

# germantownForward

Germantown Employment Area Sector Plan  
Approved and Adopted ■ October 2009



## Approved and Adopted Germantown Employment Area Sector Plan

### ABSTRACT

This Plan for the commercial center of Germantown contains the text and supporting maps of a comprehensive amendment to the approved and adopted 1989 Germantown Master Plan. It also amends The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended.

The Plan also amends relevant functional master plans including the Master Plan of Highways within Montgomery County, the Countywide Bikeways Functional Master Plan, and the Countywide Park Trails Plan.

The Plan makes recommendations for land use, design, environment, transportation, and community facilities as well as the zoning that is intended to guide development.

### SOURCE OF COPIES

The Maryland-National Capital Park and Planning Commission  
8787 Georgia Avenue  
Silver Spring, MD 20910-3760

Available online at [MontgomeryPlanning.org/community/germantown](http://MontgomeryPlanning.org/community/germantown)

### THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

The Maryland-National Capital Park and Planning Commission is a bi-county agency created by the General Assembly of Maryland in 1927. The Commission's geographic authority extends to the great majority of Montgomery and Prince George's Counties; the Maryland-Washington Regional District (M-NCPPC planning jurisdiction) comprises 1,001 square miles, while the Metropolitan District (parks) comprises 919 square miles, in the two counties.

The Commission is charged with preparing, adopting, and amending or extending On Wedges and Corridors, the general plan for the physical development of the Maryland-Washington Regional District.

The Commission operates in each county through Planning Boards appointed by the county government. The Boards are responsible for all local plans, zoning amendments, subdivision regulations, and administration of parks.

The Maryland-National Capital Park and Planning Commission encourages the involvement and participation of individuals with disabilities, and its facilities are accessible. For assistance with special needs (e.g., large print materials, listening devices, sign language interpretation, etc.), please contact the Community Outreach at 301-495-4600 or TDD 301-495-1331.

Approved and Adopted

## **Germantown Employment Area Sector Plan**

---

**Prepared by**

The Maryland-National Capital Park and Planning Commission  
February 2009

**Approved by**

The Montgomery County Council  
September 2009

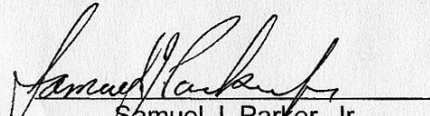
**Adopted by**

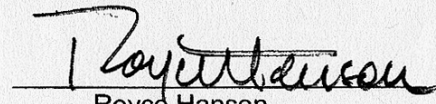
The Maryland-National Capital Park and Planning Commission  
October 2009

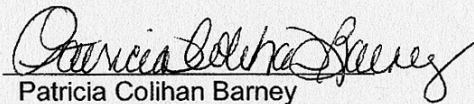
## CERTIFICATION OF APPROVAL AND ADOPTION

This Comprehensive Amendment to the Approved and Adopted Germantown Master Plan, 1989, as amended; the Master Plan of Bikeways, as amended; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District Within Montgomery and Prince George's Counties, as amended; and the Master Plan of Highways Within Montgomery County, as amended; has been approved by the Montgomery County Council, sitting as the District Council, by Resolution No. 16-1126 on September 22, 2009, and has been adopted by The Maryland-National Capital Park and Planning Commission by Resolution No. 09-21 on October 22, 2009, after a duly advertised public hearing as required by Article 28 of the Annotated Code of Maryland.

### THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

  
Samuel J. Parker, Jr.  
Chairman

  
Royce Hanson  
Vice Chairman

  
Patricia Colihan Barney  
Secretary-Treasurer





**MONTGOMERY COUNTY PLANNING DEPARTMENT**  
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**M-NCPPC No. 09-21**  
**MCPB No. 09-126**

**RESOLUTION**

WHEREAS, The Maryland-National Capital Park and Planning Commission, by virtue of Article 28 of the Annotated Code of Maryland, is authorized and empowered, from time to time, to make and adopt, amend, extend and add to the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties; and

WHEREAS, the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission, pursuant to said law, held a duly advertised public hearing on July 28, 2008, on the Draft Sector Plan for the Germantown Employment Area, being also a comprehensive amendment to the Approved and Adopted Germantown Master Plan, 1989, the Master Plan of Highways, the Master Plan of Bikeways, and the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended; and

WHEREAS, on February 10, 2009, the Montgomery County Planning Board, after said public hearing and due deliberation and consideration, approved the Draft of the Sector Plan for the Germantown Employment Area, and recommended that it be approved by the District Council and forwarded it to the County Executive for recommendation and analysis; and

WHEREAS, on March 27, 2009, the Montgomery County Executive reviewed and made recommendations on the Draft of the Sector Plan for the Germantown Employment Area and forwarded those recommendations with a fiscal analysis to the District Council; and

WHEREAS, on May 12, 2009, the Montgomery County Council, sitting as the District Council for the portion of the Maryland-Washington Regional District lying within Montgomery County, held a public hearing, wherein testimony was received concerning the Draft Sector Plan for the Germantown Employment Area; and

WHEREAS, on September 22, 2009, the District Council approved the Planning Board Draft Sector Plan for the Germantown Employment Area subject to the modifications and revisions set forth in Resolution No. 16-1126; and

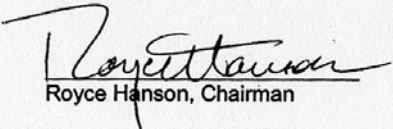
Vision Division, 301-495-4555, Fax: 301-495-1304  
8787 Georgia Avenue, Silver Spring, Maryland 20910  
[www.MontgomeryPlanning.org](http://www.MontgomeryPlanning.org)

NOW, THEREFORE, BE IT RESOLVED, that the Montgomery County Planning Board of The Maryland-National Capital Park and Planning Commission do hereby adopt said Sector Plan for the Germantown Employment Area, together with the General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District, as amended; and the Master Plan of Highways within Montgomery County, as amended, and as approved by the District Council in the attached Resolution No. 16-1126; and

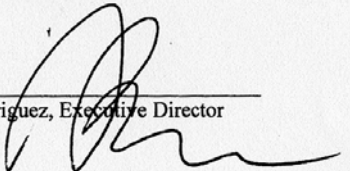
BE IT FURTHER RESOLVED, that copies of said Amendment must be certified by The Maryland-National Capital Park and Planning Commission and filed with the Clerk of the Circuit Court of each of Montgomery and Prince George's Counties, as required by law.

\* \* \* \* \*

This is to certify that the foregoing is a true and correct copy of a resolution adopted by the Montgomery County Planning Board of the Maryland-National Capital Park and Planning Commission, on motion of Commissioner Presley, seconded by Commissioner Wells-Harley, with Commissioners Alfandre, Hanson, Presley, and Wells-Harley voting in favor of the motion, with Commissioner Cryor being absent, at its regular meeting held on Thursday, October 15, 2009 in Silver Spring, Maryland.

  
Royce Hanson, Chairman

This is to certify that the foregoing is a true and correct copy of Resolution #09-21, adopted by the Maryland-National Capital Park and Planning Commission on motion of Commissioner Hanson and second by Commissioner Squire, with Commissioners Parker, Wells-Harley, Alfandre, and Cryor voting in favor of the motion, and Commissioner Cavitt objecting to the motion, with Commissioners Presley, Vaughns, and Clark absent during the vote, at its teleconference held in Upper Marlboro, Maryland, Silver Spring, Maryland, and Riverdale, Maryland, on Thursday, October 22, 2009.

  
Oscar Rodriguez, Executive Director

## Table of Contents

<b>Germantown's Future</b>	<b>8</b>
<b>Key Recommendations</b>	<b>10</b>
<b>Areawide Recommendations</b>	<b>16</b>
Land Use	18
Urban Form	20
Community Facilities	27
Housing	29
Transportation	30
Environmental Resources	39
Historic Resources	42
<b>District Recommendations</b>	<b>44</b>
The Town Center District	45
The Gateway District	56
The Cloverleaf District	59
The North End District	62
The Seneca Meadows/Milestone District	66
The Montgomery College District	70
The Fox Chapel District	74
<b>Implementation</b>	<b>77</b>
Feasibility	77
Zoning	77
Road Network	85
Bicycle System	89
Implementation Mechanisms	92
Capital Projects	93
Implementation Plan	93

## Appendixes

available online at

<http://www.montgomeryplanning.org/community/germantown/appendix.shtm>

- 1 Planning Framework
- 2 Germantown Planning Area Demographics
- 3 School Capacity Analysis
- 4 Germantown Housing Report
- 5 Churchill Town Sector
- 6 Top 100 Germantown Businesses (ranked by employment)
- 7 Major retailers in Germantown (ranked by employment)
- 8 Water and Sewer Capacity
- 9 Environmental Resources Analysis
- 10 Cultural and Historic Resources Table
- 11 Germantown Cultural Resources
- 12 Historic Preservation Elements
- 13 Density Distribution
- 14 Connections: Transportation Analysis
- 15 Station Requirements for Corridor Cities Transitway (CCT) Stations
- 16 Bikeways
- 17 Trail Connections
- 18 Recreation Needs
- 19 Parks and Open Spaces
- 20 Germantown Amenity Fund Projects
- 21 Proposed Capital Improvement (CIP) Projects
- 22 Urban Service District Legislation
- 23 Transit Mixed-Use Zone

---

## Maps, Figures, and Tables

Map 1	Sector Plan Area within Planning Area	11	Map 32	Town Center Proposed Zoning	78
Map 2	I-270/MD 355 Corridor	12	Map 33	Gateway District Existing Zoning	79
Map 3	Germantown Districts	13	Map 34	Gateway District Proposed Zoning	79
Map 4	Existing Zoning	16	Map 35	Cloverleaf District Existing Zoning	80
Map 5	Proposed Zoning	17	Map 36	Cloverleaf District Proposed Zoning	80
Map 6	Urban Design Framework	20	Map 37	North End District Existing Zoning	81
Map 7	Historic Resources	23	Map 38	North End District Proposed Zoning	81
Map 8	Open Space, Parks, and Trails	26	Map 39	Seneca Meadows/Milestone District Existing Zoning	82
Map 9	Proposed Corridor Cities Transitway Alignment	30	Map 40	Seneca Meadows/Milestone District Proposed Zoning	82
Map 10	Bicycle Network	32	Map 41	Montgomery College District Existing Zoning	83
Map 11	Street Character	33	Map 42	Montgomery College District Proposed Zoning	83
Map 12	Roadway Network	36	Map 43	Fox Chapel District Existing Zoning	84
Map 13	Forest Cover	39	Map 44	Fox Chapel District Proposed Zoning	84
Map 14	Land Use Concept	44	Map 45	Proposed Urban Service District	92
Map 15	Town Center/West End Land Use	45			
Map 16	Town Center/West End Property Reference	46	Figure 1	Illustrated Street Standards and Guidelines	34
Map 17	Town Center Urban Form	50	Figure 2	Illustrated Street Standards and Guidelines	35
Map 18	Gateway District Land Use	56			
Map 19	Gateway District Property Reference	57	Table 1	Existing and Proposed Development	19
Map 20	Cloverleaf District Land Use	59	Table 2	Housing within the Sector Plan Area	29
Map 21	Cloverleaf District Property Reference	60	Table 3	Senior Housing in the Germantown Planning Area	29
Map 22	North End District Land Use	62	Table 4	Existing and Proposed Development by District	44
Map 23	North End District Property Reference	64	Table 5	Roadway Classifications	85
Map 24	Seneca Meadows/Milestone District Land Use	66	Table 6	Bikeway Classifications	89
Map 25	Seneca Meadows/Milestone Property Reference	69			
Map 26	Montgomery College District Land Use	70			
Map 27	Montgomery College District Property Reference	71			
Map 28	Fox Chapel District Land Use	74			
Map 29	Fox Chapel District Property Reference	76			
Map 30	Proposed Transit Station Development Areas	77			
Map 31	Town Center Existing Zoning	78			





*Future Germantown in the vicinity of the Germantown Transit Station*

This Plan establishes a vision that will transform Germantown's central employment corridor into a vibrant town center and mixed-use uptown districts.

The Germantown of the future will be the center of business and community life in upper Montgomery County.

## The Plan's Recommendations

- complete the economic core envisioned in the General Plan
- increase employment
- organize communities around transit
- enhance connections to Germantown's greenbelt and stream valley parks
- pursue design quality and sustainability in the public and private realms
- build on cultural, historic, and civic facilities.

This Plan directs new uses, activity, and design attention to the Town Center—the heart of Germantown. Its mixed uses will be complementary with the offices on MD 118, and nearby Montgomery College. Century Boulevard will be the community's main street, anchored with transit, lined with shops and restaurants, its library and arts center as focal points for civic life.

Building at higher densities, in strategic locations like Germantown, results in a greener approach to building than the traditional development pattern in Montgomery County. Low population densities spread over half-acre lots can't sustain the cost of replacing current infrastructure. More residents in compact walkable communities result in economies of scale, allowing a more efficient use of resources that ensures sustainability.

In addition, jobs can draw workers from down-County to employment sites in Germantown, which increases the efficiency of the road and transit network without additional capital costs.



*Future park and boardwalk in the Germantown Town Center*



- Create Germantown as a Corridor City with a **Quality of Place** that makes it the up-County's commercial hub.
- Create Germantown as a **strategic location for employment** in the County. Highway access and an eventual connection to a transit network will make Germantown accessible and attractive for employers.
- Strengthen and expand the **Town Center** to encompass properties within a walkable distance of the transit station by providing the options and activity of a thriving downtown. Focusing activity along Century Boulevard and surrounding it with complementary residential and employment uses will create a vibrant center.
- Design and fund the **Corridor Cities Transitway (CCT)** as an essential feature of Germantown's evolution. Transit, including the MARC station and bus service, is essential to addressing traffic congestion and building a sustainable community. The CCT will connect Germantown to the Metro Red Line and the County's Life Sciences Center.
- Create transit-served, mixed use **neighborhoods** that include public facilities, enhance existing communities and shape new ones, using references to Germantown's history and natural features. Infilling with connections, public facilities, and mixed uses will build distinct communities.
- Establish Germantown as the **up-County cultural center**. The BlackRock Center for the Arts, the new library, and the public green they frame will be the basis for active civic life in the Town Center and for all of Germantown.
- Enhance Germantown's **natural environment**. Germantown's greenbelt and stream valley parks are extraordinary environmental resources that will be enhanced by park trail connections and a network of urban open spaces, further supported by green design and building techniques that conserve energy and resources.
- Encourage **high quality design** that enhances character and identity. Distinct neighborhoods, green streets, and attractive urban spaces with historic and cultural references will give Germantown a strong sense of place. High quality design is expected for public and private development.
- **Balance** the amount and timing of development with infrastructure capacity. Density brings opportunity and options, but must be shaped through zoning and other tools that create a community of lasting quality.

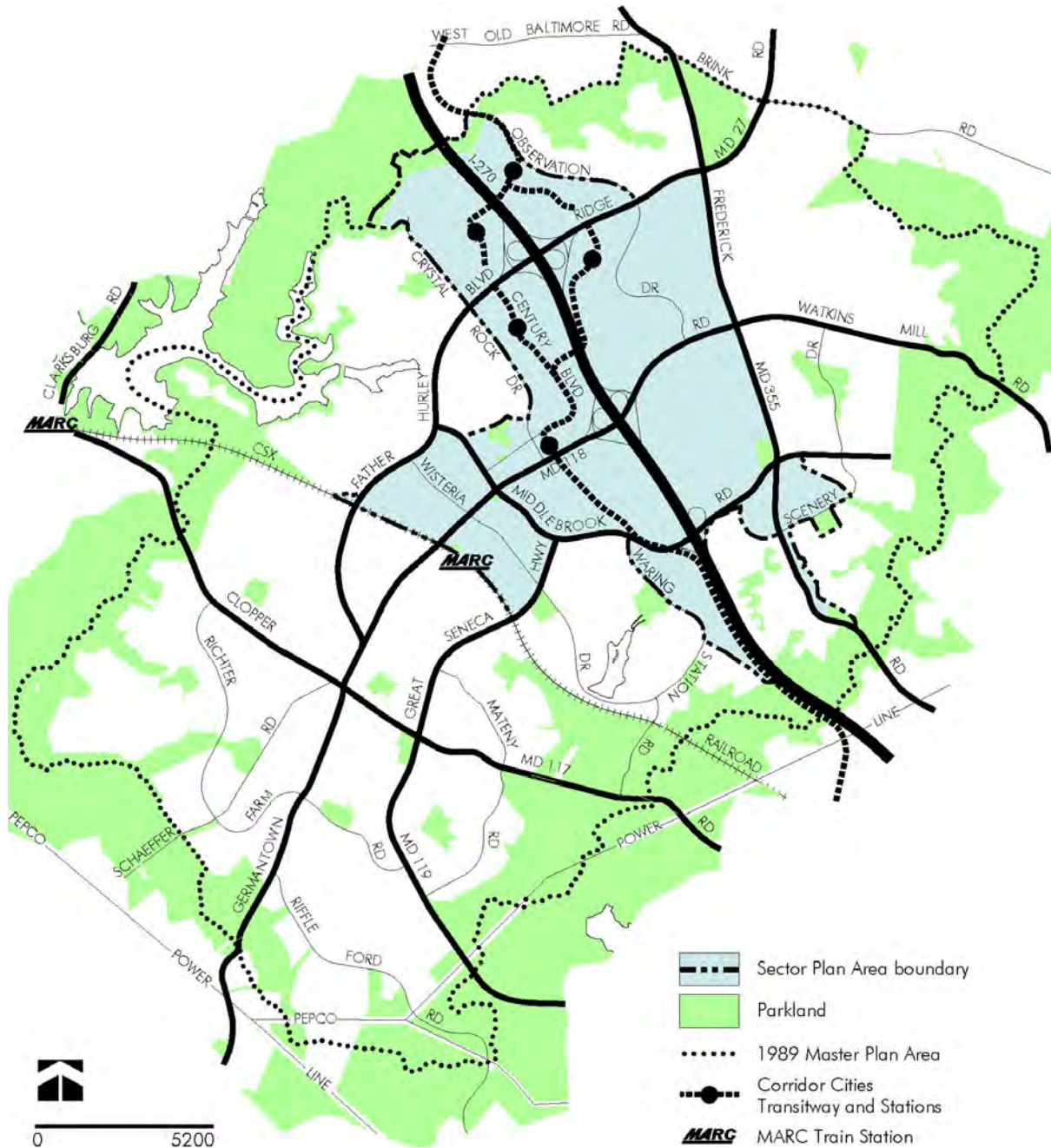


### Creating the Corridor City

As early as the 1964 General Plan, Germantown was defined as a Corridor City, intended to “support a full variety of commercial, cultural, and social services...”.

- The 1966 Plan  
“Tall buildings will be the symbol of a core area” ... “allows a great number of people, who come together to make a downtown work efficiently.”
- The 1974 Plan  
A “new community” of six villages each with its own school and commercial center that would include a new campus of Montgomery College, all accessible via I-270 and rapid rail transit.
- The 1989 Plan  
A continued pattern of mixed housing development and a Town Center of employment uses.

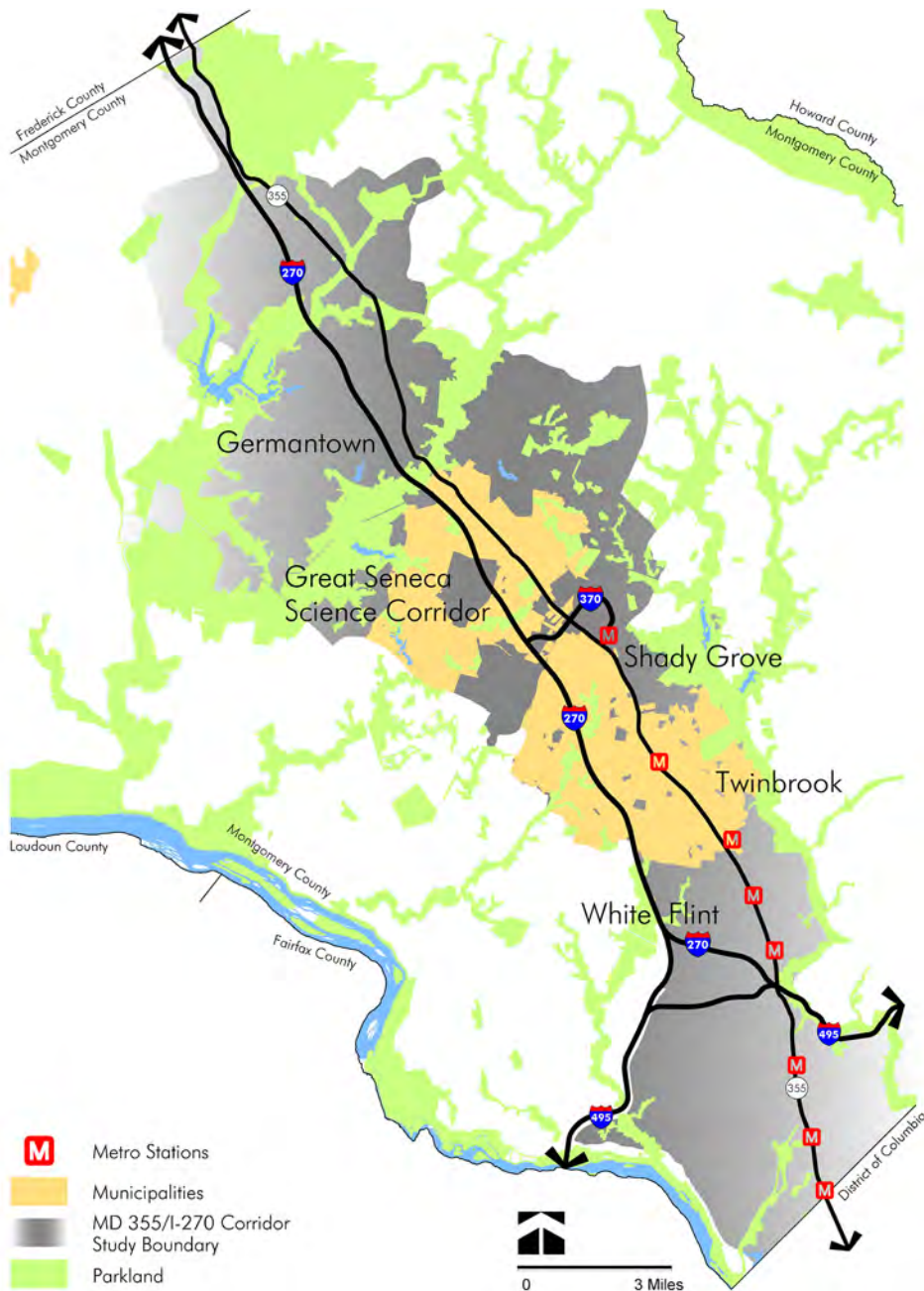
Map 1  
Sector Plan Area within Planning Area



Plan Boundary

The Germantown Sector Plan area crosses I-270 and focuses on a roughly 2,400-acre area in the employment and Town Center areas of Germantown. Roadways and road rights-of-way encompass approximately 600 acres of the Sector Plan area, almost 25 percent of the total acreage.

Map 2  
I-270/MD 355 Corridor



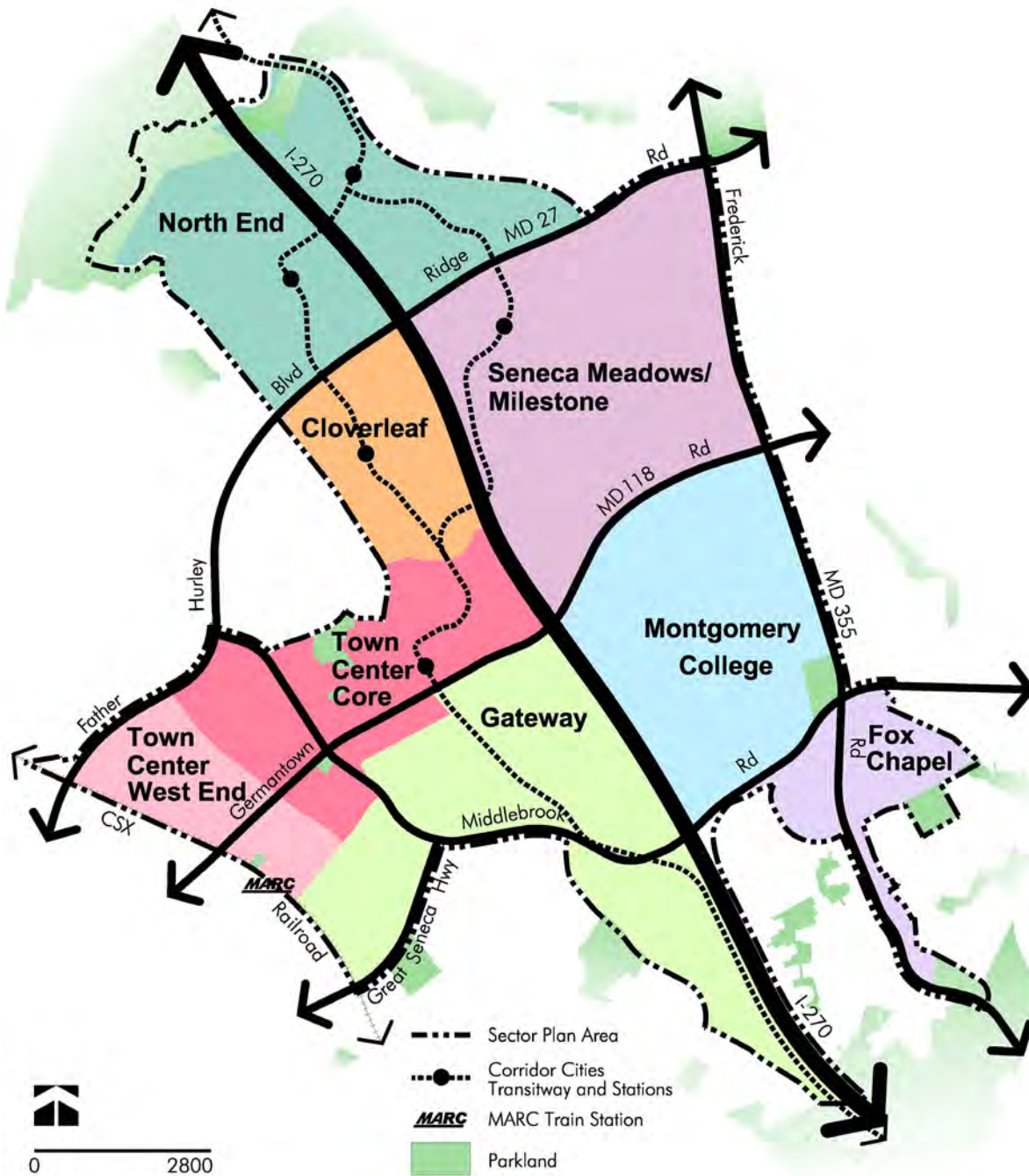
### I-270/MD 355 Corridor

The corridor created by I-270, MD 355, the Metro Red Line, and the MARC line forms the transportation spine of the up-County today. The addition of the CCT will complete the transit infrastructure. The Corridor employs almost half of Montgomery County's workforce but more than one-third of the Corridor's employed residents commute to jobs outside of the County.

A significant portion of the County's future employment growth will take place on vacant or under-used sites in Germantown on the both sides of I-270 and in the area of Montgomery College. This Plan replaces the single-purpose zoning designations of the 1989 Plan with flexible, mixed-use designations that retain employment potential and provide for retail, hotel, commercial, housing, and entertainment uses near jobs.



Map 3  
 Germantown Districts



key recommendations

The **Town Center District** has the most concentrated and varied development with a mix



of residential, retail, office, and cultural uses in a compact and walkable form. New housing,

restaurant and retail uses, the BlackRock Center for the Arts and the library attract patrons to Germantown's downtown.

The **West End Neighborhood** of the Town Center District is a mix of retail and industrial uses with surface parking that extends along



MD 118 from Middlebrook Road west to the CSX tracks. West of MD 118 are industrial

uses and vacant property currently zoned for a mix of commercial uses without housing. This district is adjacent to the Germantown Historic District and contains historic properties such as the Pumphrey-Mateny House and the Madeline V. Waters site.



The **Gateway District** stretches between the MARC station and I-270. The area also includes a mix of uses, including Seneca Valley High School and residential uses. In the north end of the district, adjacent to the I-270/Middlebrook interchange, are industrial uses and auto dealerships. The federal Department of Energy is the Plan area's largest employer and is expected to remain stable unless additional federal programs are relocated.



The **Cloverleaf District** is north of MD 118 and west of I-270. It is currently all commercial uses including flex buildings and the former Orbital Fairchild site, which will be the location of a future CCT station. This property is likely to redevelop with office, retail, hotel, and other services as well as multifamily housing.



The **North End District**, north of Father Hurley Boulevard, is a mix of residential development, office, hotel, and industrial uses along I-270 at the Milestone Business Park. West of I-270, the district is vacant land with a small residential community north of Father Hurley Boulevard. A future CCT station will serve this district before crossing over I-270. On the east side of I-270 at Ridge Road are multi-story buildings and the area will be served by a CCT station.





Germantown's largest retail center, more than 100 acres and 850,000 square feet, is located in the **Seneca Meadows/Milestone District** at the corner of MD 355 and MD 27. A mix of housing adjoins the retail area, along with an important environmental feature, the Germantown "Bog." The district also includes the Seneca Meadows Corporate Center on the east side of I-270, a business park of one- and two-story industrial and flex buildings with surface parking.

The protected habitat of the Germantown Bog provides a source of clean water to the Little Seneca Stream system



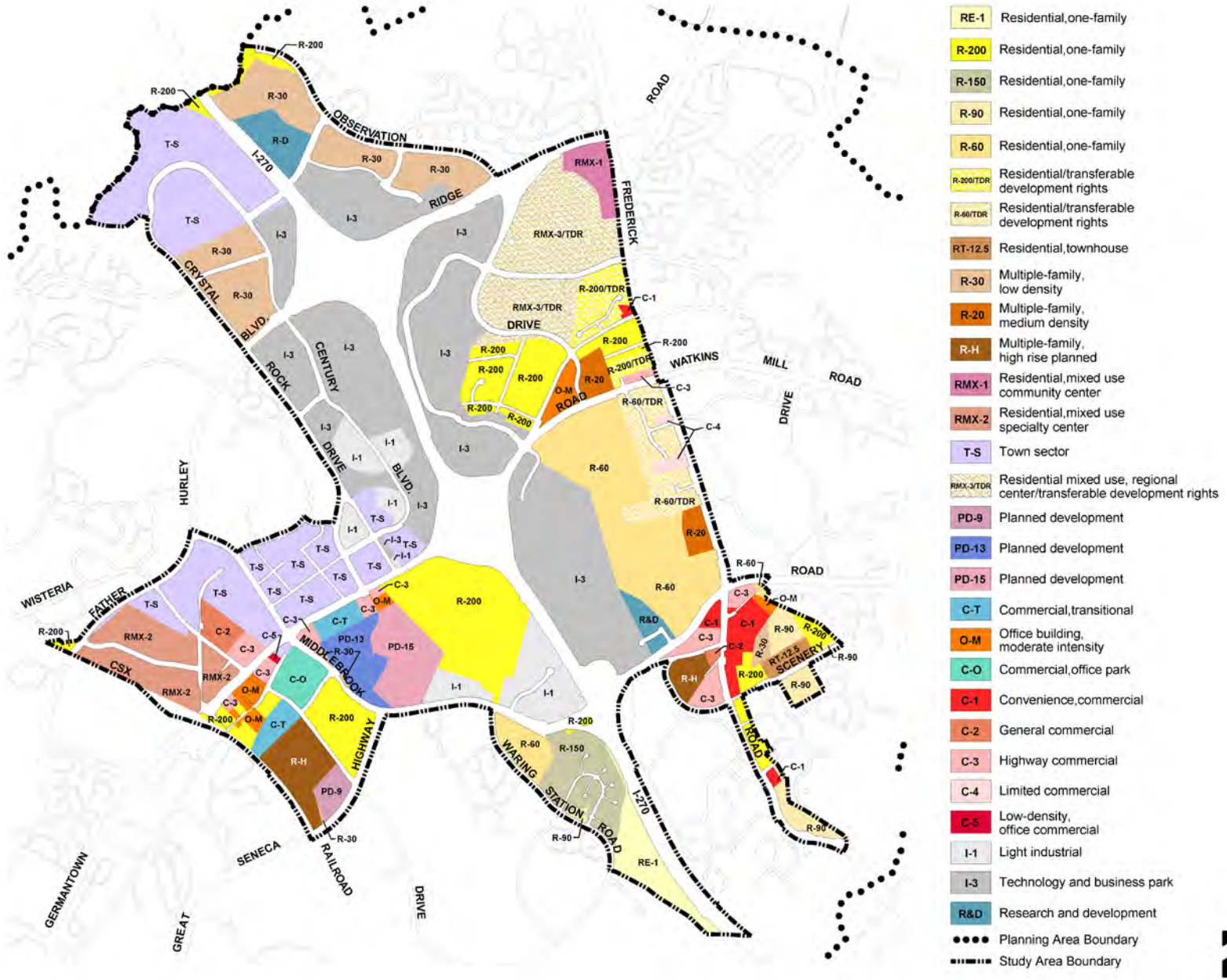
**Montgomery College District** includes the College, as well as other commercial, industrial, and residential uses. Montgomery College is recognized as one of the nation's leading two-year educational institutions. The Germantown campus continues to increase its enrollment and the scope of its technology education and workforce training programs. The College also intends to create a business park with a private partner.



