

# INTRODUCTION

Sue Edwards  
301-495-4518  
[sue.edwards@mncppc.org](mailto:sue.edwards@mncppc.org)

This booklet summarizes the discussions during the Germantown Master Plan Information Night on January 31, 2007. This meeting was the first step in a sequence of meetings for Germantown residents, workers and business owners to shape the future of their community.

The proposed Master Plan will examine two important issues:

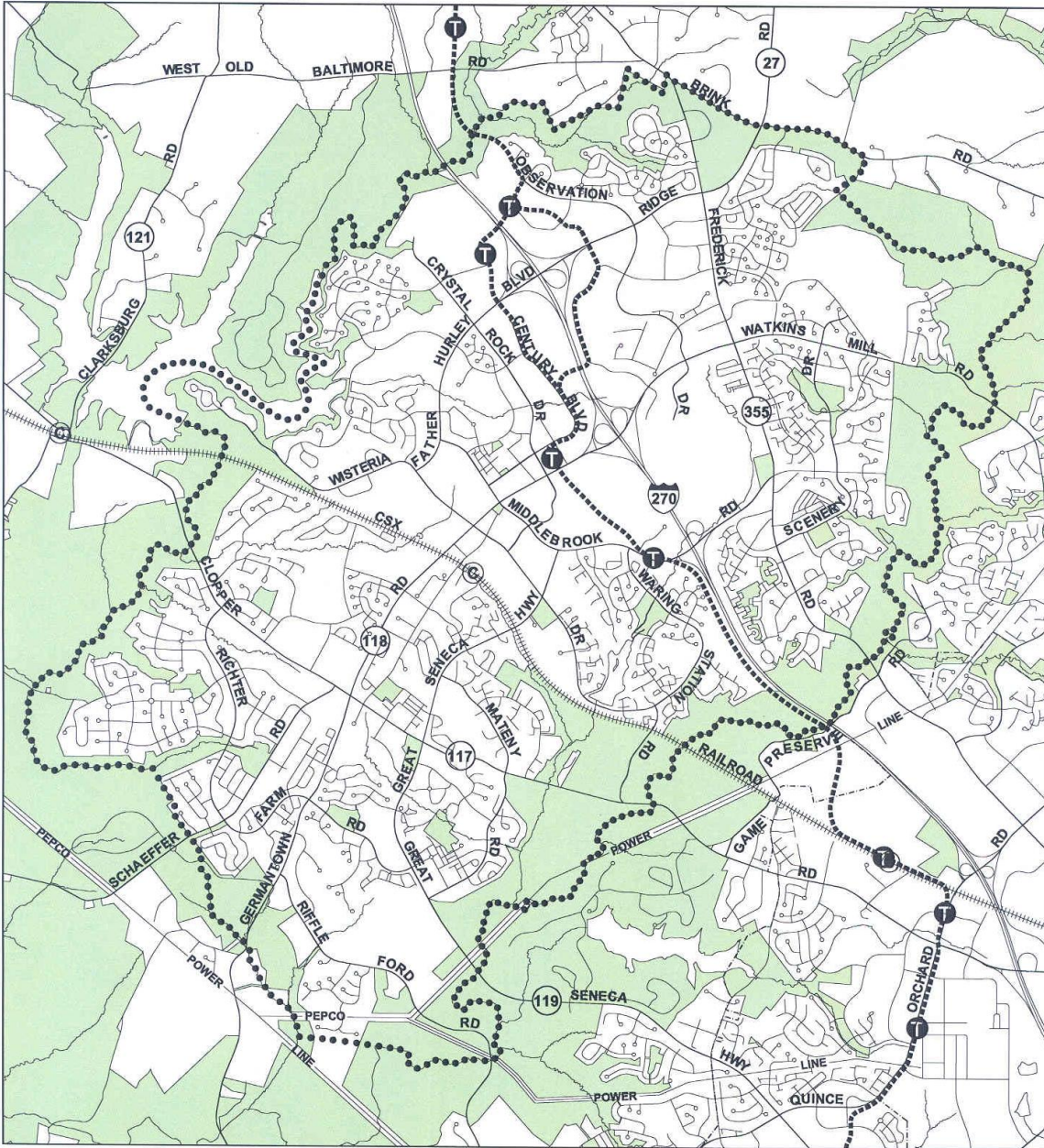
- 1) The appropriate mix of land uses, especially those uses that create jobs for Germantown's future.
- 2) Transportation projects for Germantown's future.

Germantown residents and others in the Upcounty area have stated that providing the Corridor Cities Transitway (CCT) is a high priority. The character of development, community identity, and pedestrian and bikeway facilities represent concerns of the community.

Many other ideas and aspirations will be highlighted in the sequence of open meetings leading up to a hands-on community workshop (called a "charrette") on March 7, 2007. Staff will model the traffic effects of scenarios created by the community at the charrette with the intent of holding additional public meetings before developing a Staff Draft of the Germantown Master Plan to present to the Montgomery County Planning Board in September 2007.

The 1989 Germantown Master Plan boundaries encompass approximately 11,000 acres, located on the east and west sides of I-270 and bounded by Great and Little Seneca Creeks and their tributaries. The area is circled by parkland, open space and conservation areas.

# Germantown Planning Area-1989 Boundary



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- Planning Area Boundary
- City of Gaithersburg Boundary
- Existing Parkland
- T--- Future Corridor Cities Transitway and Stations
- © Commuter Rail Stations



The proposed Master Plan will focus on a more limited area consisting of approximately 2,460 acres or 22 percent of the Germantown planning area. The smaller boundary enables a shorter timeframe for completing the Plan and contemplates land use changes and redevelopment to areas that will be served by transit and where mixed-use development is more feasible. The remaining sections of the planning area are stable residential areas that are not expected to redevelop in the next 10-15 years.

From Google:

Definitions of **Charrette** on the Web:

- An intensive design process that involves the collaboration of all project stakeholders at the beginning of a project to develop a comprehensive plan or design.  
[commpres.env.state.ma.us/content/glossary.asp](http://commpres.env.state.ma.us/content/glossary.asp)
- A neighborhood or center design process where a multidisciplinary team (including residents, business owners, the municipality and design professionals such as architects and landscape architects) creates a visual plan for an area over the span of several days.  
[www.wcel.org/issues/urban/sbg/glossary/](http://www.wcel.org/issues/urban/sbg/glossary/)
- A meeting to resolve a problem or issue. Within a specified time limit, participants work together intensely to reach a resolution.  
[www.atlreg.com/transportationair/glossary.html](http://www.atlreg.com/transportationair/glossary.html)

A charrette is an urban planning technique for consulting with all stakeholders. Charrettes are intense, possibly multi-day meetings involving municipal officials, developers and local residents. A charrette promotes joint ownership of the solution and attempts to diffuse traditional confrontation between residents and developers.

