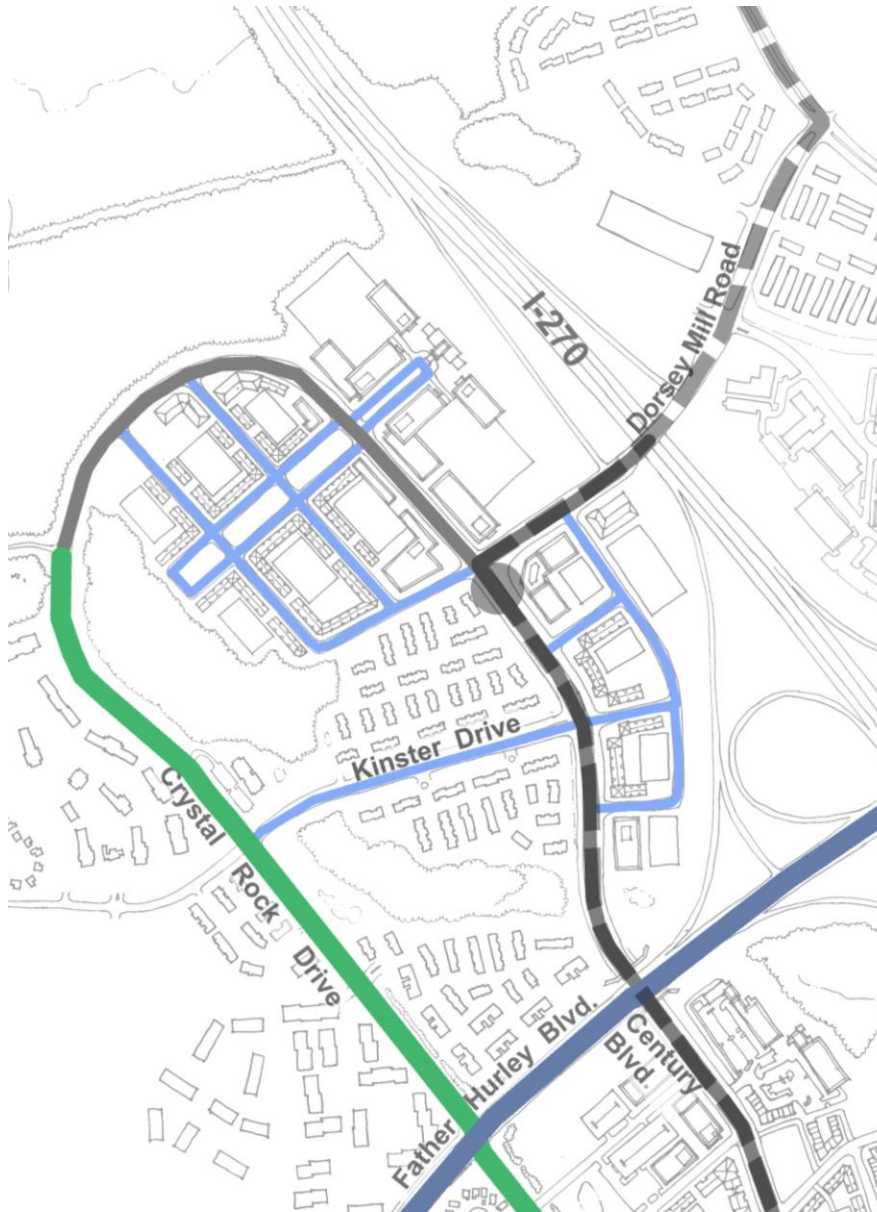
Block 5

Develop low and highrise residential buildings to take advantage of proximity to the park. Place parking in mid block locations.

West Side Urban Design Concept



West Side Street Character



Streets

Century Boulevard is the main street in the West Side neighborhood. It runs north with the transitway and then curves west along the park connecting to Crystal Rock Drive. Near the transit station, Century Boulevard will be lined with mixed-use commercial and residential buildings. The new local street network creates a series of walkable blocks designed to improve circulation and access to transit. Final street locations will be determined by project plan approval.

The Crystal Rock Greenway provides an important connection to Back Hill Regional Park's trail system. An 8 foot wide pathway should be located on the east side crossing over to the park at its entrance road.

Streetscape improvements are required along all streets and should provide closely spaced street trees. The West Side Character map and the Street Standards and Guidelines Table provide detailed requirements for the district's street system.

Streets

- Boulevards**
Father Hurley Boulevard
- Main Streets**
Century Boulevard
Dorsey Mill Drive
- Local Streets**
New Streets in Districts
Kinster Drive
- Greenways**
Crystal Rock Drive

Open Space

The West Side is bordered by significant open spaces: Black Hill Regional Park to the north, the existing stream valley to the west, and the landscaped areas of I-270 to the east. These major open spaces must be preserved. Private development should provide a series of plazas and gathering places along Century Boulevard, a transit station plaza, and a neighborhood green for public use. The final location of open spaces will be determined by project plan approval. The following guidance applies to all properties.

- Provide the I-270 landscape treatment along the highway and screen parking structures.
- Contribute to the development of the Crystal Rock Greenway.
- Landscape the existing stormwater management ponds to recreate a natural, informal landscape using native species.
- Locate public use spaces, such as urban plazas, primarily along Century Boulevard where adjacent retail uses will activate the spaces. The neighborhood green defined by streets should be located close to residential development.
- Preserve existing forest adjacent to Black Hill Regional Park as required by the Sector Plan.
- Provide the transit sidewalk loop with special paving.

Major Places

- Transit Plaza

Major Open Spaces

- I-270 Landscape Open Space
- Stream Valley Open Space
- Black Hill Regional Park