The **Fox Chapel District** is anchored by a neighborhood shopping center on MD 355 that serves surrounding residential communities. Other commercial uses along MD 355 include banks, specialty grocers, restaurants, and gas stations. The Plumgar Recreation Center on Scenery Drive is a County-owned recreation center with an adjoining ballfield.



# Map 4 Existing Zoning

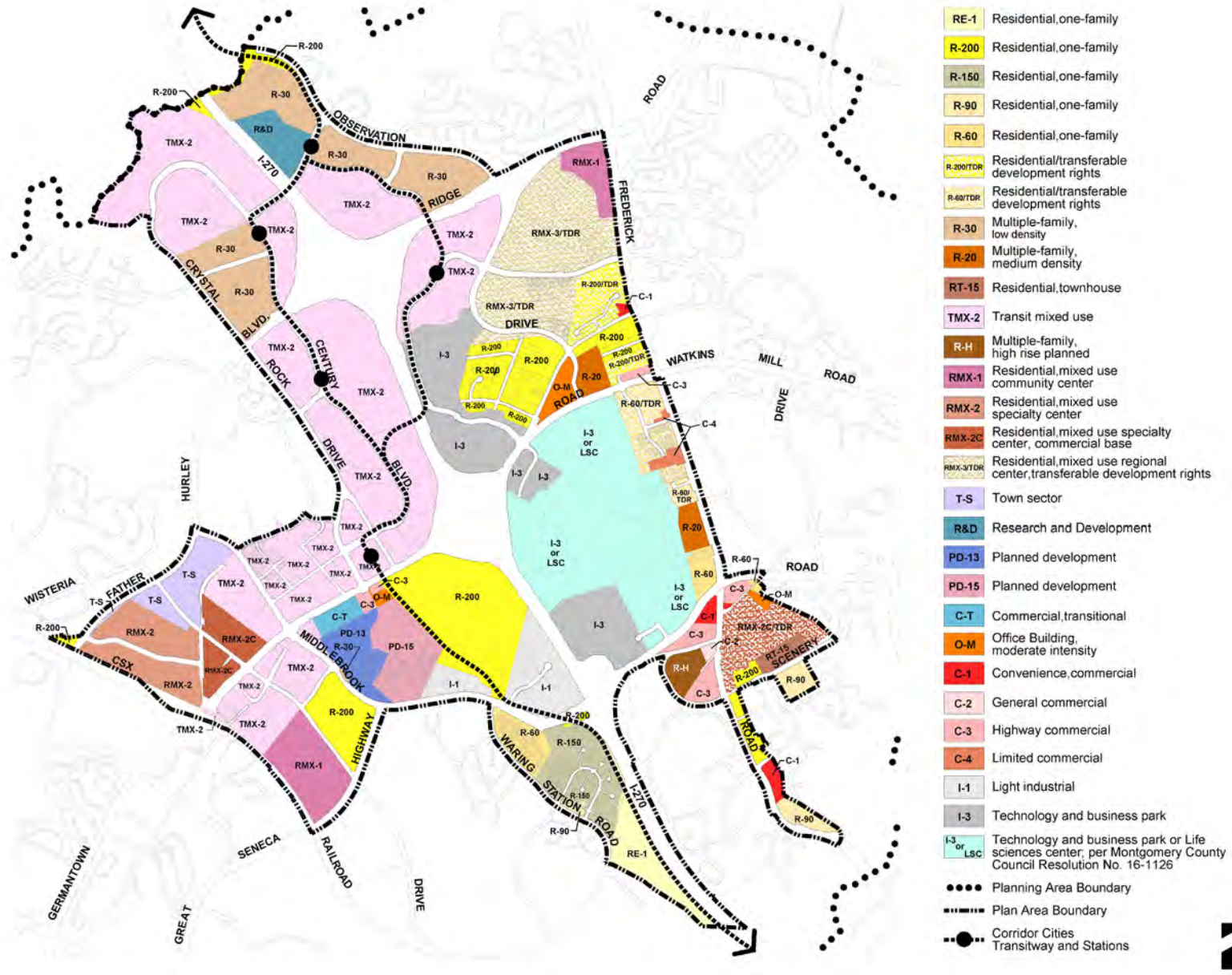


- RE-1** Residential, one-family
- R-200** Residential, one-family
- R-150** Residential, one-family
- R-90** Residential, one-family
- R-60** Residential, one-family
- R-200/TDR** Residential/transferable development rights
- R-60/TDR** Residential/transferable development rights
- RT-12.5** Residential, townhouse
- R-30** Multiple-family, low density
- R-20** Multiple-family, medium density
- R-H** Multiple-family, high rise planned
- RMX-1** Residential, mixed use community center
- RMX-2** Residential, mixed use specialty center
- T-S** Town sector
- RMX-3/TDR** Residential mixed use, regional center/transferable development rights
- PD-9** Planned development
- PD-13** Planned development
- PD-15** Planned development
- C-T** Commercial, transitional
- O-M** Office building, moderate intensity
- C-O** Commercial, office park
- C-1** Convenience, commercial
- C-2** General commercial
- C-3** Highway commercial
- C-4** Limited commercial
- C-5** Low-density, office commercial
- I-1** Light industrial
- I-3** Technology and business park
- R&D** Research and development
- Planning Area Boundary
- Study Area Boundary





Map 5  
Proposed Zoning



- RE-1** Residential, one-family
- R-200** Residential, one-family
- R-150** Residential, one-family
- R-90** Residential, one-family
- R-60** Residential, one-family
- R-300/TDR** Residential/transferrable development rights
- R-60/TDR** Residential/transferrable development rights
- R-30** Multiple-family, low density
- R-20** Multiple-family, medium density
- RT-15** Residential, townhouse
- TMX-2** Transit mixed use
- R-H** Multiple-family, high rise planned
- RMX-1** Residential, mixed use community center
- RMX-2** Residential, mixed use specialty center
- RMX-2C** Residential, mixed use specialty center, commercial base
- RMX-3/TDR** Residential, mixed use regional center, transferrable development rights
- T-S** Town sector
- R&D** Research and Development
- PD-13** Planned development
- PD-15** Planned development
- C-T** Commercial, transitional
- O-M** Office Building, moderate intensity
- C-1** Convenience, commercial
- C-2** General commercial
- C-3** Highway commercial
- C-4** Limited commercial
- I-1** Light industrial
- I-3** Technology and business park
- I-3 or LSC** Technology and business park or Life sciences center, per Montgomery County Council Resolution No. 16-1126
- Planning Area Boundary
- - - - -** Plan Area Boundary
- Corridor Cities Transitway and Stations





Casual dining along Century Boulevard in the Town Center.

## LAND USE

This Plan's land use recommendations provide for over 24 million square feet of commercial development with approximately 68,800 jobs and 16,400 housing units.

Within the area of the Sector Plan, this results in a ratio of 4.19 jobs for each housing unit. In the entire Germantown planning area with approximately 32,000 housing units, the Plan will create 1.5 jobs per housing unit. The County wide goal is 1.6 jobs to each housing unit.

This Plan builds a pattern of density focused at the Town Center, stepping down to surrounding communities. The overall pattern will:

- concentrate the highest density, 2.0 FAR, at the Town Center transit station
- develop most of the employment corridor properties and the MARC station area with mixed uses at an average density of 1.0 FAR
- limit the average density to 1.0 FAR for transit-served properties north of MD 27 that adjoin existing residential communities
- develop areas not served by the CCT or MARC at average densities of 0.3 to 0.5 FAR.

This Plan recommends various changes in zoning to better achieve the Plan's vision for a transit-oriented mixed-use neighborhood. Single use zones are replaced by mixed-use zones and in many locations the Town Sector (T-S) Zone is replaced with the Transit Mixed-Use Zone (TMX-2).



Table 1: Existing and Proposed Development

	Existing	Approved but unbuilt	1989 Master Plan	2009 Master Plan <sup>3</sup>
Dwellings <sup>1</sup>	6,214	263	6,379	16,418
Commercial (sf)	8,077,085	3,241,729	18,552,310	24,104,248
Jobs <sup>2</sup>	23,080	9,260	53,000	68,870

<sup>1</sup> Not including bonus dwelling units that may be applicable

<sup>2</sup> Number of jobs rounded

<sup>3</sup> Approximately 650 dwelling units and 3,339,000 s.f. of non-residential space would be demolished and redeveloped

### Zoning Strategy

This Plan recommends various changes in zoning to better achieve the Plan's vision for a transit-oriented mixed-use neighborhood. Single use zones are replaced by mixed-use zones and in many locations the Town Sector (TS) Zone is replaced with the Transit Mixed-Use Zone (TMX-2). The TMX-2 Zone requires consistency with the master plan, the provision of amenities, and the purchase of building lot termination rights, while also providing the flexibility to achieve the Plan-recommended mix of uses and densities, without the limits on population and percentage of commercial and industrial development that are in the TS Zone. The TMX-2 Zone requires that sites be located in a Transit Station Development

Area, which is defined by the Zoning Ordinance as "an area near a metro transit station, or along an existing or proposed transit right-of-way, which is not located within a central business district, which has been designated as a Transit Station Development Area by an approved and adopted master plan or sector plan." A map of the area designated by the Plan as the Transit Station Development Area appears in the Implementation section. TMX permits a broad range of uses that can provide the variety to create a cohesive transit-served community with employment and housing options.

The Plan's vision is best implemented through the TMX Zone's optional method of development that ensures new projects are consistent with

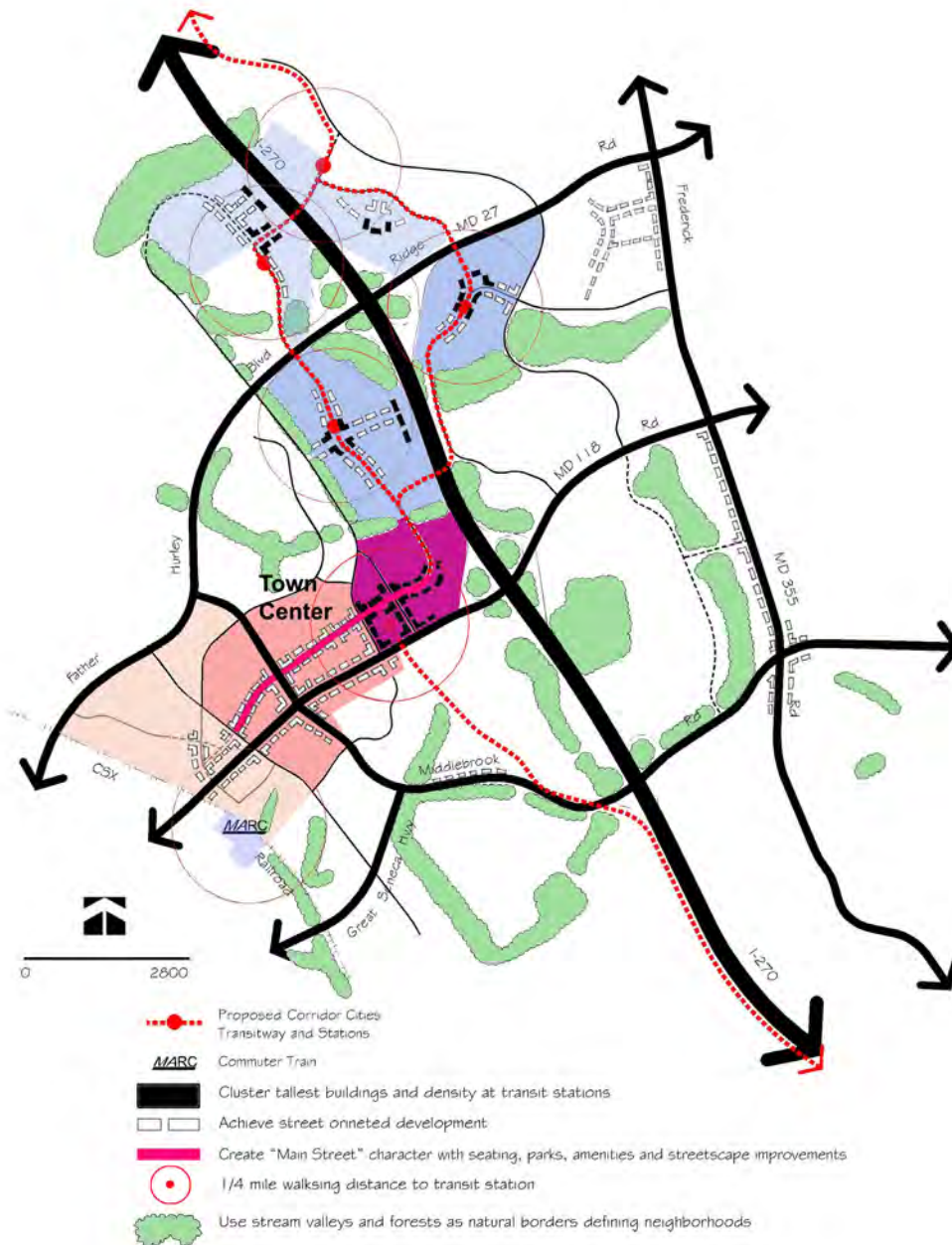


the Sector Plan and accompanied by appropriate facilities and amenities.

The land use recommendations for each district are shown in maps that indicate potential locations for residential, commercial, and industrial uses. These maps present guides for the Planning Board to consider when reviewing development applications, but are not to be considered rigid requirements for uses at specific locations. The diagrams showing roads on new locations are meant to convey connectivity, and not necessarily their precise alignments. Stars are used as "floating symbols" which show the general location of public facilities and/or open space.



## Map 6 Urban Design Framework



### URBAN FORM

#### Design Framework

This Plan concentrates the highest densities and building heights in Germantown's Town Center. Compact mixed-use development at slightly lower densities is recommended at each of the other transit stations. Design is critical to achieving quality of place and creating spaces that are vibrant, secure, and active. The streets, spaces, and centers of these transit neighborhoods will build community identity. In each of these areas, this Plan recommends:

- clustering development at transit stations to encourage use of transit, provide convenience, and create a focus of activity
- connecting streets, bikeways, and pedestrian routes to encourage walking and improve access
- expanding the natural open spaces and urban gathering spaces as amenities, recreation spaces, and conservation areas
- incorporating historic, cultural, and nature-oriented themes into development to strengthen community identity
- locating the tallest buildings at the transit stations or within the centers and stepping down heights adjacent to existing residential communities.



*Building heights step down toward residential neighbors*

## Centers

This Plan redirects the character of land use in the Germantown employment corridor from a suburban pattern of low-rise buildings and large areas of surface parking into compact, walkable places with lively streets, activating uses, businesses and houses. Transit-oriented centers will be defined by walkable block lengths and inviting public spaces. Development is subject to design guidelines that establish a street-oriented pattern and require compatibility with nearby existing residential areas.

The guidelines will also encourage new development and redevelopment inspired by Germantown's history, natural areas, and other unique community features.

The design guidelines to implement this Sector Plan and all development must address the following principles:

- **Compact Centers**  
Concentrate development at transit stations creating compact, walkable centers. Place highest densities nearest transit stations, transitioning down to lower densities adjacent to existing residential communities.
- **Street-Oriented Development**  
Locate buildings adjacent to the street to form a building line of the sidewalk and street that form public spaces. Provide front entrances along the street to improve pedestrian convenience, activate the street, and reduce walking distances. Provide street level retail uses along streets where street activity is desired. Place retail, restaurants, and other uses at highly visible locations along boulevards and main streets and adjacent to urban open spaces to add vitality and convenience. Design retail storefronts with large, clear glass windows for merchandise display that promote retailing and add visual interest to the street.



*Activate streets with retail storefronts*



*Provide wide sidewalks for seating*



Germantown Building Heights



- Town Center Transit Station - 180 ft.
- Mixed Use Transit Centers - 143 ft.
- I-270 Corridor Mixed Use - 125 ft
- I-270 Employment - 100 ft.
- MD 118 Town Center - 100 ft.
- Other Areas and Transitions - 60 ft.



*Integrate parking with building design*

■ Building Form and Facade Design

Building design and facade treatment can reduce building bulk and mass to improve light on the street, minimize shadows, and create a pedestrian scale along the street. Reduce building bulk by encouraging narrow building footprints and setting back upper floors over 60 feet (four to five stories) from the street level. Orient buildings along the street with articulated facades and architectural elements that de-emphasize horizontal mass and bulk. Use building forms that are compatible with adjacent residential communities.

Establish a building line to frame the sidewalk and define the street by placing the building adjacent to the sidewalk with a minimal setback, except where outdoor cafes or other outdoor space are proposed. On the first floor of buildings with activating uses, provide significantly sized windows to create an interesting pedestrian experience and improve visibility of the first floor uses. Interior lighting should animate the street and public spaces during nighttime hours.

■ Building Heights and Transitions

Locate the tallest buildings in Germantown at the Town Center's Transit Station and surrounding properties along I-270, stepping down heights towards existing residential communities. Tall building heights are

encouraged at the transit stations and within each district to create defined centers. See building heights within each district for specific height limits.

Use a minimum building height of three stories, where feasible, to enhance value, efficiency, and compactness. Step down building heights towards the edges of districts adjacent to surrounding residential communities to create compatible transitions. Provide varied building heights and roof designs to create a visually interesting skyline.

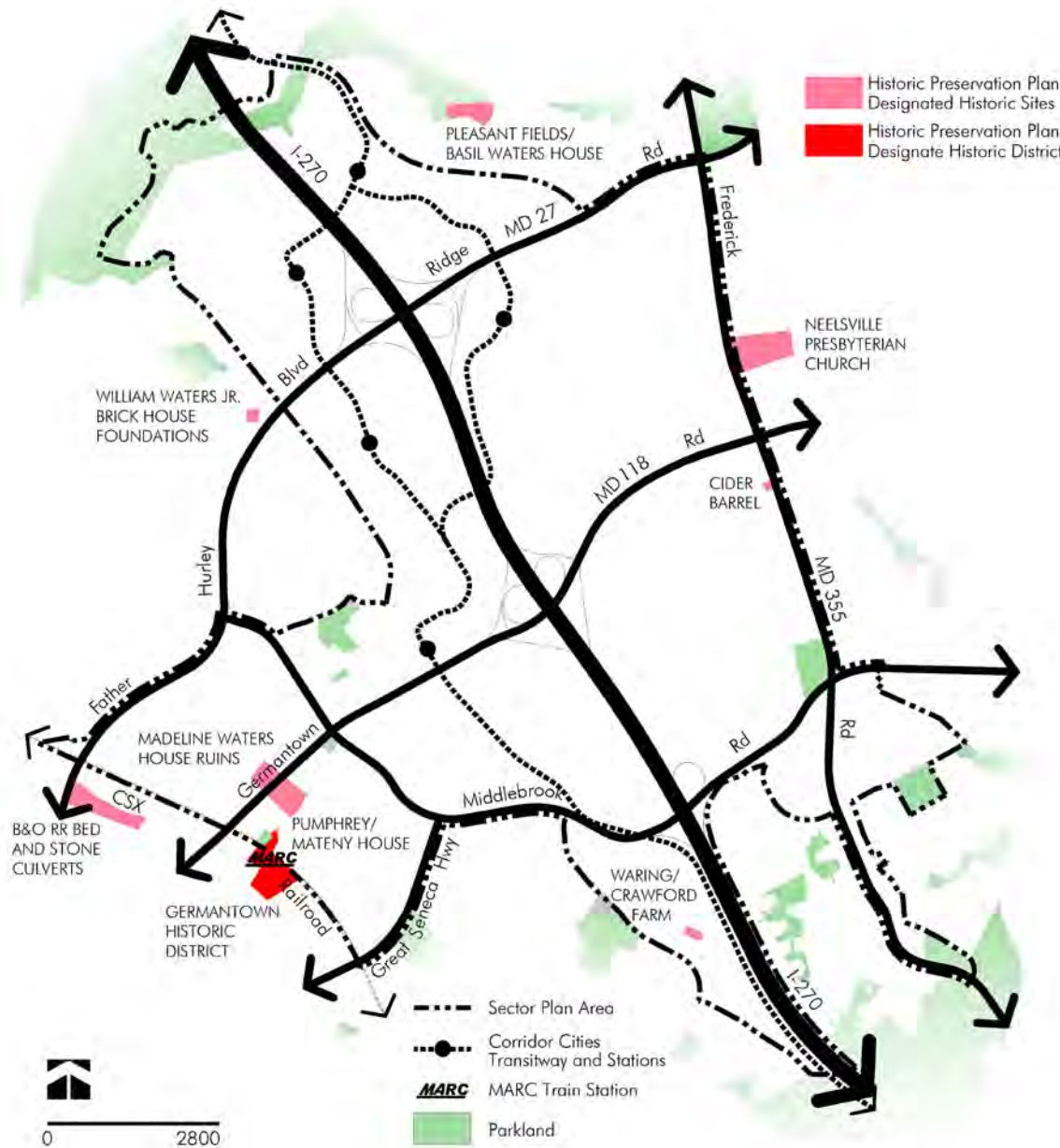
■ Parking

Locate parking on the street, in mid-block structures or in structures lined with street activating uses. Surface parking, where necessary, should be located behind or to the side of development and screened with building extensions, low walls, or evergreen hedges.

Parking should not exceed the minimum required in the Zoning Ordinance. Encourage shared use parking and, if feasible, develop private/public parking facilities.

Establish a parking district in the Town Center to promote urban development by consolidating parking facilities. Evaluate providing public structured parking at the Upcounty Regional Services Center and the police station.

Map 7  
Historic Resources



Historic Features

Design features should commemorate Germantown’s history, families, and industries to tie together the past and future. Many Germantown residents and employees are unaware of the Germantown Historic District just outside the Plan’s boundaries or of the Plan area’s designated historic sites. Designated historic sites should be protected and integrated into the community with compatible adjacent land uses. Adjacent site and building design should enhance, not diminish the historic setting. Connect activity centers to historic features in Germantown’s parks and greenways and insert historic references, where appropriate, in new development or redevelopment, signage, and public art.

Public Amenities

Germantown’s transformation into a more urban place must have a significant level of amenity to help enhance and establish identity and character in new public and private development. Amenities will provide residents and workers greater enjoyment of new development, open spaces, and special areas such as the Town Commons in front of the BlackRock Center for the Arts. A greater



Expand the grid of streets with access to Century Boulevard and Crystal Rock Drive



Provide streetscape and pedestrian-friendly street design

number of amenities will help establish the Town Center as the up-County cultural arts district and complement the entertainment uses and restaurants that are coming to this area.

A placemaking approach to providing amenities is recommended, integrating historic-, cultural-, and nature-oriented themes. Design character should range from sophisticated to fun and playful. Participatory elements are encouraged, such as movable artwork, splash fountains, and musical chimes. Most importantly, amenities should be integral to the design of the space and not conceived as an afterthought.

Areawide Amenities

- Provide improvements to public streets with streetscaping in accordance with the Germantown Streetscape Plan and incorporate artwork such as special seating, paving, and lighting, where appropriate.
- Create special artwork integrated into all transit shelters, similar to the artwork provided at the bus transfer station along Aircraft Drive.
- Create a brochure for walking tour of historic sites.
- Create and install public art at urban parks and transit stops. Partner with the Montgomery Council on the Arts and Humanities to find local artists.
- Paint “ghost images” of historic Germantown

buildings that have been lost on newer facades.

District Amenities

Town Center

- Dedicate, design, and build the new Urban Park after land exchange based on the Department of Parks’ Concept and Facility Planning protocol.
- Create a vibrant interactive art/play feature for Town Center to be located in the new Urban Park. Consider using patterns or symbols in paving or structures that reflect any of the identified historic themes relating to Germantown’s past. Consider incorporating interactive play equipment such as trampolines set at grade level, musical chimes, or other interactive facilities.
- Renovate the Town Commons in front of the BlackRock Center for the Arts to create a more usable and attractive gathering place. Include sculpture, making use of existing “black rock” that is in storage, and provide more interactive artwork.
- Provide streetscaping that includes artwork in the paving and along the sidewalks to help establish the special character of Century Boulevard as the main promenade in the Town Center.
- Add a statue of baseball great Walter Johnson along Century Boulevard, exact



location to be determined.

- Design the Crystal Rock Greenway cultural walk with signed or brochure-guided interpretive experience, highlighting themes of Germantown's history.

#### *West End*

- Design and construct transit station park improvements such as seating, special paving and lighting, landscaping, and transit themed artwork. Such artwork could feature historic photographs of the B&O Railroad or the train crossing the viaduct.
- Employ then and now photographs around the MARC train station to show the historic character of that area. Use 3-D stereoscopy to see an image of what the area used to look like versus today.
- Restore the scale at Liberty Mill.
- Designate the farmers' market near the historic district.

#### *Cloverleaf*

- Provide artwork in the green common provided as an integral part of the community.

#### *North End*

- Work with the American Indian Heritage Education Association to interpret the Native American role in the establishment of the Sector Plan area through a public art project.
- Improve the trailhead at the Waters

House Special Park with a kiosk, and an interpretive exhibit on the Waters Family.

#### *Seneca Meadows/Milestone*

- Provide artwork in the Recreation Center or neighborhood green to achieve a place-specific center that reflects Germantown's history and culture.

#### *Montgomery College*

- Consider the adaptive reuse of the Cider Barrel. New uses could include a local wine retailers' consortium, farmers' market concession, or local crafts and foods stand.

#### *Fox Chapel*

- Incorporate seating, special paving, landscaping, and pedestrian scaled lighting into the design of the shopping center.

### Connections

An expanded network of roadways, streets, mid-block pedestrian connections, sidewalks, trails, and bikeways will link the community to desired destinations such as transit, schools, and commercial services. Roadway and street designs should promote pedestrian use with investment in streetscape elements including pedestrian crossing markings and signals, landscaping, street trees, and benches.

- **Street Network**  
An interconnected street network is proposed for all districts and large parcels. New streets with short block lengths, approximately 250 to 350 feet in length, will promote walking and

allow mid-block pedestrian crossings to bring people out to the sidewalks. These spaces need to be animated, visible, and well lit.

- **Street Character**  
An interconnected street network is proposed for all districts and large parcels.

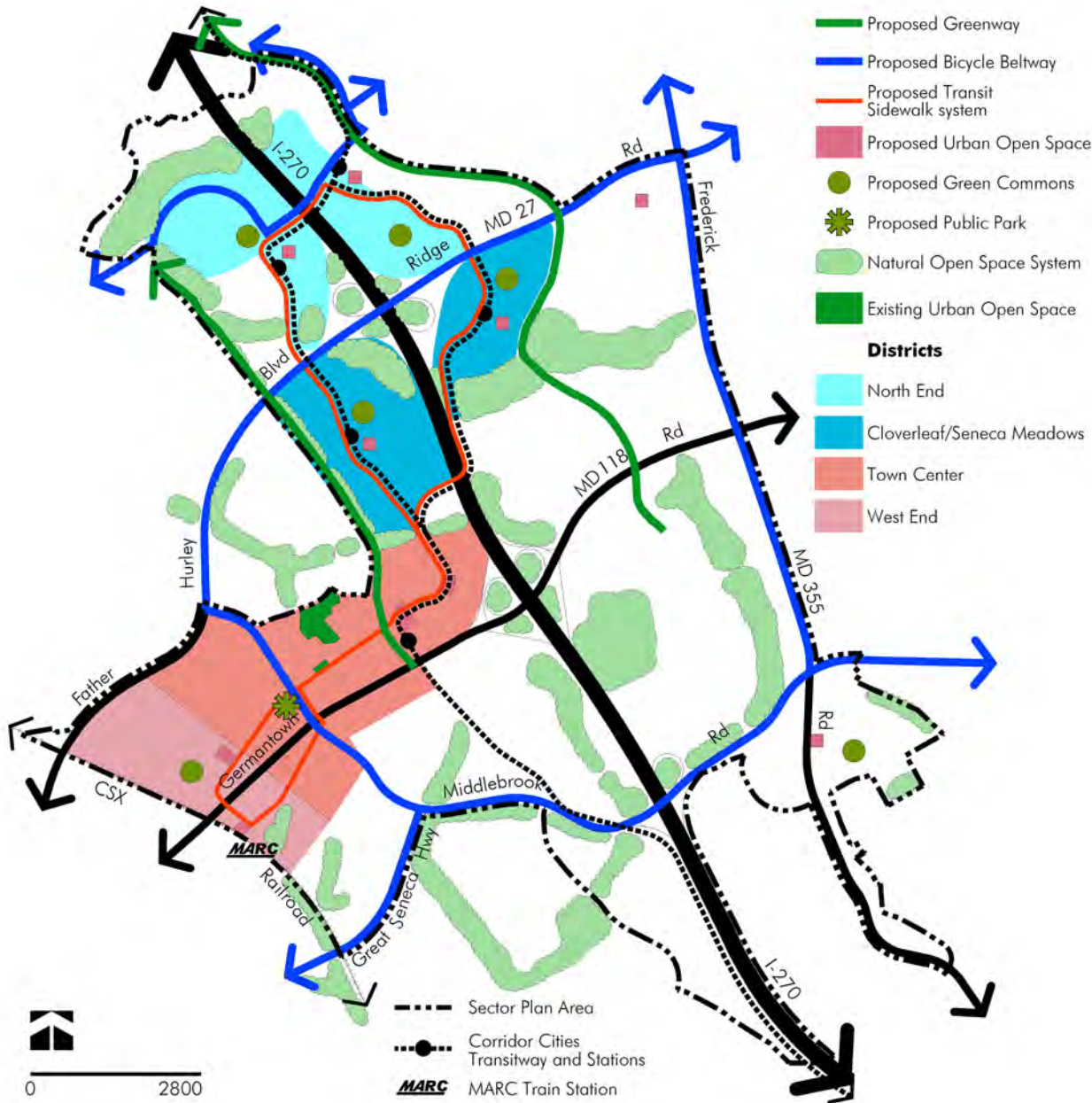
Street character is defined by activities that occur on the sidewalks and how they interact with the uses in the buildings framing the space. All of the design elements should come together to create vibrant pedestrian spaces, both public and private, that are active at different times during the day and through all seasons.

Lighting, signage, and windows all play a major role. Street furniture is only a small part of the street character. Trees trimmed higher to allow visibility to first floor storefronts and appropriate building elements that frame entries, are the kind of details that enhance the pedestrian experience.

This Plan will establish tree-lined boulevards and main streets that will enhance Germantown's identity and provide tree cover and environmental benefits. Improvements include installing closely spaced street trees and landscaped medians, providing special walkway and paving materials where appropriate, and using pedestrian scaled lighting and other furnishings.

- **Trails, Bikeways, and Sidewalks**  
Connect trails, bikeways, and sidewalks

Map 8  
Open Space, Parks, and Trails



through all districts promoting an alternative to vehicle use and improving access to destinations such as transit stations, schools, commercial services, parks, and natural areas.

**Public Spaces**

This Plan adds to the network of diverse public spaces in Germantown, providing for public spaces in each district that help uniquely define it. Public and private open spaces should incorporate green design and be organized and connected to the larger greenbelt system at the edges of Germantown and beyond.

The following describes the hierarchy of Germantown’s public spaces.

- **Natural Area Network**  
This Plan expands Germantown’s natural area network by protecting forest stands, wetlands, streams, and scenic vistas through regulatory measures, design recommendations, dedication, and acquisition. The recommended trails system connects the surrounding greenbelt regional parks to the transit-oriented centers.
- **Public Parks**  
Public parks are proposed as focal points of activity within each district. They are placed in visible and centrally located sites within mixed-use neighborhoods and along pedestrian routes. Parks should contain a variety of interactive activities, walkways, movable tables and chairs, shade trees, and special features



such as public art and historic elements that celebrate Germantown’s history.