[en.wikipedia.org/wiki/Charrette](http://en.wikipedia.org/wiki/Charrette)



## Germantown Study Area



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- Planning Area Boundary
- Existing Buildings
- Existing Roads
- Germantown Study Area





## **What We Learned at Information Night January 31, 2007**

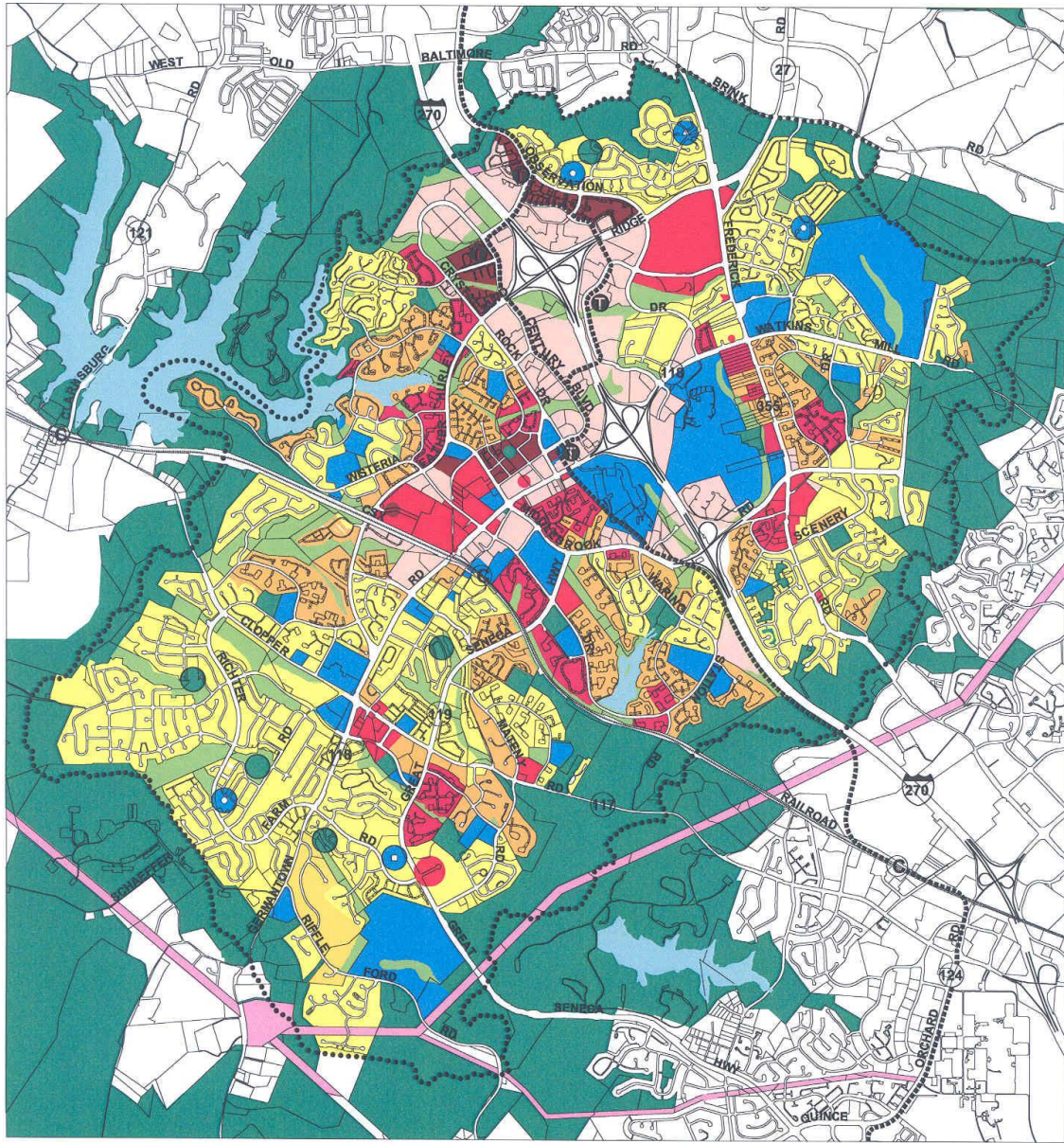
Over 50 people attended the Germantown Master Plan Information Night on January 31, 2007. After a brief presentation by staff, participants spoke with knowledgeable staff on a variety of issues. All the comments were written down and are attached to this document as Appendix A.

The main points gained from Information Night are:

1. Dare to be Great!!
2. Infill and development offer opportunities for the type and quality of development Germantown residents want.
3. Match new school sites with increases in residential development.
4. Seek new housing types to appeal to new demographics for Germantown.
5. Require green design for parking, less surface parking.
6. Provide transportation options for seniors who desire to age in place.
7. Install bikeway signage.
8. Add spokes to the perimeter of trails on the edge of Germantown.
9. Find a more appropriate location for Germantown Station Park.
10. Protect Germantown's lakes, plant more trees at Gunners Lake.
11. Reuse the stone culverts removed from CSX excess right-of-way.
12. Expand and promote the Germantown Historic District.
13. Allow high-rise development (6+ stories) for commercial and residential development.

For a complete list of all comments under all topics, refer to Appendix A.

# Existing Land Use-1989 Plan



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 Less Than 2 DU's/Per Ac.	 Employment	<b>School Classifications</b>		
 2-6 DU's/Per Ac.	 Private Conservation	Elem.	Middle	Senior
 7-14 DU's/Per Ac.	 Parkland	Existing 		
 15-19 DU's/Per Ac.	 Institutional/Governmental	Proposed 		
 20 & Up DU's/Per Ac.	 Utility			
 Retail	 Water			





## LAND USE

Sue Edwards  
301-495-4518  
[sue.edwards@mncppc.org](mailto:sue.edwards@mncppc.org)

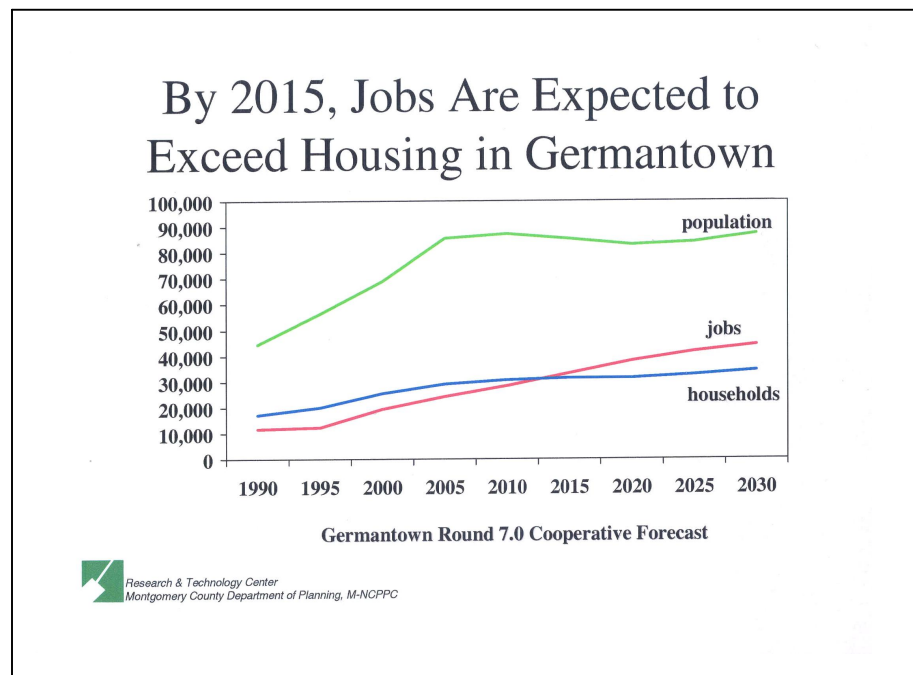
The first step in developing a land use plan is evaluating existing conditions, potential development yields, and problems identified by the community. The concerns and ideas of various groups, stakeholders, professionals, and County and state policies, contribute to plan recommendations. Opportunities and constraints are identified and formed into a draft concept plan with the community's involvement. Eventually, as modifications are made, the draft concept plan becomes the staff draft presented to the Planning Board.