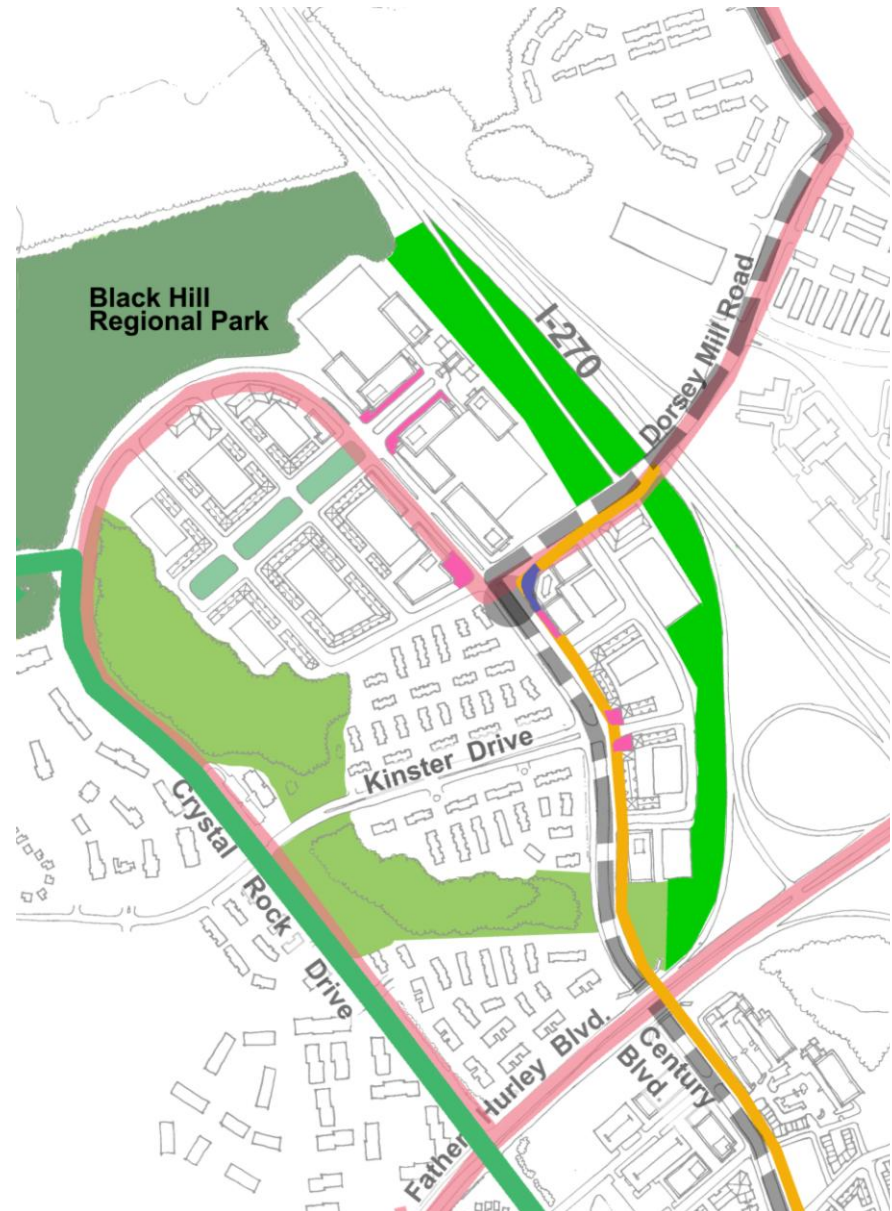
Neighborhood Places

- Neighborhood Commons/Open Spaces
- Urban Plazas

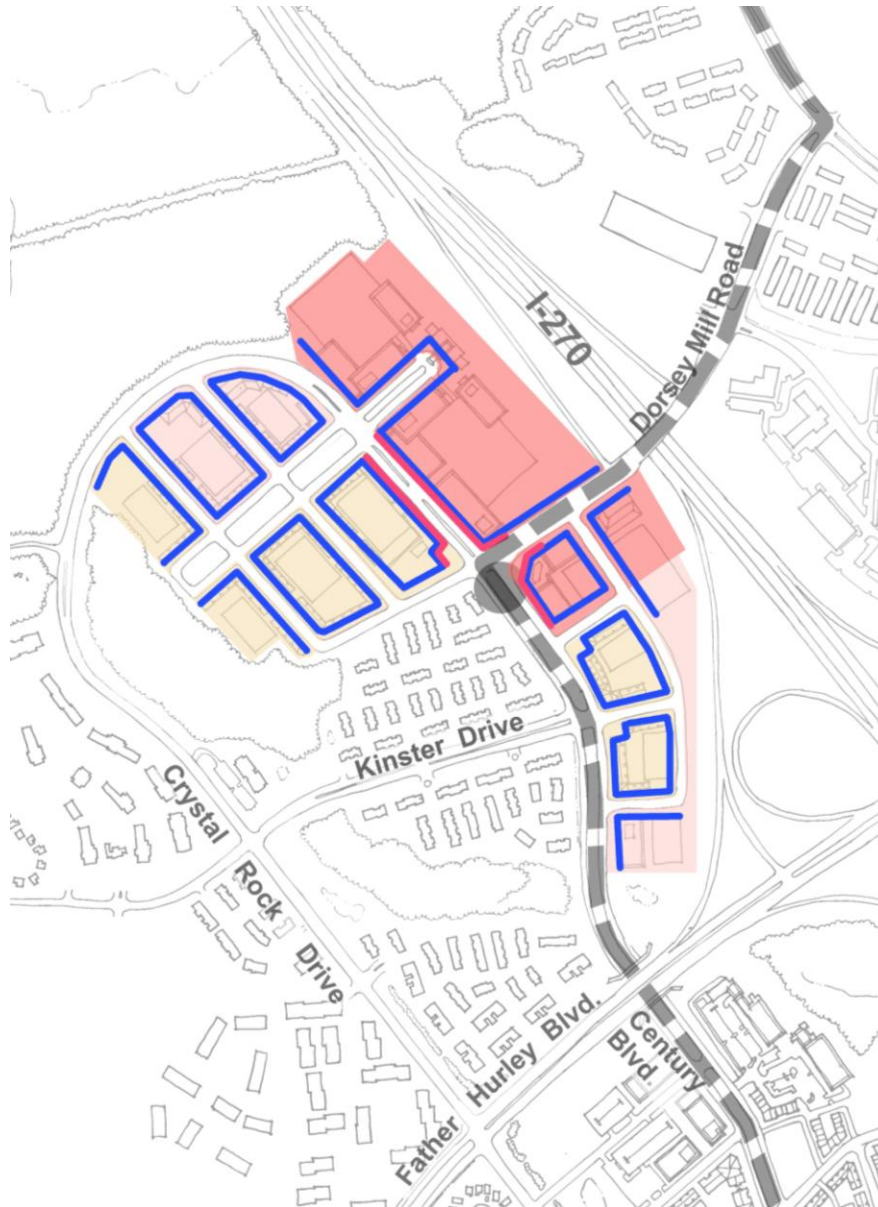
Connections

- Greenway
- Bicycle Beltway
- Transit Sidewalk Loop

North End Open Space Concept



West Side Building Lines, Heights, Retail



Building Lines

Buildings should front the Century Boulevard Transitway, Dorsey Mill Road, and all local streets. Deviations from the building line are allowed to create urban open space, accommodate sidewalk cafes, and accent building entrances. Along I-270, building facades should be designed to take advantage of the significant I-270 view. Set buildings along I-270 back 200 feet from the existing right of way (100 feet from the potential expanded right-of-way). Final location of buildings will be determined by project plan approval.

Heights

Building heights should create a focus with the tallest buildings located at the transit station. The following guidelines apply to all properties:

- Allow eight to ten stories along the frontage of I-270 with the dominate building height to be eight stories determined by project plan approval.
- Achieve variation in building heights throughout the district to create a visually interesting skyline.
- Allow up to ten stories at the transit station.
- Step down buildings to four stories along Century Boulevard adjacent to Kinster Drive to ensure a compatible transition to nearby residential areas.

Retail

Locate retail close to the transit station along Century Boulevard.

Building Lines

- Building lines along streets

Building Heights

- 125 FT (9- 10 stories)
- 100 FT (6 - 8 stories)
- 60 FT (4 - 5 stories)

Retail

- Retail Locations

North End District – Milestone North

Milestone North on the east side of I-270 is envisioned as predominately an employment area with some residential uses. Its proximity to the Dorsey Mill Road transit station offers an opportunity to create a mixed-use center that enjoys I-270 visibility.

Block 1

Locate signature office, technology or biomedical buildings along I-270 designed with two-sided front facades to take advantage of I-270 visibility. Parking should be located in garages and screened from I-270. Maintain the existing neighborhood green and orient new urban open space along Milestone Drive.

Block 2

Locate residential development along the eastside of Milestone Drive adjacent to the transitway. Provide transitional building heights adjacent to existing multifamily residences. Screen residential views of transitway.

Block 3

Locate mixed use commercial and hotel uses near to the transit station. Parking garages should be screened from I-270 views. Public parking for the Corridor Cities Transitway should be located on the west side.

Urban Design Concept

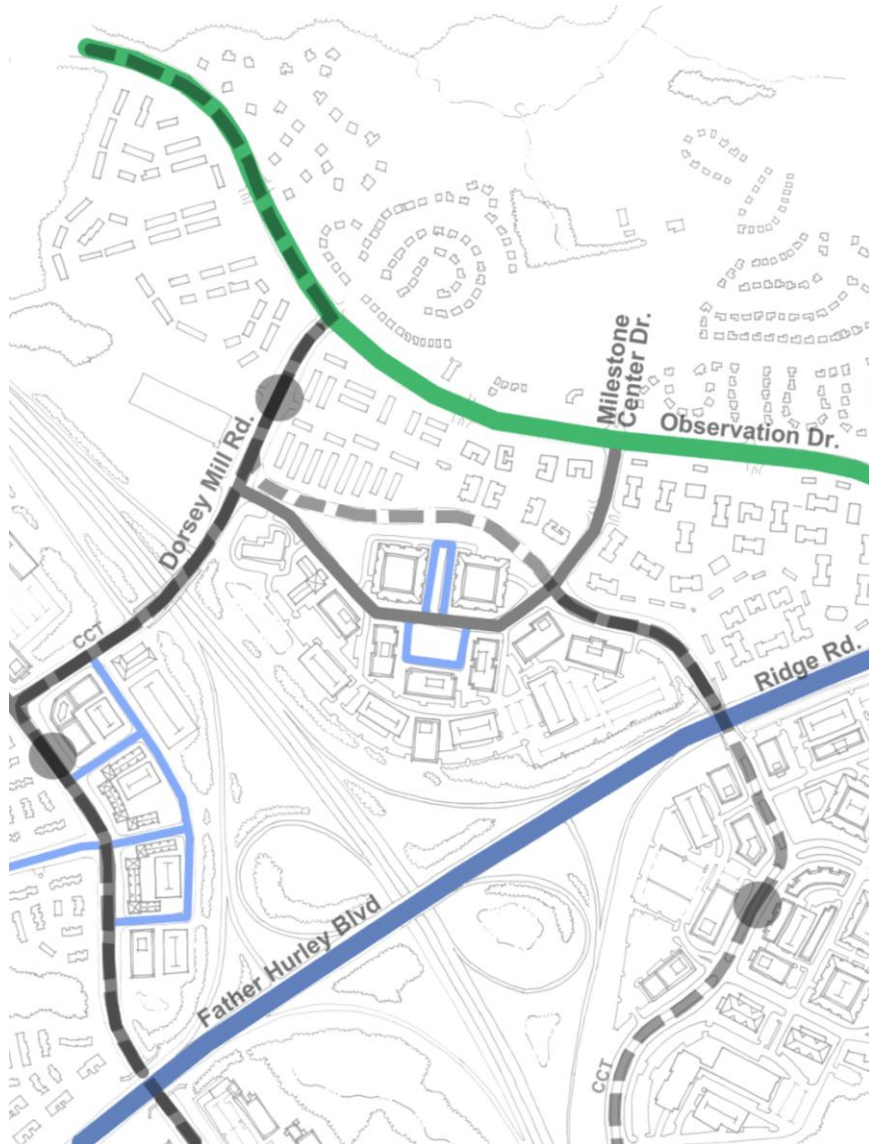
- Mixed Use Commercial
- Primarily Office Commercial
- Hotel Uses
- Multi Family Residential
- Single Family Attached Residential
- Parking Structures
- Existing Structures

Milestone Urban Design Concept



The Urban Design Concept illustrates the urban character, interconnected streets and desired open spaces for Milestone North. The street system is required but the final building locations and open spaces will be determined by an approved project plan.

Milestone North Street Character



Streets

Milestone Drive is the main street that serves Milestone North. Improved street connectivity will be achieved with the extension of Dorsey Mill Road over I-270 and a new street connection bridging over Father Hurley Boulevard and providing access to the south.

The west and eastern alignments of the transitway converge at the Dorsey Mill Transit Station. The station is located north of development along Milestone Drive and will require attention to pedestrian access to the station. Local streets are limited to residential area and the existing private street defining the green. An internal street with sidewalks connecting all the parking areas to development and open spaces should be provided.

Streetscape improvements are required along all streets and should provide closely spaced street trees. See the Street Standards and Guidelines Table provide detailed requirements.

Streets

- Boulevards**
Father Hurley Boulevard
- Main Streets**
Milestone Center Drive
- Local Streets**
- Greenways**
Observation Drive

Open Space

Milestone North enjoys an existing neighborhood commons located along Milestone Drive. New plazas, gathering places and a transit plaza adjacent to the transit station are required by new development. The final location of open spaces will be determined by project plan approval. The following guidance applies to all properties.

- Provide I-270 landscape treatment along the highway and screen all parking and parking structures.
- Contribute to the development of the transit station plaza.
- Locate public use spaces primarily along Milestone Drive where adjacent retail uses will activate the spaces.
- Provide the transit sidewalk loop with special paving. Location shown on the area wide Open Space Concept.
- Outdoor residential recreation space should be located close to residential development and within the linear open space defined by the local street network.