- Green Commons

A green common in every district has been designated to provide residents and workers a place to enjoy nature, exercise, walk, and enjoy social gatherings. Special features should be included such as fountains, artwork, gazebos and other amenities. Privately provided green areas for public use should be integrated into neighborhood designs and privately maintained by property owners or by the proposed urban service district.

- Plazas and Gathering Places

Each district should contain a variety of plazas, gathering places, and urban spaces within each district. Such spaces should be defined by buildings and activated by retail or restaurants. Smaller spaces or “eddies” created through openings in the building wall

along a sidewalk can offer great spaces for retail to open onto where people can sit and enjoy the activity passing by. Urban spaces, where appropriate, should provide seating with moveable tables and chairs, landscaping, lighting, public art, and other amenities that contribute to one’s enjoyment. Historic and cultural themes should be incorporated into designs. Transit station areas require additional features such as shelters and transit information kiosks. Plazas, gathering places, and urban spaces should be privately developed for public use and maintained by the property owner or by the proposed maintenance district.

### COMMUNITY FACILITIES

Community facilities analyzed for this Plan include public schools; fire, rescue, and emergency medical services; public safety; government services; recreation centers; and libraries.



School site

### Public Schools

The Plan area covers the Montgomery County Public Schools (MCPS) high school clusters for Clarksburg, Seneca Valley, and Northwest high schools. Residential development in the Plan area will be predominantly multifamily dwellings, which generate a smaller number of students per unit. Most development will occur in the Seneca Valley Cluster.

A number of elementary schools and middle schools in the three clusters affected by the Germantown Sector Plan are projected to exceed capacity. In the fall of 2009, MCPS will submit its recommended FY 2011-2016 CIP request. This request anticipates that schools that are projected to be over capacity will be considered for changes that increase capacity



Provide seating, shade, play equipment, and other amenities



in the future. Potential projects to add capacity include: developing an undeveloped school site in the Sector Plan area (Waring Station), opening William B. Gibbs, Jr. Elementary School in the Milestone community, adding new elementary schools at four sites in Clarksburg, expanding Clarksburg High School, constructing Clarksburg Middle School #2, and expanding either Lake Seneca or Waters Landing Elementary Schools.

- Monitor elementary school capacity to determine when the Waring Station Elementary School site is needed or explore redistricting to accommodate new students generated by future development in the Sector Plan area.

#### Fire, Rescue, and Emergency Medical Services

The Germantown planning area is served by two existing fire stations: Station 29 (Germantown) is within the Sector Plan boundary, and Station 22 (Kingsview) is located west of the Sector Plan boundary. A third station, Station 34 (Milestone) is under construction on the east side of I-270 within the Sector Plan boundary. No additional fire or rescue facilities are planned for Germantown.



Adventist Health Care opened the Shady Grove Adventist Emergency Center in Germantown in 2007. This free-standing emergency facility within the Sector Plan boundary provides the same emergency medical care that patients can receive at a hospital emergency department. The Shady Grove Adventist Emergency Center will significantly improve access to emergency medical care for residents of the County.

#### Public Safety/Police

Montgomery County Police District 5 has occupied the site at 20000 Aircraft Drive since 1992. Expansion of this facility is programmed in the CIP to increase administrative and public space as well as parking and evidence storage space.

#### Government Services

The Upcounty Regional Services Center occupies approximately 250,000 square feet of office and clinic space at the corner of Middlebrook Road and MD 118. Built in 1974, this facility is expected to serve the service needs for the Germantown planning area.

Other civic uses within the Plan area include the BlackRock Center for the Arts, located at 12901 Century Boulevard in the Town Center. This 30,800 square foot facility was constructed in 2002 as a centerpiece for the Germantown community by providing arts education, gallery, and performance space. The Town Commons facing Century Boulevard serves as the community gathering space and seating for outdoor performances.

#### Recreation Center

The Department of Recreation determined the need for a new community recreation center to serve portions of Germantown east of I-270. The Plumgar Neighborhood Recreation Center will be improved, but cannot be expanded due to site constraints.

- Locate a future Recreation Center on residential property adjacent to Ridge Road Recreation Park at the southwest corner of the intersection of Brink Road and Ridge Road. In the event these properties become available, Parks staff would begin working with Department of Recreation staff to determine whether the program associated with a Recreation Center would fit in the area of park expansion. If this site is not feasible, the Seneca Meadows area may be an appropriate alternative location.

#### Libraries

The Germantown Library was constructed in March 2007 to serve residents and workers in the up-County area. This 44,000 square foot library is expected to be sufficient to serve existing and future Library patrons. A new Clarksburg Library will be constructed for the Clarksburg community.

## HOUSING

New transit options in the up-County create opportunities for increased housing, including affordable housing and workforce housing at future transit stations. This Plan adds housing to employment areas that previously excluded housing.

### Housing Incentives

- Emphasizing mixed-use buildings and mixed-use communities that place housing above retail and other ground floor uses.
- Establishing higher densities and a minimum building height of three stories, where feasible, means more opportunity for residential units above commercial spaces.
- Lowering parking requirements, which reduces building costs and lowers residents' monthly expenses.
- Requiring a mix of unit types provides diversity in the housing product.
- Identifying County-owned property for affordable housing opportunities.

The Germantown Planning Area was one of the first areas where the Moderately Priced Dwelling Unit (MPDU) program was implemented in 1976. Germantown contributed over a fourth of the County's stock of MPDUs through the period of the 1970s and 1980s. Except for those acquired by Housing Opportunities Commission (HOC), the price controls on these units have now lapsed; they are no longer registered MPDUs. Approximately 323 MPDUs expired between 1987 and July 2008.

**Table 2: Housing within the Sector Plan Area**

	Total Units	Market Rate	MPDUs <sup>1</sup>
Existing dwelling units	6,214	6,029	185
Proposed dwelling units <sup>2</sup>	10,204	8,928	1,276 <sup>3</sup>
TOTAL	16,418	14,957	1,461

<sup>1</sup> Does not include units under rent control or ownership by the Housing Opportunities Commission

<sup>2</sup> Approximately 650 units will be redeveloping and subject to MPDU requirements

<sup>3</sup> Does not include any density bonus units that may be applicable

**Table 3: Senior Housing in the Germantown Planning Area**

Project Name	Units or Beds
Churchill Senior Living	121 independent 133 independent <sup>1</sup> 46 assisted <sup>1</sup>
New Covenant Village	88 independent <sup>2</sup>
Willow Manor	102 independent
King Crossing	110 independent
Total Units	600

<sup>1</sup> approved July 2008; unbuilt      <sup>2</sup> 2007/2008 construction, now being leased

This Plan designates a County-owned parcel at Crystal Rock Drive and Century Boulevard for workforce housing as the police and fire facilities are updated, if housing can be accommodated without impeding the operations of the police and fire stations. Workforce housing is defined as housing that is affordable to residents earning between 80 and 120 percent of the Washington, D.C. metropolitan area median income.

- Build transit and employment-oriented workforce housing that reduces the costs associated with getting to work. Ideal sites include the Town Center and locations along the CCT alignment and near the existing MARC station.

- New housing should be suitable for both young and old, and for those with all ranges of physical ability. Units will be served by elevators and have at-grade entrances, wide hallways to accommodate wheelchairs, and other features. Seniors should be provided with options to either age in place or move to retirement communities, and planning should facilitate both options.
- A commitment to no net loss of affordable housing will help preserve existing affordable and workforce housing especially the existing subsidized rental units and MPDUs such as properties owned, operated, or financed by the HOC.

TRANSPORTATION

Transportation Framework

This Sector Plan is transit- and pedestrian-oriented. Both the overall planning framework and the design of each district emphasize public transportation, walking, and biking. The overall development pattern requires construction of the Corridor Cities Transitway (CCT) to support the recommended densities and link the centers to each other and the regional transportation system. The CCT's route and stations establish a framework that focuses on the highest density at the Town Center station with lower densities at other stations. The Plan recommends a CCT loop to serve districts and increase employment on both sides of I-270. Roadway design must also accommodate transit. MARC station improvements are recommended to provide better access for pedestrians, bus patrons, and up-County commuters.

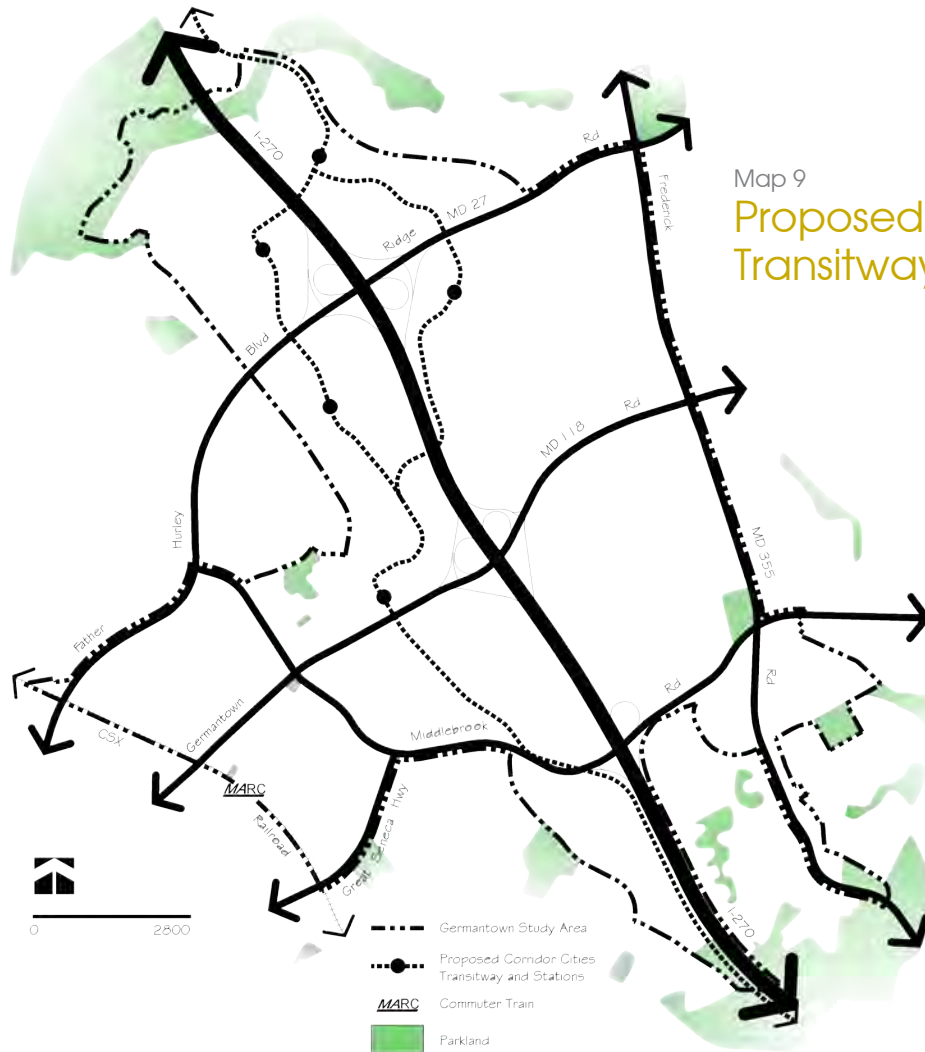
Major changes are recommended for I-270, state highways, and other major roadways. Interstate 270 and MD 355, MD 118, MD 27, Great Seneca Highway, Father Hurley Boulevard, Crystal Rock Drive, Middlebrook Road, and Observation Drive are major transportation arteries. These roadways tend to divide the areas through which they pass. They are built at a scale and operate in a way that discourages pedestrians in favor of vehicle traffic. This Plan supports additional lanes for I-270 to serve through traffic better by providing lanes for transit and high-occupancy vehicles. It recommends changes to the other thoroughfares

designed to accommodate pedestrians, bicyclists, and transit.

A dense grid of local and arterial roads is proposed to disperse traffic and improve circulation, access, and the pedestrian environment. One-way pairs might also be used to

improve circulation.

A detailed streetscape plan will implement this Plan and provide consistent standards for street trees and other plantings, lighting, sidewalks and crossings, furnishings, bike accommodations, and on-street parking.



Map 9  
Proposed Corridor Cities  
Transitway Alignment



Major enhancements and changes to the transportation system are necessary to achieve the Plan's vision. It proposes a layered network of transit, roadways, bike and pedestrian facilities to support and serve the businesses, institutions, and residents of the planning area. Transportation demand management is a preferred means for maintaining transportation capacity.

### Transit

Germantown will become a transit center. Along with MARC and bus service, the CCT will provide redevelopment capacity and travel options. The CCT will also be a force in shaping the Germantown community, forming and connecting distinct centers. It is vital to make pedestrian connections to these facilities.

### Corridor Cities Transitway (CCT)

The CCT is a pivotal infrastructure investment for Germantown and the entire north County. This Plan is focused on delivery of the transit line. The densities proposed are determined by the location of the proposed transit stops. The phasing of development is linked to delivery of the transit service. There are several key links in the CCT transit alignment.

- Century Boulevard through the Town Center will be the hub of the CCT in Germantown. Locate the Town Center transit station on the Bellemead property where station access is greatest by pedestrians and bus riders. The CCT transit line enters Germantown from the south on the west side of I-270 and follows a separate right-of-way over Middlebrook Road. The greatest number of transit support facilities

will occur at the Town Center station including bus bays and kiss-and-ride spaces.

- From the Town Center station, and through the Cloverleaf and North End districts, Century Boulevard will be a transit- and pedestrian-oriented street, with four vehicle lanes, pedestrian or bike facilities, and planted green panels on both sides.
- After crossing to the east side of I-270 to the Dorsey Mill station, the transitway will turn north in the median of Observation Drive to Clarksburg.
- An eastern segment of the CCT will cross I-270 from south of the Cloverleaf station to Seneca Meadows Parkway and the future Seneca Meadows station. The transit alignment then turns north crossing over MD 27 to the location where the western alignment and eastern alignment rejoin, just west of the Dorsey Mill station.
- The planned CCT alignment serves the west side of I-270 in the near-term and the east side of I-270 in the long-term.
- The Town Center CCT station is located on the Bellemead property to maximize access by pedestrians and bus riders.
- The CCT station previously considered along Middlebrook Road has been deleted.
- Transit stations along the CCT should be designed to provide convenient and safe pedestrian access and each should incorporate public art that conveys community identity and a sense of place.
- Potential CCT eastern alignments should

be evaluated for ways to better serve the Montgomery College Campus for future phases of the CCT.

### Bus Transit and MARC

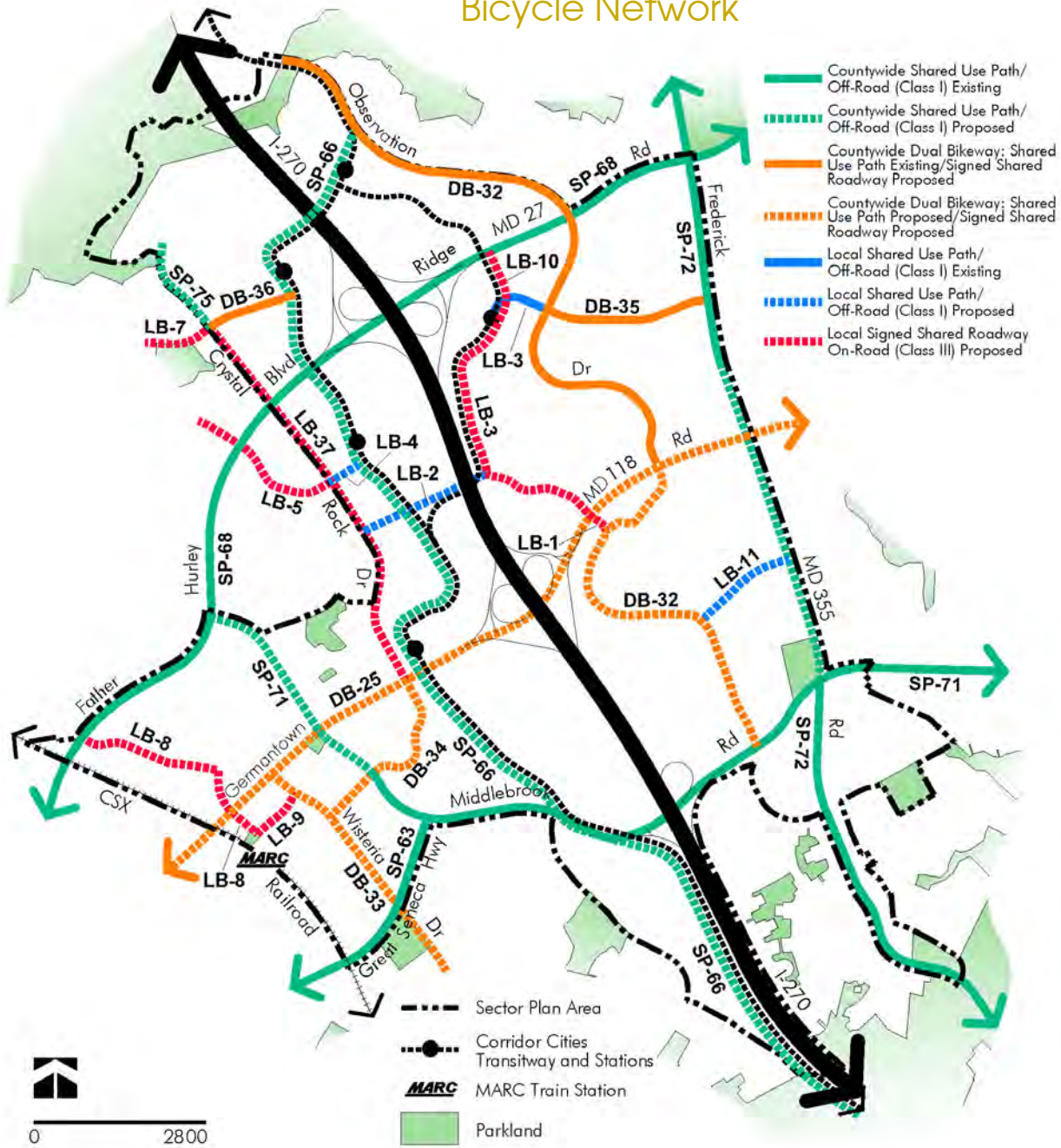
- Initiate a circulator bus providing frequent service between the Town Center, MARC station, and transit neighborhoods. This service may be funded by the proposed urban service district.



*MetroRapid bus rapid transit in Los Angeles, CA*

- Expand access to MARC service for patrons who walk to the station by concentrating residential development near the station. Include additional MARC parking in garages where MARC surface parking exists complying with design guidelines for location and height to minimize impact to the adjoining Germantown Historic District.

Map 10  
Bicycle Network



### Bicycle and Pedestrian Routes

Germantown’s existing and planned bicycle facilities include shared use paths, shared use roads, and park trails. In addition to bicycle facilities, sidewalks and trails will connect transit stations, residential, and commercial areas. Redevelopment must reinforce pedestrian-oriented design, particularly in the centers. In certain neighborhoods, specific pedestrian paths are recommended to connect to the Town Center and to other transit station areas.

- Remove the Park Access Road recommended in the 1989 Plan from Crystal Rock Drive to Black Hill Regional Park; retain unpaved trail sections.
- Extend the natural surface trail along the Seneca Greenway from the trailhead parking lot on MD 355 to the proposed Upcounty Corridor Trail.
- Install a missing bikeway connection from Pinnacle Drive to Celebration Way in the Town Center.
- Provide a Bicycle Beltway that connects Germantown to parks and trails to the north, south and east. Close the gap between Middlebrook Road east of MD 355 and Brink Road by building the bikeway along the master plan alignment for M-83, or an alternative if M-83 is not built.



### Street Character

- Pedestrian-friendly Intersection Design

Widening street intersections is inconsistent with creating Germantown as a transit-served, pedestrian-scaled community; the intersections with MD 118 should not be widened unless needed for pedestrian safety, improved bus access or bicycle access and safety. Elsewhere, if lane widening is required for transportation capacity, notably in the vicinity of I-270 interchanges, do not exceed 60-foot crossings without a landscaped median for pedestrian refuge. Crosswalks should be marked and should provide adequate crossing time to accommodate pedestrians of all ages and abilities safely.

- Parking

Parking policy should encourage transit ridership, require fewer parking spaces, and take advantage of shared parking. A parking district for the Town Center should be established soon after the adoption of this Plan. Projects should include flex cars and spaces, use structured parking where feasible (or otherwise ensure that project design does not preclude future options for structured parking), and screen parking from the street.

Map 11  
Street Character

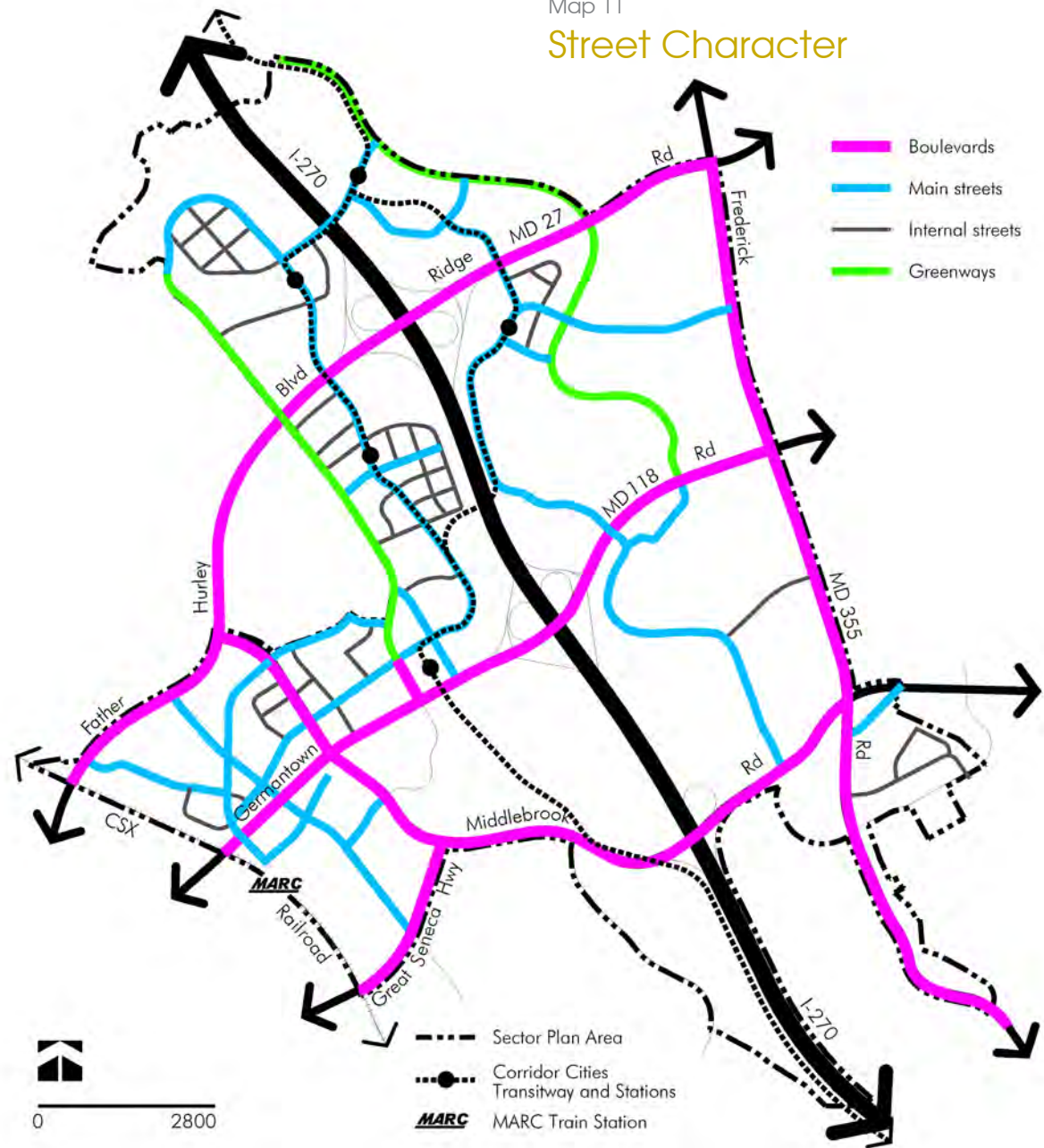
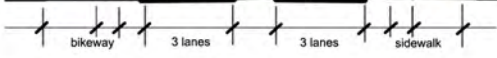
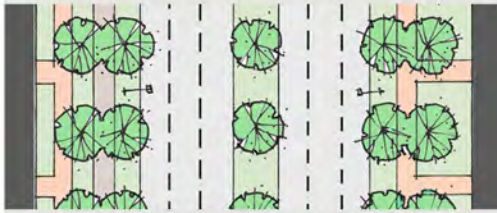




Illustration 1

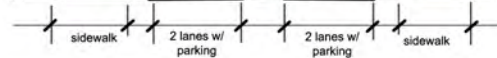
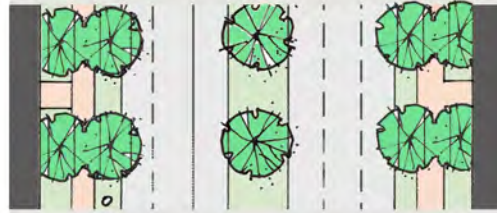
# Illustrated Street Standards and Guidelines



**MD 118 (M-61) Town Center Boulevard** (Highway -2008.02)

ROW	150 feet
Lanes	6 divided w/ medians
Parking	not provided in Section
Medians	min. 17 feet (see Road Code)
Sidewalk widths	8 feet

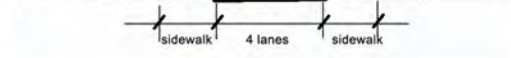
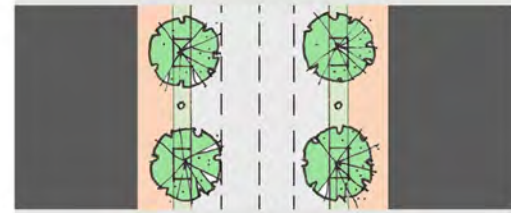
Bldg. Setback	min. 30 feet
Tree Spacing	+/- 30-45 feet o.c., double row use existing buffer widths
Lawn panel	use existing hgh mount poles, cut off fixtures
Street lighting	use existing hgh mount poles, cut off fixtures



**Middlebrook Road (B-20) Main Street** (Arterial - 2005.04)

ROW	112 feet
Lanes	4 divided w/ medians
Parking	Provided in Section
Medians	min. 8 feet (see Road Code)
Sidewalk widths	7 feet

Bldg. Setback	min. 20 - 25 feet
Tree Spacing	+/- 30-35 feet o.c.
Paving Cut-outs	Use from MD 118 to Locbury Dr.
Street lighting	Washington poles and globes



**Observation Drive (A-19) Main Street** (Arterial - 2004.08)

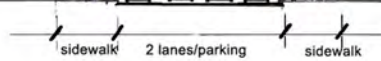
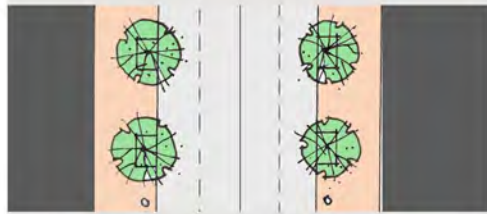
ROW	80 feet
Lanes	4 undivided
Parking	not provided in Section
Medians	None
Sidewalk widths	5 feet

Bldg. Setback	min. 15 - 25 feet
Tree Spacing	+/- 30-50 feet o.c.
Lawn Panel	6.5 feet
Street lighting	Washington poles and globe



Illustration 2

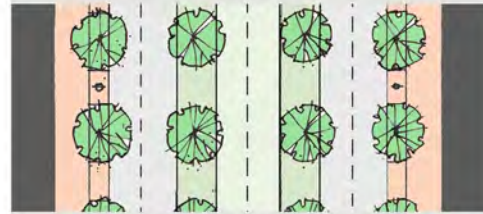
# Illustrated Street Standards and Guidelines



### Century Boulevard Town Center Main Street (Business Street - 2005.02)

ROW	70 feet
Lanes	2 undivided
Parking	Permanent in section
Medians	No median
Sidewalk widths	min. 7 feet

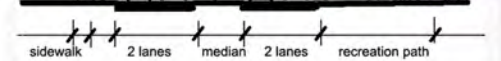
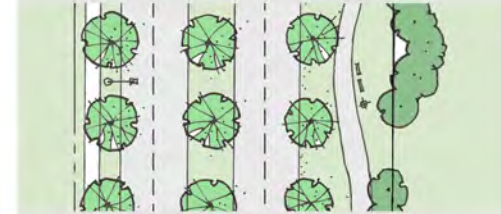
Bldg. Setback	min. 20 - 25 feet
Tree Spacing	+/- 30-35 feet o.c.
Paving Cut-outs	Use for entire length
Street lighting	Washington poles and globe



### Century Boulevard Transitway (Arterial required section)

ROW	134 feet
Lanes	2 divided w/ medians
Parking	Determined by MCDOT
Medians	min. 50 feet for transitway
Sidewalk widths	min. 8 feet

Bldg. Setback	min. 20 - 25 feet
Tree Spacing	+/- 30-35 feet o.c.
Paving Cut-outs	Use for entire length
Street lighting	Washington poles and globe



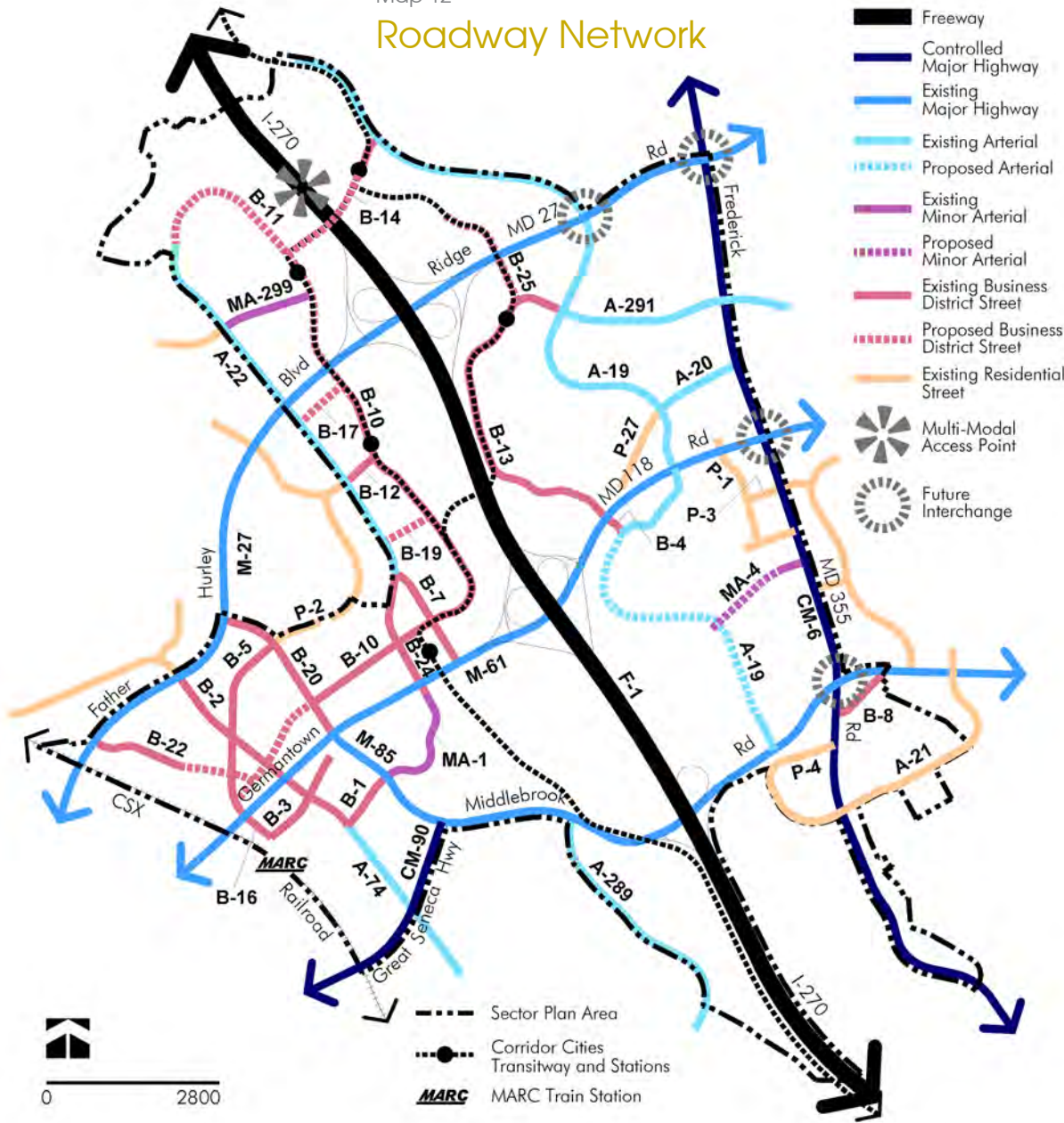
### Crystal Rock Drive Greenway (Arterial required section)

ROW	120 feet
Lanes	4 divided w/ median
Parking	Determined by MCDOT
Medians	17 feet
Sidewalk widths	5 sidewalk, 8 foot path

Bldg. Setback	min. 20 - 25 feet
Tree Spacing	+/- 30-35 feet o.c.
Paving Cut-outs	Use only adjacent to transi station
Street lighting	Hlgh mount poles, cut off fixtures

Map 12

# Roadway Network



## Street Network

The street network is proposed to serve regional and through traffic with highways, but also to fill in a complete network of local roads, accommodate exclusive transit routes, and create pedestrian and bike routes that create a range of transportation alternatives. The goal is to create as close to a grid pattern as possible to allow local traffic options for getting places without using main roads. A sound grid pattern of streets also allows for other means of transport.