The proposed Germantown Master Plan will cover a portion of the land area contained in the 1989 Germantown Master Plan. The Land Use section of the Plan will address:

- Existing land use including residential, commercial, industrial, retail, office and open space
- The "pipeline" of approved development not yet built
- The amount and location of land use proposed in the 1989 Plan

Key questions for the community to consider include the following:

1. Should the proposed Master Plan consider increasing jobs and housing above what was recommended in the 1989 Plan? Or should there be a change in the mix of land uses without additional growth?



2. Should the County's policy to increase housing where jobs are located apply to Germantown?
3. How can the Master Plan encourage a better match of employment opportunities to the skills and education of the workforce living in Germantown?
4. Which areas within the Germantown employment corridor should accommodate more housing or mixed-use development without negative impacts to the surrounding community?
5. What relationship of jobs and housing is appropriate for Germantown?



# Employment Corridor



not to scale



Milestone Retail Center and Montgomery College



not to scale



## COMMUNITY CHARACTER AND DESIGN

Karen Kumm  
301-495-4554  
[karen.kumm@mncppc.org](mailto:karen.kumm@mncppc.org)

Community character and design has been repeatedly mentioned during the “listening” sessions leading up to this Master Plan. Interstate I-270 divides the planning area into two areas: the west side and the east side of Germantown.

The west side is comprised of several distinct areas: the Employment Area, Town Center and the Historic District. The Employment Area is a corridor of low-rise office development along I-270 that is home to companies such as Orbital-Fairchild (now Century Technology Park) and the Century XXI office park. Development occurs on large parcels separated by surface parking with little connection to adjacent properties. A recently built, attractive Transit Station, part of the Corridor Cities Transitway, serves this area. A new medical campus has emerged with the opening of the free-standing emergency room and associated medical offices.

The Germantown Town Center lies west of the employment area. It is separated by Crystal Rock Drive. The Town Center is an emerging mixed-use center with residential and commercial uses, eating and entertainment areas and several civic uses within a compact area. Structured and shared parking predominate. The Main Street of Germantown includes the new BlackRock Center for the Arts and a new library. The Town Center has several community gathering places along with attractive streetscapes.

Germantown’s historic district adjacent to the MARC Station is in the western edge of the proposed planning area. The Germantown Historic District includes historic structures such as the Pumphrey-Mateny House and the B & O Railroad Depot. The closure of old MD 118 with a pedestrian bridge has created a quiet enclave.

The eastside of the planning study area is also comprised of distinct areas separated by major roadways such as Ridge Road, MD 355, and Middlebrook Road. Montgomery College and the Hughes Network occupy the largest land area. Two village centers, Fox Chapel and Neelsville Village, provide locally serving retail needs.

Seneca Meadows, Milestone Business Park and the Milestone Retail Center are prominent features on the east side of I-270. The office park development is similar in character to the west side employment corridor on separate parcels with primarily surface parking. Further to the east is the Milestone Retail Center, a regional retail center with freestanding stores such as Borders Books, Target, Wal-mart and PetSmart, all with surface parking.

The proposed Germantown Master Plan will give guidance on where new development should occur and its land uses. It will establish design guidelines that will help achieve desirable community character and identity. Tonight, we would like you to discuss the following:

1. What do you like about the distinct areas within the planning study area? What do you not like about these areas?
2. Where should new development occur? In compact locations or spread throughout the planning study area?
3. The current Master Plan allows for more job growth; what building heights are desired for new development or infill development? Low-rise is generally 2 to 4 stories, mid-rise is 5 to 7 stories and high-rise +8 stories. Where should the taller buildings be located?
4. What should be done to improve existing shopping centers? Should the Milestone Retail Center become a regional center similar to the Washingtonian in Gaithersburg?
5. Are existing community gathering places sufficient or should there be more indoor and outdoor places associated with new development?
6. How can the pedestrian experience be improved in the planning study area? Are existing sidewalks adequate or should future sidewalks be wider or achieve a better network?
7. Where are the gateways into the planning study area? How should these gateways be developed to signal entrance into these areas of Germantown?
8. Do you like the current landscape treatment along I-270 or should more landscaping be provided?
9. What attention should be given to street design and pedestrian access?
10. Do you like the current signage within the planning study area? What guidance should the planning study recommend to improve future signage?
11. What are examples of attractive development that you think are appropriate for Germantown?

# Future Town Center Urban Park



Concept D: Preferred Plan





# HISTORIC PRESERVATION

Clare Kelly  
301-563-3402  
[clare.kelly@mncppc.org](mailto:clare.kelly@mncppc.org)

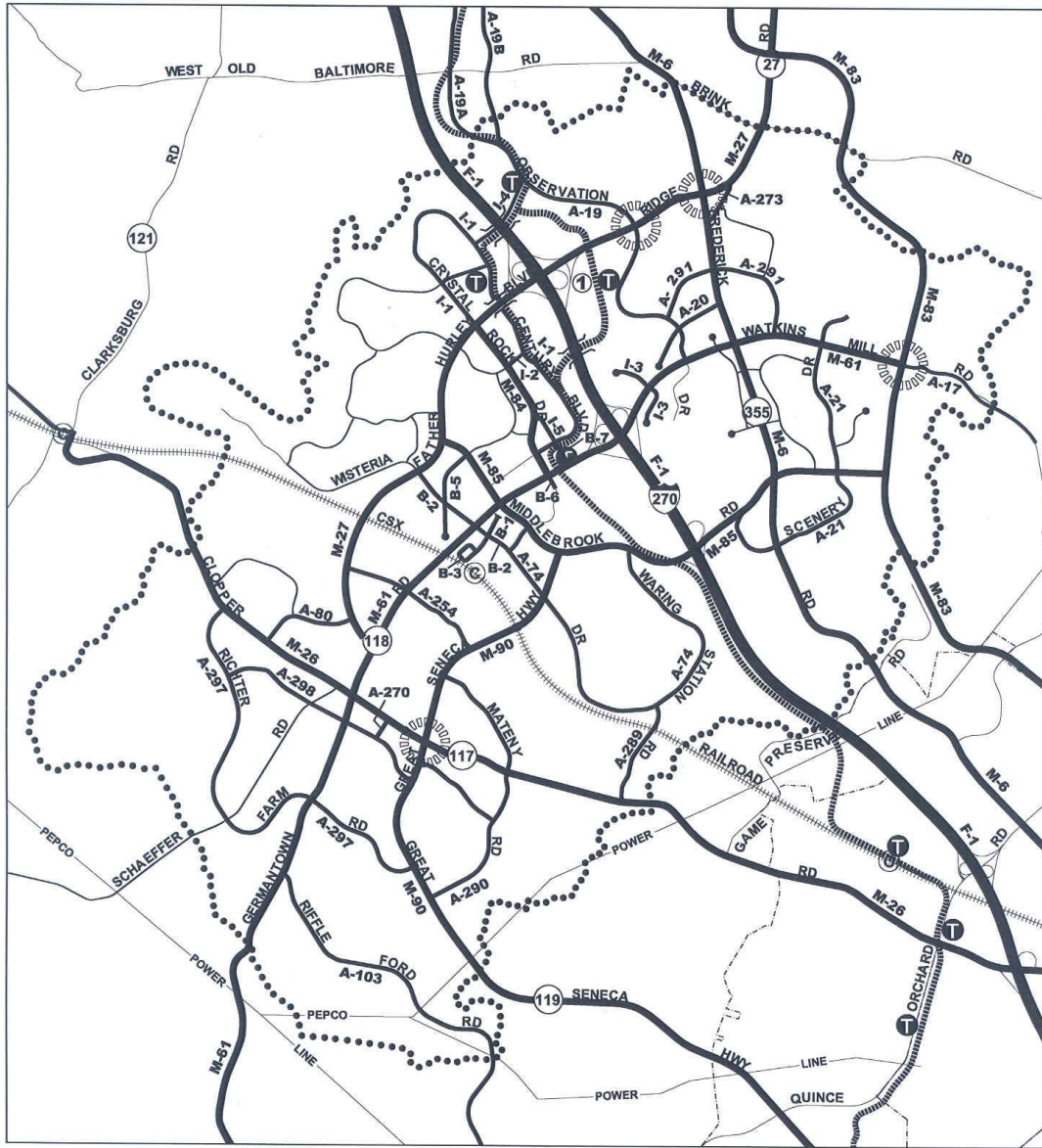
The Master Plan for Historic Preservation and the Montgomery County Historic Preservation Ordinance, Chapter 24A of the Montgomery County Code, are designed to preserve Montgomery County's historic and architectural heritage. Understanding and preserving the historic sites and districts in a community serves to highlight the values that are important to maintaining the unique character of the County and its communities.