Major Places

Transit Plaza

Major Open Spaces

I-270 Landscape Open Space

Streak Valley Open Space

Black Hill Regional Park

Neighborhood Places

Neighborhood Commons / Open Spaces

Urban Plazas

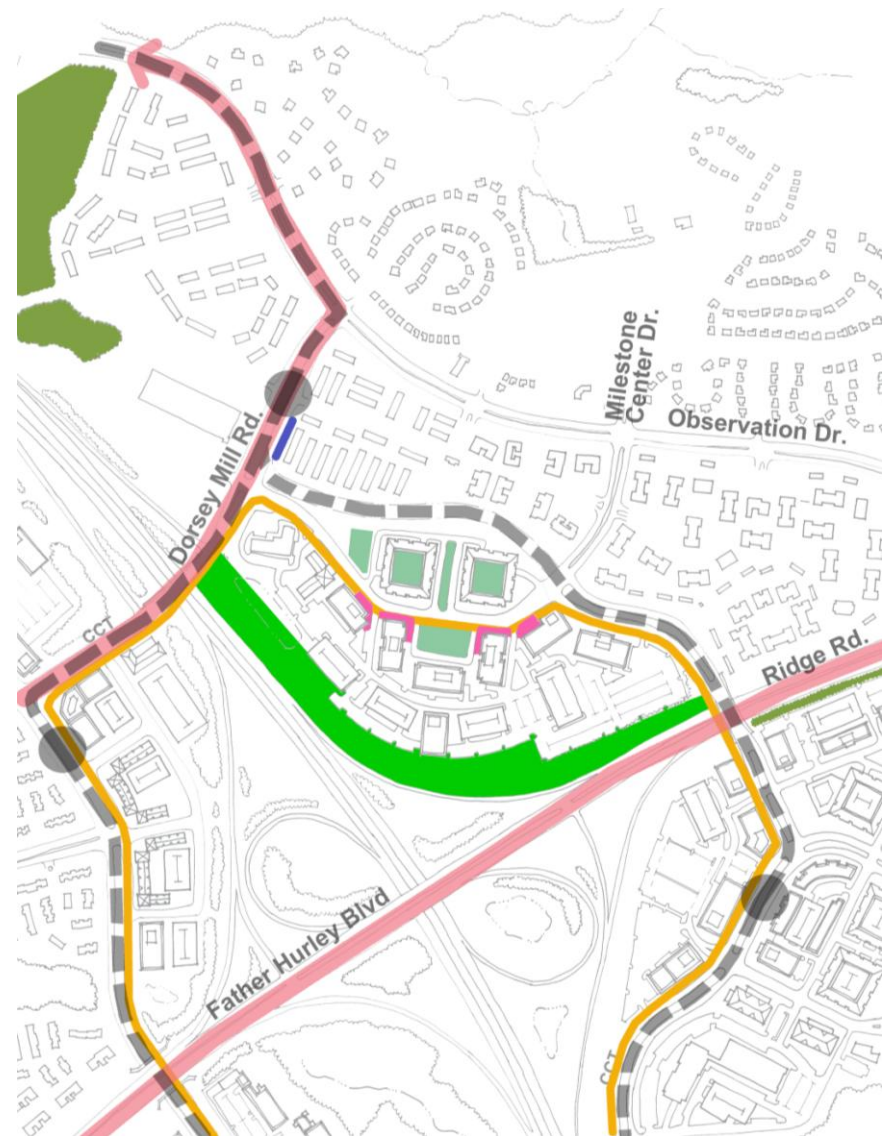
Connections

Greenway

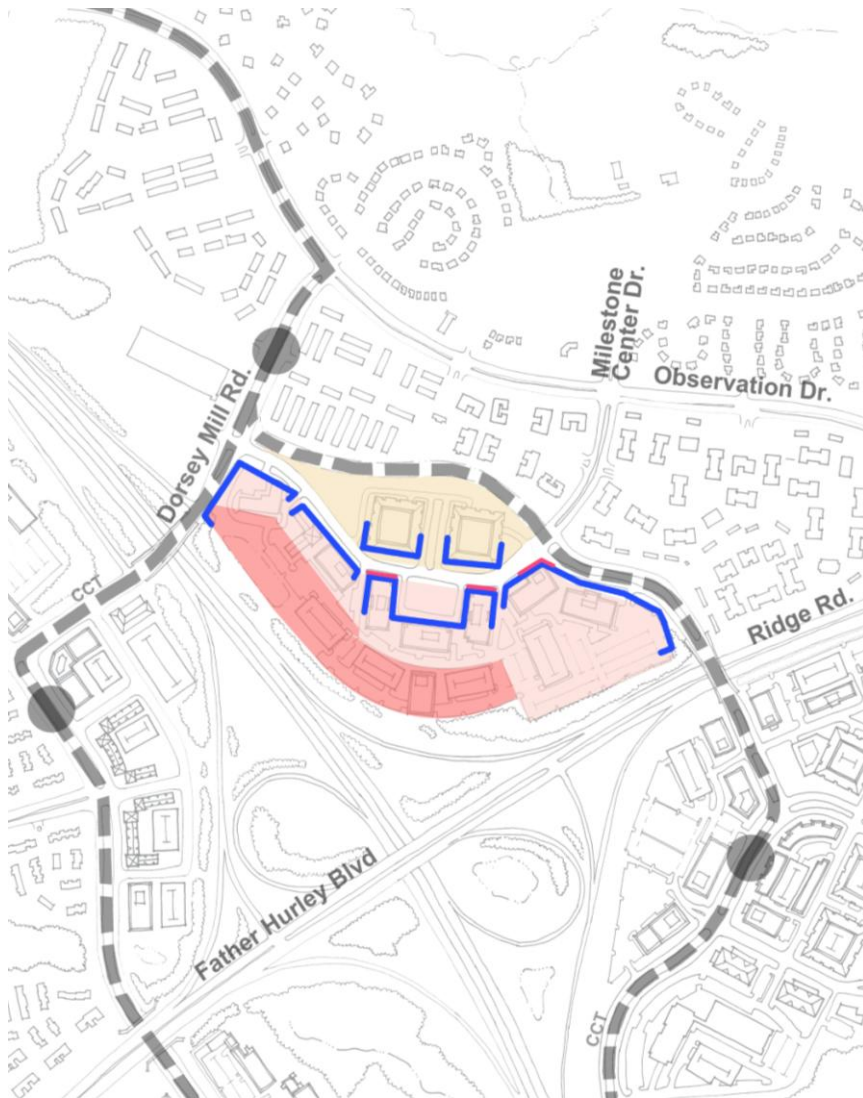
Bicycle Beltway

Transit Sidewalk Loop

Milestone North Open Space Concept



Milestone North Building Lines, Heights, Retail



Building Lines

Buildings should front Milestone Drive. Buildings along I-270 building should have two-side front facades to take advantage of the significant I-270 views. Building setbacks along I-270 should be 200 feet from existing right-of-way (100 feet from potential expanded right-of-way) On other streets buildings should be a minimum of 25 feet from curb. Final location of buildings will be determined by project plan approval.

Heights

Building heights should create a focus with the tallest buildings located along Milestone Drive near the I-270 Interchange. The following guidelines apply to all properties:

- Allow eight to ten stories along the frontage of I-270 with the dominate building height to be eight stories determined by project plan approval.
- Achieve variation in building heights throughout the district to create a visually interesting skyline.
- Step down buildings to four stories adjacent to existing residential areas to the east in order to ensure a compatible transition.

Retail

Allow a limited amount of retail uses to support commercial and residential development. Locate along Milestone Drive adjacent to the existing neighborhood green.

Building Lines

- Building lines along streets

Building Heights

- 125 FT (9- 10 stories)
- 100 FT (6 - 8 stories)
- 60 FT (4 - 5 stories)

Retail

- Retail Locations

Seneca Meadows

Seneca Meadows is a large district with an existing industrial park in the southern end and a mixed use employment area planned for the north end. If a large, single use retail project is proposed, it must achieve a street-oriented pattern and be integrated into a mixed use development. The district benefits from extensive I-270 visibility, a stream valley open space and a future transit station.

Block 1

Locate signature office, technology and medical development adjacent to the I-270 and design two-sided front facades to take advantage of I-270 views. Garages should not front Seneca Meadows Parkway and should be screened from I-270. Preserve existing open spaces and stream valley areas.

Block 2

Locate residential development between Seneca Meadows Parkway and Observation Drive. Locate mixed use commercial and hotel uses along Seneca Meadows Parkway and near the transitway. Parking should be located mid block.

Block 3

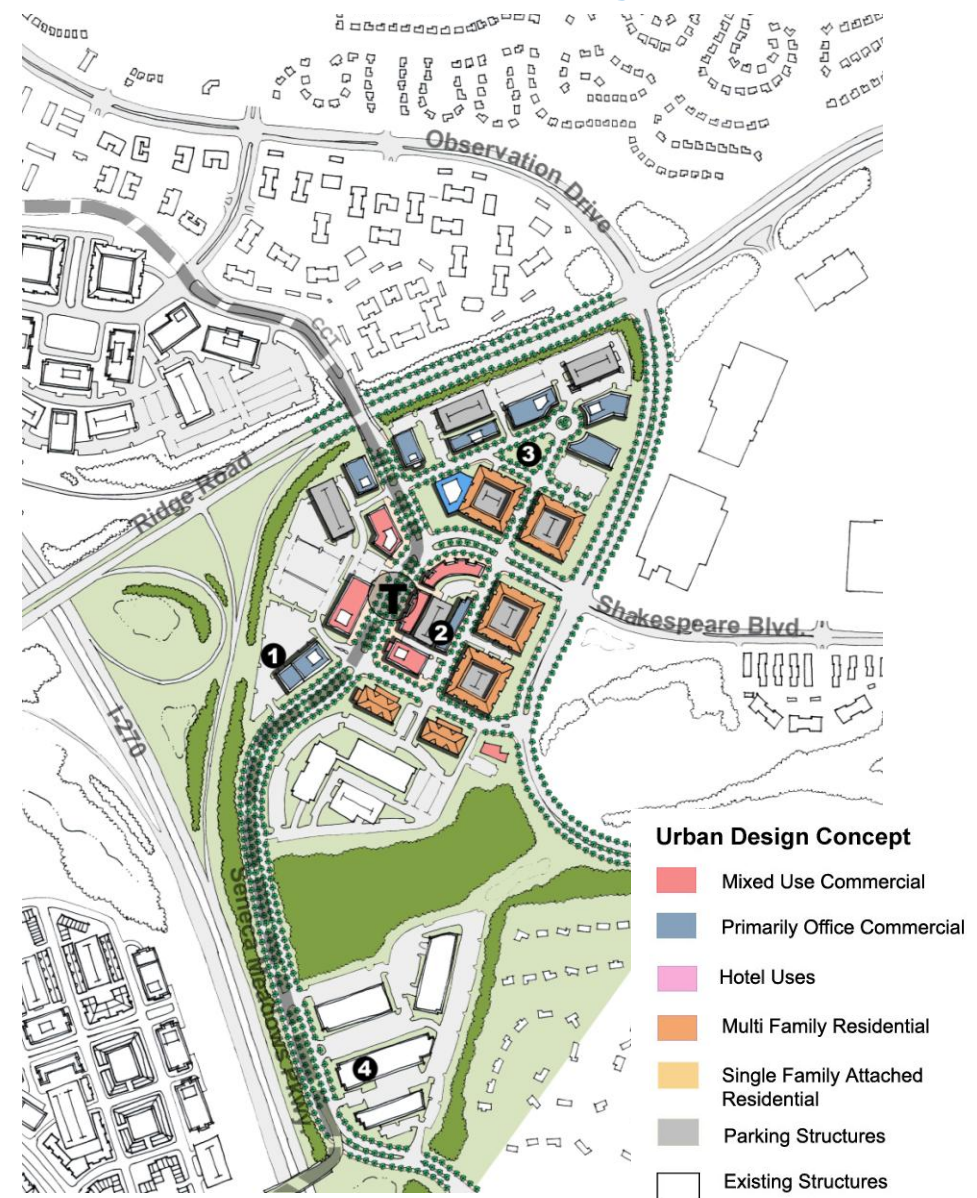
Locate office, technology and medical development adjacent to Father Hurley Boulevard. Residential development should be oriented toward Seneca Meadows Parkway. Screen views of garage structures from Father Hurley Boulevard. If a recreation center is developed, locate near residential uses.