## Highways

This Plan supports the planned I-270 widening to a 12-lane facility with some preferential treatment to transit vehicles and high-occupancy vehicles. The Maryland State Highway Administration is studying options that include express toll lanes.

Along the MD 355 corridor, traffic congestion will be severe at intersections with Ridge Road (MD 27) and other east-west routes. This Plan carries forward the 1989 Plan recommendation for a grade-separated interchange at MD 27 and adds grade-separated interchanges at Middlebrook Road and MD 118.

An urban network alternative to grade-separated interchanges is also possible. This pattern of at-grade, one-way couplets around a town square feature is applied where major highways meet. Preliminary analyses indicate that this approach could provide capacity comparable to the proposed grade-separated interchanges. The urban network has a lower capital cost,



but requires a substantial and coordinated redevelopment. The Plan recommends that the urban network concept be studied further, either as a supplement to this Plan or as part of a project planning study.

The Montgomery County Department of Transportation's (MCDOT) study of Midcounty Highway Extended (M-83) is expected to be completed in Spring 2014. The road's alignment is outside the Plan area but for purposes of analysis, has been assumed to be part of the regional transportation network.

One alternative to a new right-of-way for Midcounty Highway is improving MD 355. MCDOT has found that the current 150-foot right-of-way and maintaining existing development would not meet capacity need. The study will be expanded to examine a 250-foot right-of-way. Staging in this Plan will link the ultimate right-of-way width to the County Council's decision on the Midcounty Highway study.

### Arterial Road Network

There are several gaps in the road network that serves local traffic. To meet the demands anticipated as a result of new development, this Plan recommends new roads as well as extending and widening existing roads. Development of a more robust street grid will enhance pedestrian and automobile access, particularly to CCT and MARC stations.

This Plan adds several new roads to the 1989 Germantown Plan network.

- Direct access for the Dorsey Mill transit station to and from the north along I-270. This access can be provided by either direct access ramps at the Dorsey Mill Road interchange or a revision to the Father Hurley Boulevard interchange. The new access would improve intermodal connection between future managed lanes and bus service on I-270 and the future transit service supplied by the CCT along Century Boulevard. This access would also reduce congestion at the junction of Father Hurley Boulevard with Crystal Rock Drive, reduce commercial use of Kinster Drive, and provide better access to businesses along Century Boulevard.
- A crossing of I-270 will be created for the CCT on Dorsey Mill Road which will improve multi-modal access, east-west travel, and traffic distribution.
- Connect Observation Drive through the Montgomery College campus from MD 118 to Middlebrook Road. Use the existing right-of-way of Observation Drive within an 80-foot right-of-way to include a four-lane roadway (with off-peak parking) and a continuous shared use, north-south bike and pedestrian path.
- Reclassify the following major highways to controlled major highways to reflect their existing and anticipated character and function. The existing street tree location, spacing, maintenance, and replacement should be maintained for these roadways:
  - Great Seneca Highway
  - Father Hurley Boulevard
  - Ridge Road
  - Frederick Road



*An urban transportation network of four one-way streets around a village green designed by Calthorpe Associates for San Eljo Hills, CA.*

## Local Street Network

Creating a grid pattern provides vehicle travel alternatives at a scale that can also serve walkers and cyclists. The Germantown grid is designed to facilitate transit connections. The Plan's recommendations to reclassify many local roads from industrial to business reflects the changing character of Germantown and provides the opportunity to create design speeds, lane widths, and streetscaping that serve both vehicles and pedestrians.

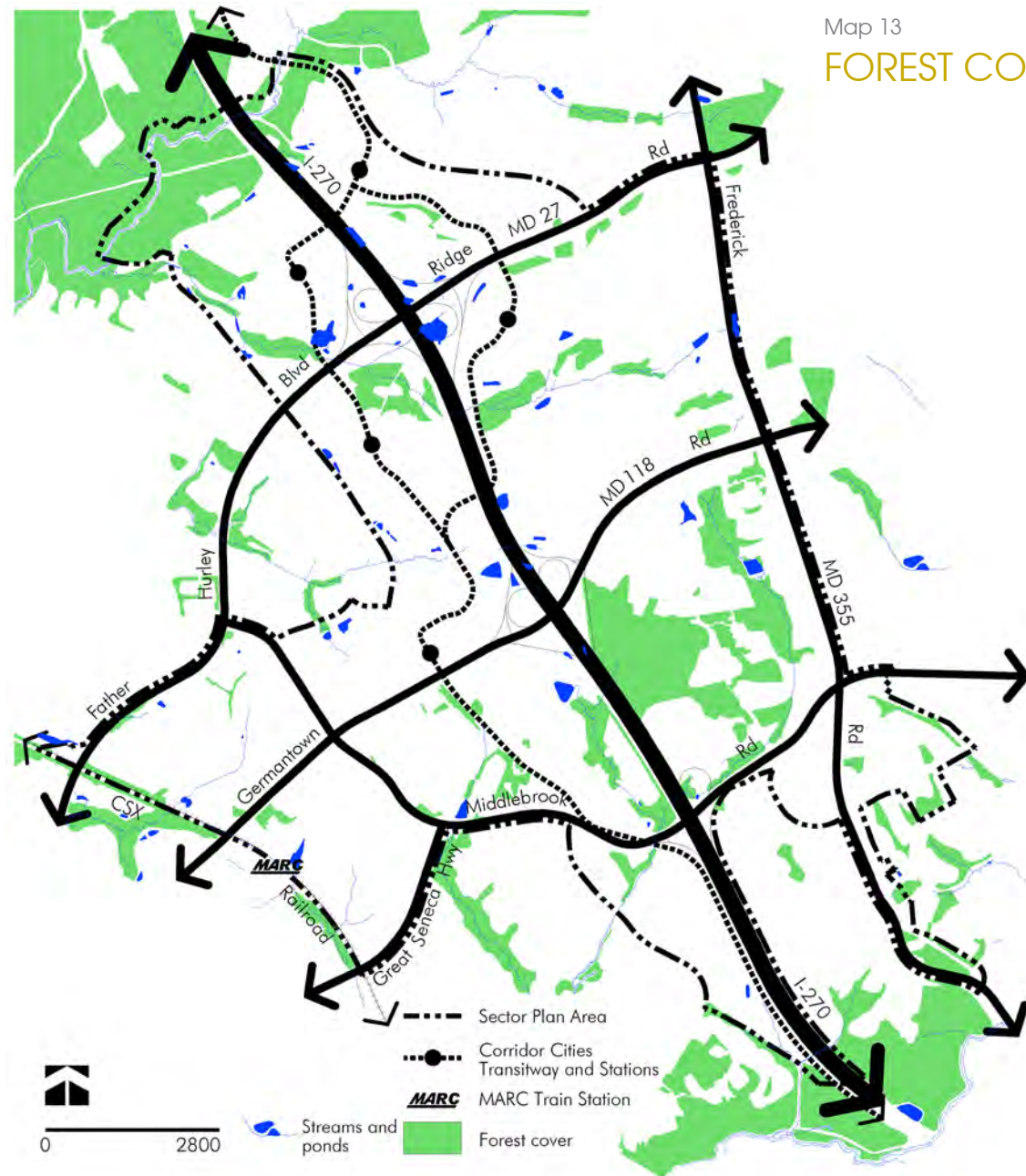
- Add Walter Johnson Road (B-3) to the Sector Plan along with Bowman Mill Road (B-16) to facilitate MARC station access.
- Remove Blunt Road's (B-8) proposed cul-de-sac and connect it to Middlebrook Road.
- Extend Century Boulevard (B-10) west across Wisteria Drive to opposite the extension of Waterford Hills Boulevard.
- Continue Waterford Hills Boulevard (B-22) south to connect with Waters Road and continue further south to the extension of Century Boulevard (B-10).
- Extend Waters Road (B-5) to connect to Germantown Road.
- Connect Crystal Rock Drive and Century Boulevard with two new roads (B-17 and B-19).
- Reclassify Kinster Road (MA-299) and the southwestern portion of Crystal Rock Road (MA-1) as minor arterial roadways to reflect their arterial function in a predominantly residential setting.
- Extend Cider Press Place (MA-4) to connect to Observation Drive and MD 355.
- Reclassify the following industrial roads to business streets to reflect their anticipated commercial and mixed-use character and function.
  - Aircraft Drive
  - Century Boulevard
  - Cloverleaf Center Drive
  - Crystal Rock Road
  - Dorsey Mill Road
  - Goldenrod Lane
  - Seneca Meadows Road (formerly Goldenrod Lane)
- Evaluate a circulation pattern during the design of the Town Center transit station that converts Crystal Rock Drive into a one-way street northbound between MD 118 and Aircraft Drive, and converts Aircraft Drive into a one-way street southbound between Crystal Rock Drive and MD 118. Channel northbound traffic on Crystal Rock Drive to allow for a longer queue for traffic from I-270 and achieve bus door access on the right side adjacent to the Transit Center as buses circulate around the Bellemead property and transit station.

## ENVIRONMENTAL RESOURCES

The Germantown Employment Area Sector Plan falls within two watersheds: the Great Seneca Creek watershed and the Little Seneca Creek watershed. The 1989 Germantown Master Plan created an expansive greenbelt border protecting the important major streams. The Plan protected streams in the interior of Germantown, including the Town Center and the employment corridor addressed in this Plan, through stream buffers and regulation but with no other specific recommendations for protecting the tributaries that are the lifeblood of those streams.

Development proposed in this Sector Plan—mixed-uses oriented to transit stops—can achieve many environmental objectives. New centers, connections, and green spaces and buildings will enhance and connect with the existing greenbelt, forests, and stream valley parks. Development within these centers should be designed and built using exemplary green building standards to integrate the natural and built environments. A green Germantown will manage its stormwater, forest resources, and water quality to achieve an environmentally, socially, and fiscally sustainable community.

The Maryland Economic Growth, Resource Protection, and Planning Act of 1992 directs that this Sector Plan, through its links to subdivision and zoning regulations, protect streams and their buffers, 100-year floodplains, steep slopes, and habitats of threatened and endangered species.



Map 13  
**FOREST COVER**



## Environmental Framework

- Germantown's greenbelt, forest stands, and wetlands will shape the pattern of new development and provide significant natural resources.
- A connected system of public and private open spaces will serve both recreation and open space functions as well as protecting significant areas of forest, wetlands, water supply recharge areas, and wildlife habitat.
- Protection of water quality in tributaries of Little Seneca Lake requires special attention to the effects of development on stream buffers and enhancing water quality. Little Seneca Lake is an important regional recreational resource and emergency drinking water supply for the Washington Region. Stormwater must be managed with techniques that intercept, retain, infiltrate, treat, and re-use stormwater at multiple points throughout the development. Stormwater management should be dispersed rather than concentrated in regional stormwater facilities. Stormwater management should be dispersed rather than concentrated in regional stormwater facilities.
- Developing Germantown in an urban pattern will provide the opportunity for creative green design and building options that enhance environmental quality.

## Forest Resources and Urban Tree Canopy

In the Sector Plan area, forests cover about 340 acres, or approximately 14 percent of the total study area. Approximately 172 acres of urban tree canopy exists within the Sector Plan area

that does not meet the definition of a forest. If the forest and tree areas are combined, the total amount of forest and urban tree canopy is 512 acres; about 20 percent of the Sector Plan area is covered by trees.

Watershed tree cover greater than 45 percent has been correlated with good to excellent stream health, as measured by biological indicators. An analysis of the Sector Plan area shows that canopy coverage of at least 31 percent is achievable. Achieving this goal depends on retaining substantial areas of remaining existing forest, including most of the forest on the Lerner and Montgomery College properties.

- Outstanding forest resources on the Montgomery College campus and the North End should be retained to prevent fragmentation of upland forests.
- Increase overall forest and tree canopy coverage from the 2008 level of 20 percent to 30 to 40 percent by 2038. Identify opportunities for forest restoration along streams and wetlands, and target mitigation efforts to these areas during the development review process, especially where forested buffers can be connected. Target unforested road sections for street plantings.
- Restore forested stream and wetland buffers on public properties and target public land acquisition programs to preserve, enhance,

or restore riparian buffers and special habitat areas.

## Open Spaces

- Through landscaping and forest requirements and tree plantings, create an open space system that connects destinations, preserves existing natural areas, incorporates green functions, and provides opportunities for non-motorized transportation and recreation. Require tree protection plans, including soil enhancement and other techniques, to maximize planting success.

## Wetland Resources

- Most of the wetlands in the study area are concentrated in the headwaters and floodplains of Middle Great Seneca and in many of the feeder tributaries along the eastern portion of the Little Seneca watershed. In total, wetlands account for about 88 acres, or just below four percent, of the total acreage of the study area. Surveyed wetlands include the Germantown Bog, which is a Wetland of Special State Concern.
- Protect wetlands and their associated buffers—including springs and seeps—by using conservation easements during the development review process. Restore and/or enhance such wetlands by ensuring adequate hydrology to support the wetlands and their functions.

- Restore forested stream and wetland buffers in combination with land acquisition programs to preserve, enhance, or restore riparian buffers and special habitat areas.
- Direct wetland mitigation within the Sector Plan area using the criteria identified in the *Seneca Creek Environmental Resources Inventory* (M-NCPPC 2007).

### Water Quality and Stormwater Management

Water quality conditions have been monitored as part of the Montgomery County Countywide Stream Protection Strategy (CSPS). Baseline monitoring done in the 1990s indicated largely good to fair water quality in subwatersheds within the Sector Plan area. Subsequent CSPS monitoring indicated declining water quality.

- Implement stormwater retrofit and stream restoration projects to help manage or remediate impacts of uncontrolled impervious areas. See the Great Seneca and Muddy Branch Watershed Study (MCDEP 2008) for a list of priority restoration and retrofit projects, including restoration of the headwater stream reaches of Gunners Branch on the east side and south of the Montgomery College property, and retrofitting the stormwater management pond near the Hughes property. Project implementation must be coordinated with the County's Department of Environmental Protection.

### Stormwater

- Minimize stormwater runoff using site design

techniques such as vegetated riparian buffers, urban tree canopy, and minimizing impervious surfaces. Where development proposals contain extensive areas of impervious surfaces, reduce the amount of imperviousness by using higher buildings, clustering uses, and underground or structured parking. Refer to the County's stormwater management regulations and guidelines for specific recommendations.

- Minimize impacts with comprehensive stormwater management approaches, including green roofs, rain gardens, innovative stormwater outfalls, green streets, cisterns, rain barrels, grass swales, street trees, vault retention and infiltration systems, and stream restoration to the fullest extent possible during the development review process.
- Use biofiltration swales adjacent to streets that are outside of high pedestrian, transit served areas.

### Green Design and Buildings

- Reduce parking requirements for high density, transit-oriented development to reduce the area of impervious surfaces. Use innovative stormwater management methods or technologies to allow a high percentage of surface water to infiltrate the soil.
- Design new buildings to reduce carbon emissions through energy efficiency, on-site sources of renewable energy, and recycling

of waste materials from construction and demolition to the fullest extent possible as part of compliance with County law to achieve LEED certification level or equivalent.

- Provide a safe, attractive, and continuous network of sidewalks and bikeways throughout the Sector Plan area.
- Develop streets that are designed to give priority to pedestrians and bicyclists.
- Support transportation recommendations for transit and parking and the highest possible mode share split and a reduction in vehicle miles traveled.
- Locate new residential neighborhoods away from noise sources such as highways and support noise-compatible site design for projects adjacent to existing and proposed noise generators, including arterial roads and highways.

## HISTORIC RESOURCES

Germantown's historic resources contribute to community identity and quality of place. Historic buildings and the historic district are linked to the rest of Germantown through pedestrian paths, active use, and cultural events. New construction and public spaces must be compatible with historic resources and incorporate historic themes and design elements.

### Community Identity

Historic sites contribute to community identity and bolster the quality of place envisioned for Germantown's future.

- Enhance and celebrate historic and cultural facilities.
- Landmark historic sites along MD 355 such as the Cider Barrel and Neelsville Church provide a sense of place and wayfinding aids for residents and visitors. Explore options for use of the structure on the Cider Barrel Historic site at its current location. If an appropriate use cannot be identified, the historic Cider Barrel should be relocated to public property such as the police and fire site, the Upcounty Regional Services Center, along the Century Boulevard promenade, or other public property that may be identified.

### Cultural Activity

Cultural events and activating uses, including weekend markets and holiday events, enliven the areas in and around the MARC station in the heart of the Germantown Historic District. Rail transport has been an essential part of Germantown's history and will continue to be important to its future. The compact community envisioned for Germantown will be compatible with the historic railroad community resources. The introduction of mixed-use activity near the train station will enhance community life in and near the MARC station to serve commuters' and residents' needs.

Other historic approaches include:

- dedicating the historic Pleasant Fields/Basil Waters House as a center for community events and educational exhibits.
- connecting transit station activity centers to designated historic sites and cultural features in parks.
- establishing pedestrian connections between residential areas and the MARC station can promote train use, decrease the need for parking, and increase the visibility of the historic district.
- protecting historic sites by integrating these resources into the community with compatible land uses.



*Pumphrey-Mateney House historic site near the MARC station*



*Neelsville Presbyterian Church along MD 355*



### Design Direction

New development and construction should be compatible with and defined by historic resources that establish community identity. Design elements relating to community history of railroad and other themes should be incorporated into public spaces and new construction to reinforce community identity.

### Historic Themes:

- A Native American Hunting and Gathering Ground (10,000 B.C. – 1607 A.D.)
- The Waters Family and Early Agrarian Founders (18th century – early 20th Century)
- Water and Steam Powered Mills (mid-18th Century – 1920s)
- The Germans Behind Germantown (1830s – 1870s)
- A Settlement that Followed Transportation (Pre-1600 – present)

Designated historic sites should be protected and integrated into the community with compatible adjacent land uses.

See Appendixes 10, 11, and 12 for further information.



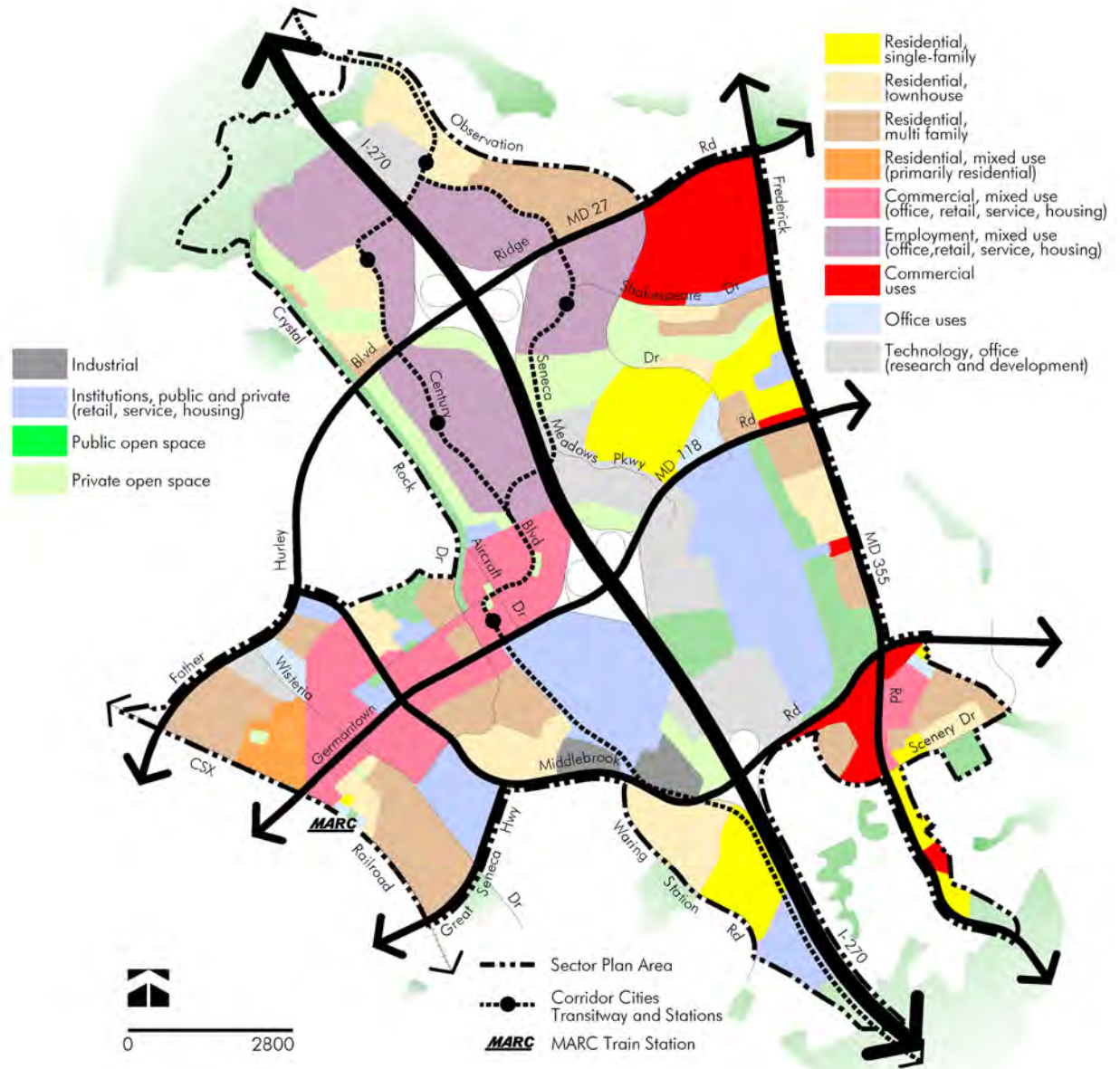
*Historic Pleasant Fields/Basil Waters House is used for community events*

**G**ermantown will be a transit-centered community. Its seven districts will emerge with strong identities, each a complete center, focused on the CCT and MARC transit stations or with a significant mixed-use core if not transit served. These centers will be connected through a range of options, including pedestrian routes, recreation trails, environmental corridors, bike facilities, or buses. People will have the option to live within each center and be offered most activities needed in their daily lives, all within the Germantown community.

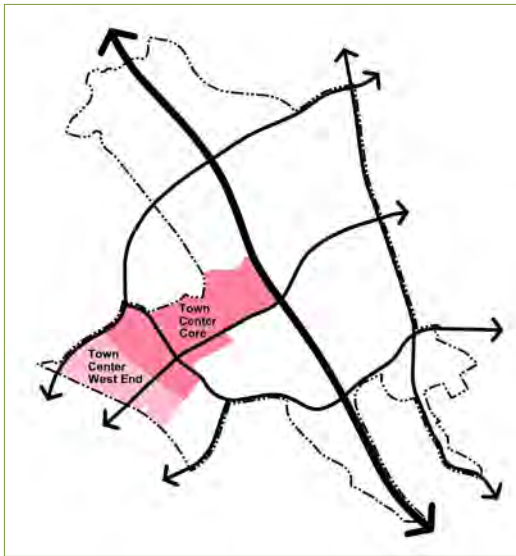
**Table 4: Existing and Proposed Development by District**

	Commercial Square Feet	Residential Units
Town Center	6,825,137	4,334
Gateway	1,831,155	2,713
Cloverleaf	2,931,507	2,223
North End	4,303,595	3,493
Seneca Meadows/ Milestone	4,729,892	1,742
Montgomery College	3,011,132	726
Fox Chapel	471,830	1,187
<b>TOTAL</b>	<b>24,104,248</b>	<b>16,418</b>

Map 14  
**Land Use Concept**







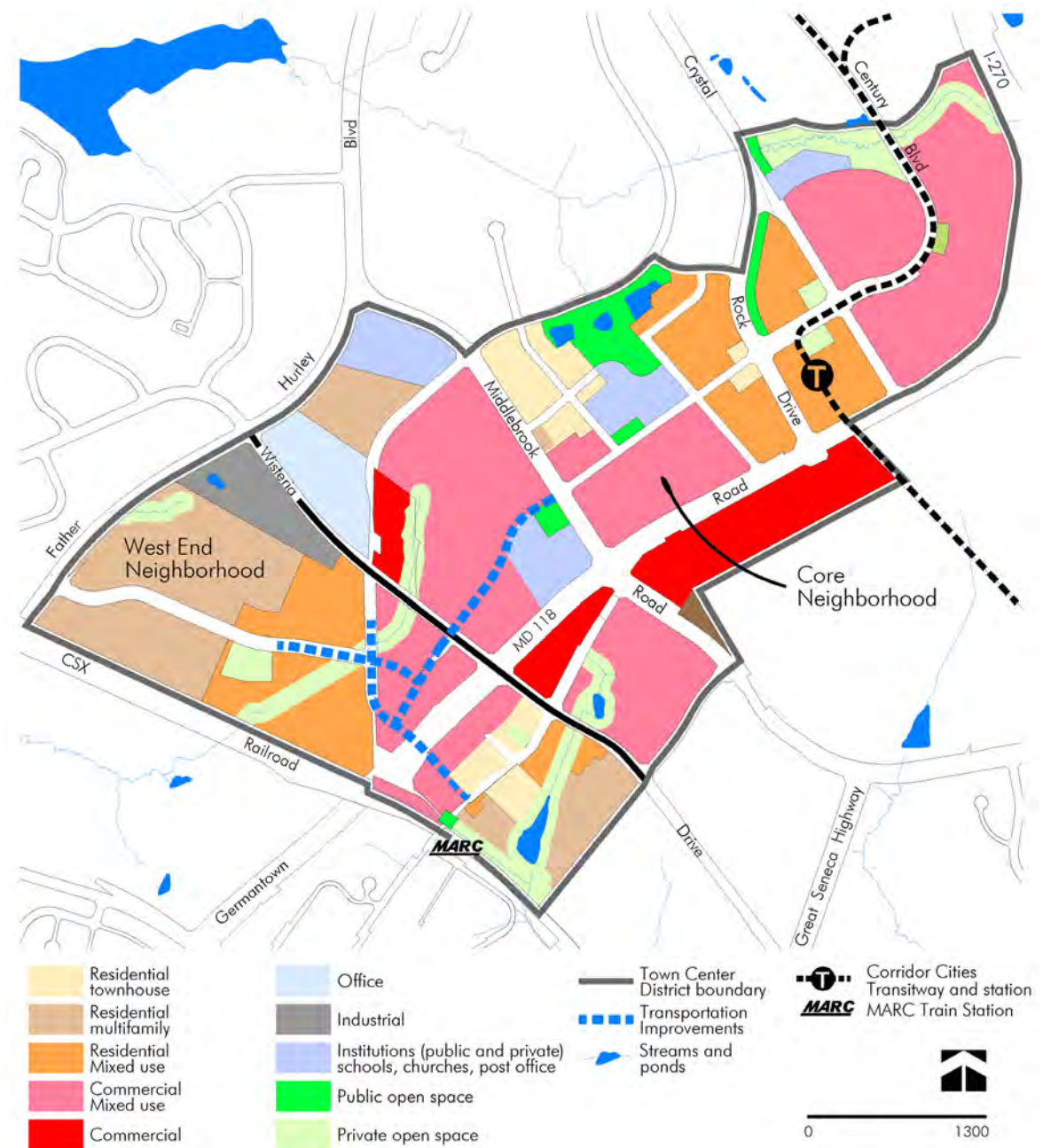
THE TOWN CENTER DISTRICT

The Town Center District stretches from I-270 to the CSX tracks and Wisteria Drive and comprises the Core Neighborhood and the West End. This is Germantown’s downtown where many civic and entertainment uses intersect with the highest density of streetfront retail, housing, offices, commercial, and employment sites.

Town Center Core

Germantown’s civic focus will be the 213-acre Town Center Core neighborhood located between Wisteria Drive and I-270. This area will have a mix of uses such as offices, restaurants, hotels, housing, and civic facilities close to shopping, transit, and jobs. Many large properties in the Town Center are in single ownership and can accommodate a significant amount of new development or mixed-use redevelopment.

Map 15  
Town Center/West End Land Use





Map 16

# Town Center/West End Property Reference



The Plan recommends changing the zoning on several Town Center properties from TS to TMX-2 zoning to better achieve the Plan recommended vision of a mixed-use, transit-oriented community. The TMX-2 Zone requires consistency with the master plan, the provision of amenities, and the purchase of building lot termination rights, while also providing the flexibility to achieve the Sector Plan recommended mix of uses and densities. Properties rezoned from TS to TMX-2 may move forward with additional development or redevelopment within the guidance of the Plan and will not be required to amend the development plan required by the TS Zone or adhere to the TS limits on population. To achieve more than standard density (0.5 FAR), these properties must go through project plan approval by the Planning Board.

The Town Center includes cinemas, restaurants, and hotels as well as such civic facilities as the new Germantown Library, the Upcounty Regional Services Center, and the BlackRock Center for the Arts that contribute to Germantown's identity as the up-County cultural center. Adding residential and commercial uses with an emphasis on cultural, entertainment, and street level retail uses will create synergy among diverse uses.

**Land Use**

- Orient new residential, retail, and restaurant uses along Century Boulevard to create an active main street character. The use along MD 118 will remain primarily office.

**East of Middlebrook Road**

- Redevelop properties along MD 118/I-270 (TC-1 through TC-5) at an average density of 2.0 FAR with mixed commercial uses including hotels. Rezone these properties from the existing I-1, I-3, and TS zoning to the TMX-2 Zone to allow for the mix of uses and densities indicated in the Plan.
- Redevelop the cinema (TC-7) and Century XXI properties (TC-6) at an average density of 2.0 FAR, consisting of commercial, housing, and entertainment uses. Rezone TC-7 from TS to TMX-2 and TC-6 from I-1 to TMX-2 to allow the mix of uses and densities recommended in the Plan.
- Redevelop the Police and Fire Station property (TC-8) at an average density of 2.0 FAR of mixed-use development, including residential uses, if they can be accommodated without impeding the operation of the police and fire station properties. Expand police facilities, retain the fire and rescue facility, and provide structured parking for all uses on the property. Mixed-uses should include street level retail, restaurants, and a significant amount of affordable or workforce housing.

Rezone the property from I-1 to TMX-2 to allow for the mix of uses and densities indicated in the Plan.