The 1989 Germantown Master Plan states that "Germantown historic resources are quite a varied collection of sites; everything from early log houses to mill site ruins to elaborate Victorian farmhouses to viaducts. The entire history of this part of the County is represented by the remaining structures—including its agricultural past, its economic development through the railroads and mills, and its growth as a residential community. It is essential that the best examples representing each era be preserved for future generations to interpret and appreciate" (Master Plan, page 231).

At the community charrette, the questions you may want to consider related to cultural and historic resources include the following:

1. Is the Germantown Historic District properly defined? Should other properties be included in this District?
2. What are emerging historic and cultural resource issues that should be included in the Master Plan Update? Are there additional resources to include in the Master Plan for Historic Preservation?

# 1989 Master Plan Roads



- Planning Area Boundary
- Cul-De-Sac
- ▬▬▬ Freeway
- ▬▬▬ Major Highway
- ▬▬▬ Arterial, Business District, Industrial Roads
- ▬▬▬ Primary, Secondary Roads
- ▬▬▬ Barricaded Roads
- ▬▬▬ Transit Easement
- ⊥ Grade-Separated Intersections
- ⊙ Grade-Separated Interchanges

① The specific alignment of the transit easement between I-270 and M-27 will be determined at the time of preliminary subdivision plan approval.



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## TRANSPORTATION AND TRANSIT

Ki Kim (Roads) and Tom Autrey (Transit)

301-495-4538 and 301-495-4533

[ki.kim@mncppc.org](mailto:ki.kim@mncppc.org) and [thomas.autrey@mncppc.org](mailto:thomas.autrey@mncppc.org)

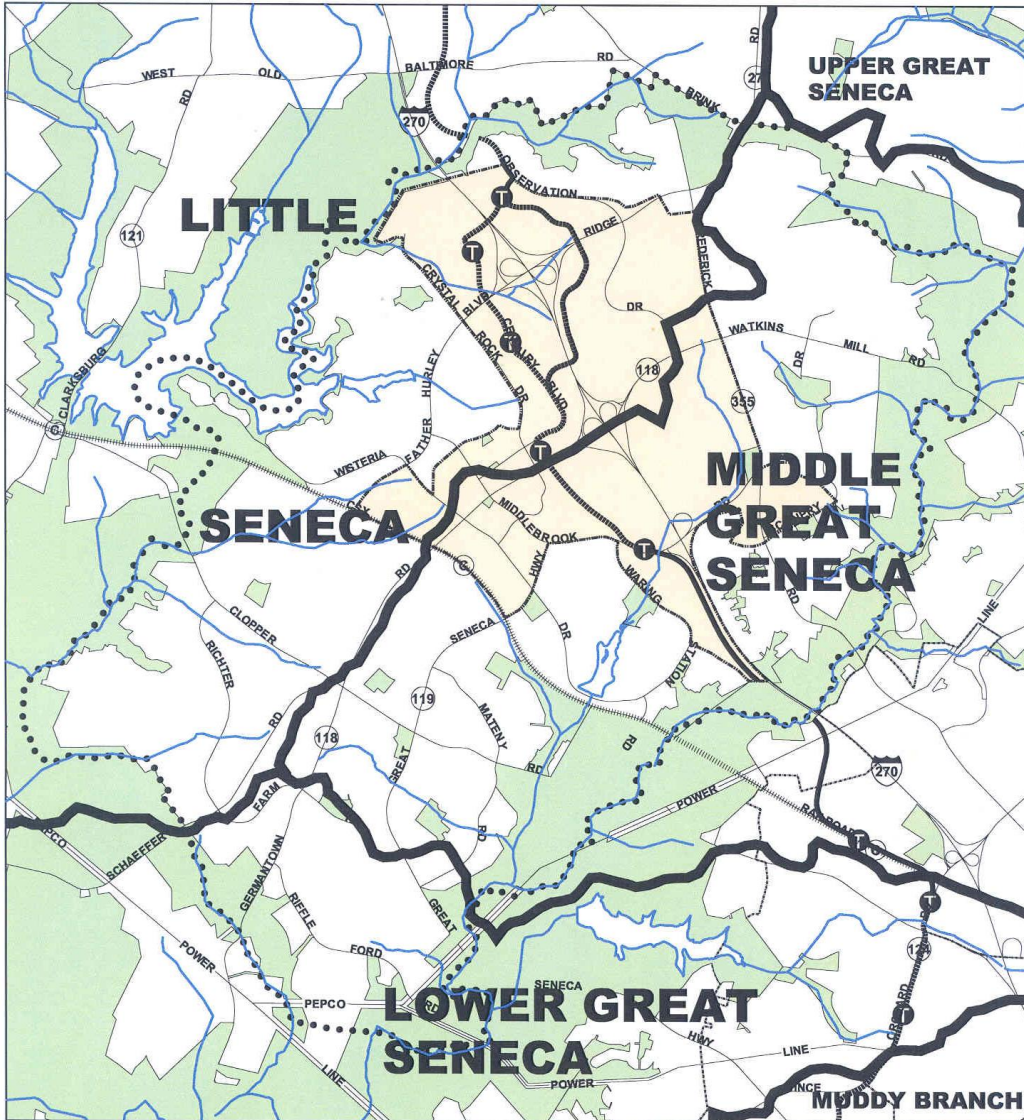
Transportation recommendations included in master plans are developed by examining existing conditions and balancing them with anticipated regional and local needs. The goal is to create a network of roads, trails, sidewalks, and pathways that serves all parts of the County, with a minimum of delay and congestion.

The transportation challenges in the proposed Germantown Master Plan include addressing both regional and local needs, particularly the widening of I-270. This Plan also offers the opportunity to influence the design of the Corridor Cities Transitway (CCT) and the area within walking distance of the MARC station. The Plan is also an opportunity to improve local circulation and safety, especially for bicycles and pedestrians.