Block 4

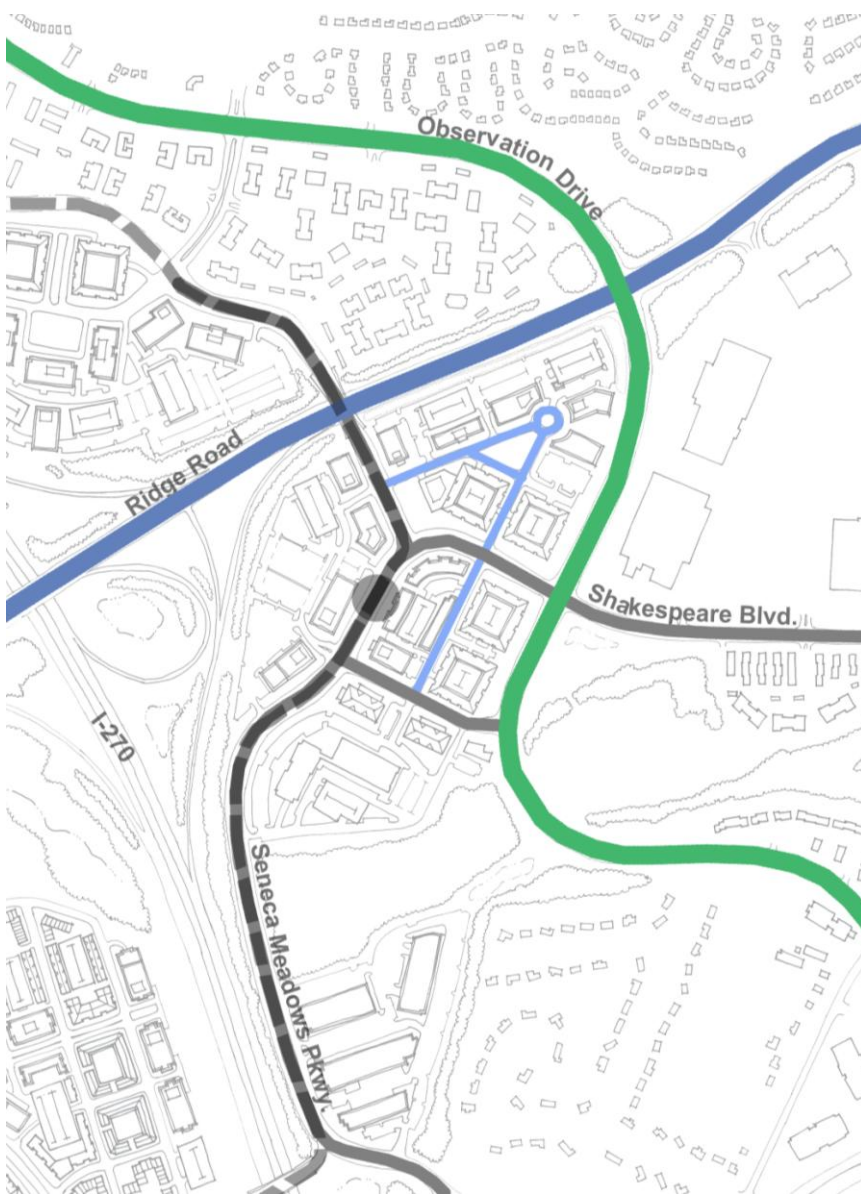
Locate office, technology and medical development adjacent to I-270. Screen views of garage structures from I-270.

The Urban Design Concept illustrates the urban character, interconnected streets and desired open spaces. The street system is required but the final building locations and open spaces will be determined by an approved project plan.

Seneca Meadows Urban Design Concept



Seneca Meadows Street Character



Streets

Seneca Meadows Parkway is the main street that serves the district and connects to Observation Road. New development should orient towards Seneca Meadows Parkway. A network of new local streets is required to provide circulation within the district.

The transitway crosses over I-270 into the median of Seneca Meadows Parkway with its station located near the intersection of B-25, a new street that bridges over Father Hurley Boulevard. Safe and convenient pedestrian access to the transit station must be achieved with the alignment of the new local street network.

Streetscape improvements are required along all streets and should provide closely spaced street trees. The Street Standards and Guidelines Table provide detailed requirements.

Streets

- Boulevards**
Father Hurley Boulevard
- Main Streets**
Seneca Meadows Parkway
- Local Streets**
New Streets in District
- Greenways**
Observation Drive

Open Spaces

Seneca Meadows will require urban open spaces, a public civic green if the recreation center is located here and pedestrian access to the extensive open spaces of the existing stream valley park. The existing I-270 frontage and the stream valley open spaces define the buildable areas within the district.


The following guidelines apply to all properties.


- Provide I-270 landscape treatment along the highway and screen parking structures.
- Improve the existing, private stream valley open spaces with natural, informal landscape using native species. Provide trails, seating areas and environmental interpretation in the stream valley.
- Locate public use spaces adjacent to the transit station and development along Seneca Meadows Parkway.
- Provide a public civic green if a recreation center is located in the district. Provide a privately developed neighborhood green for public use if a recreation center is not developed.
- Provide a transit plaza adjacent to the transit station.