- Redevelop the Bellemead property (TC-9) with up to 2.0 FAR of mixed-use development with a minimum of 70 percent residential uses and include a 0.3-acre public use space at the transit station. Rezone the property from TS to TMX-2 to allow for the mix of uses and densities indicated in the Plan.
- TC-10 is in the Town Center south of Locbury Drive. Locbury Drive is an appropriate demarcation for the transition from TMX-2 to TS zoning and, therefore, this property (as well as areas 15 and 18) should be rezoned from the TS to TMX-2 Zone with an FAR of 0.5.
- TC-11 is directly west of Crystal Rock Drive and close to the Town Center Transit stop and should be rezoned from TS to TMX-2 with an FAR of 1.0.
- TC-12 is an Artery multifamily housing development that is directly adjacent to the Town Center Transit stop and should be rezoned from TS to TMX-2 with an FAR of 1.5.
- TC-13 consists of the C-3 and O-M properties along Crystal Rock Drive. The Plan confirms the land uses and density allowed by the zones.
- TC-14 retains C-T zoning on the Adventist



Town Center - Core Area



Town Center - CCT Alignment





- medical facility and C-3 on the commercial properties. The Plan confirms land uses and densities allowed by the C-T and C-3 Zones.
- TC-15 is a stormwater management parcel and not likely to redevelop, but is recommended to be rezoned to the TMX-2 Zone with a 0.5 FAR to create a consistent zoning pattern.
- TC-16 is the site of the library, the BlackRock Center for the Arts, and the Town Commons. Although no change in use is recommended for these properties, the zoning should be changed to TMX-2 (limited to 0.5 FAR) to provide a consistent zoning pattern.
- TC-17 is Euromotors and the retail and commercial space along Century Boulevard. This property should be rezoned from TS to TMX-2 with an average density of 1.5 FAR to allow the land uses and density indicated in the Plan.
- TC-18 is an Artery townhouse development. This property is developed as single-family attached residences and is not likely to redevelop, but the Plan recommends rezoning the property to TMX-2 with an FAR of 1.0 to maintain a consistent zoning pattern south of Locbury Drive.
- Allow up to 1.5 FAR on the Safeway (TC-19) and EuroMotors (TC-17) properties between Century Boulevard and MD

- 118. Redevelopment should be a mix of commercial and residential uses with street level retail. Retain a destination anchor store (such as a grocery store) as street level retail. Rezone the properties from TS to TMX-2 to allow the mix of uses and densities indicated in the Plan.
- TC-20 at the corner of MD 118 and Middlebrook Road encompasses several small commercial businesses. These properties should be rezoned from C-3 and R-30 to TMX-2 with an FAR of 1.0 to allow the densities and uses indicated in the Plan.

**West of Middlebrook Road**

- TC-21, TC-22, TC-26, and TC-31 are all zoned TS. They are north of Locbury Drive, currently developed with residential uses, and adjacent to existing residential development. No change in zoning is recommended.
- The Germantown Commons Shopping Center (TC-23) and Upcounty Government Center (TC-24) should be rezoned from the existing TS zoning to TMX-2 zoning with up to 1.0 FAR with a maximum of 40 percent residential uses. Create a new private street pattern that is walkable and street-oriented. Provide a public street connection through the property to connect to the Sugarloaf Shopping Center.



- o The Germantown Square Urban Park (TC-25) should be rezoned to TMX-2 with an average density of 1.0 FAR to provide a consistent zoning pattern and density with adjoining properties. The Plan recommends relocating park use of this property to a site near the Upcounty Regional Services Center to create a family-style park. In the event that the land exchange occurs, this property may be combined with adjoining uses under the TMX-2 Zone.
- o Redevelop properties along the southeast side of Locbury Drive Extended (TC-27) at an average density of 0.5 FAR if assembled under optional method development. The existing C-2 zoning should be changed to RMX-2C to allow for the mix of uses and densities indicated in the Plan.
- o Redevelop the Sugarloaf Shopping Center (TC-28) at an average density of 0.6 FAR of mixed uses, with a retail emphasis that includes housing; the optional method of development is recommended. The existing C-2 and C-3 zoning should be changed to RMX-2C to allow for the mix of uses and densities indicated in the Plan. Provide a public street through the property from Germantown Town Commons to Wisteria Drive.

- o The MD 118 properties (TC-29) are currently zoned C-3 and C-5 and are recommended to be rezoned to TMX-2 to create a consistent zoning pattern with non-residential development limited to 1.0 FAR. Access to these properties will be from Wisteria Drive or Walter Johnson Road; no access will be granted from MD 118.
- o The Trevion property (TC-30) should be rezoned from the existing C-O zoning to

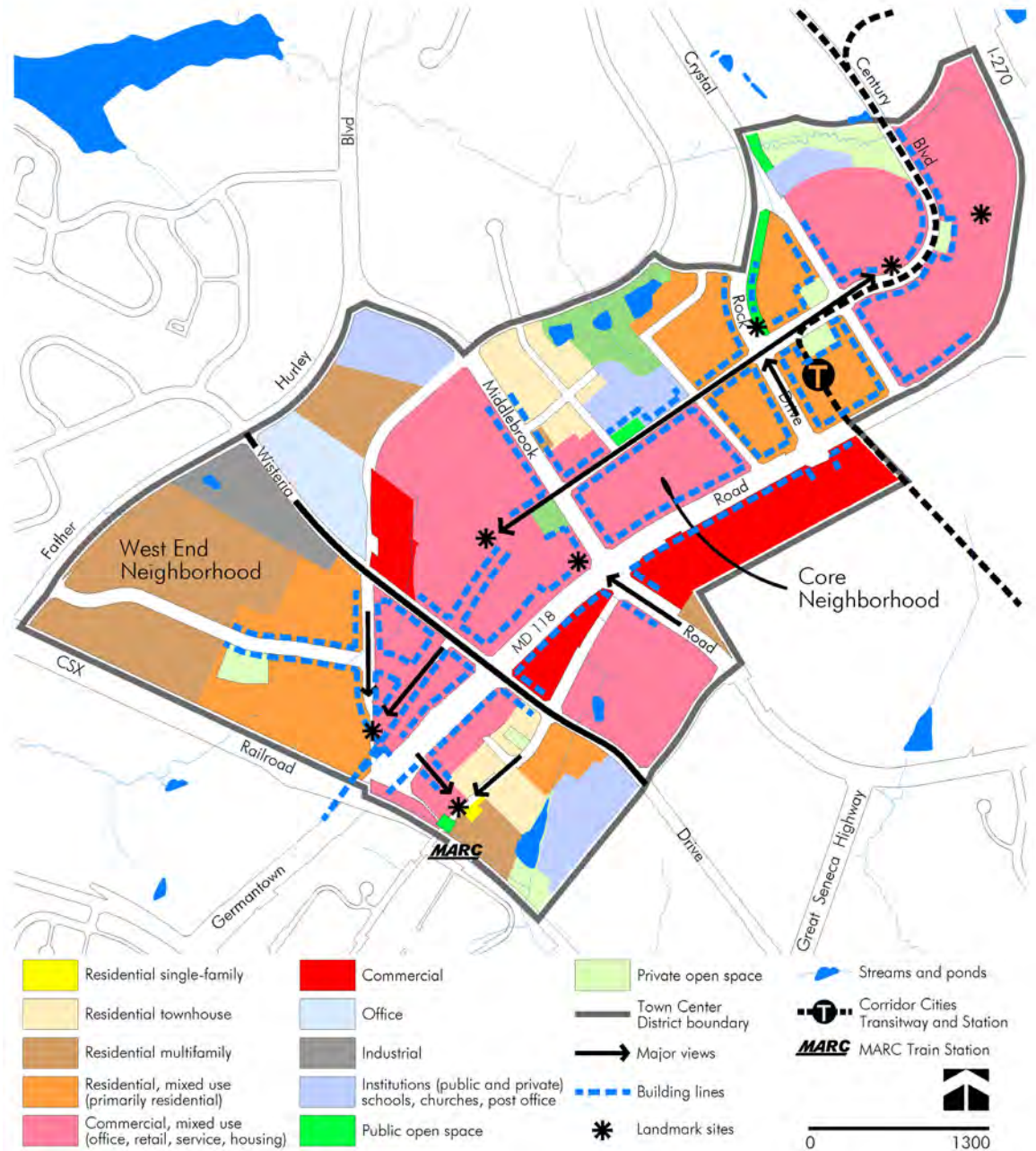
TMX-2 to allow for the mix of uses and densities indicated in the Plan. It should be developed at an average density of 1.0 FAR of mixed uses with an employment emphasis that achieves at least 65 percent office uses, a hotel and some service retail, and a maximum of 35 percent residential uses located along the Wisteria Drive end of the site.



Urban Form

- Create a continuous building line along Century Boulevard. Establishing this building wall is critical. Requirements for amenity or open space should not interfere with this objective. Public use space should not be located in the front building setbacks with no tie to pedestrian circulation.
- Amenity requirements are best provided by creating intimate spaces fronted with active uses. For individual buildings this can mean a small, active, publicly accessible space frequently at the side of a building and connected to a mid-block pedestrian connection. In this way, the retail activity still has street presence next to the sidewalk as well as a second frontage onto the small plaza or mid-block connection thereby doubling exposure and allowing for gathering space off the main pedestrian thoroughfare.
- Develop Century Boulevard as a Promenade, an active street with wide sidewalks to accommodate sidewalk cafes and restaurants, from Matan property east of Aircraft Drive to Sugarloaf Shopping Center property west of Middlebrook Road. Open spaces should support this objective. Small gathering spaces along the pedestrian route allow for people to gather for coffee or a meal and then continue along the street, patronizing local businesses. Establish a series of parks, open spaces, and other public gathering places along Century

Map 17  
Town Center Urban Form





Boulevard, anchored by a green area at the eastern end of the Promenade and a new park with an urban play area adjacent to the Upcounty Regional Services Center.

- Design buildings to architecturally respond to views and vistas and landmark sites. Landmark sites are properties that terminate significant views down a street.
- Improve the function and public enjoyment of the public common at the BlackRock Center for the Arts with additional seating, public art, and event programming. The space should be managed by the proposed urban maintenance district.
- Create a new public park west of Middlebrook Road adjacent to the Upcounty Regional Services Center. It should be programmed with family-oriented activities and serve as a gathering space.

This park is needed to activate the extension of Century Boulevard to attract families to the civic and retail uses intended for the Upcounty Regional Services Center and properties west of Middlebrook Road. Options to secure this new park include exchanging 1.2 acres of M-NCPPC's Germantown Square Urban Park at MD 118 and Middlebrook Road for approximately one acre of land currently occupied by M&T Bank at the Town Commons Shopping Center, or by redevelopment of the Town Commons Shopping Center. If the land

exchange is unsuccessful, redevelopment of the Town Commons Shopping Center must provide the public park in a manner that is visible and accessible from Century Boulevard.

- Incorporate open space along the east side of Crystal Rock Drive to create a linear open space with a heart smart trail extending from MD 118 to the trail access to Black Hill Regional Park.
- Allow building heights up to 180 feet at the Transit Station, surrounded by buildings up to 143 feet for properties extending over to I-270. The Trevion property and properties fronting MD 118 between Wisteria Drive and Aircraft Drive should have building heights up to 100 feet. Along Century Boulevard, limit building heights to 60 feet to maintain sufficient light and air along the Promenade. Ensure compatibility with adjacent residential community by stepping down building heights at the edges of the district. Achieve a pedestrian scale throughout the district by setting back upper floors to reduce a sense of building bulk and mass.
- Building design should create vistas along Century Boulevard and at intersections with Crystal Rock Drive, Aircraft Drive, and Century Boulevard.
- Provide streetscape improvements in accordance with the streetscape plan for all new, redeveloped, or public properties. Include

improvements to the intersections of Century Boulevard with Crystal Rock Drive and Aircraft Drive to promote pedestrian use and safety.

- Building setbacks from I-270 should maintain existing setback of 200 feet from the current right-of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing building line.







### *Transportation*

- Construct street improvements according to the Urban Area standards in the County's Road Construction Code.
- Study Aircraft Drive and Crystal Rock Drive during the design stage of the Town Center CCT station as a one-way pair to improve access and circulation for the transit station. Restrict additional widening along MD 118 unless needed for pedestrian safety, improved bus access, or bicycle access and safety.
- Extend Century Boulevard with a 70-foot right-of-way with on-street parking through the Germantown Commons and Sugarloaf Shopping Centers to Wisteria Drive to improve circulation within the Town Center.
- Reclassify Crystal Rock Drive from a major highway to a commercial business district street. Reconstruct it as a four-lane divided street with a linear greenway on the eastern

side of the existing right-of-way between MD 118 and Father Hurley Boulevard. This greenway connects the Town Center with regional park facilities via the trail access to Black Hill Regional Park.

- Locate the Town Center's transit station within the Bellemead Property near the Transit Plaza. Provide up to 200 parking spaces internal to the property. Submit transit station plans as part of site development proposals to integrate the facilities.
- Extend Locbury Drive from Middlebrook Road to Wisteria Drive to improve access and circulation.
- Provide no further expansion of MD 118 intersections in the Town Center unless needed for pedestrian safety or improved bus and bicycle access and safety to ensure a pedestrian-friendly street.

## The West End

This Plan recommends transformation of the West End neighborhood within the Town Center District from parking lots into green buildings, varied public spaces, and streets made active by residents, workers, and commuters. The 110-acre West End neighborhood should develop with a range of housing and commercial uses and significant pedestrian traffic generated by the



*The historic train station now used for MARC passenger service.*

MARC station. It will be less dense than the Town Center Core Neighborhood and have more varied housing types with historic district references.

### Land Use

- Encourage a mix of land uses including residential, commercial, and retail extending from the MARC station to Wisteria Drive.
- Encourage suitable adaptive uses for the Pumphrey-Mateny House (TC-36).

### North of MD 118

- The industrial properties (TC-31) will retain TS zoning under this Plan. These properties are adjacent to other TS properties outside the Sector Plan boundaries.
- The Fairfield residential property (TC-32) is covered by existing development approvals under RMX-2. This Plan confirms this zone and density for this property.
- Redevelop the Martens (TC-33) and the Waters Road Triangle (TC-34) properties with a maximum of 420,000 square feet of employment and retail and 400 dwelling units. Density should be distributed to permit up to 200,000 square feet of commercial uses and 300 units on the Martens property and up to 220,000 square feet of commercial uses and 100 units on the Waters Road Triangle properties. The residential component may be increased with an offsetting decrease in commercial density so that the maximum density does not exceed 0.8 FAR. The Martens property should retain its RMX-2 zoning, while the Waters Road Triangle properties should be rezoned to RMX-2C to ensure that existing businesses are conforming uses.

- Orient residential and retail uses to the intersection of Waterford Hills Boulevard and Waters Road. Locate parking and commercial uses along the CSX railroad and on the high ground along MD 118.

### South of MD 118

- Redevelop the County-owned MARC station parking lot (TC-35 and TC-38) with street level retail facing MD 118 and a parking structure for MARC riders set into the slope of the property. The property should be rezoned from R-200 to TMX-2 at an average density of 0.35 FAR to allow for the mix of uses indicated in the Plan and to maintain compatibility with the nearby historic district. The parking structure's siting, height, and design should be compatible with the nearby historic district. Maintain the surface parking and bus transfer area on the southeastern end of the property.
- Maintain and improve the station area's existing public use space that bridges the CSX tracks.
- Improve the existing stormwater management pond as a feature, providing trail access and opportunities for wildlife viewing.
- Rezone the historic Pumphrey-Mateny House (TC-36) from O-M to TMX-2 with an average FAR of 0.5 to allow for the mix of uses and densities indicated in the Plan.
- Create two additional single-family detached lots on County-owned property east of



the Pumphrey-Mateny House fronting Walter Johnson Drive (TC-38) to create a compatible setting for the historic property. The property should be rezoned from O-M to TMX-2 to allow for the mix of uses and densities indicated in the Plan.

- Redevelop properties south of MD 118 between the MARC station and Wisteria Drive (TC-37) with mixed uses up to 0.5 FAR. Orient commercial uses to MD 118 and single-family attached residential uses along Walter Johnson Drive. The property should be rezoned from O-M, C-3 and R-200 to TMX-2 to allow for the mix of uses and densities indicated in the Plan.
- The Walter Johnson property (TC-39) should be rezoned from O-M to TMX-2 to allow for the mix of uses and densities indicated in the Plan. This area is suitable for multifamily and attached housing with the FAR limited to 0.5.
- Redevelop the Medical Office Park (TC-40) as mixed-use with a residential emphasis, up to 18 units per acre. The property should be rezoned from R-200 to TMX-2 to allow a mix of uses.
- If the post office (TC-41) relocates, redevelop the site for residential uses at 18 units per acre. The property should be rezoned from C-T Zone to TMX-2 so the zoning will be consistent with that of the surrounding properties.

*Urban Form*

- Create street-oriented development within the Waters Road Triangle (TC-34) and Martens (TC-22) properties and along Waters Road with a main street character of on-street parking, wide sidewalks, and ground floor retail activity.
- Orient commercial development to be visible and accessible along MD 118 and Wisteria Drive.
- Allow building heights along MD 118 to gradually increase from 40 feet at the County’s commuter parking lot to 100 feet at Middlebrook Road. Building heights in the west end generally should not exceed 60 feet and should step down adjacent to existing residential communities.
- Enhance the existing, regional stormwater management facility near the post office with native plantings and develop a nature-oriented trail for passive recreation connected to adjoining sidewalks. Provide seating areas for viewing wildlife.
- Front new single-family attached and multifamily residential development along Walter Johnson Drive creating a corridor of residential uses from the MARC Station to Wisteria Drive. Use architectural detailing and materials that are compatible with the Pumphrey-Mateny House.
- Create compatible new development within the MARC station area, Historic District, and



Pumphrey-Mateny House by appropriate scale and massing.

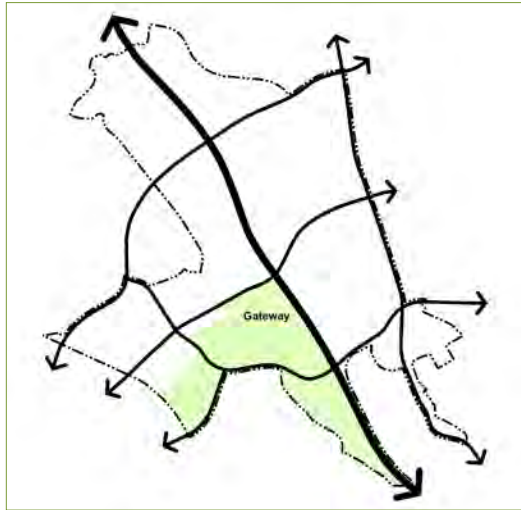
- Develop the historic setting of the Madeline V. Waters House as publicly accessible open space with interpretive material describing the importance of the site and the Waters family. Preserve existing and replant new trees to recreate the original alley.
- Enhance the old alignment of MD 118, currently developed as urban open space and a pedestrian bridge to the MARC station, as an amenity for new residents with more seating, public art, and landscaping.
- Provide streetscape improvements in accordance with the streetscape plan.

#### *Transportation*

- Designate the Town Center District as an Urban Area for purposes of the Road Construction Code.
- Extend Century Boulevard from Wisteria Drive to an extension of Waterford Hills Boulevard to create a street network and improve access to the Core Neighborhood.
- Abandon the existing cul-de-sac end of Waters Road. Design a new intersection of Bowman Mill Drive with MD 118 to promote pedestrian safety and access to the MARC station.
- Provide an attractive pedestrian connection through the Waters Road Triangle properties making direct access to Waters Road as part

of the proposed transit station area pedestrian network.

- Install sidewalks along Walter Johnson Drive to Middlebrook Road to connect the Core Neighborhood to the MARC station.
- Delete the public street connection shown on the 1989 Plan from Walter Johnson Drive to Bowman Mill Drive. Provide a private connection instead.
- Provide a signed shared on-road bikeway on Waterford Hills Boulevard to Waters Road and along Bowman Mill Road to the MARC station.



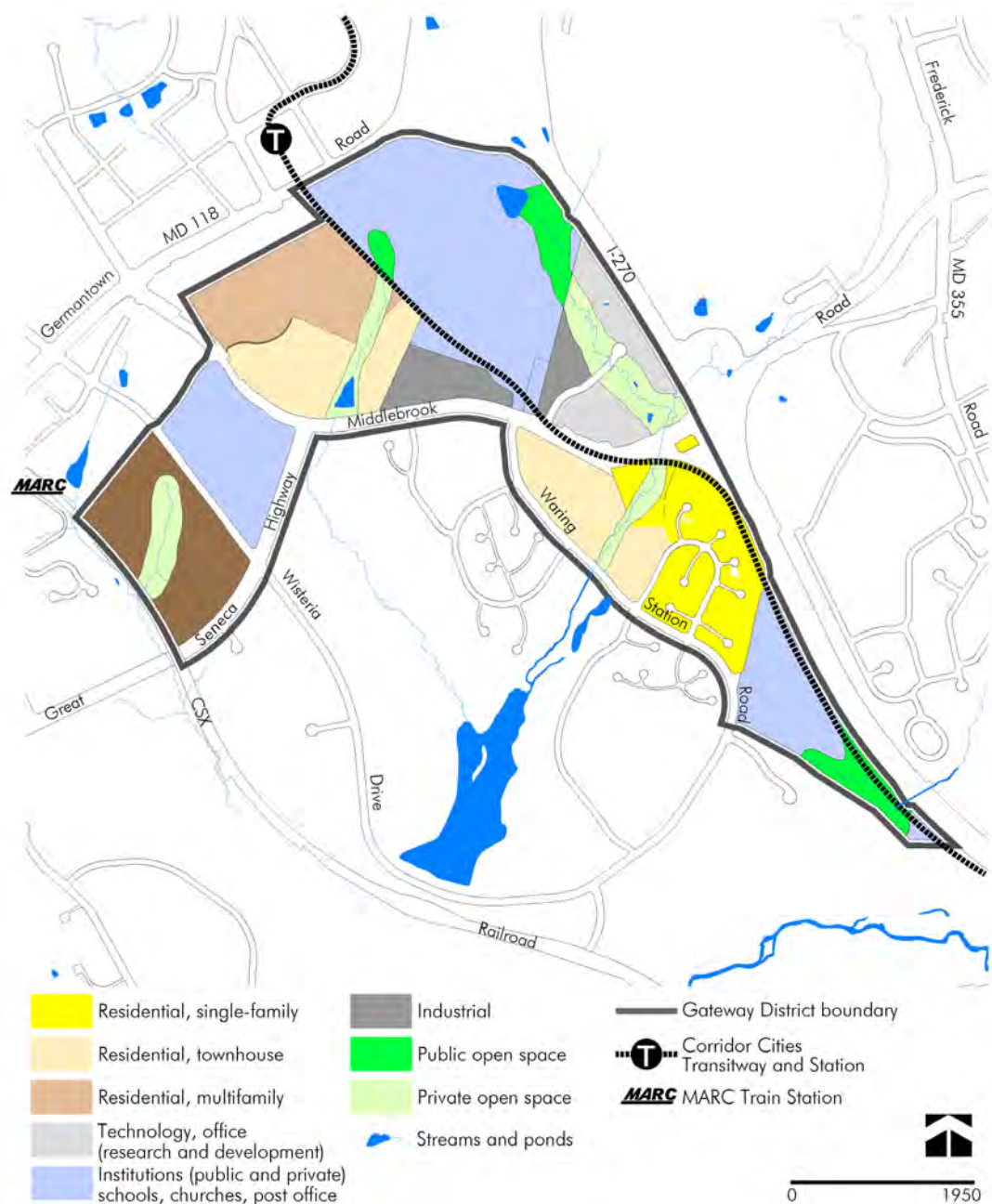
THE GATEWAY DISTRICT

This Plan does not recommend changes in land uses in the 382-acre Gateway District where today there are commercial and industrial uses. The auto dealerships along I-270 are unlikely to redevelop. The federal Department of Energy, the largest property in the district, has no plans for relocation or expansion.

The property most likely to redevelop is Rolling Hills, a multifamily garden apartment community adjacent to Wisteria Drive and Great Seneca Highway (GA-5). Rolling Hills apartments will redevelop as a high-density multifamily residential neighborhood with high rise apartments and structured parking clustered around green swaths protecting streams.

Rolling Hills will contain a mix of unit sizes and housing types as well as a limited amount of on-site service retail to create an energetic community. New residents will be able to walk directly to the MARC station, past a water feature currently used for stormwater management.

Map 18  
Gateway District Land Use

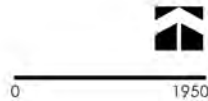




Map 19  
 Gateway District Property Reference



- 1 Department of Energy
  - 2 Middlebrook Business Park
  - 3 Old Seneca Woods and The Hamptons (residential)
  - 4 Seneca Valley High School
  - 5 Rolling Hills Apartments
  - 6 Waring Station properties
- Gateway District boundary
  - Ⓣ Corridor Cities Transitway and Station
  - MARC MARC Train Station



*Land Use*

- Retain industrial and commercial uses and zoning along the north side of Middlebrook Road, south of Great Seneca Highway.
- Orient future employment uses along I-270 and encourage signature office development.
- New housing at 25 dwelling units per acre should be developed on the Rolling Hills property close to the MARC station. The property should be rezoned from the existing combination of R-H, PD-9, R-30 and C-T to RMX-1 to provide incentives for redevelopment and increasing affordable housing opportunities through moderately priced dwelling units and workforce housing. Environmental buffers within the site should be protected.
- Rebuild Seneca Valley High School (GA-4) on-site with innovative academic, recreational, and environmental features that invite community interaction.

*Urban Form*

- Through redevelopment, create a building line along the north side of Middlebrook Road with connected service driveways in the rear of the properties.
- Provide streetscape improvements in accordance with the streetscape plan. The streetscape plan should include gateway improvements along Middlebrook Road and

replanting the hillside adjacent to residential communities along the south side of Middlebrook Road.

- On the Rolling Hills property locate high-rise residential buildings on lower site elevations to avoid incompatible relationships with the nearby historic district while still placing density close to the MARC station. Provide a range of unit types, including single-family attached units. Placing high density buildings toward the center of the property allows for lower density buildings at the perimeter. Building heights should not exceed 90 feet and should step down towards the perimeter of the site where the edge of the property faces the historic district. Provide off-site pedestrian access to the station and upgrade the adjacent stormwater management pond as a feature.



*Industrial uses including automobile sales facilities along Middlebrook Road and adjacent to I-270*

*Transportation*

- Eliminate the proposed CCT station along Middlebrook Road where properties are unlikely to redevelop, thereby improving travel times to the Town Center.
- Study future CCT alignments that will better serve the east side of Germantown.
- Consolidate driveways to minimize curb cuts and turning movements.
- Create a continuous bikeway along the north side of Middlebrook Road.
- Provide safe pedestrian crossings at Wisteria Drive and Great Seneca Highway and at Crystal Rock Drive and Middlebrook Road.
- Rebuild Wisteria Drive as a four-lane divided roadway with landscaping and a pedestrian refuge in the median.



*Department of Energy campus adjacent to I-270*



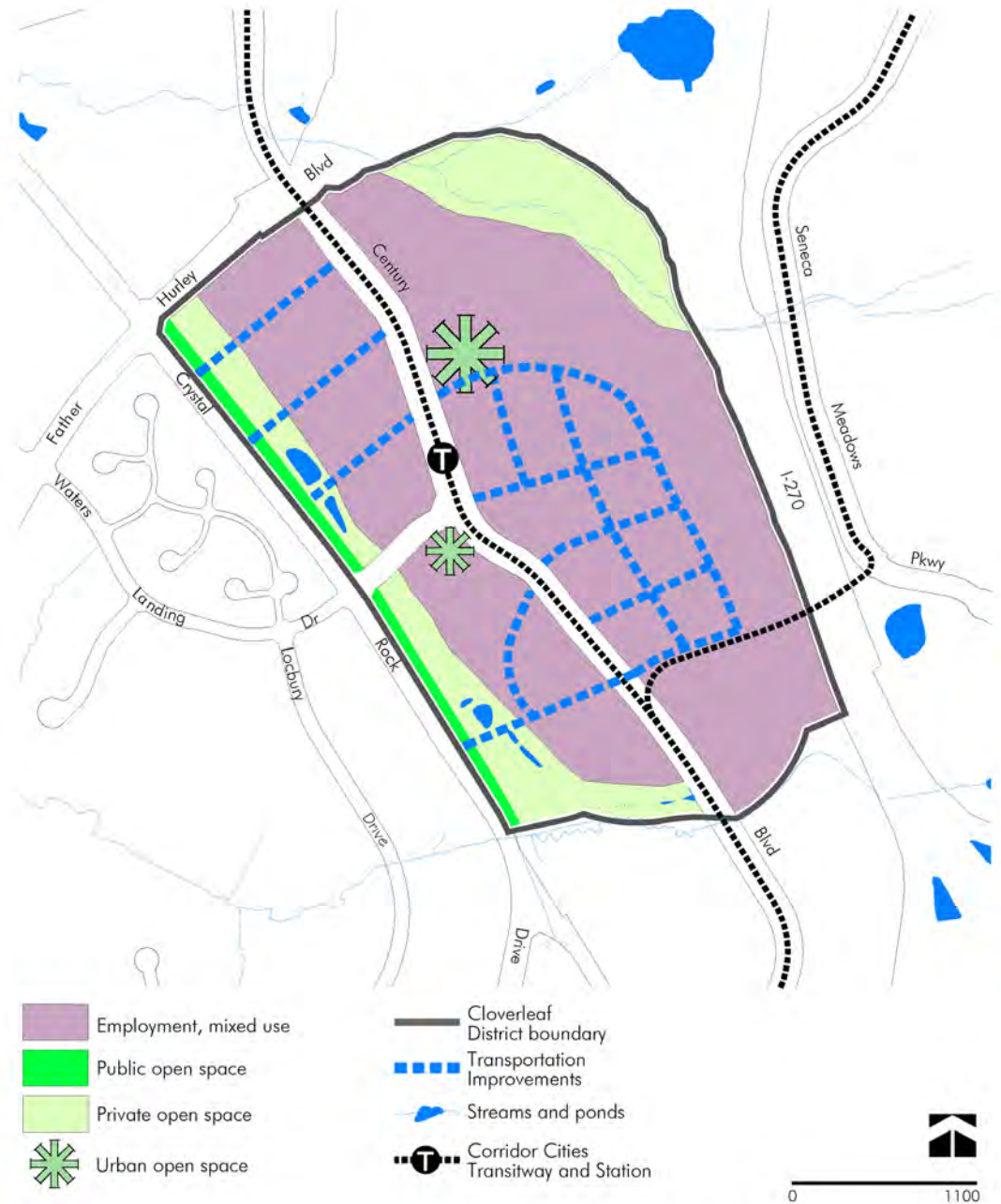


THE CLOVERLEAF DISTRICT

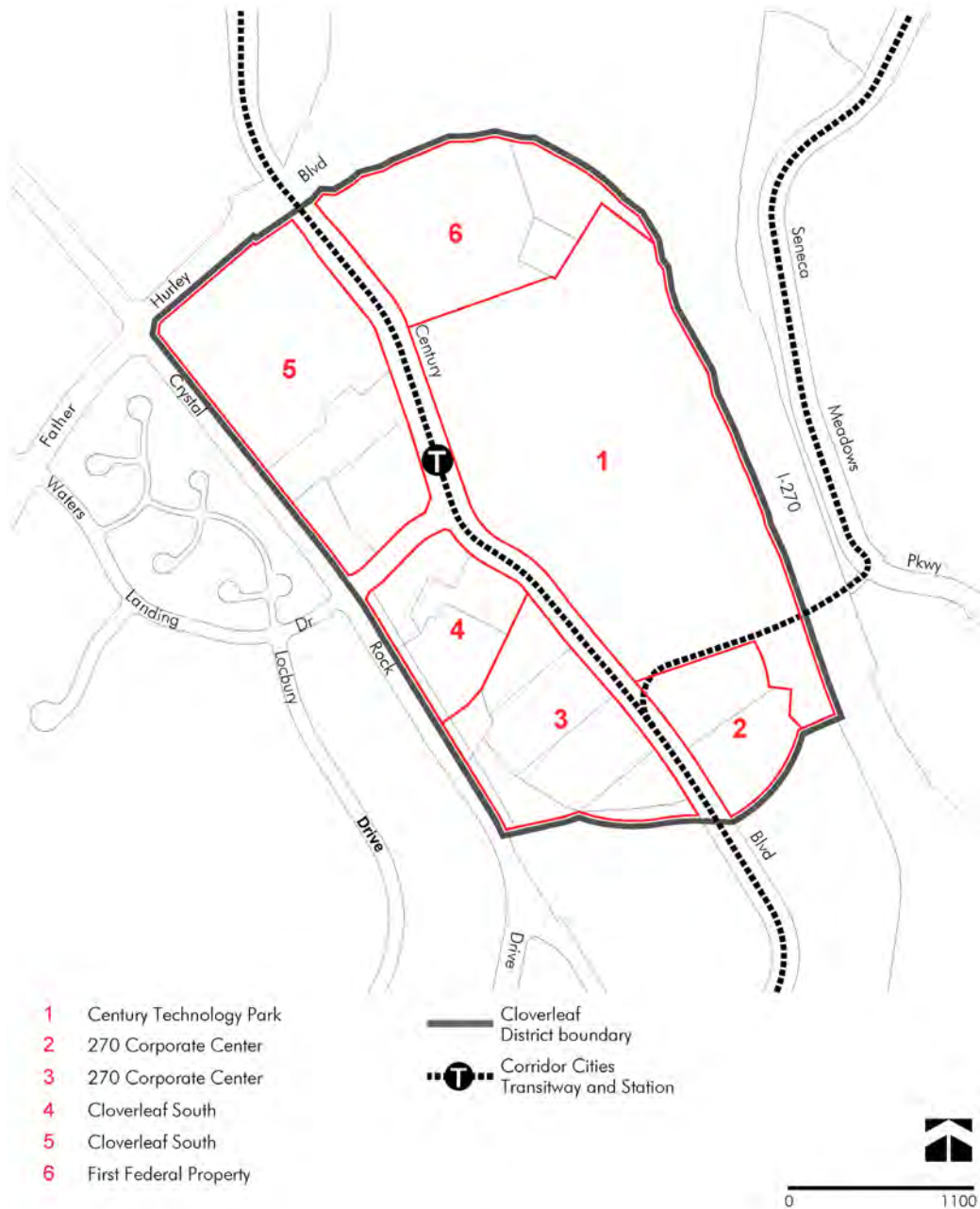
Cloverleaf is a 130-acre mixed-use, transit-oriented neighborhood that offers a range of workplace, recreation, housing, entertainment, hotel, and retail uses served by the CCT. This Plan recommends redevelopment into a mixed-use area and the use of new technology for more sustainable development including improved urban stormwater management practices such as permeable pavement to reduce imperviousness.