Key questions for the community include:

1. What roadways and roadway improvements are needed to support future land use in Germantown?
2. What pedestrian and bikeway improvements will help Germantown residents walk or use bikes instead of driving cars?
3. Which roads and intersections are close to or exceed the allowable congestion levels?
4. What is the status of M-83/Mid-County Highway and how will that roadway affect Germantown?
5. Where is the CCT located and when will the transit line be funded and operational? How can other transit demand management programs reduce the reliance on the automobile?
6. How will the master plan and the County's Growth Policy work to ensure that public facilities are developed on pace with private development projects?
7. What effect on Germantown do highway and transit improvements contained in the I-270 Corridor/US-15 Multi-modal study have?

**Watersheds**



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-  Planning Area Boundary
-  Watershed Boundaries
-  Study Area Boundary
-  City of Gaithersburg Boundary
-  Streams



## ENVIRONMENT AND NATURAL RESOURCES

Mary Dolan and Michael Zamore

301-495-4552 and 301-495-2106

[mary.dolan@mncppc.org](mailto:mary.dolan@mncppc.org) and Michael [michael.zamore@mncppc.org](mailto:michael.zamore@mncppc.org)

The Environment and Natural Resource Section of the proposed Master Plan will address environmental planning, watershed considerations, and environmental sustainability.

The approach to environmental planning will be to:

- Identify important resources that may be affected by new development or redevelopment
- Evaluate the potential impact of a range of development alternatives
- Determine how to best protect and restore natural resources.

Germantown consists of two watersheds: the Great Seneca watershed and the Little Seneca watershed. Watershed considerations include special conditions such as:

- The Milestone development drains to the Germantown Fen and to Little Seneca Lake
- The Montgomery College area drains into Gunners Lake in the Middle Great Seneca watershed
- The proposed CCT transitway will affect three tributaries, now mostly in good condition
- Protecting sensitive stream valleys, forests and wetlands will be a challenge within the study area boundary.

Environmental sustainability promotes transit and increased transportation choices such as shuttles, Metrorail, walking, and biking to reduce auto use and improve air quality. The Master Plan will address how to concentrate parking and provide a pedestrian-friendly, green Town Center and Germantown Business District with enhanced landscaping and reforestation. The location of land uses should be based on noise sensitivity. Renewable energy use and other sustainability guidelines should be implemented.