Major Places

 Transit Plaza

Major Open Spaces

 I-270 Landscape Open Space

 Stream Valley Open Space

 Existing Woodland

Neighborhood Places

 Neighborhood Commons/Open Spaces

 Urban Plazas

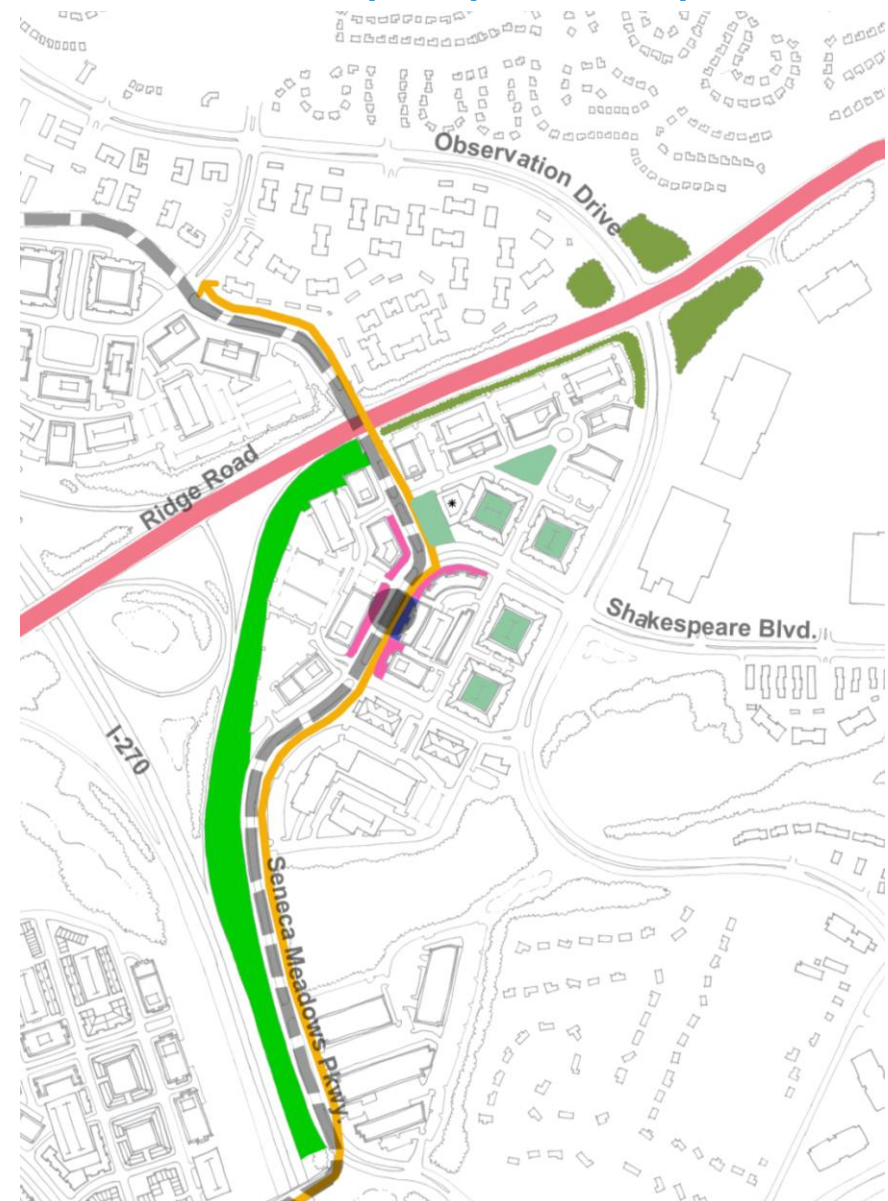
Connections

 Greenway

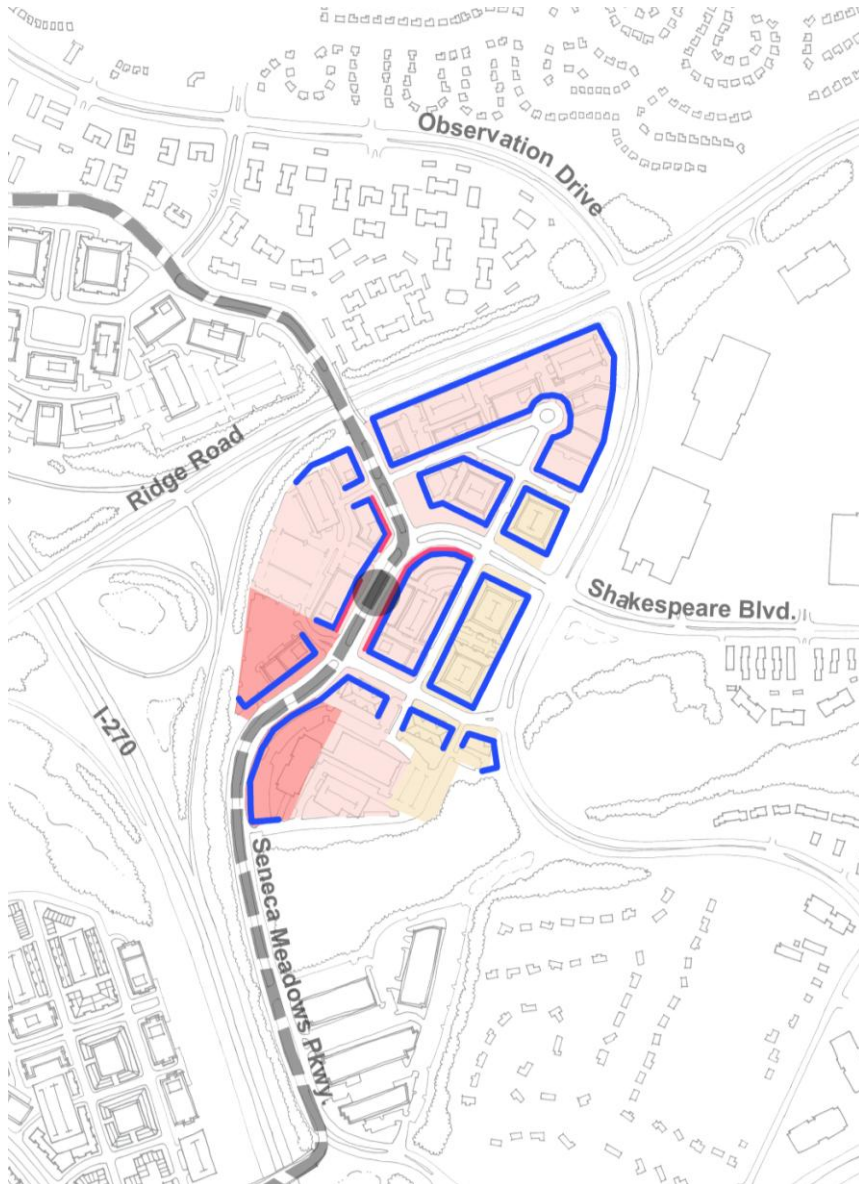
 Bicycle Beltway

 Transit Sidewalk Loop

Seneca Meadows Open Space Concept



Seneca Meadows Building Lines, Heights Retail



Building Lines

Buildings should front Seneca Meadows Parkway and all streets. Along I-270, design buildings with two-sided front facades to take advantage of the significant I-270 views. Building setbacks along I-270 should be 200 feet from existing right-of-way (100 feet from potential expanded right-of-way). Along other streets, buildings should be a minimum of 20-25 feet from curb. Final location of buildings will be determined by project plan approval.

Heights

Building heights should create a focus at the transit station. Allow up to 12 stories at the transit station. Allow up to eight to ten stories along I-270 with the majority of building heights to be eight stories determined by project plan approval. Building heights along Observation Drive should be four to five stories to ensure that the tallest buildings are located at the transit station creating a focus.

Retail

Allow a limited amount of retail uses to support commercial and residential areas. Locate along Seneca Meadows Parkway adjacent to the transit station.

A major retail use may be allowed if designed as an integrated building within a mixed use development, achieves street orientation with parking in a mid block location and activates the street frontage with smaller retail shops.

Building Lines

- Building lines along streets

Building Heights

- 143 FT (9 - 12 stories)
- 100 FT (6 - 8 stories)
- 60 FT (4 - 5 stories)
- 40 FT (1 - 3 stories)

Retail

- Retail Locations

Montgomery College District

The district is currently comprised of Montgomery College, office and technology uses along I-270, and residential properties along MD 355. The district should develop an urban campus, signature development along I-270 and mixed use development towards Middlebrook Road. The district is distinguished by a high-quality woodland located south of the campus and visibility from I-270.

Area 1

Development should take advantage of I-270 views providing signature office or technology buildings with parking structures screened from views. Existing woodland should be preserved.

Area 2

The Montgomery College campus should expand into an urban campus with a loop road and a main street created by new street oriented buildings. The core campus that occupies the hilltop should remain the main open space of the campus. Parking should be provided in structures over time and placed in mid block locations. Development should preserve the existing 50 acre woodland.

Area 3

The southern end of the college property should be developed with mixed use technology, office or medical uses and housing. The extension of Observation Drive should be treated as a main street with street oriented development on both sides.

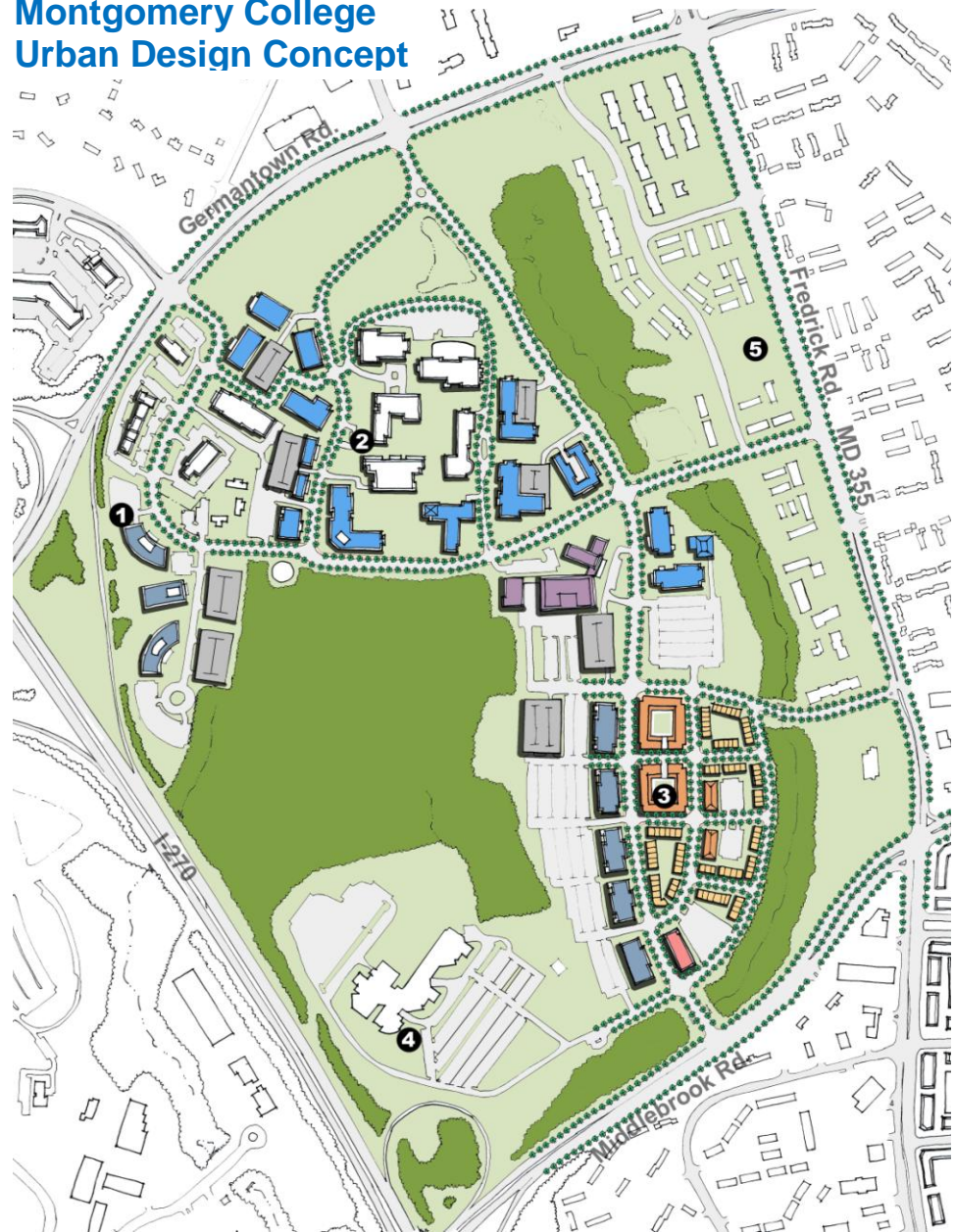
Area 4

Properties fronting MD 355 should continue the existing building line, orient towards MD 355 with service streets and connect to the existing local street system. Streetscape improvements along MD 355 are required.