Cloverleaf is connected by road and transit to the Town Center and will be connected across I-270 to the Seneca Meadows District by transit and pedestrian facilities. From I-270, the Cloverleaf District will appear as a compact transit neighborhood with 100-foot buildings (eight stories) visible from the highway and 143-foot high buildings (12 stories) clustered at the transit station.

Map 20  
Cloverleaf District Land Use



Map 21  
Cloverleaf District Property Reference



Land Use

- Concentrate mixed-use development at the transit station at an average density of 1.0 FAR, stepping down toward existing residential communities along Crystal Rock Drive. The entire Cloverleaf District is recommended to be rezoned from I-1 and I-3 to TMX-2 to create opportunity for mixed-use development near the future Cloverleaf CCT station.
- Create a center, clustering density at the transit station. If multiple ownership patterns occur, encourage high density at the transit station through density transfer between adjoining properties.





- Allow a ratio of land uses that are 50 to 60 percent commercial uses and 40 to 50 percent residential uses for each property to create a mixed-use neighborhood.
- Orient employment uses along I-270 designed to take advantage of visibility from I-270.
- Concentrate a limited amount of street level retail near the transit station that may include activating uses such as a small grocery store.
- Provide a half-acre green common at the heart of the neighborhood along Century Boulevard for visibility and access. This green is to be privately developed and maintained for public use; the exact location will be determined at time of development.
- Provide a series of urban open spaces and wide sidewalks along Century Boulevard and Cloverleaf Center Drive near the transit station, with a plaza directly beside the transit station with seating, lighting, shelter, and other amenities.
- Require extensive landscape plantings in the open space setbacks along I-270 that create an attractive setting for signature office development.

**Urban Form**

- Create a continuous building line along Century Boulevard activated with restaurants and retail with occasional setbacks or eddies to provide plazas and gathering places activated with restaurants and retail.

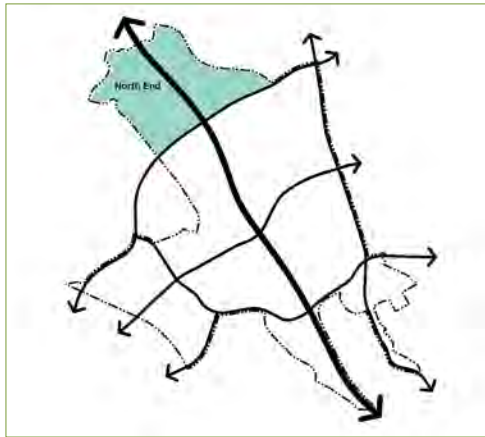


- Establish a street-oriented development pattern throughout the neighborhood with parking areas internally within the blocks.
- Building setbacks from I-270 should maintain the existing setback of 200 feet from the current right-of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing building line.

- Allow building height of 143 feet (12 stories) clustered around the transit station to define the center, transitioning to lower building heights along Crystal Rock Drive. Permit up to 125 feet along I-270 with a variety of heights ranging from 6 to 10 stories.
- Create buildings along Century Boulevard and Cloverleaf Drive with three-story bases and building setbacks for upper floors.
- Use native plant materials to landscape the stormwater management areas along Crystal Rock Drive and to reforest the area from Aircraft Drive to Father Hurley Boulevard.
- Provide streetscape in accordance with the streetscape plan.

**Transportation**

- Designate the Cloverleaf District as an Urban Area for purposes of the Road Construction Code.
- Create a network of new local streets with 250-350 feet long, walkable blocks lengths. Allow on-street parking and design the streets with pedestrian-scale elements such as neck downs at intersections.
- Provide a CCT bridge and pedestrian connection over I-270 connecting to the median of Seneca Meadows Parkway.
- Provide a 134-foot-wide right-of-way for Century Boulevard to accommodate the CCT within a 50-foot median and two travel lanes on either side of the transitway.



THE NORTH END DISTRICT

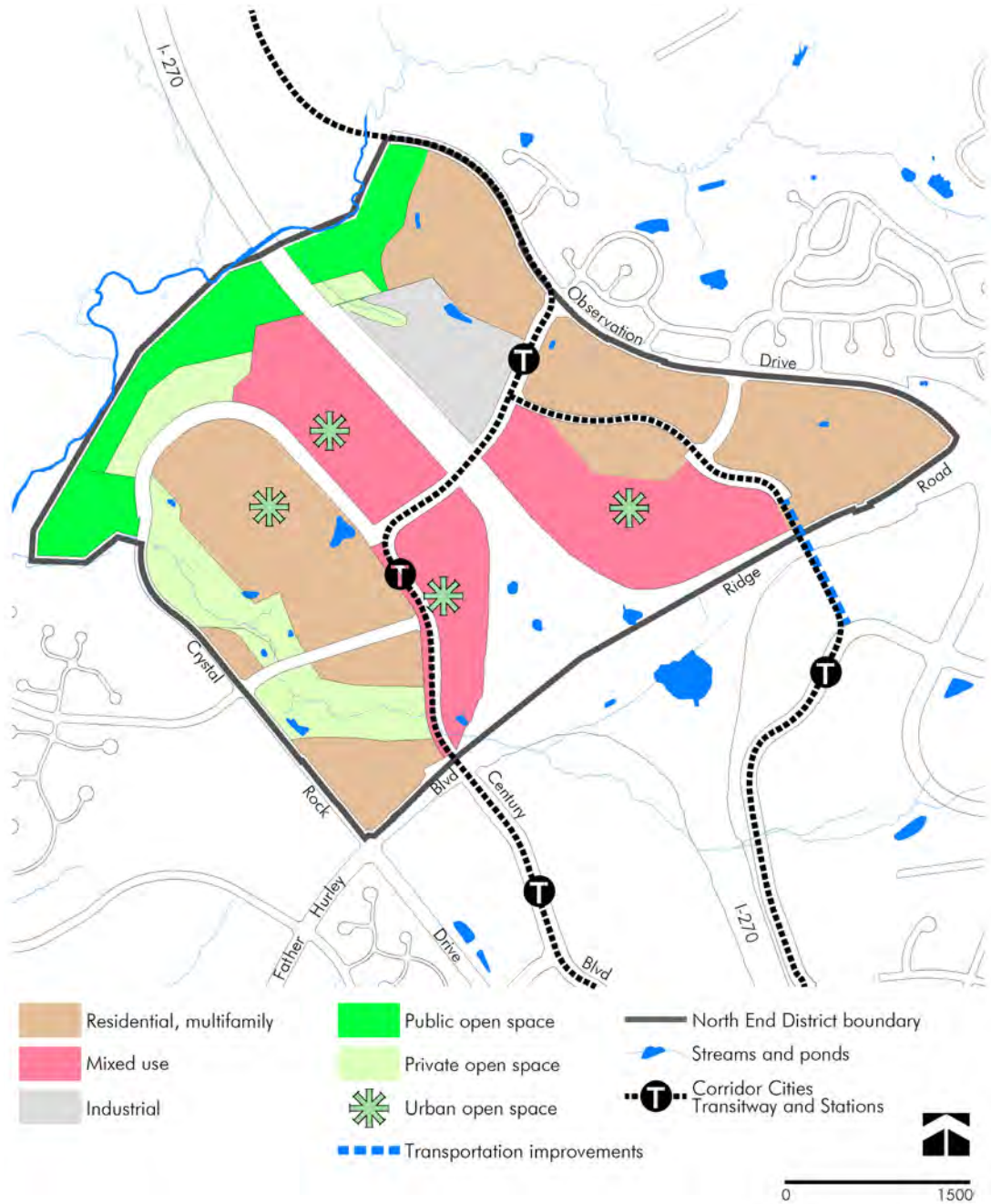
This 280-acre district extends across both sides of I-270 bounded on the north by Black Hill Regional Park and the North Germantown Greenway. It will showcase views and access to both natural areas. The west side of I-270 will evolve from a small residential community amid undeveloped land to an employment location highlighted by additional residential, retail, and hospitality uses. Tall buildings focused on the Manekin CCT station will mark sites visible from I-270.

East of I-270, redevelopment will be within walking distance of the Dorsey Mill CCT station. The Milestone Business Park will be expanded with new residential and retail uses. Six-story office buildings will surround an urban courtyard within walking distance of existing and future residential units near Observation Drive.



*Multi-story office building in the Milestone North Business Park.*

Map 22  
North End District Land Use





Land Use

West of I-270

- Create a center that clusters density at the Manekin CCT station. If multiple ownership patterns occur, encourage higher density at the transit station through density transfers within adjoining properties.
- Develop the Symmetry/Totah property (NE-1) at an average density of 1.0 FAR and a mix of uses with a minimum of 60 percent employment and a maximum of 40 percent residential. Permit a limited amount of street level retail near transit and along Century Boulevard. Design employment uses and a hotel to take advantage of the site's visibility from I-270.

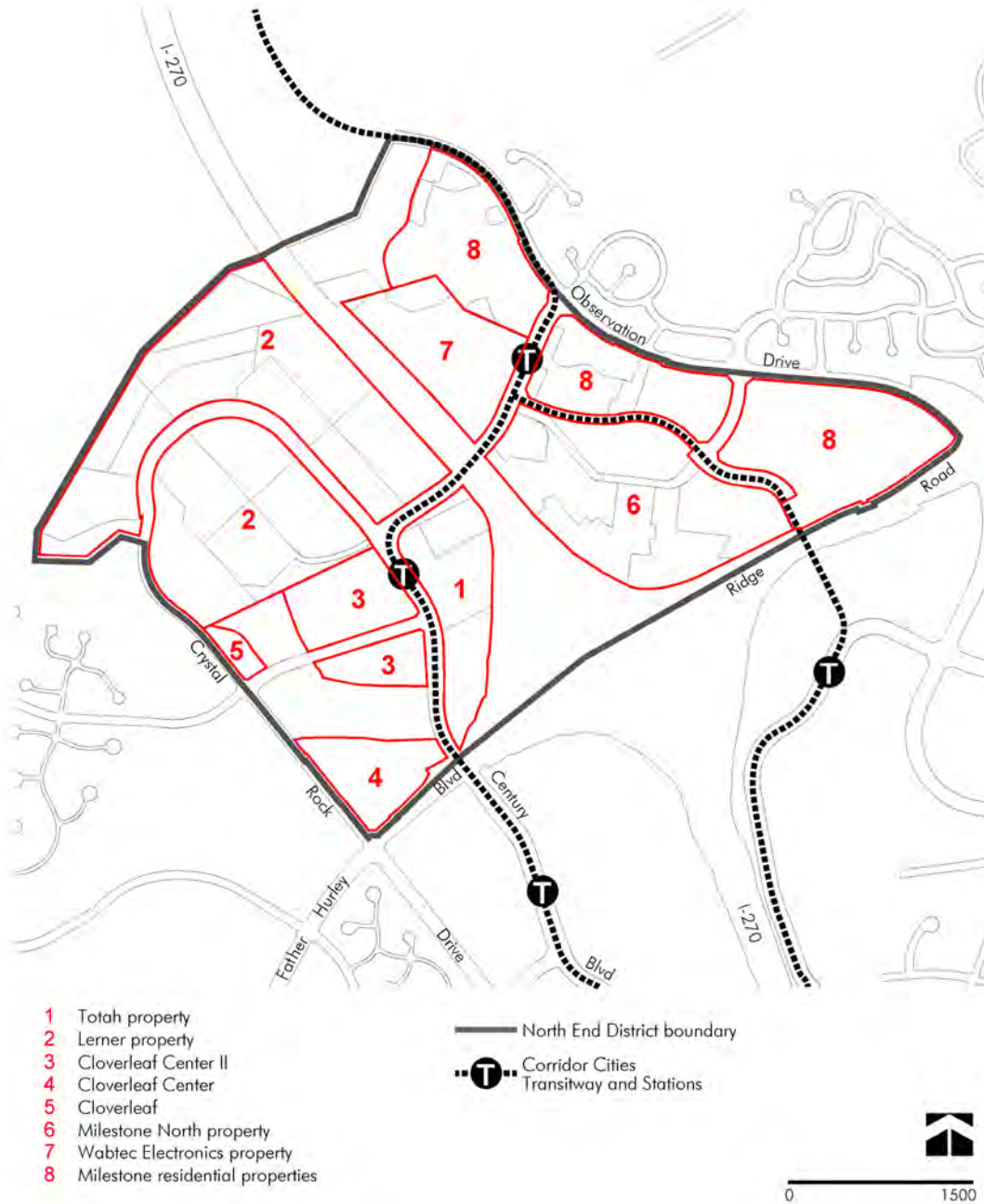
- Orient signature office buildings and employment uses along I-270 on the Lerner property (NE-2). Allow up to 1.5 million square feet of employment uses, a hotel, and up to 110,000 square feet of retail space. Residential development may include a mix of high-rise and low-rise residential units, provided the total density for the site does not exceed 0.7 FAR.
- Area NE-1 should be rezoned from the I-3 and TS Zones to the TMX-2 Zone to allow a mix of uses and densities at the Manekin CCT station, and NE-2 should be rezoned from TS to TMX-2 to create a mixed-use transit-oriented community area. NE-3, NE-4, and NE-5 should retain their existing R-30 zoning as stable existing neighborhoods.

East of I-270

- Develop the Milestone North property at an average density of 1.0 FAR with a mix of research and development, employment, technology, street level retail, restaurants, and new housing. Orient up to 225 new multifamily housing units to the existing residential areas. Residential uses are not to exceed 20 percent of total development on this site.
- Area NE-6 should be rezoned from the I-3 Zone to the TMX-2 Zone to allow a mix of uses at the Dorsey Mill CCT station. NE-7 should retain its R&D zoning and NE-8 should retain its existing R-30 and R-200 zoning as transition to the adjoining North Germantown Greenway Park.



Map 23  
 North End District Property Reference



*Urban Form*

- Line the east side of Century Boulevard across from the existing Cloverleaf North residential community with 72-foot (six stories) tall buildings. Reduce the sense of building bulk and mass along Century Boulevard and Cloverleaf Drive by limiting building heights to three to four stories at street level with setbacks to upper floors.
- For the west side of I-270, permit building heights of 143 feet, clustered at the transit station and along I-270. For the east side of I-270, permit buildings up to 125 feet along I-270. Throughout the district, provide a three to four story base and set back upper floors. Step down building heights towards existing residential communities.
- Building setbacks from I-270 should maintain the existing setback of 200 feet from the current right-of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing building line.
- Develop the east side of Century Boulevard with wide sidewalks that can accommodate sidewalk cafes and seating areas.
- Terminate vistas with the forested Germantown greenbelt as Century Boulevard turns into Crystal Rock Drive.
- Preserve forest adjacent to Black Hill Regional Park on the north side of Century Boulevard





Pond at Black Hill Regional Park

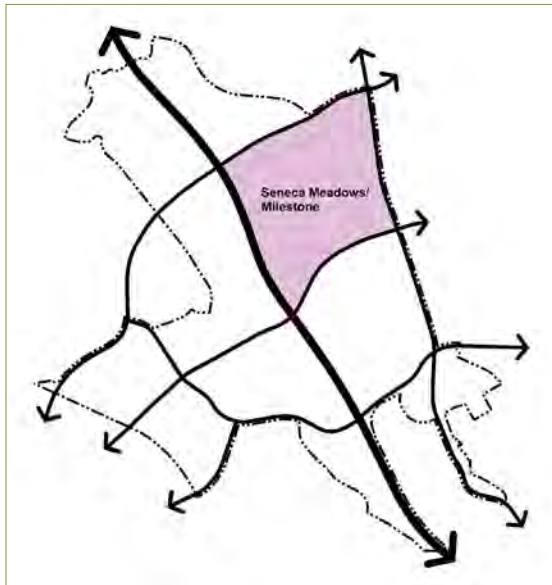
as it curves into Crystal Rock Drive and use all available means to incorporate it into the existing park, or place in a conservation easement.

- Expand stream restoration and water quality protection efforts on the Milestone Tributary to maintain the water quality and wetland functions of this tributary to Seneca Lake, an important drinking water supply.
- Provide a 0.75-acre common in the residential portion of the Lerner property to be privately developed and maintained for public use.
- Provide an urban plaza directly adjacent to the transit station with seating, lighting, shelter, and other amenities.
- Provide streetscape improvements in accordance with the streetscape plan.

### *Transportation*

- Provide a dedicated street crossing over I-270, an extension of Dorsey Mill Road connecting the east and west sides of I-270 with four travel lanes and the CCT.
- Provide a transit station in the Century Boulevard median near Dorsey Mill Road. Park-and-ride facilities should be supplied on both the west and east sides of I-270 near the Manekin and Dorsey Mill stations with at least 250 public spaces at each station incorporated into private development projects.
- Incorporate direct access to the Dorsey Mill station to and from north I-270. This access can be provided by either direct access ramps at the Dorsey Mill Road interchange or a revision to the Father Hurley Boulevard interchange. The new access will create multi-modal options between future managed lanes and bus services on I-270 and CCT transit service along Century Boulevard. This access should also reduce congestion at the junction of Father Hurley Boulevard with Crystal Rock Drive, reduce commercial traffic use of Kinster Drive, and provide better access to businesses along Century Boulevard.
- Introduce a network of new streets with short blocks, such as 250 to 350 feet in length.
- Extend Crystal Rock Drive to Dorsey Mill Road as a four-lane business street.
- Maintain Kinster Drive as a two-lane divided

minor arterial roadway with on-street parking. Should future demand increase, the road could be redesigned to a four-lane divided roadway with off-peak parking within the existing right-of-way.

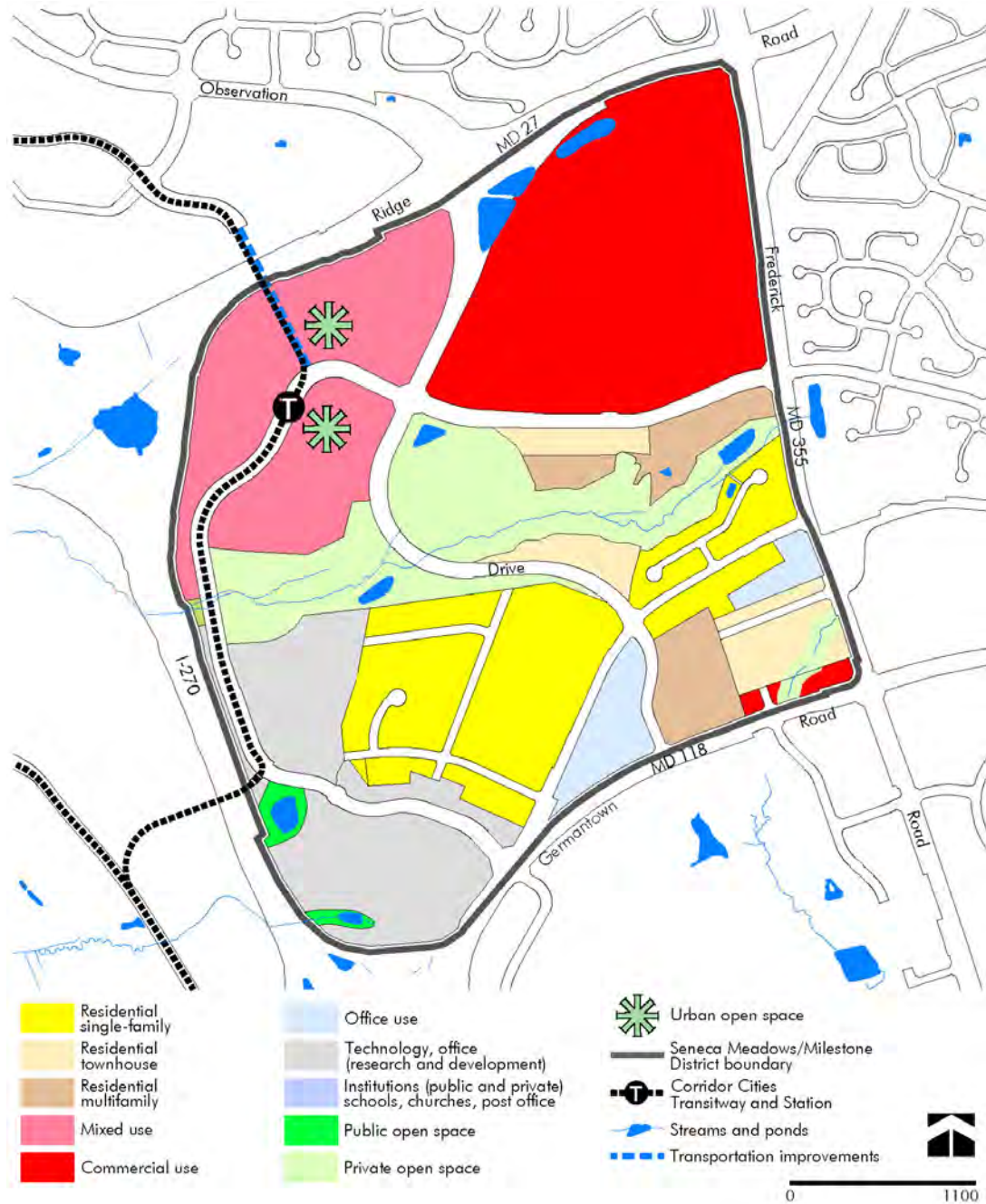


THE SENECA MEADOWS/MILESTONE DISTRICT

The Seneca Meadows/Milestone District illustrates the office and industrial development that is possible within current I-3 zoning. Development has been in the form of one, two, and three story buildings with surface parking. A significant portion of the district has been retained in green space, conservation areas, and stream buffers. A future CCT station along Seneca Meadows Parkway will be the focal point of activity in the 390-acre area. In the interim, a mixed-use retail and office center will provide services to existing businesses and workers in the office park. A new urban recreation center located in a multi-use building will offer educational and recreational activities for workers and residents.

Map 24

Seneca Meadows/Milestone District Land Use







**Land Use**

- Concentrate mixed-use development at the transit station with an average density of 1.0 FAR on the Seneca Meadows property north of the Crystal Rock Tributary (SM-1). To ensure the area retains an employment profile, develop with a minimum of 70 percent employment uses that include limited street level retail and a maximum of 30 percent residential uses. Street level retail must conform to the Plan’s urban design guidance.
- Provide industrial, office, and technology uses south of the Crystal Rock Tributary with signature office development along I-270.
- Support the Milestone Regional Shopping Center (SM-3) and Neelsville Village Center (SM-4) as the Germantown-Clarksburg destination

retail center. Redevelopment is unlikely given the fragmented ownership. If ownership consolidates, a coordinated redevelopment option may be proposed that meets the existing RMX Zone density standards of 0.5 FAR. With redevelopment, add residential uses and urban open space in a compact urban form with structured parking.

- Design stormwater management, in coordination with the Montgomery County Department of Permitting Services and the Montgomery County Department of Environmental Protection, to protect the Germantown Bog.
- Rezone portions of the Seneca Meadows property (SM-1) from I-3 to TMX-2 to allow a mix of uses at the Seneca Meadows CCT station.



*Neelsville Village Center*



*The Germantown Bog*

*Urban Form*

- This area would be appropriate for a community recreation center if the site develops with a residential component and an alternative location for the recreation center in the vicinity is not identified.
- Allow building heights up to 143 feet clustered at the transit station to create a defined center. Allow 100 foot building heights along I-270. Step down building heights towards existing residential neighborhoods to the north, south and east. Establish a three- to four-story building base with setbacks for upper floors.

- Concentrate a limited amount of street level retail near the transit station. Big box retailers, if proposed, should have active storefronts with multiple entrances and smaller retail uses facing Seneca Meadows Parkway and Observation Drive.
- Building setbacks from I-270 should maintain existing setback of 200 feet from the current right-of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing building line.
- New development along MD 355 should establish a building line, fronting the roadway with parking located behind buildings.

- Dedicate a one-half acre urban park (adjacent to the future recreation center if it is to be located in this area). Either dedicate additional land for the community recreation center or integrate the center into the ground floors of a mixed-use building if this area is selected as the location for the center.
- Provide an urban plaza with seating, lighting, shelter, and other amenities adjacent to the transit station.
- Provide streetscape improvements in accordance with the streetscape plan.





Map 25

Seneca Meadows/Milestone District Property Reference



- |   |                         |
|---|-------------------------|
| 1 Seneca Meadows property (North of Crystal Rock Tributary) | 9 Fire Station          |
| 2 Seneca Meadows property (South of Crystal Rock Tributary) | 10 SFD residential      |
| 3 Milestone Regional Shopping Center                        | 11 Fox Run apartments   |
| 4 Neelsville Village Shopping Center                        | 12 Office park property |
| 5 Amber Ridge residential                                   | 13 Boland Farm Estates  |
| 6 Elton Ridge apartments                                    |                         |
| 7 Panther's Ridge residential                               |                         |
| 8 Neelsville Seneca Estates                                 |                         |

- Corridor Cities Transitway and Station
- Seneca Meadows/Milestone District boundary



0 1100

Transportation

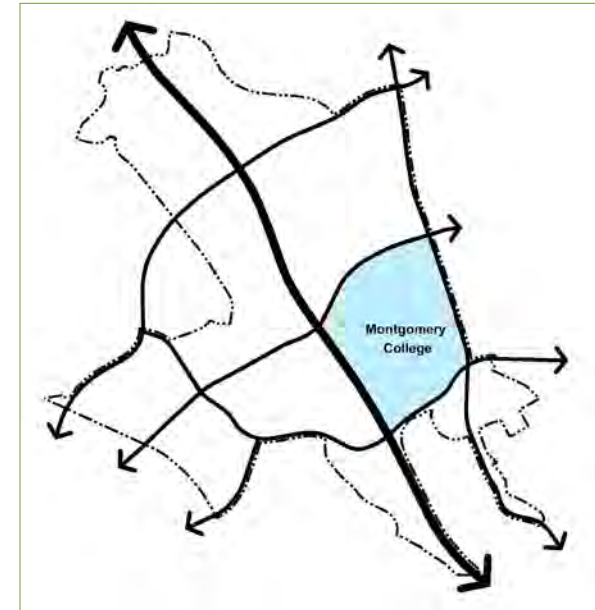
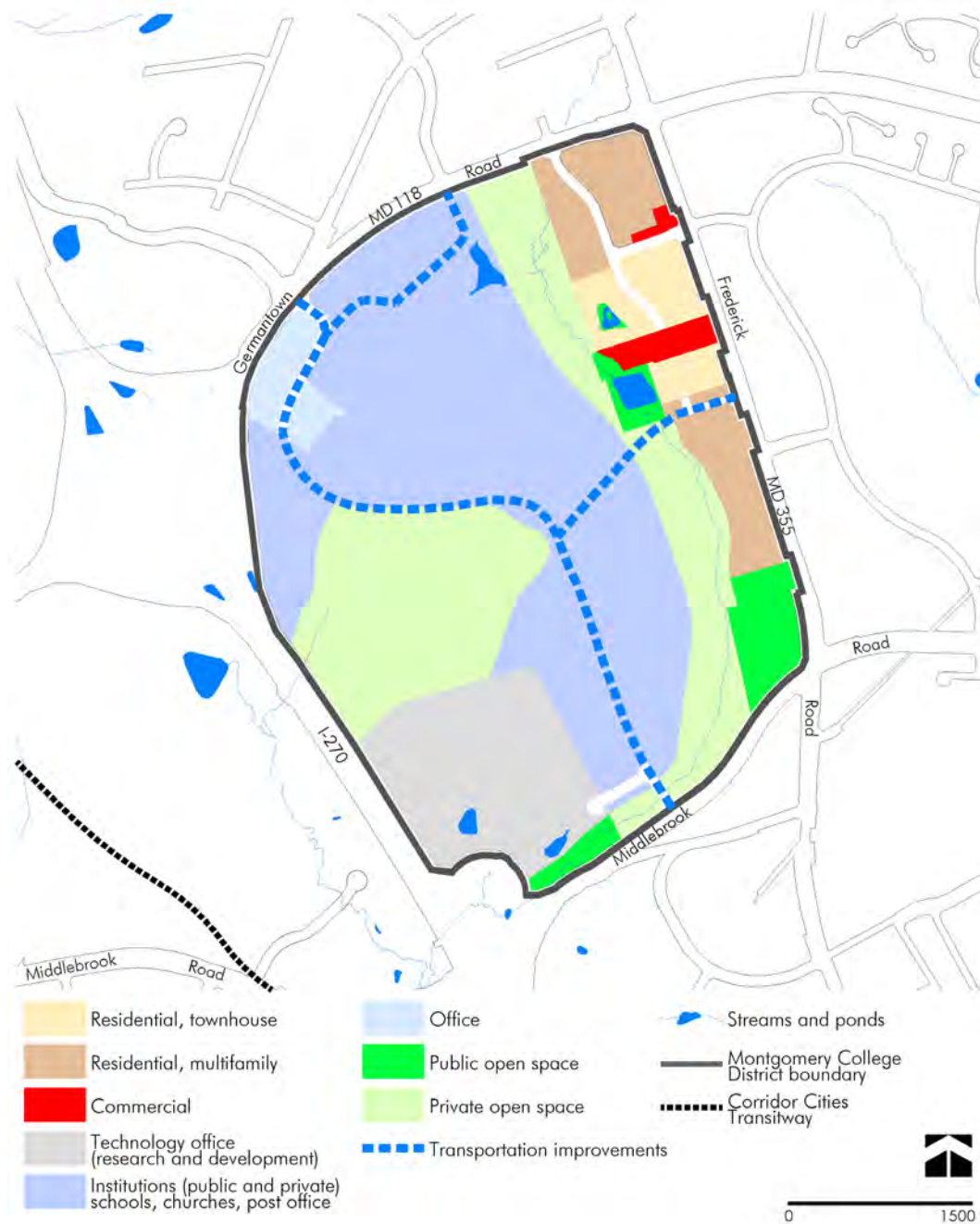
- Create a network of new streets with short block lengths in the mixed-use neighborhood around the transit center.
- Provide a bridge over I-270 accommodating the CCT and a pedestrian connection to the median of Seneca Meadows Parkway.
- Expand the street network (B-25) with a bridge over MD 27/Ridge Road that accommodates the CCT, pedestrians, and bicyclists.



- Provide a local, signed, shared on-road bikeway along Seneca Meadows Parkway.
- In the absence of the CCT, expand bus service along Observation Drive to link the Milestone North center and Montgomery College with Clarksburg to the north.