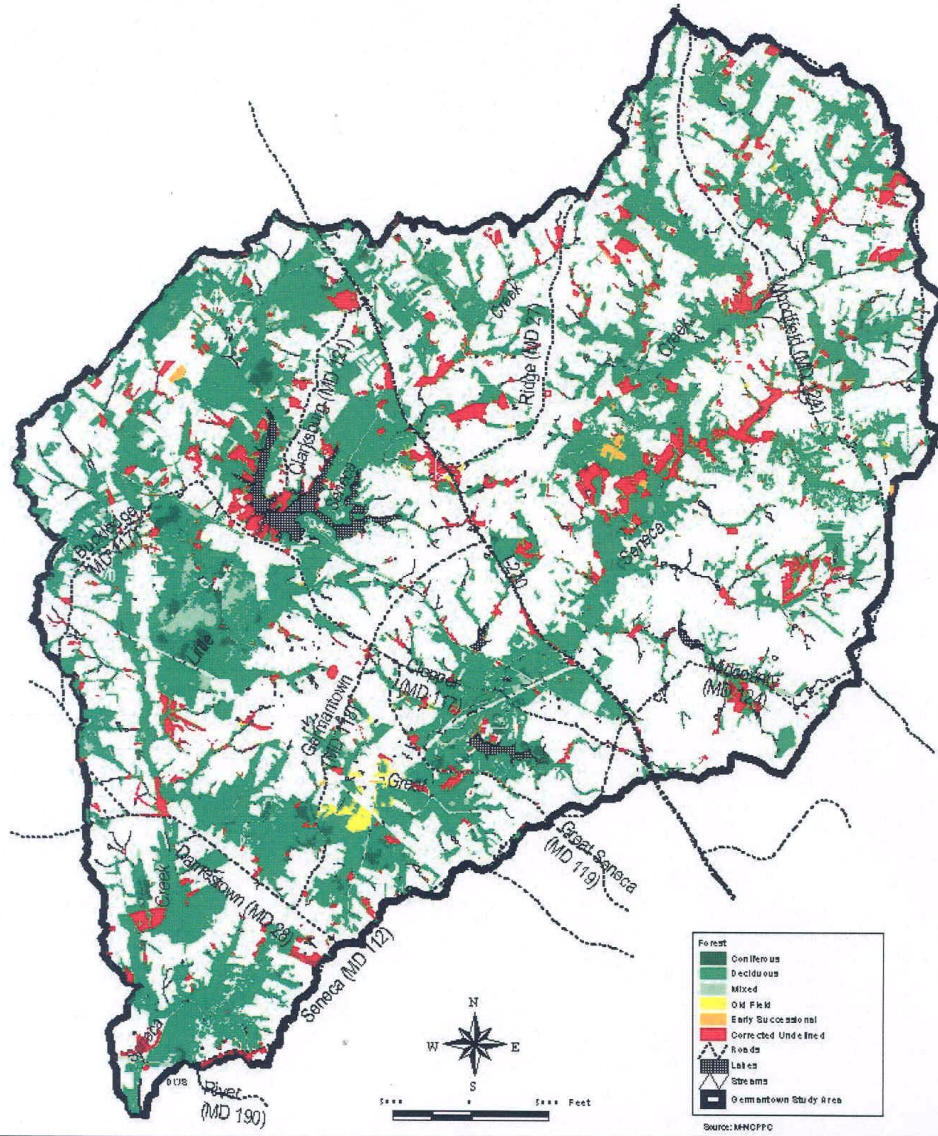


Seneca Creek Environmental Resources Inventory

Germantown and Vicinity Environmental Resources Inventory

Forest

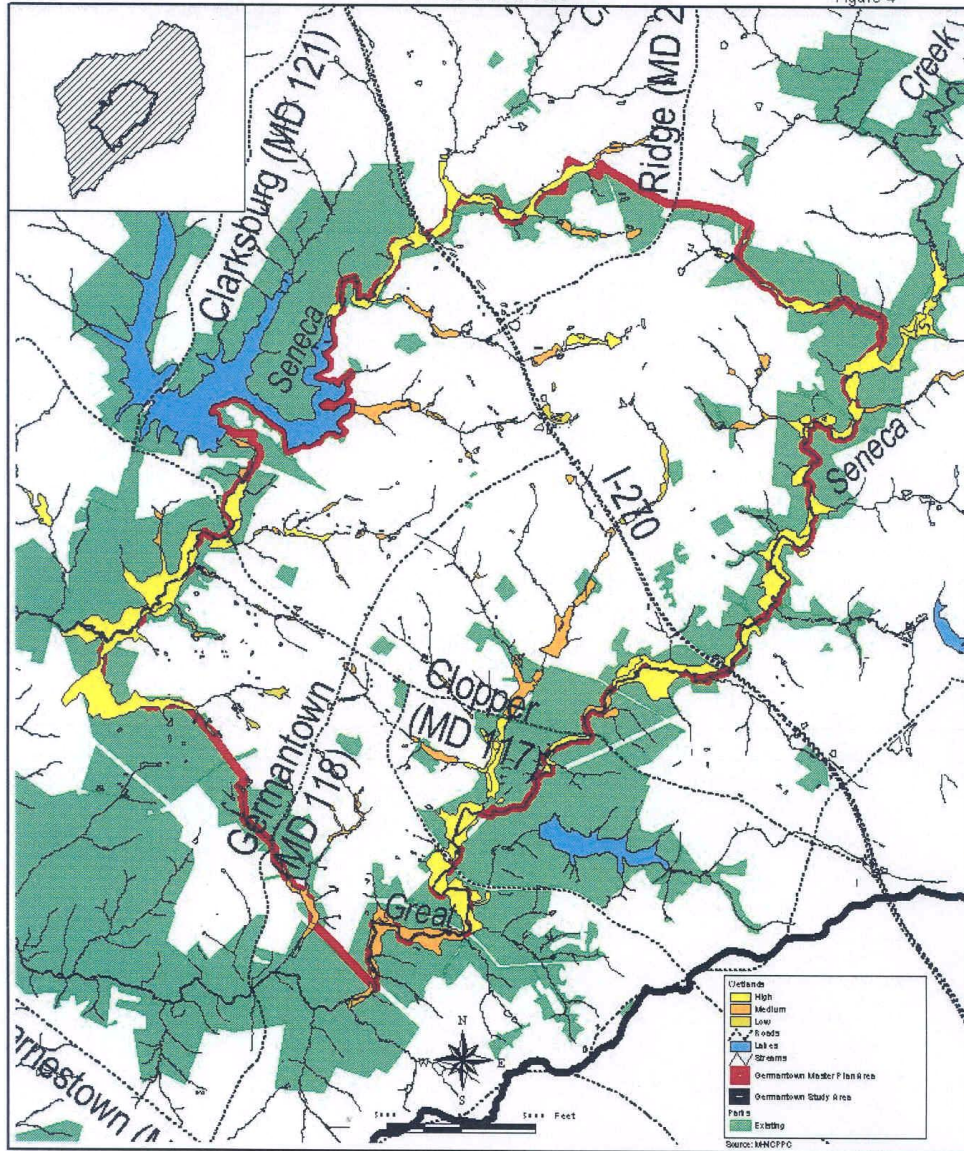
Figure 3



7  
M-NCPCC

Wetlands

Figure 4

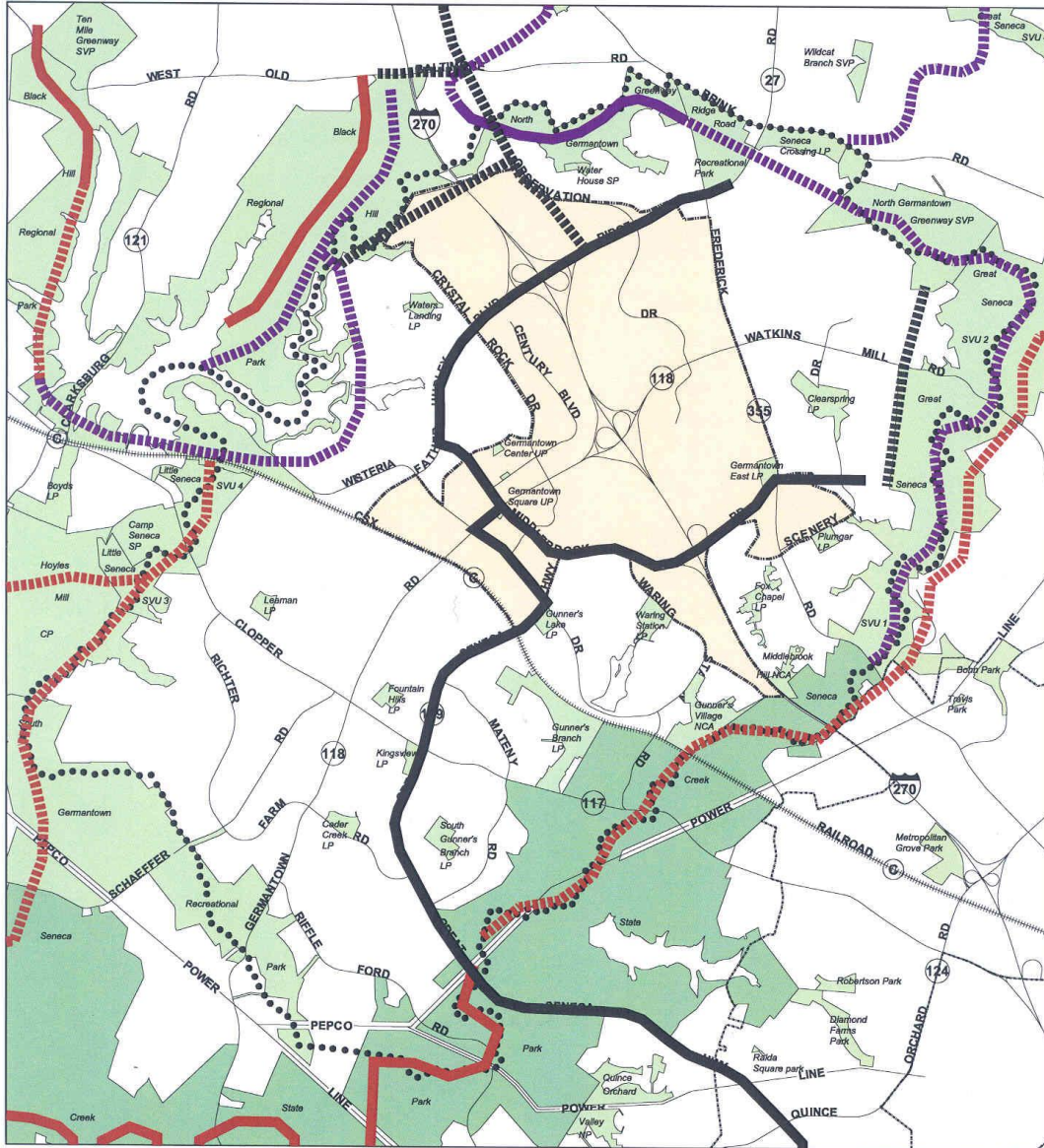


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M-NCPPC



# Parkland, Recreation and Countywide Trails



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- |   |                               |   |                                 |
|---|-------------------------------|---|---------------------------------|
|  | Planning Area Boundary        |  | Existing Natural Surface Trails |
|  | Study Area Boundary           |  | Proposed Natural Surface Trails |
|  | City of Gaithersburg Boundary |  | Existing Hard Surface Trails    |
|  | Existing State Parkland       |  | Proposed Hard Surface Trails    |
|  | Existing MNCPPC Parkland      |  | Existing Recreational Trails    |
|  | Existing Municipal Parkland   |  | Proposed Recreational Trails    |





## **PARKS, RECREATION, TRAILS AND OPEN SPACE**

Tanya Schmieler  
301-650-4392  
tanya.schmieler@mncppc.org

The County acquires parkland for four reasons:

- To provide recreational opportunities;
- To protect natural resources;
- To implement a countywide trail system; and
- To provide settings for historic, architectural, and cultural features