Area 5

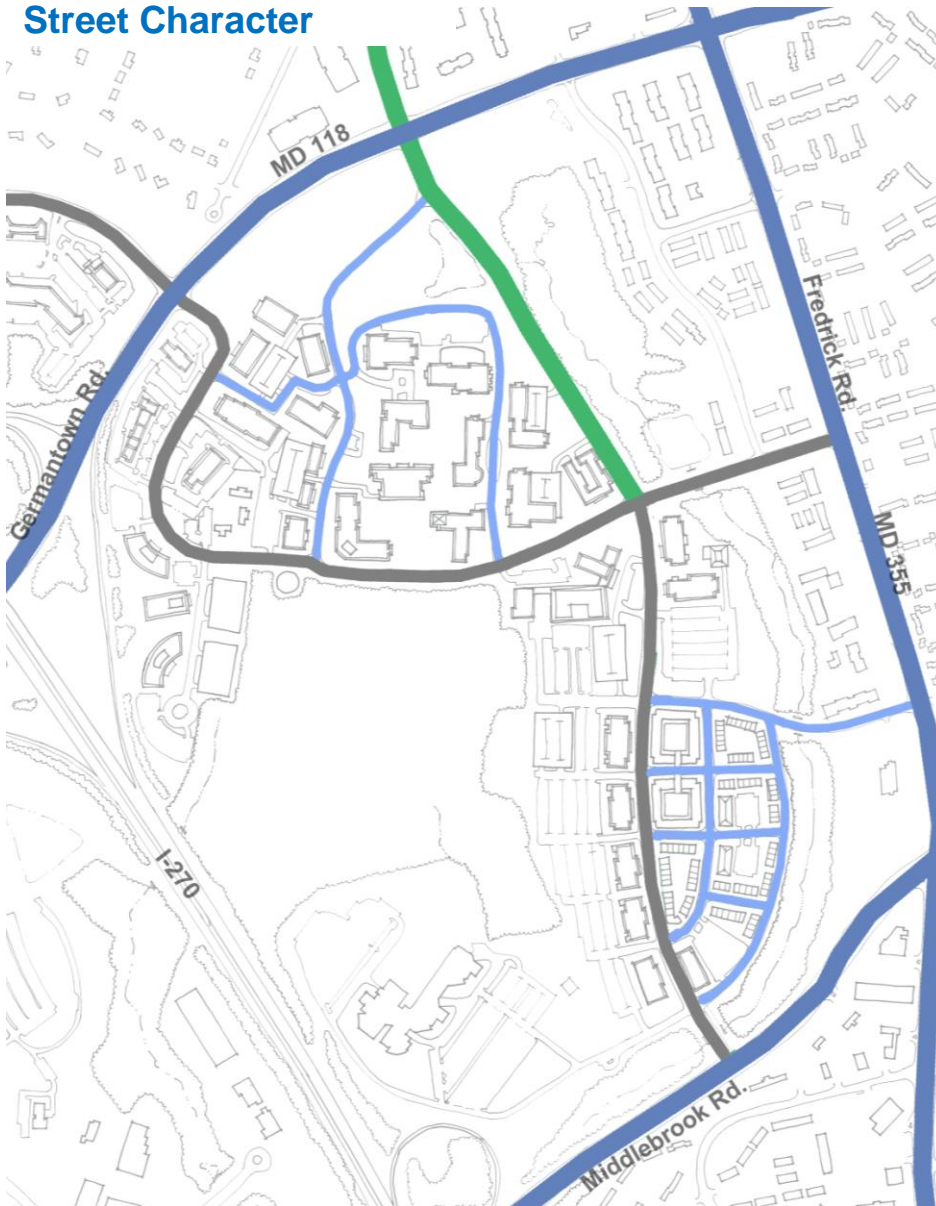
Expansion of existing technology office buildings along I-270 should take advantage of I-270 views, develop signature buildings with parking in structures and screened from views.

Montgomery College Urban Design Concept



The Urban Design Concept illustrates the urban character, interconnected streets and desired open spaces for the Montgomery College District. The street system is required but the final building locations and open spaces will be determined by an approved development plan for private development and by a mandatory referral for public development.

Montgomery College Street Character



Streets

Goldenrod Lane and Observation Drive Extended are the public streets that serve the district. A network of new private streets is required to serve the campus. New public, local streets are required to serve private development. Final locations to be determined by regulatory reviews.

Observation Drive Extended is to be located along the Gunner's Stream Valley Park to maximum development options for the college. It will have an 80 foot right-of-way with an 8 foot pathway within the right-of-way continuing the Greenway path system and connecting the college to residential and major shopping centers to the north.

Streetscape improvements are required along all streets with closely spaced street trees. The Street Standards and Guidelines Table provide detailed requirements.

Streets

- Boulevards**
Germantown Road MD 118
Frederick Road MD 355
- Main Streets**
Goldenrod Lane
- Local Streets**
New Streets and Campus Loop
- Greenways**
Observation Drive

Open Spaces

The college campus and private development will enjoy a variety of natural, preserved woodland areas and urban open space created within the campus. The open space system will help distinguish the college and give students a communal setting for social life. The existing I-270 frontage, the central woodland and the stream valley open spaces define the buildable areas within the district.

The following guidelines should apply to the properties.

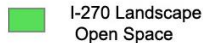
- Provide the I-270 landscape treatment along the highway and screen parking structures.
- Improve the existing, Gunner's Branch Stream Valley open spaces with natural, informal landscape using native species.
- Locate public use spaces within the college along the main street and the Student Service Center and near major buildings within private development area.
- Provide a privately developed neighborhood green for public use within the residential area.
- Preserve the existing woodland on public land and develop trails, seating areas and interpretive areas for educational benefit.