Map 26

# Montgomery College District Land Us



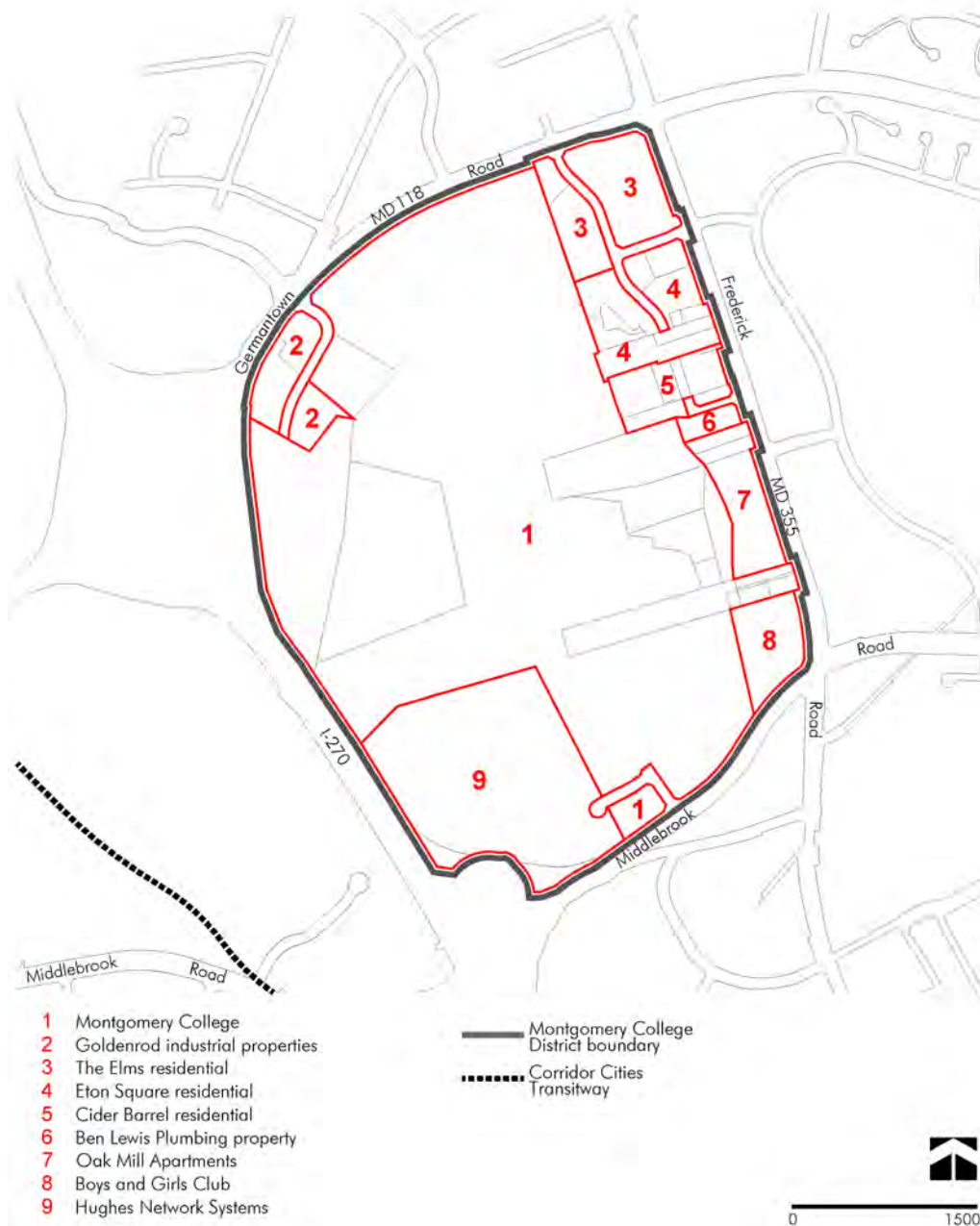
THE MONTGOMERY COLLEGE DISTRICT

The education and technology uses in the 334-acre Montgomery College District are an important community resource. The expanded campus will be an active center serving 20,000 students. It should develop in a compact pattern that inspires inviting gathering spaces, walking, and biking. A compact pattern will reserve land for the College's future expansion and protect the site's natural features—a large stand of upland forest and two tributaries to Gunners Branch. The campus development plan fosters links between business and education in the I-270 Technology Corridor.



Map 27

## Montgomery College District Property Reference



### Land Use

- Expand Montgomery College's academic facilities to 1.1 million square feet and provide up to one million square feet for a technology park linking the business and academic communities. Private sector facilities on the campus will be subject to site plan review; academic facilities are subject to the Mandatory Referral process under the Regional District Act.
- The existing combination of I-3, R-60, R-60/TDR and R&D zoning on the College property will probably not serve the College's goals to partner with private biotechnology, medical, and/or technology businesses that may help support the College's mission. This Sector Plan recommends rezoning the entire property to the I-3 Zone (for development under the standard or optional method), which appears to provide the greatest flexibility to meet the College's needs. Current revisions being considered for the Life Science Center (LSC) Zone could also make this zone appropriate for the College property. Once the zone is amended, additional analysis should determine whether the I-3 or LSC Zone would better serve the College's needs. If this determination is made after the Sectional Map Amendment, and rezoning is advised, a government-sponsored Local Map Amendment may be appropriate.
- Preserve 46 acres of high priority forest along I-270 and other high priority forest within the site.

- Develop technology and office uses with signature architecture that takes advantage of visibility from I-270. Use structured parking whenever feasible to reduce impervious surface area and improve water quality in the Gunners Branch watershed. If structured parking is not appropriate in the early phases of development, project design should not preclude adding structured parking at a later time.
- Explore options for use of the structure on the Cider Barrel historic site at its existing location. If no reuse opportunity is identified, relocate the Cider Barrel to another location in the Sector Plan area. Additional guidance appears in Appendix 20.

#### Urban Form

- Design the campus expansion and orient buildings to create a compact educational village that promotes interaction between buildings, synergy between public and private uses, reduces the amount of disturbed land, and creates an appealing and safe environment.
- Provide a network of streets with extensive pedestrian connections that create a walkable campus and technology park.
- Provide an open space buffer along the existing residential community to the east.
- Use building placement and site design to create smaller usable outdoor spaces characteristic of urban areas.

#### Montgomery College Alternatives





- Incorporate structured parking into buildings where feasible and pave surface parking areas with permeable materials.
- Buildings must have a minimum of three stories where feasible with floorplates no greater than 25,000 square feet for non-residential uses. Medical facilities such as hospitals are exempt from this guideline.
- Permit building height up to 100 feet (eight stories) and cluster new development to ensure a dense and cohesive campus.
- Building setbacks from I-270 should maintain existing 200 feet from the current right-of-way or 100 feet from an interchange ramp. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing building line.

*Transportation*

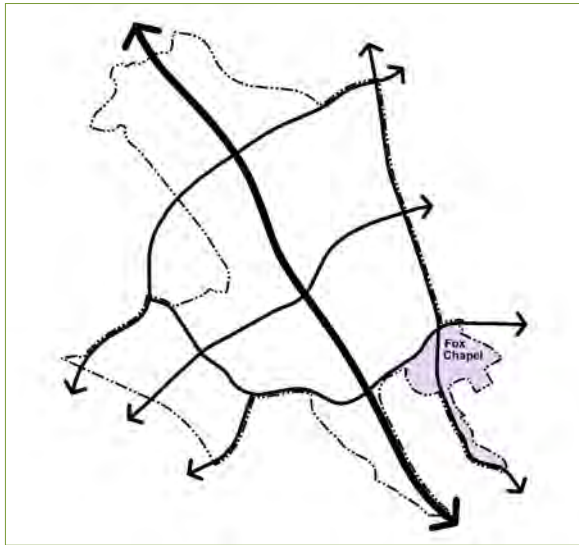
- The College’s planned expansion and technology park require additional access and transportation capacity. Extend Observation Drive as a four-lane 80-foot right-of-way arterial roadway with a shared use path through the Montgomery College property connecting MD 118 with Middlebrook Road. The road will be located on the west and south sides of the campus with future connections to MD 355.
- Extend Cider Press Place to connect MD 355 with the extension of Observation Drive.



*Academic buildings at the Germantown campus of Montgomery College*



*High quality forest in the Montgomery College District*

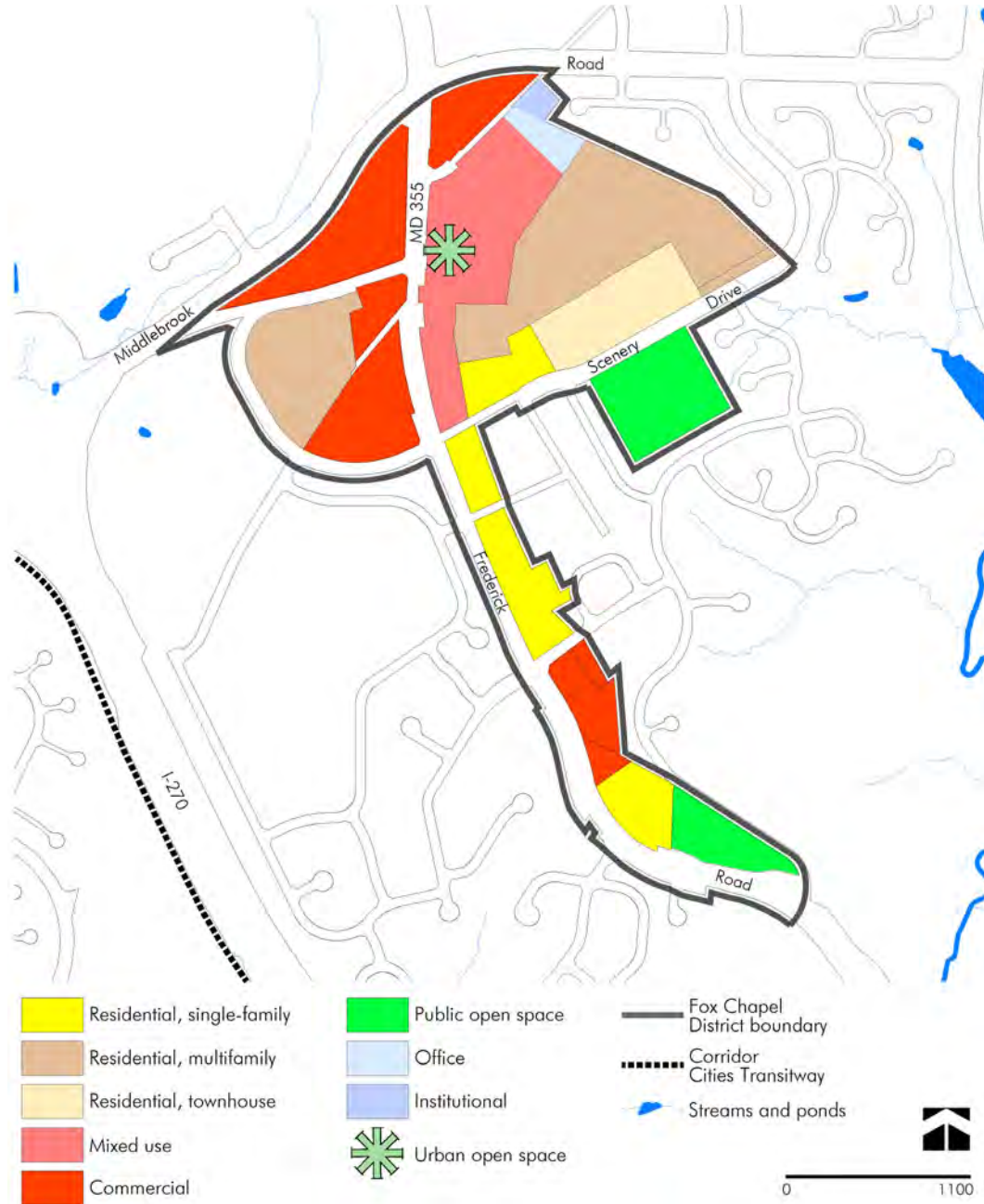


THE FOX CHAPEL DISTRICT

The 115-acre Fox Chapel District will become the commercial hub at the intersection of MD 355 and Middlebrook Road with a bus transit center providing the transit link to other parts of Germantown. Retail, housing, and recreation opportunities will flow between MD 355 and Scenery Drive including an improved Plumgar Recreation Center (FC-7) and greater density at the Seneca Crossing community (FC-6). This vision can best be accomplished by cooperation among property owners and a coordinated development plan.

Gateway and streetscape treatment along MD 355 will improve pedestrian safety and the pedestrian experience along Montgomery County's main street. At-grade, one-way couplets could replace a future grade-separated interchange at the MD 355 and Middlebrook Road intersection. This option should be studied by state and County transportation departments.

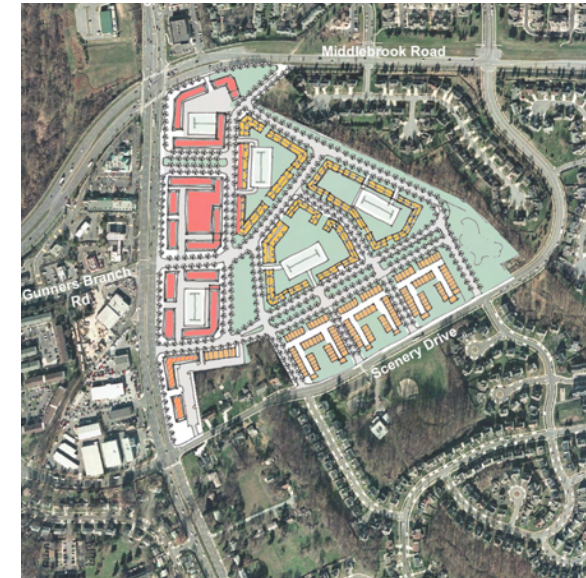
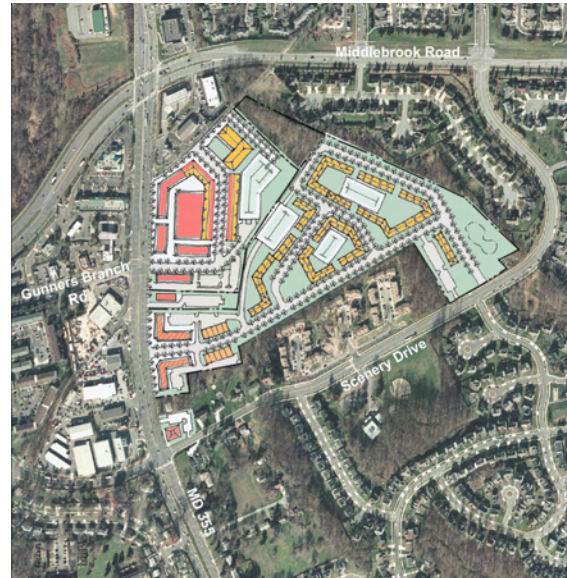
Map 28  
Fox Chapel District Land Use





**Land Use**

- The Fox Chapel Shopping Center and adjacent residential uses should be redeveloped as a mixed-use village center of commercial and residential uses. Rezoning these properties from the existing C-1 (on FC-1 and FC-4) and R-200, R-90, and R-30 Zones (on FC-5) to the RMX-2C/TDR Zone can best accomplish the Plan’s goal for a single mixed-use development. If the properties submit a joint plan of development, allow development on FC-1 and FC-4 of up to 0.3 FAR for commercial uses and 22 dwelling units per acre and on the Middlebrook Mobile Home Park (FC-5) allow residential development of 22 units per acre and 0.3 FAR on the portion of the site along MD 355 and approximately 220 feet in depth (formerly zoned C-1). The joint plan of development should demonstrate how properties will be connected to the bus transit center in the Fox Chapel District to be built by the private sector and how the Plan will achieve the Sector Plan objective to provide connections between the residential and commercial portions of the area.
- If properties do not submit a joint plan of development, density should not exceed 0.3 FAR and five dwelling units per acre for FC-1 and FC-4 and the portion of Middlebrook Mobile Home Park along MD 355 and five dwelling units per acre for the remainder of the Middlebrook Mobile Home Park (FC-5).
- Rezone the strip of land to the east of the property zoned C-1 (FC-9) from R-90 to C-1 to



facilitate access from Plummer Drive for the southern portion of C-1.

- Rezone the Middlebrook Inn property (FC-10) from R-90 to C-1 to allow continued operation of the restaurant as a permitted use.

**Urban Form**

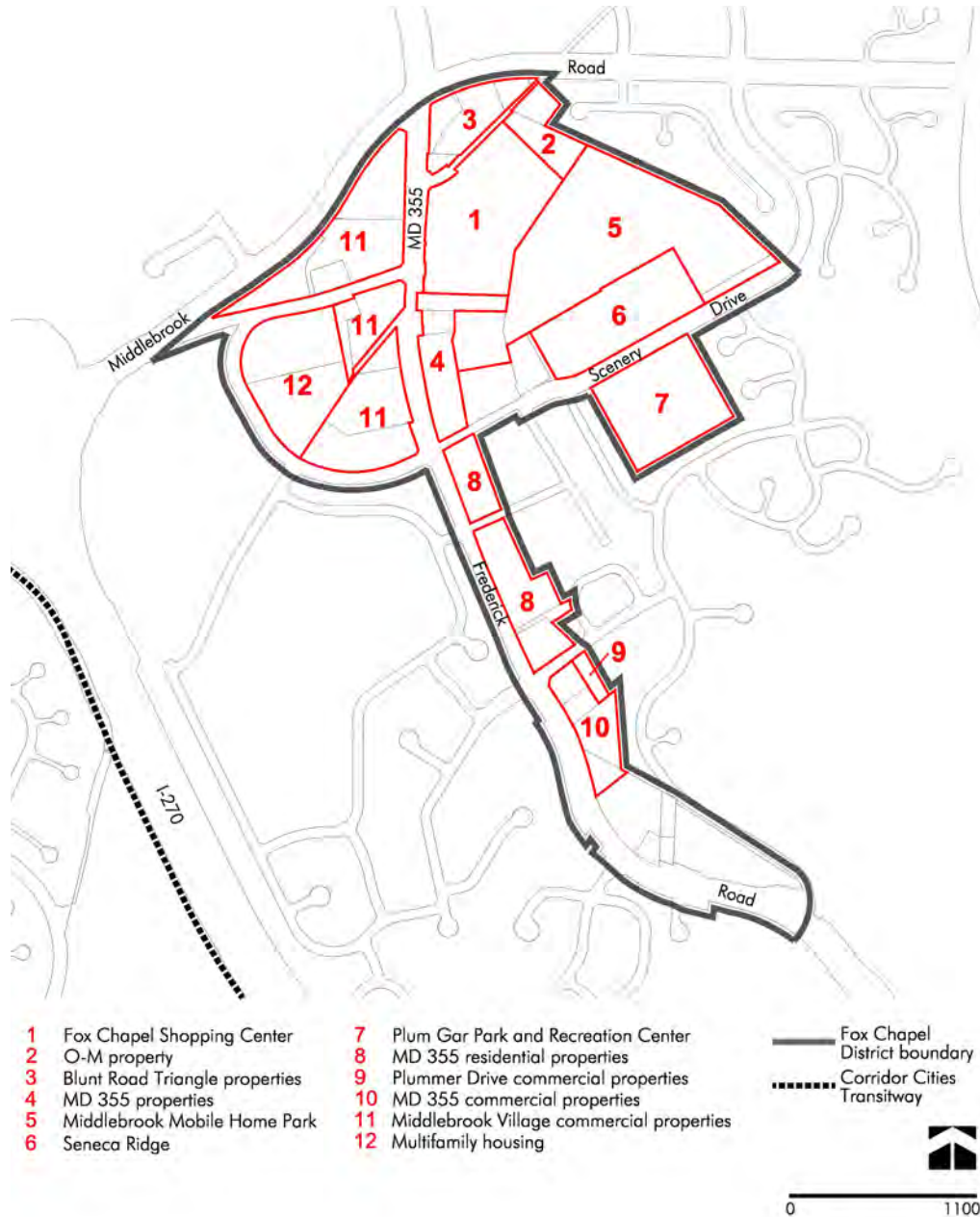
- If properties along the east side of MD 355 are assembled, create a new set of development blocks that parallel MD 355 and are lined with buildings. Provide urban open space defined by streets or buildings and place parking within the interior of the block.
- If non-assembled properties develop, redevelop commercial sites along MD 355 with street-oriented commercial development, wrapping corner properties, and placing parking and

service areas in the rear of the property, screened from adjacent residential areas. Encourage rear connections along alleys.

- Building heights should not exceed 60 feet along MD 355, stepping down in height to 50 to 60 feet along the eastern edge of the district to be compatible with existing residential neighbors.
- Establish a consistent building setback from MD 355, provide an eight-foot wide sidewalk along commercial development, and implement the streetscape plan.
- Orient multifamily units toward MD 355 and the site’s interior to achieve a compatible transition to R-200 residential property to the east. Preserve existing woodland on the east side

Map 29

## Fox Chapel District Property Reference



of the Middlebrook Mobile Home Park site to buffer the adjacent residential community and provide a pedestrian connection to the Fox Chapel Shopping Center.

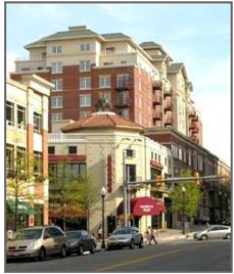
- Accessory apartments developed along MD 355 should locate all parking behind the existing homes. No new driveways or parking areas should be permitted in front yards.

### Transportation

- Connect the Middlebrook Mobile Home Park site to MD 355 with a connected street system through commercially zoned properties held by same owner. Preserve the trees along the eastern end of the site for a compatible transition with existing R-200 residences.
- Connect Blunt Road with Middlebrook Road.
- Improve MD 355 with streetscape improvements in accordance with the streetscape plan.







The future envisioned in this Plan requires decisions and actions by government, property owners, and residents to transform the type and character of development occurring in Germantown. Direct governmental actions include comprehensive rezoning through a Sectional Map Amendment and indirect actions such as protection of forested areas and construction of capital improvements. Some facilities will be produced by the private sector through the development review process. The recommended type, amount, and location of development must take place at the appropriate time and in the proper sequence.

**FEASIBILITY**

The Planning Board did not evaluate whether the Plan’s incentives are sufficient to produce the recommended amount and type of infrastructure and amenities. They relied on testimony from property owners to understand the feasibility of the Plan’s recommendations.

**ZONING**

This Plan recommends an array of mixed-use zoning categories to shape development. Existing zones such as RMX-2, RMX-2C, and I-3 with an option for mixed uses contain development standards appropriate for transit served and pedestrian-scaled areas.

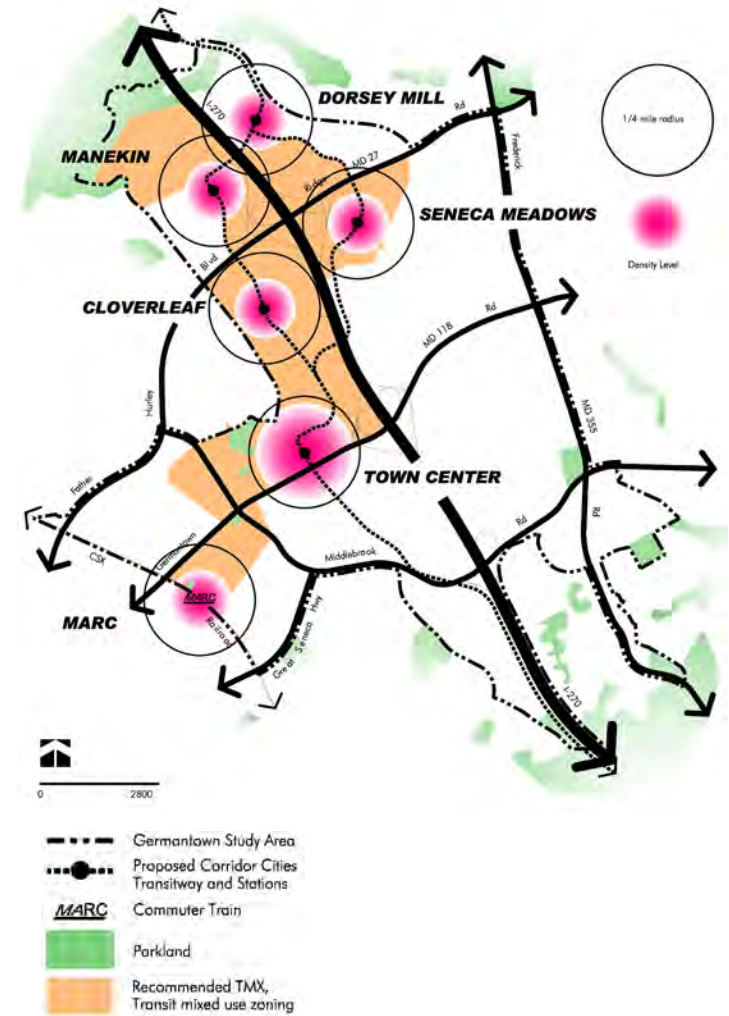
The Transit Mixed Use Zone (TMX-2) will be used to implement the land use recommendations, development standards, the Building Lot Termination (BLT) program, and approval procedures for transit-oriented development envisioned by this Plan. The zone’s purpose is to “implement the recommendations of approved and adopted master or sector plans for Transit Station Development Areas.”

The TMX-2 Zone allows for standard and optional methods of development. Both methods require site plan approval. Optional method projects must be consistent with the general design principles in this Plan and the design guidelines to be adopted by the Planning Board.

This zone also establishes a BLT program for new and redeveloped commercial projects. The BLT program will be used to terminate buildable lots in the County’s Agricultural Reserve, as recommended by the 2007 Ad Hoc Agricultural Policy Working Group.

The TMX-2 Zone allows the creation of a contributory fund so that optional method projects may provide all or part of a project’s public use space and public amenities and facilities off-site. The list of potential projects to be covered by the contributory fund appears on pages 24 and 25.

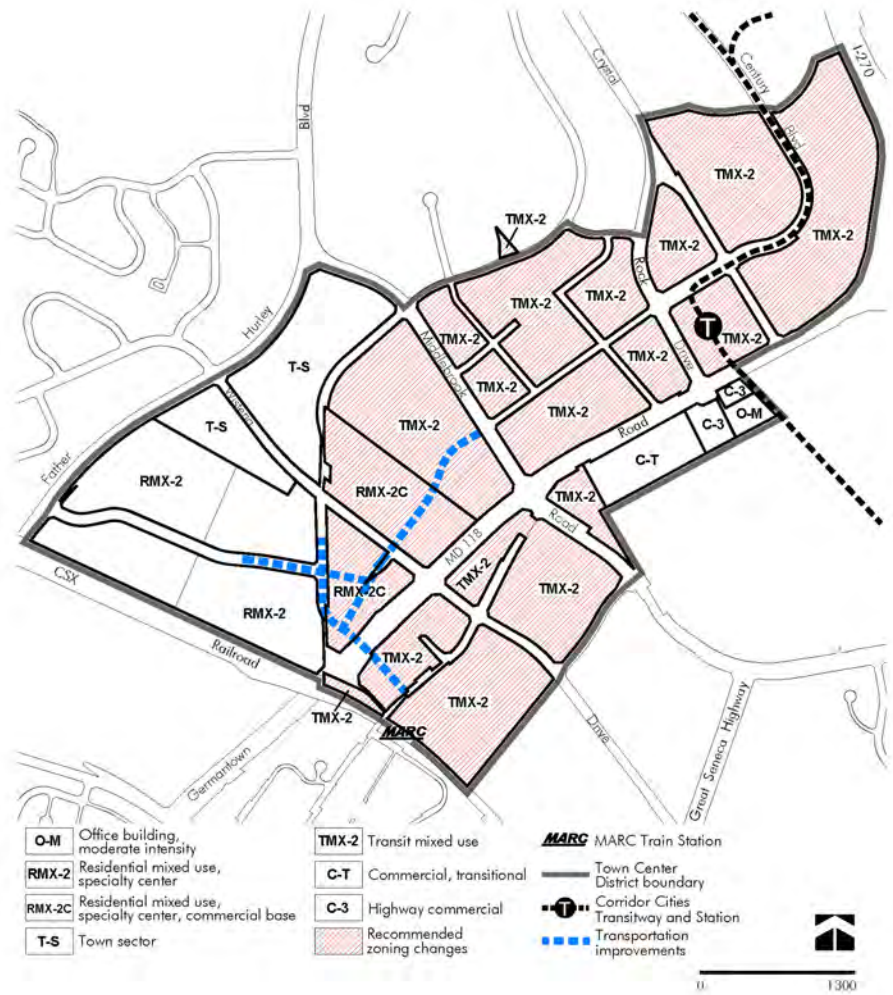
Map 30  
Proposed Transit Station Development Areas