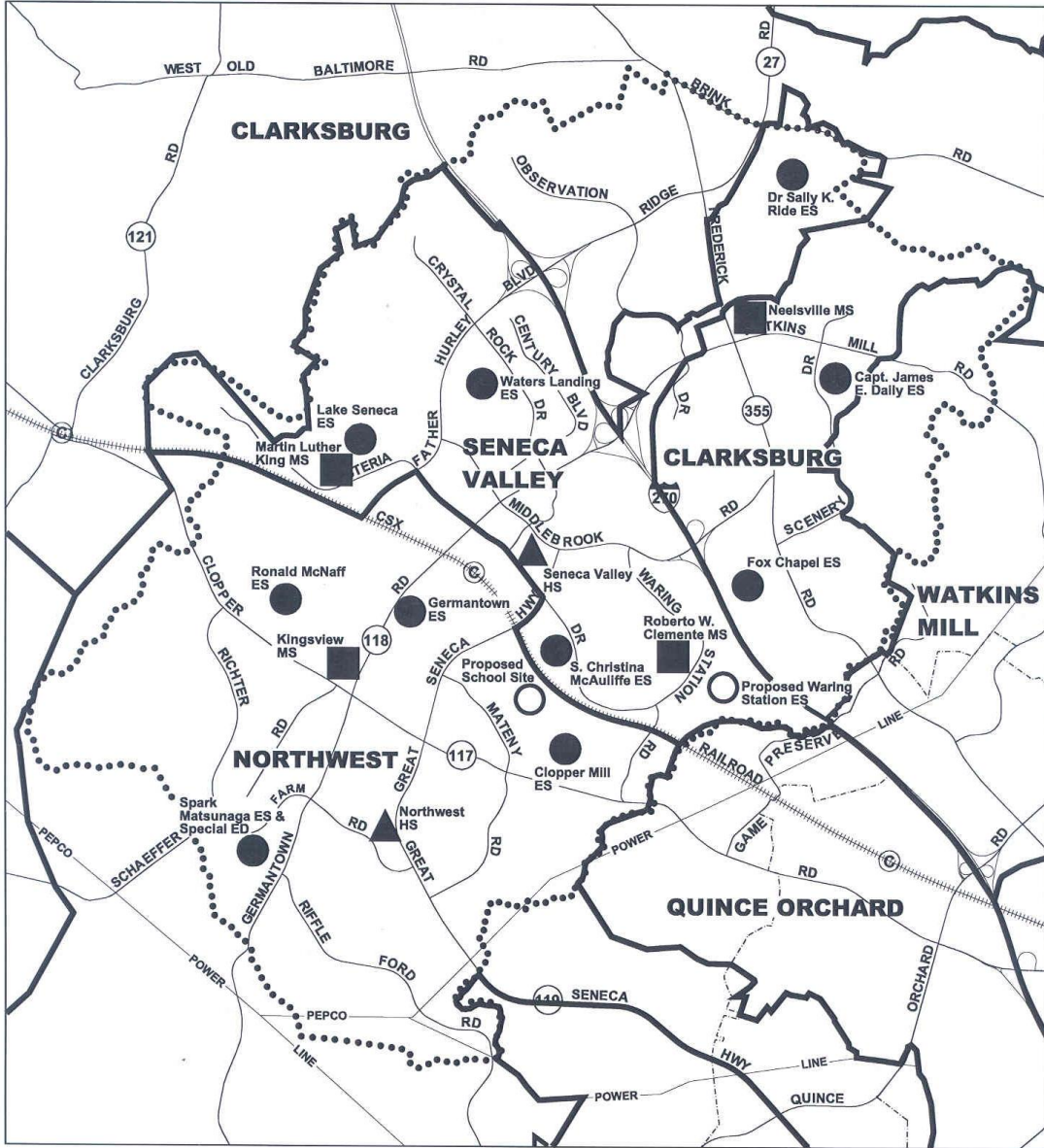
Countywide policies for parks and trails are established in two documents. The 2005 Land Preservation, Parks, and Recreation Plan (LPPRP) is updated approximately every five years and makes ten-year projections for recreation facilities, natural resources, and historic and cultural resources. The Plan includes an inventory of existing facilities by type and by planning area. Most importantly, this plan estimates the need for future park and recreation facilities based on surveys and on projected population growth.

The second document, the Countywide Park and Trails Plan, establishes an interconnected system of hard surface and natural surface trails designed to connect parks and community facilities. The policies and recommendations are for eight major corridor areas.

Key questions for the community to consider during the charrette include:

1. Are existing parks and trails adequate for the growth projected by the 1989 Master Plan? Is there additional parkland that has not been programmed or developed for recreation facilities?
2. Should additional parks be provided if a greater amount of new housing is recommended?
3. Should this Master Plan include new urban parks or civic spaces?
4. Where should new trails be created?

# Existing and Proposed Schools, Germantown



- Planning Area Boundary
- High School Cluster Boundaries
- - - - City of Gaithersburg Boundary
- Existing Elementary School
- Existing Middle School
- ▲ Existing High School
- Proposed School Sites



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## SCHOOLS

Bruce Crispell  
240-314-4702  
[bruce\\_crispell@mcpsmd.org](mailto:bruce_crispell@mcpsmd.org)

The need for school sites is identified in master plans based on student “yield” per residential unit. Schools are identified on master plans.

Enrollment forecasts are projected in six-year increments. These forecasts consider the master plan build out, subdivision activity, birth rates of County residents, immigration, and past enrollment trends. After school capacity needs are determined, facility planning funds are designated in the Capital Improvement Program (CIP). Opening a new elementary school requires two years of planning and two years of construction.

As you participate in the community charrette, please consider the following questions:

1. How much residential growth above the current Master Plan could be supported?
2. Why does the Clarksburg High School cluster include Milestone and other residential communities along MD 355/Frederick Road?







## AFFORDABLE HOUSING

Lisa Rother  
240-777-2593  
[lisa.rother@montgomerycountymd.gov](mailto:lisa.rother@montgomerycountymd.gov)

Various agencies have identified the need for more housing in the Washington region, including more affordable housing, housing for the elderly, and an increased range of choice in unit type and price. A housing shortage contributes to increasing the cost of housing, forcing people to live more distant from where they work.

Montgomery County has several programs to address affordable housing for County residents. The County's Department of Housing and Community Affairs administers two programs addressing housing affordability: the Moderately Priced Dwelling Unit (MPDU) program and the Housing Initiatives Fund. The not-for-profit Housing Opportunities Commission (HOC) develops, owns, and manages affordable housing and administers housing choice vouchers. Other non-profit organizations also develop and manage affordable housing units.

Affordable means having to spend 30 percent or less of gross income on housing. For MPDU units, the 60 percent point of the Region's median income translates to over \$70,000 for a family of four.

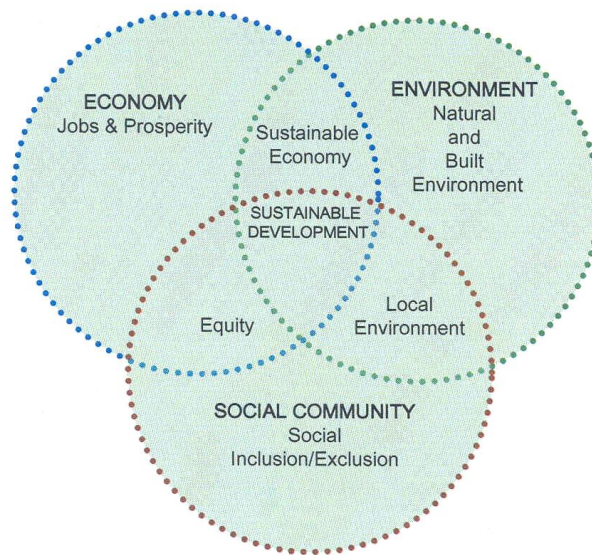
The County Council recently enacted another form of affordable housing directed to income levels such as teachers, public safety officers and government workers. This program is called Workforce Housing and it addresses housing needs for persons or families with 70 to 120 percent of the regional median income.