Major Places

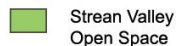


Campus Commons

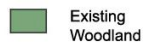
Major Open Spaces



I-270 Landscape Open Space



Stream Valley Open Space



Existing Woodland

Neighborhood Places



Neighborhood Commons/ Open Spaces



Urban Plazas

Connections



Greenway

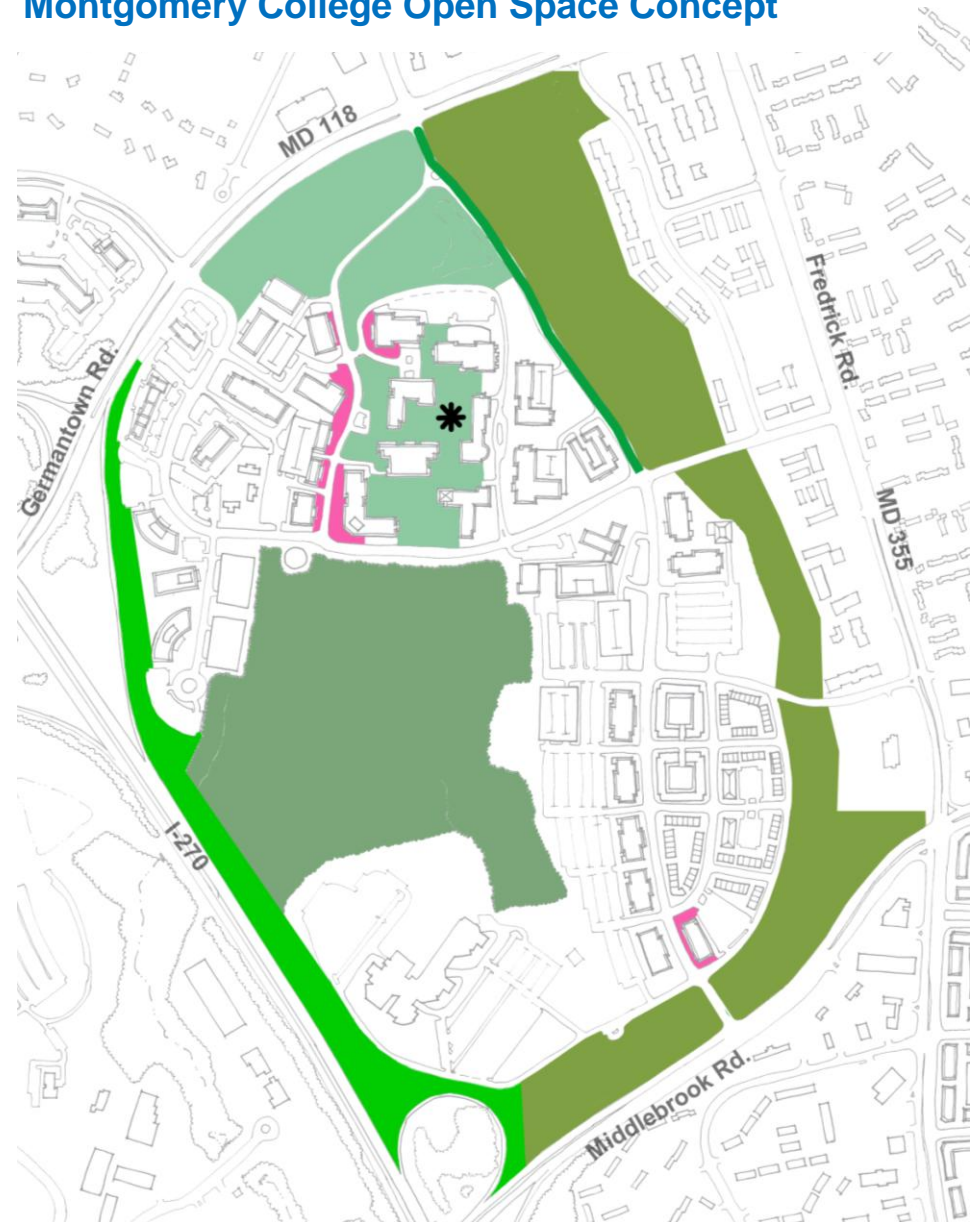


Bicycle Beltway



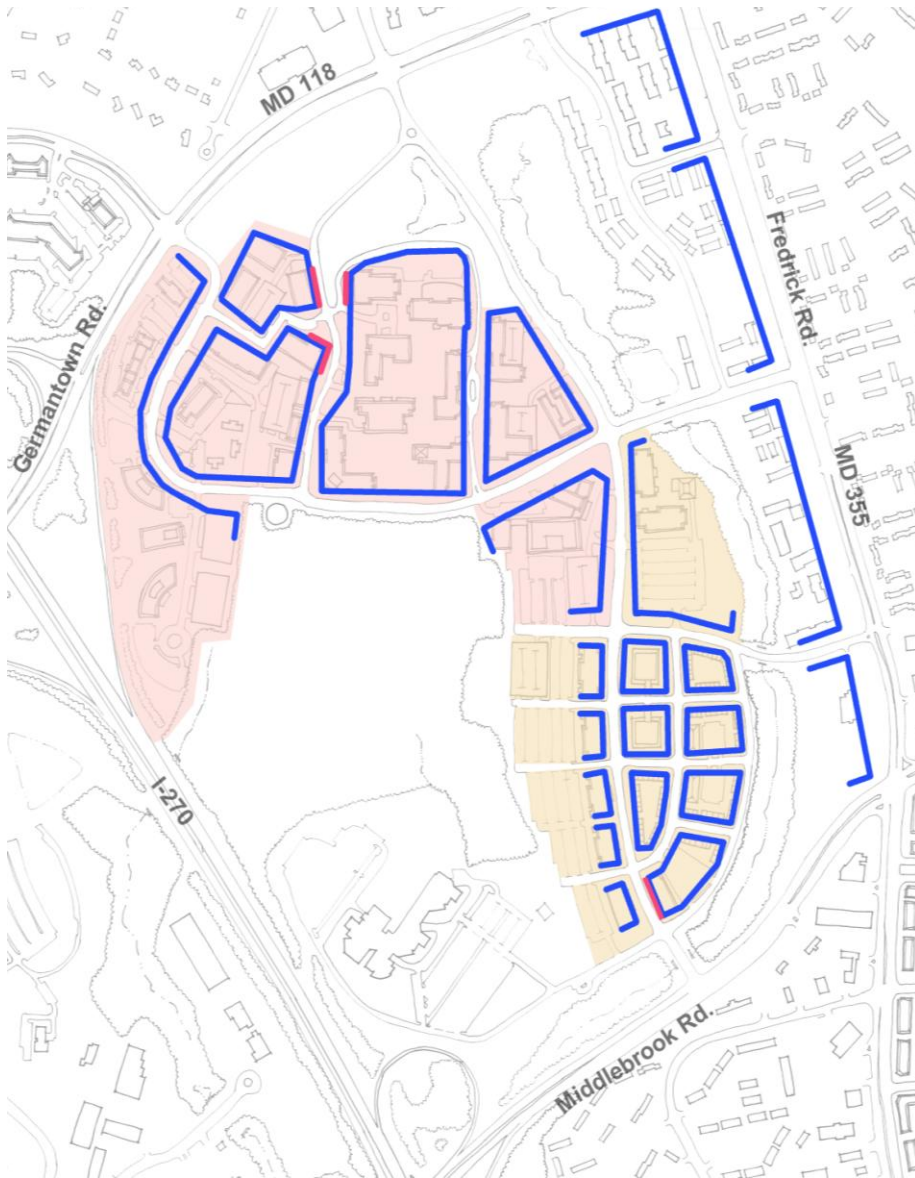
Transit Sidewalk Loop

Montgomery College Open Space Concept



Montgomery College

Building Lines, Heights, and Retail



Building Lines

Buildings should front all streets to create a walkable, pedestrian environment. College campus buildings should orient towards streets within the campus. Parking should be located behind buildings and developed into garages over time. Along I-270, design buildings with two-sided front facades to take advantage of the significant I-270 views. Building setbacks along I-270 should be 200 feet from existing right-of-way (100 feet from potential expanded right-of-way). Final location of buildings will be determined by site plan approval.

Heights

Building heights along I-270 should be eight to ten stories. The college should develop multi-story buildings resulting in compact development. Private office, technology or medical buildings should achieve a minimum of three stories. Building heights adjacent to the existing residential community should transition down in height to match existing residential buildings.

Retail

Allow a limited amount of retail uses to support commercial and residential areas. Locate near housing and mixed use development. Retail within the campus should be clustered near the Student Service Center.

Building Lines

- Building lines along streets

Building Heights

- 125 FT (9-10 stories)
- 100 FT (6-8 stories)
- 60 FT (4-5 stories)

Retail

- Retail Locations

Fox Chapel District

The existing commercial center will become a mixed used, retail center with housing. Properties on the east side of MD 355 have a potential to assemble and achieve an integrated pattern of mixed use, commercial and housing development. Commercial properties on west side of MD 355 are not expected to redevelop due to fragmented property ownerships. The illustrated street network is subject to change if a future study, called for in the Sector Plan, produces an urban street network for the intersection of MD 355 and Middlebrook Road.

The Urban Design Concept illustrates an assembled scenario showing urban character, interconnected streets and desired open spaces. The street building arrangements and open spaces will be determined by an approved project plan.

Area 1

Existing commercial development if redeveloped should achieve street oriented development following the guidance in the Area Wide Urban Design Guidelines.

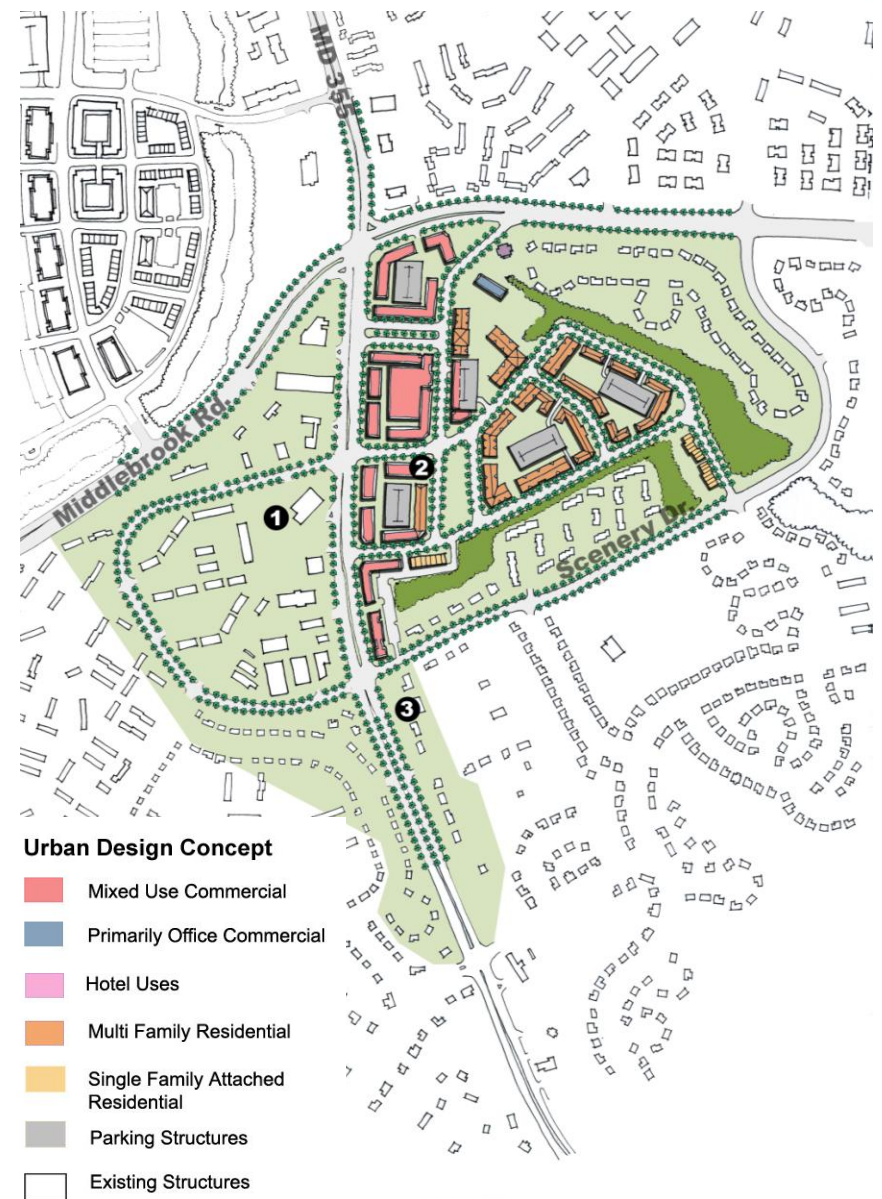
Area 2

Eastside properties should assemble and create a mixed use center with retail, office and housing, a set of interconnected streets creating development blocks and open spaces. If assemblage does not occur, individual properties should achieve street oriented development along MD 355 following the guidance in the Area Wide Urban Design Guidelines.

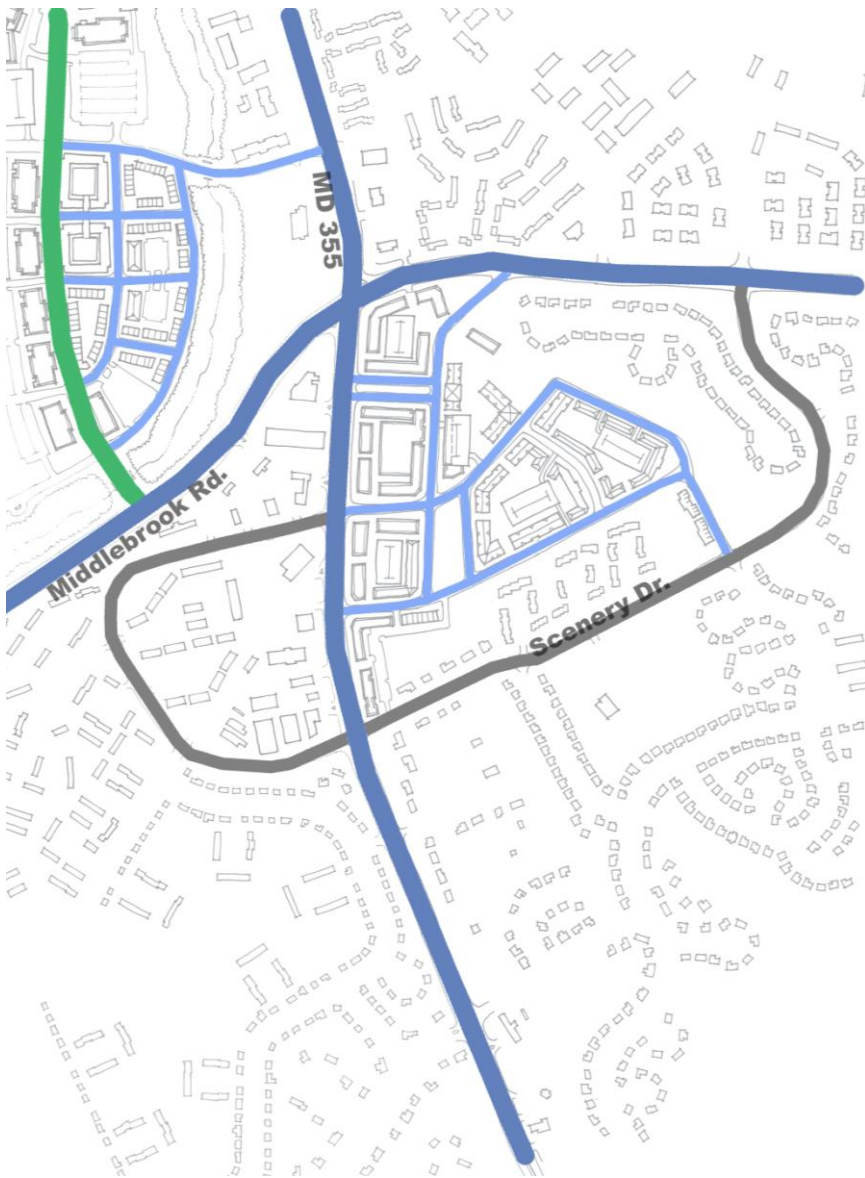
Area 3

Existing commercial and residential development along MD 355 if redeveloped should achieve street oriented development with parking behind buildings as called for in the Area Wide Urban Design Guidelines.

Fox Chapel Urban Design Concept



Fox Chapel Street Character



Streets

MD 355 should be developed as a boulevard with double row of streets trees and median trees. Scenery Drive should develop a main street character and all other streets should be treated as Local Streets with permanent parking, street trees and sidewalks.

If east side properties are assembled, a local street paralleling MD 355 should be provided. If no assemblage occurs, an interconnected street and driveway system should be encouraged. See the Street Standards and Guidelines Table for detailed requirements.

Streets

- Boulevards**
Frederick Road MD 355
Middlebrook Road
- Main Streets**
Scenery Drive
- Local Streets**
New Streets on Eastside
- Greenways**
Observation Drive

Open Spaces

The district should develop with a variety of urban open spaces that support the retail, commercial character of the area and new residential development. The following guidelines should apply to the district properties.

- Provide a neighborhood green on the east side defined by streets or buildings within new residential development.
- Preserve a minimum of 50 feet of woodland edge between the Middlebrook Mobile Home Park and the existing R-200 zoned neighborhood.
- Locate public use spaces designed as urban plazas and a neighborhood green within mixed use commercial and housing development.
- Provide seating areas and shelters for all bus stops to encourage use of transit.
- Achieve adequate sidewalk connections to all destinations and transit stops within the district.

Major Open Spaces

-  Stream Valley Open Space
-  Existing Woodland

Neighborhood Places

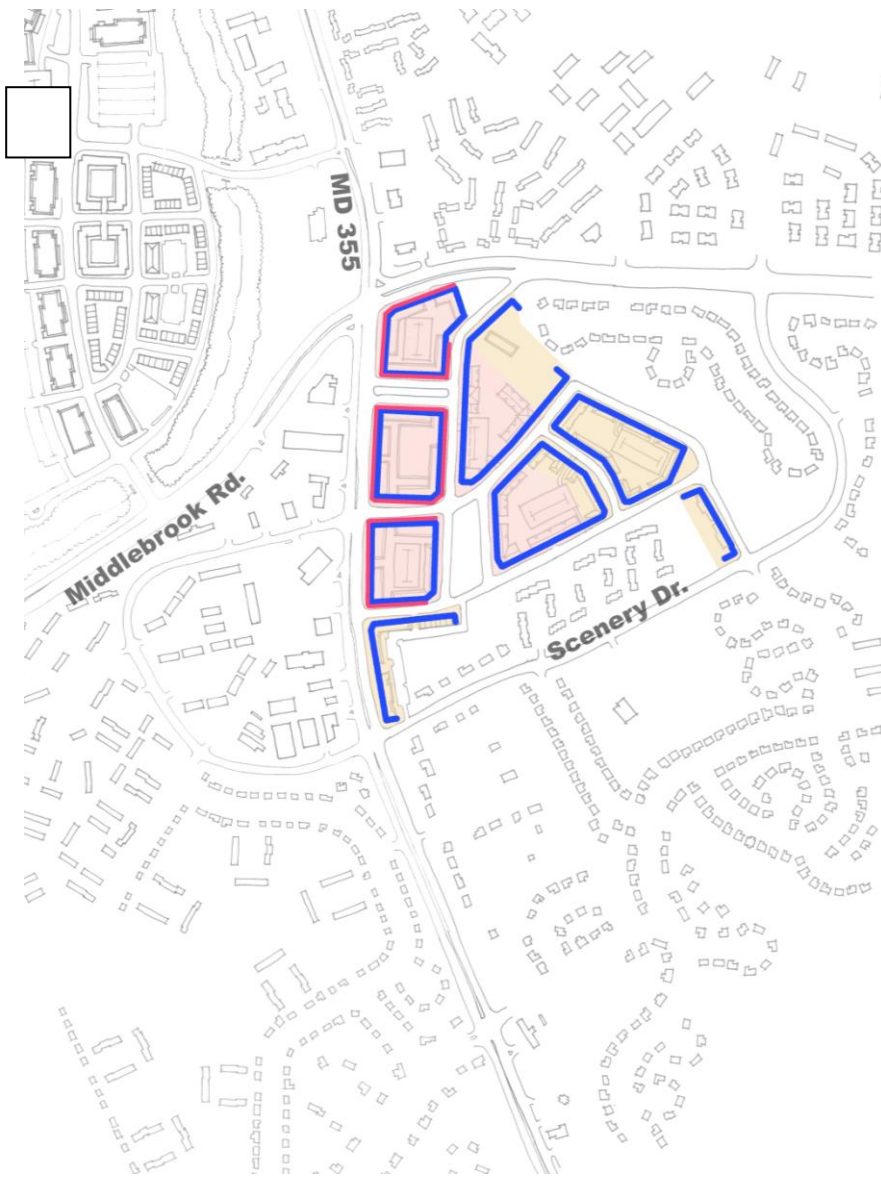
-  Neighborhood Commons/Open Spaces
-  Urban Plazas

Fox Chapel Open Space Concept



Fox Chapel

Building Lines, Heights and Retail



Building Lines

Buildings should front all streets to create a walkable, pedestrian environment. Along MD 355, buildings should include activating uses. The final location of buildings will be determined by project plan or site plan approval.

Heights

Building heights should be predominately 40 to 60 feet (three to five stories). Taller buildings up to 6 floors to achieve residential density will be allowed. Building heights adjacent to the existing residential community should be four stories or less to transition down adjacent to residential buildings.

Retail

The retail development should achieve an urban form with parking in the rear or side of buildings. Encourage mixed use commercial buildings with retail on the ground floor. Integrate retail in the ground floor of parking structures if parking structures are proposed along the street.

Building Lines

■ Building lines along streets

Building Heights

■ 60 FT (4- 5 stories)

■ 45 FT (3 - 4 stories)

Retail

■ Retail Locations

I-270 Landscape Concept

The I-270 landscape consists of the I-270 highway right-of-way and adjacent, privately owned open space along the highway. The character of this landscape creates a setting for signature office and technology development along the I-270 Corridor. A unified, attractive character supports the economic development of the I-270 Corridor and provides an attractive view for motorists.

The I-270 landscape character should be a pastoral and natural landscape of native woodland and meadows. A unified treatment will give identity and regional character to the corridor. Planting designs should incorporate the following guidelines:

- Create or maintain views of signature office or technology buildings along the corridor.
- Preserve existing woodland and increase woodland along the edges and within the interchanges.
- Create meadows using natural grasses and meadow flowers.
- Use native species or compatible plant material to create a natural character.
- Eliminate invasive species.

The I-270 landscape will be improved over time by adjacent development as it occurs and by the State of Maryland's Capital Improvement Projects. Final planting layouts and plant lists will be approved through regulatory review and mandatory referral for public projects.



Draft Resolution

As called for by the Germantown Employment Area Sector Plan and by the standards in mixed-use zones, the Montgomery County Planning Board of the National-Capital Park and Planning Commission has reviewed, made recommendations and formally adopts the Draft Germantown Design Guidelines as a guide for future development and capital improvement projects.

The Design Guidelines are intended to create in Germantown an urban form of compact development that promotes walking, transit use and social interaction.

The Design Guidelines provide **street** design guidance to promote safety, pedestrian and bicycle use, and streetscape character. A detailed Streetscape Plan will be developed and adopted as a part of the Germantown Design Guidelines.

The Design Guidelines provide **open space** guidelines to achieve safe, accessible, public-oriented and attractive open space accommodating a range of users.

The Design Guidelines provide **urban form and building** guidelines to achieve street oriented development, compact centers, and compatible transitions with adjacent residential communities.

The Design Guidelines apply to all properties within the Germantown Employment Area Sector Plan.

The Design Guidelines are a flexible guide to developers and property owners implementing the Germantown Employment Area Sector Plan, and to community groups, the Montgomery County Planning Board and staff reviewing development proposals.

The Design Guidelines will be updated every six years to ensure that design guidance is current and reflects innovations and new technologies.

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board does hereby adopt said Germantown Urban Design Guidelines for the Germantown Sector Plan Area.

URBAN DESIGN GUIDELINES

For the Germantown Employment Area Sector Plan

Montgomery County Planning Department
The Maryland-National Capital Park and Planning Commission

8787 Georgia Avenue
Silver Spring, Maryland 20910

MontgomeryPlanning.org



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