In thinking about Germantown's future, you may want to consider:

1. What are the numeric goals for affordable housing units in Germantown?
2. How much housing for the elderly is needed for Germantown?

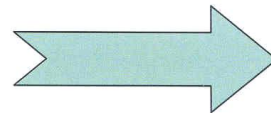
# What is sustainable development?

*Development that meets the needs of people today, without endangering the ability of people to meet their needs into the future*



source "Sustainable Angus" United Kingdom

## What are some characteristics?



source "Sustainable Angus" United Kingdom  
Prepared by The M-NCPPC - The Montgomery County Planning Department  
Germantown Master Plan Public Meeting January 31, 2007  
Community-Based Planning Division - Margaret Rislin



# SUSTAINABLE DEVELOPMENT

Marion Clark  
301-495-1328  
[marion.clark@mncppc.org](mailto:marion.clark@mncppc.org)

Sustainable development is a new topic to be considered during the development of the proposed Master Plan. Community members in Germantown will inform how this Master Plan will address the interconnected realms of economy, environment, and social community. The following questions are intended to inspire community thought on the topic of Sustainable Development:

1. What principles of sustainable development are applicable to Germantown? How will the existing community benefit from creating sustainable development for the future?
2. What does LEED (Leadership in Energy and Environmental Design) certification mean?

## POINT OVERVIEW

Title	Points	Percentage of total points
<b>Location Efficiency (2 Prerequisites / 7 Credits / 28 Points / 25% of total points)</b>		
Prerequisite: Transportation Efficiency	--	--
Prerequisite: Water and Stormwater Infrastructure Efficiency	--	--
Credit: Contaminated Brownfields Redevelopment	4	3.5%
Credit: High Cost Contaminated Brownfields Redevelopment	1	0.9%
Credit: Adjacent, Infill, or Redevelopment Site	3 to 10	8.8%
Credit: Reduced Automobile Dependence	2 to 6	5.3%
Credit: Contribution to Jobs-Housing Balance	4	3.5%
Credit: School Proximity	1	0.9%
Credit: Access to Public Space	2	1.8%
<b>Environmental Preservation (5 Prerequisites / 11 Credits / 13 Points / 11% of total points)</b>		
Prerequisite: Imperiled Species and Ecological Communities	--	--
Prerequisite: Parkland Preservation	--	--
Prerequisite: Wetland & Water Body Protection	--	--
Prerequisite: Farmland Preservation	--	--
Prerequisite: Erosion & Sedimentation Control	--	--
Credit: Support Off-Site Land Conservation	2	1.8%
Credit: Site Design for Habitat or Wetlands Conservation	1	0.9%
Credit: Restoration of Habitat or Wetlands	1	0.9%
Credit: Conservation Management of Habitat or Wetlands	1	0.9%
Credit: Steep Slope Preservation	1	0.9%
Credit: Minimize Site Disturbance During Construction	1	0.9%
Credit: Minimize Site Disturbance Through Site Design	1	0.9%
Credit: Maintain Stormwater Runoff Rates	1	0.9%
Credit: Reduce Stormwater Runoff Rates	1	0.9%
Credit: Stormwater Treatment	2	1.8%
Credit: Outdoor Hazardous Waste Pollution Prevention	1	0.9%
<b>Compact, Complete, &amp; Connected Neighborhoods (3 Prereq / 22 Credits / 42 Points / 37% of total points)</b>		
Prerequisite: Open Community	--	--
Prerequisite: Compact Development	--	--
Prerequisite: Diversity of Uses	--	--
Credit: Compact Development	1 to 5	--
Credit: Transit-Oriented Compactness	1	0.9%
Credit: Diversity of Uses	1 to 3	2.6%
Credit: Housing Diversity	4	3.5%
Credit: Affordable Rental Housing	1 to 2	1.8%
Credit: Affordable For-Sale Housing	1 to 2	1.8%
Credit: Reduced Parking Footprint	2	1.8%
Credit: Community Outreach and Involvement	1	0.9%
Credit: Block Perimeter	1 to 4	3.5%
Credit: Locating Buildings to Shape Walkable Streets	1	0.9%
Credit: Designing Building Access to Shape Walkable Streets	1	0.9%
Credit: Designing Buildings to Shape Walkable Streets	1	0.9%
Credit: Comprehensively Designed Walkable Streets	2	1.8%
Credit: Street Network	1	0.9%
Credit: Pedestrian Network	1	0.9%
Credit: Maximize Pedestrian Experience	1	0.9%
Credit: Superior Pedestrian Experience	1 to 2	1.8%
Credit: Applying Regional Precedents in Urbanism and Architecture	1	0.9%
Credit: Transit Subsidy	3	2.6%

Title	Points	Percentage of total points
Credit: Transit Amenities	1	0.9%
Credit: Access to Nearby Communities	1	0.9%
Credit: Adaptive Reuse of Historic Buildings	1 to 2	1.8%
<b>Resource Efficiency (0 Prerequisites / 17 Credits / 25 Points / 22% of total points)</b>		
Credit: Certified Green Building	1 to 5	4.4%
Credit: Energy Efficiency in Buildings	1 to 3	2.6%
Credit: Water Efficiency in Buildings	1 to 2	1.8%
Credit: Heat Island Reduction	1	0.9%
Credit: Infrastructure Energy Efficiency	1	0.9%
Credit: On-Site Power Generation	1	0.9%
Credit: On-Site Renewable Energy Sources	1	0.9%
Credit: Efficient Irrigation	1	0.9%
Credit: Greywater & Stormwater Reuse	2	1.8%
Credit: Wastewater Management	1	0.9%
Credit: Reuse of Materials	1	0.9%
Credit: Recycled Content	1	0.9%
Credit: Regionally Provided Materials	1	0.9%
Credit: Construction Waste Management	1	0.9%
Credit: Comprehensive Waste Management	1	0.9%
Credit: Light Pollution Reduction	1	0.9%
Credit: Contaminant Reduction in Brownfields Remediation	1	0.9%
<b>Other (0 Prerequisites / 2 Credits / 6 Points / 5% of total points)</b>		
Anticipated Accredited Professional Innovation Credit(s)	1 to 2	1.8%
Anticipated Innovation Credit(s)	1 to 4	3.5%
<b>TOTAL</b>	<b>114</b>	<b>100%</b>

Anticipated Certification Levels

(Percentages taken from the "LEED Product Development and Maintenance Manual")

Certified: 46 – 56 points (40% of total points)  
Silver: 57 – 67 points (50% of total points)  
Gold: 68 – 90 points (60% of total points)  
Platinum: 91 – 114 points (80% of total points)





## **GROWTH POLICY**

Karl Moritz or Dan Hardy  
301-650-5612 or 301-495-4530  
[karl.moritz@mncppc.org](mailto:karl.moritz@mncppc.org) or [dan.hardy@mncppc.org](mailto:dan.hardy@mncppc.org)

Montgomery County adopted the Adequate Public Facilities Ordinance (APFO) in 1973 which states that the Planning Board cannot approve a subdivision unless public facilities are adequate. The Ordinance is implemented through the Annual Growth Policy (AGP) and the development approval process. The AGP measures transportation facilities, school capacity, water and sewer, and police, fire, and health services.

The County Council revised the AGP in 2003 to modify the way transportation and school capacity is measured. The newly elected County Council has asked the Planning Board for substantial input into revising the existing Annual Growth Policy. The outcome of this study and the action the Council will take is not known at this time but will be included in the proposed Master Plan.