Map 31  
Town Center Existing Zoning



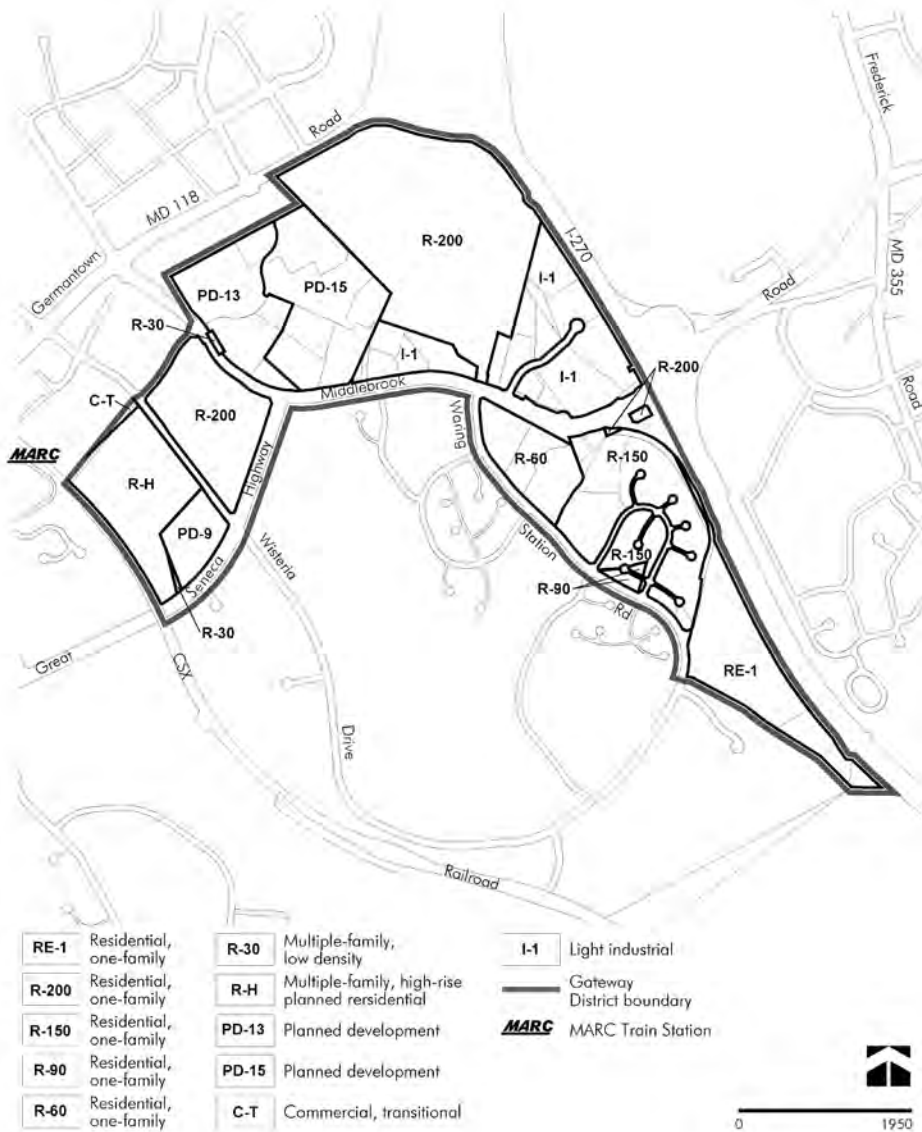
Map 32  
Town Center Proposed Zoning





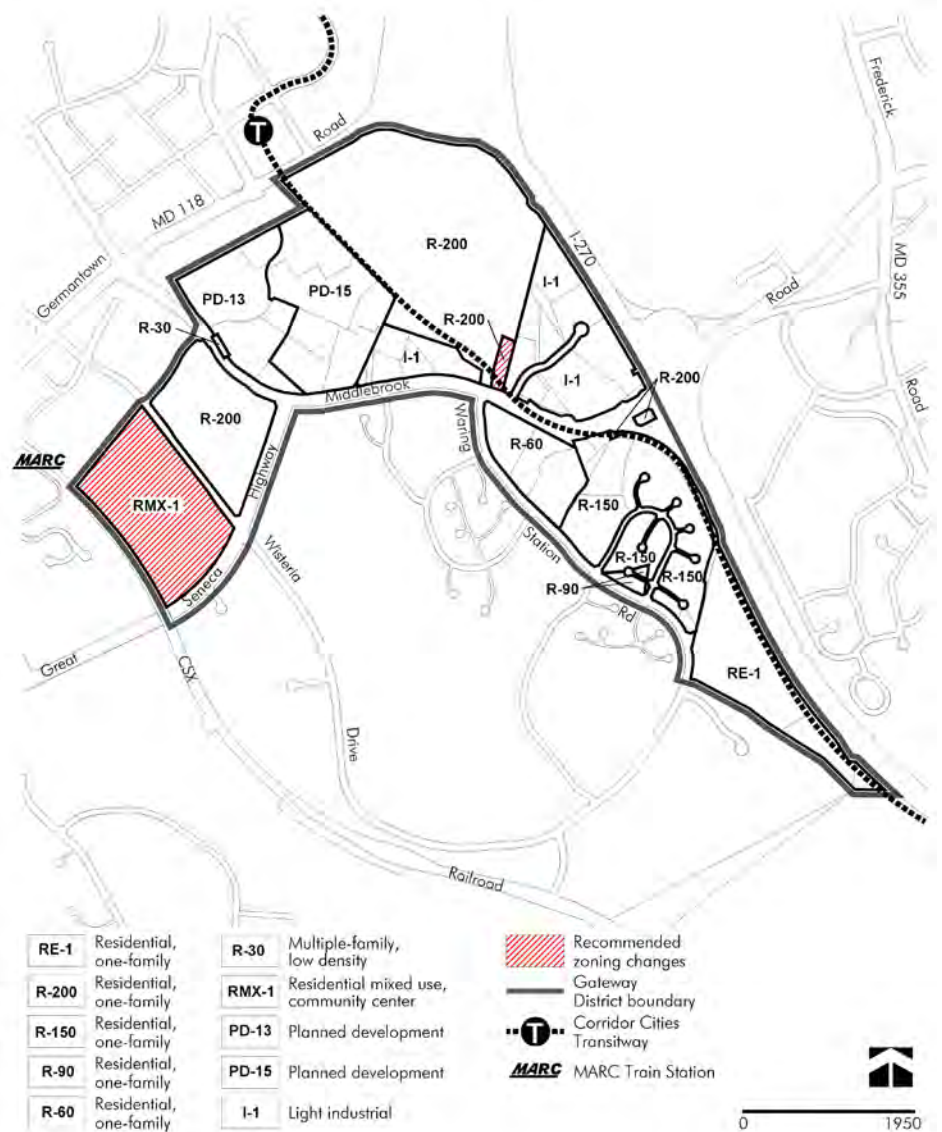
Map 33

### Gateway District Existing Zoning

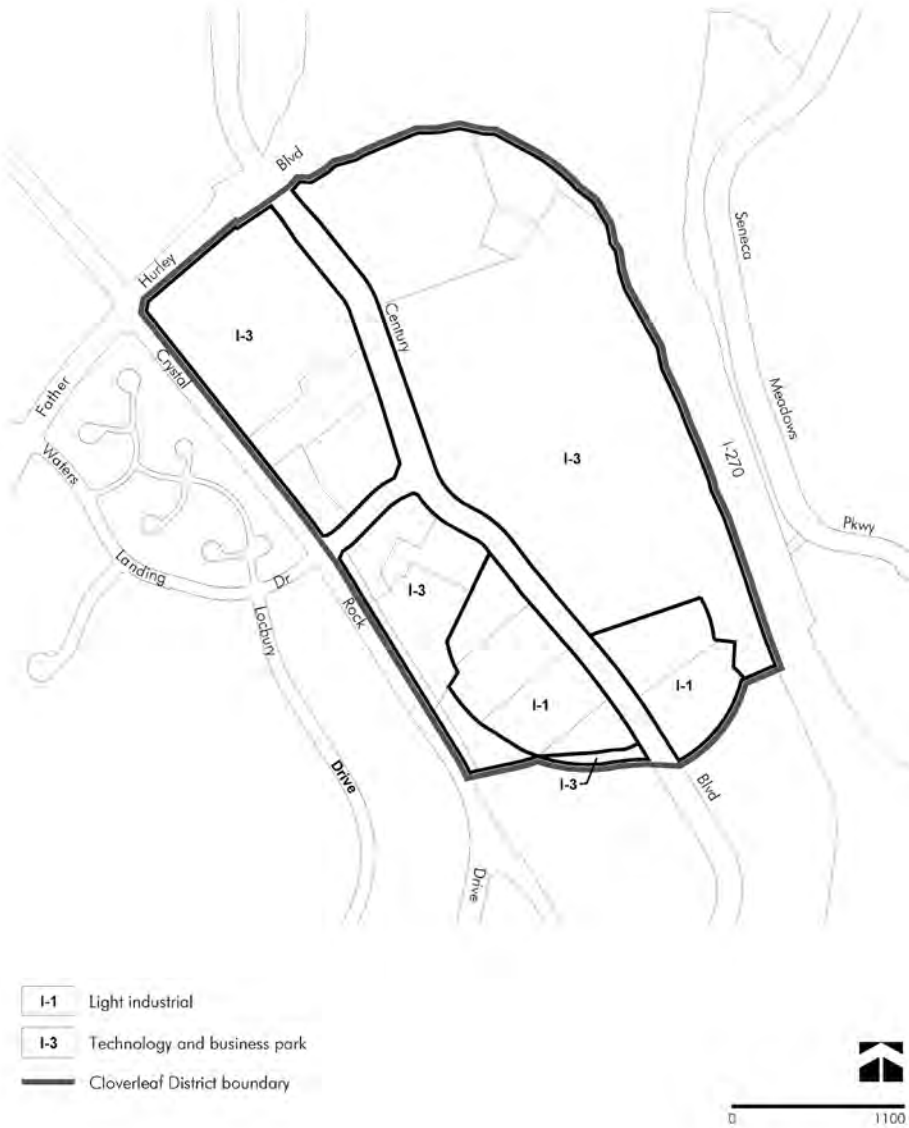


Map 34

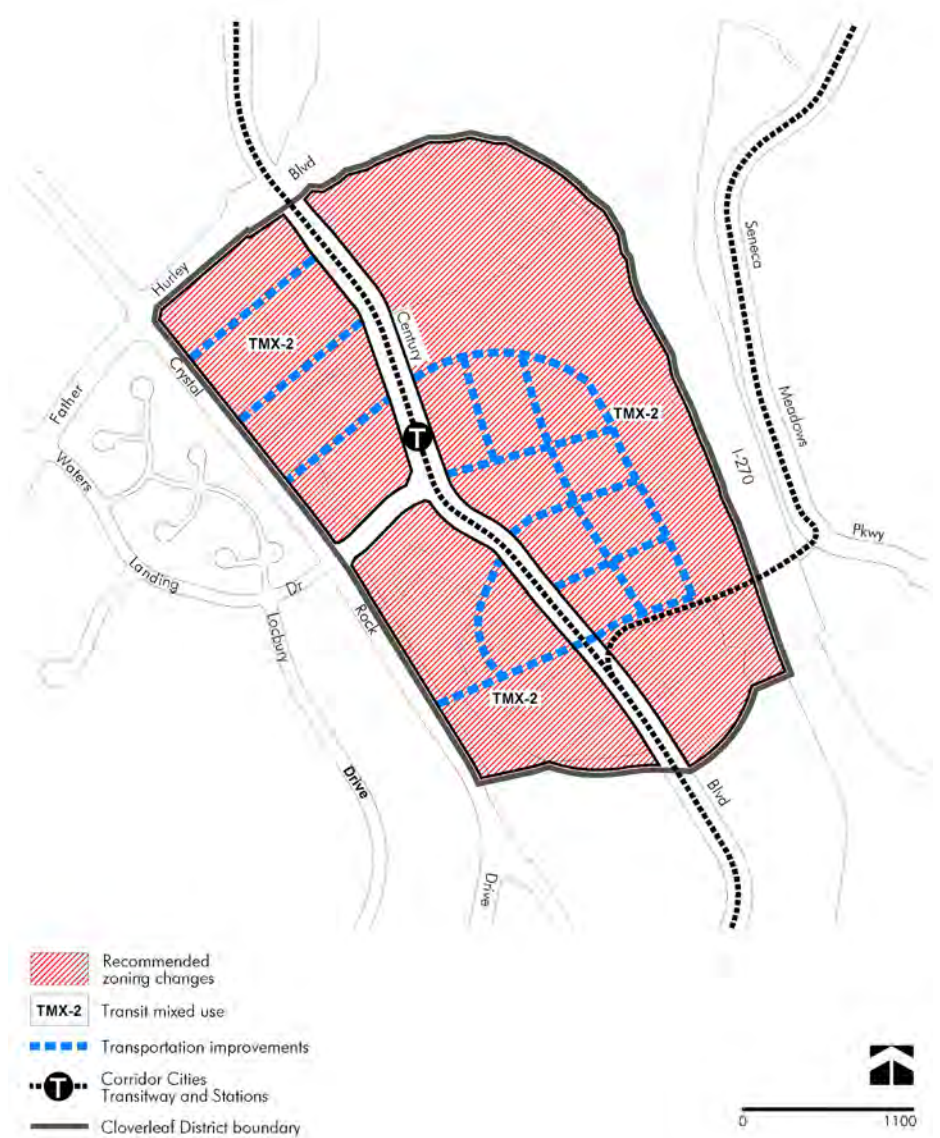
### Gateway District Proposed Zoning



Map 35  
Cloverleaf District Existing Zoning

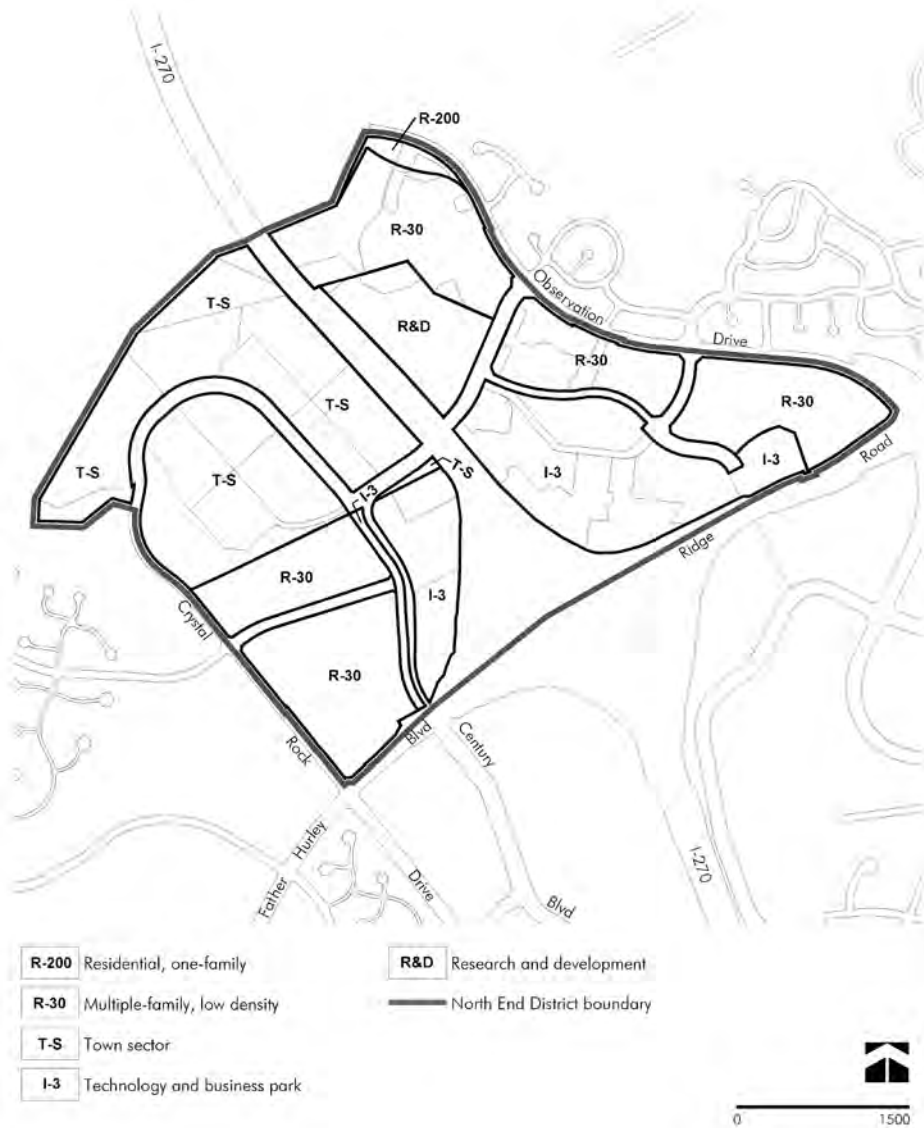


Map 36  
Cloverleaf District Proposed Zoning

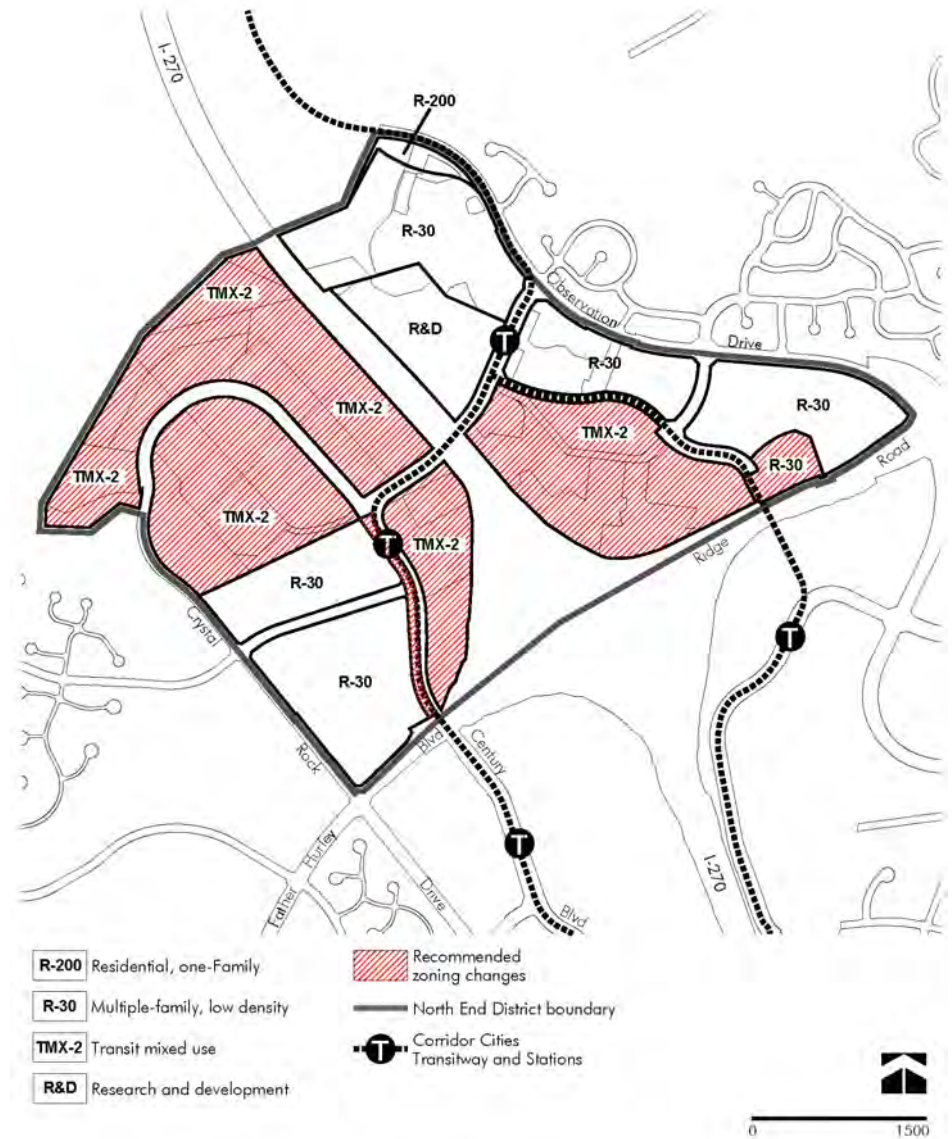




Map 37  
North End District Existing Zoning

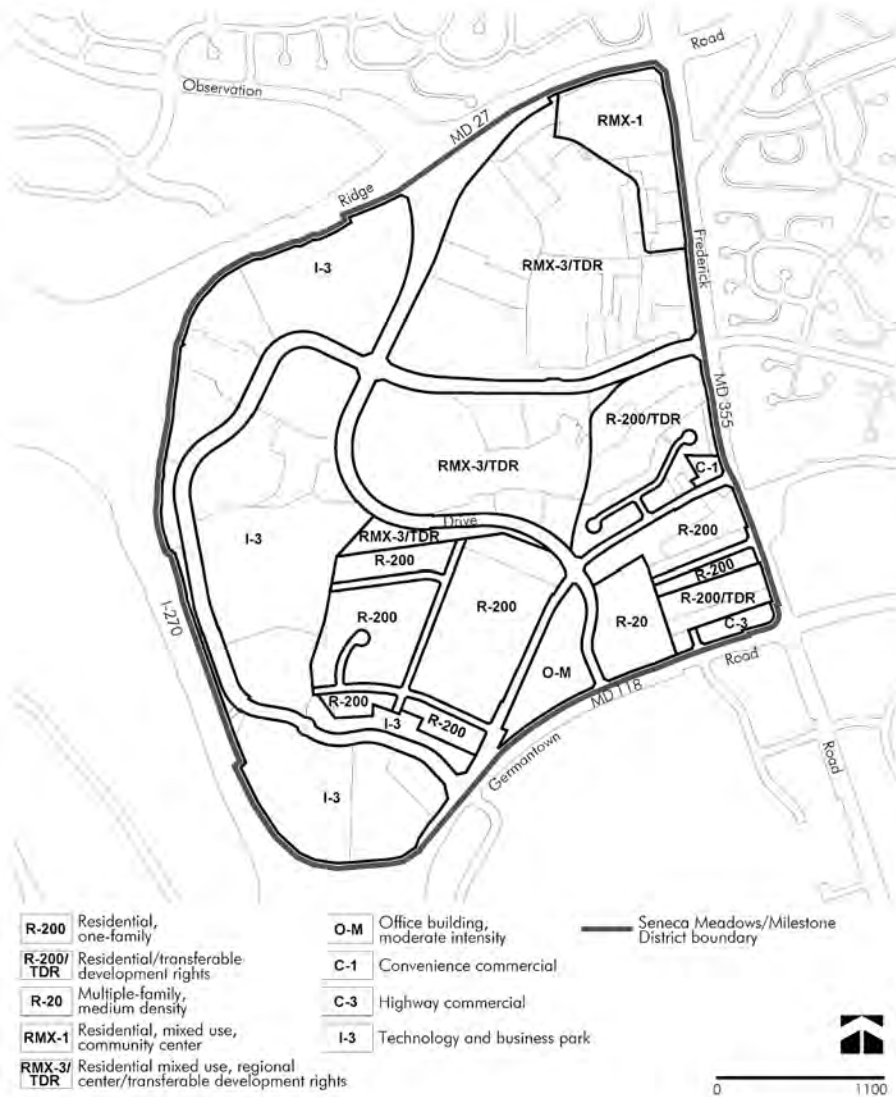


Map 38  
North End District Proposed Zoning



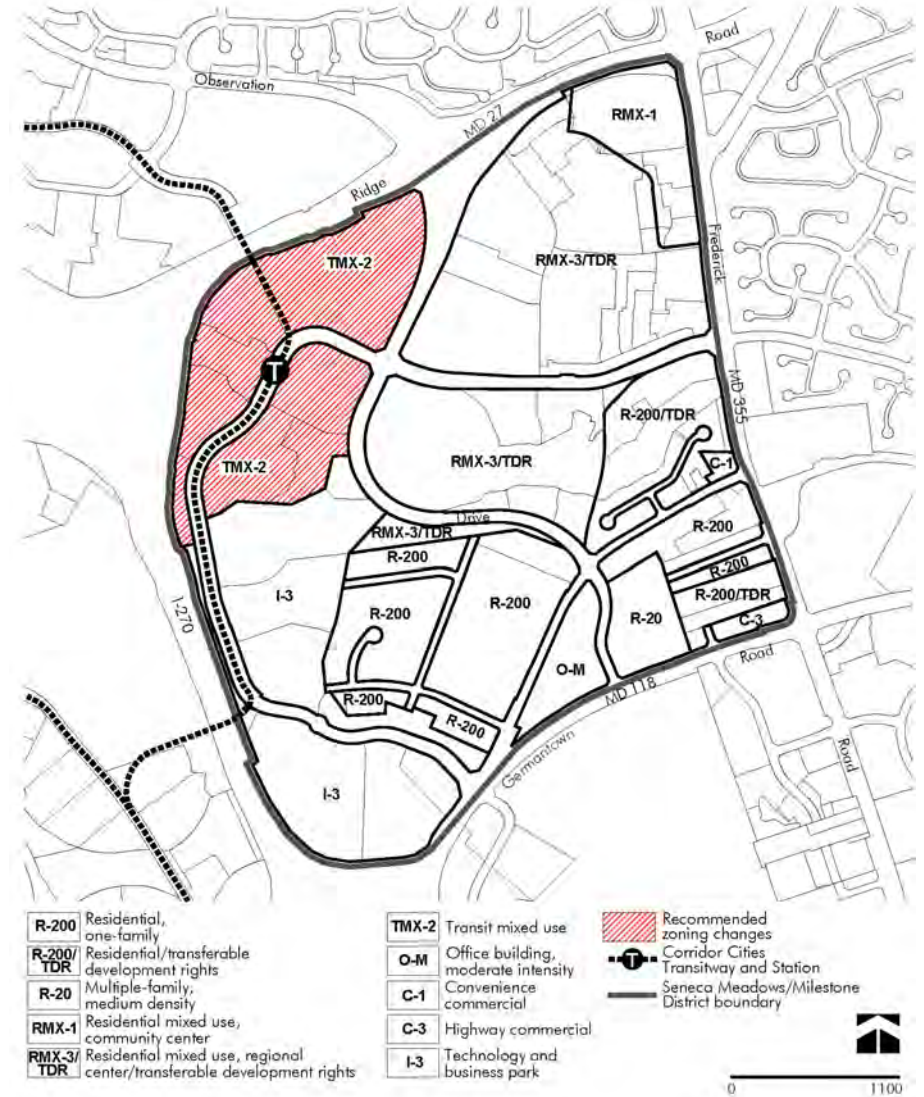
Map 39

### Seneca Meadows/Milestone District Existing Zoning



Map 40

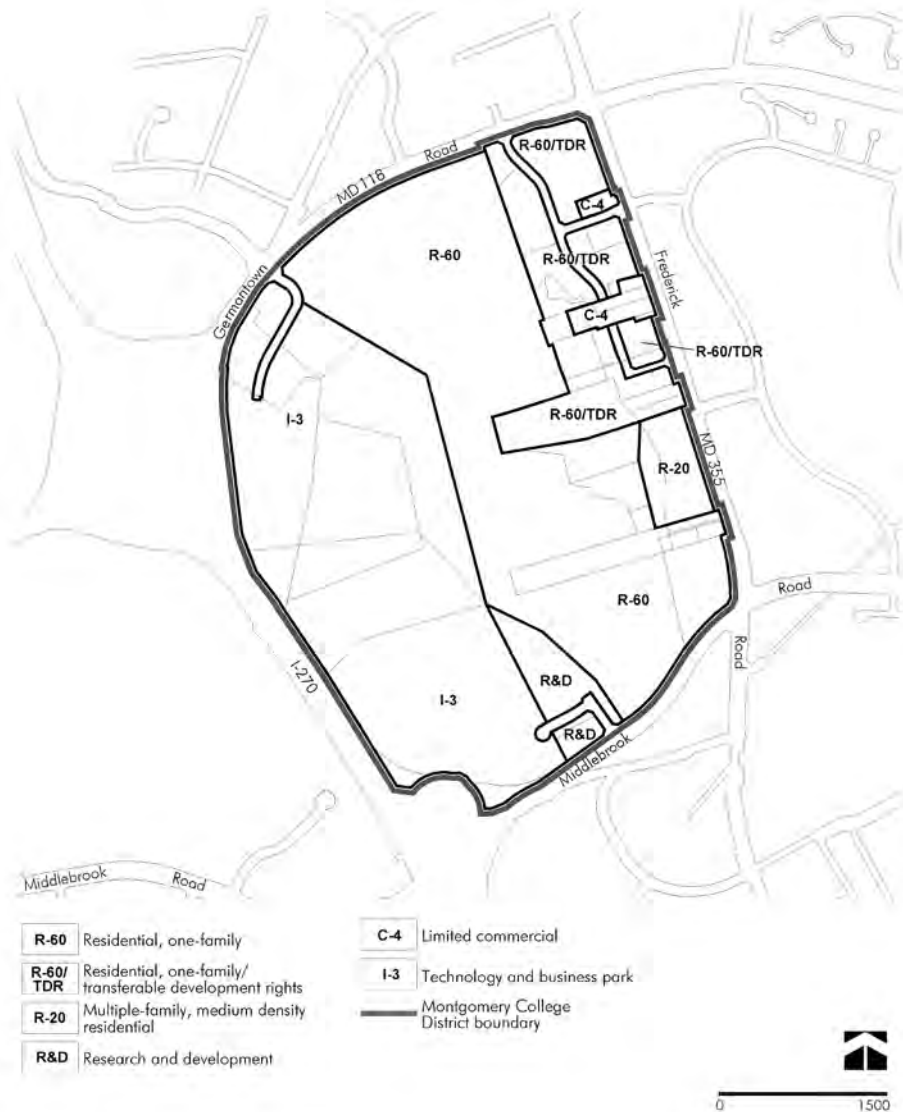
### Seneca Meadows/Milestone District Proposed Zoning





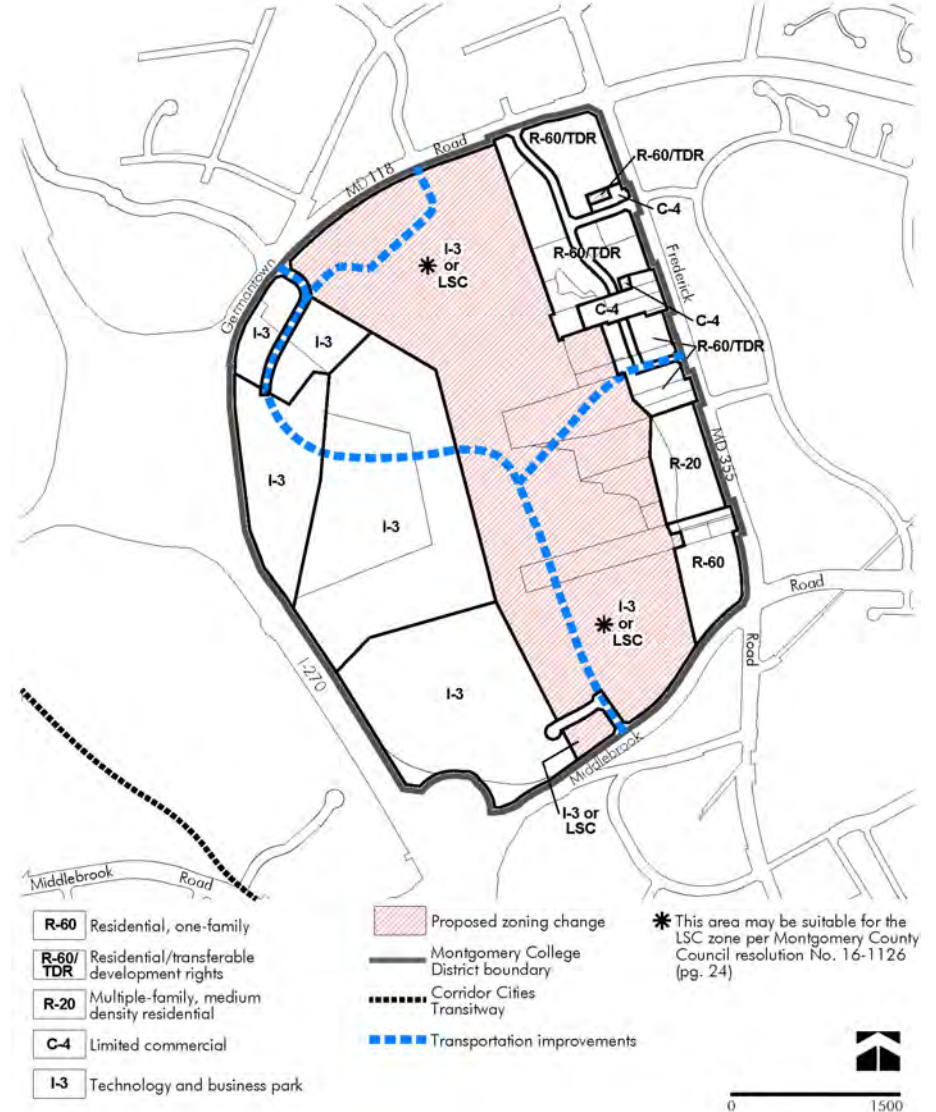
Map 41

### Montgomery College District Existing Zoning



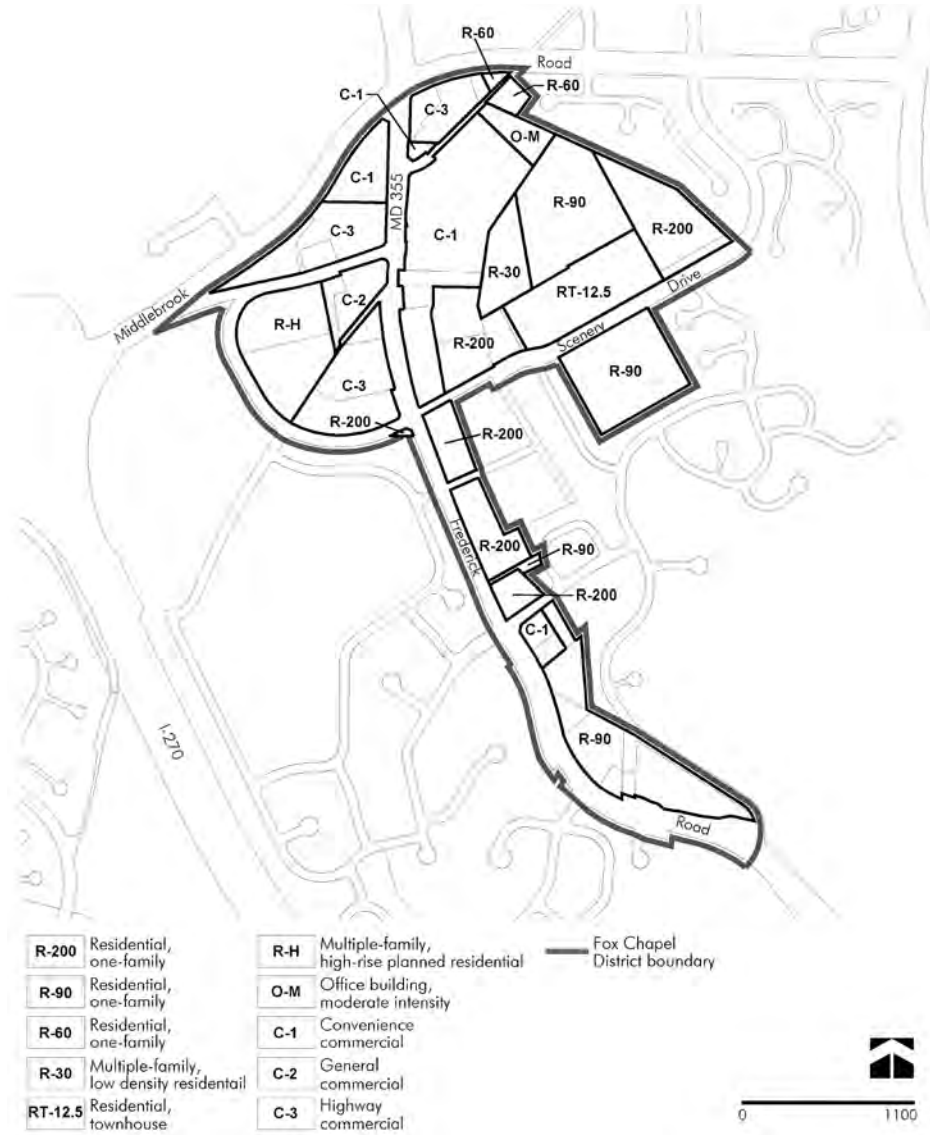
Map 42

### Montgomery College District Proposed Zoning



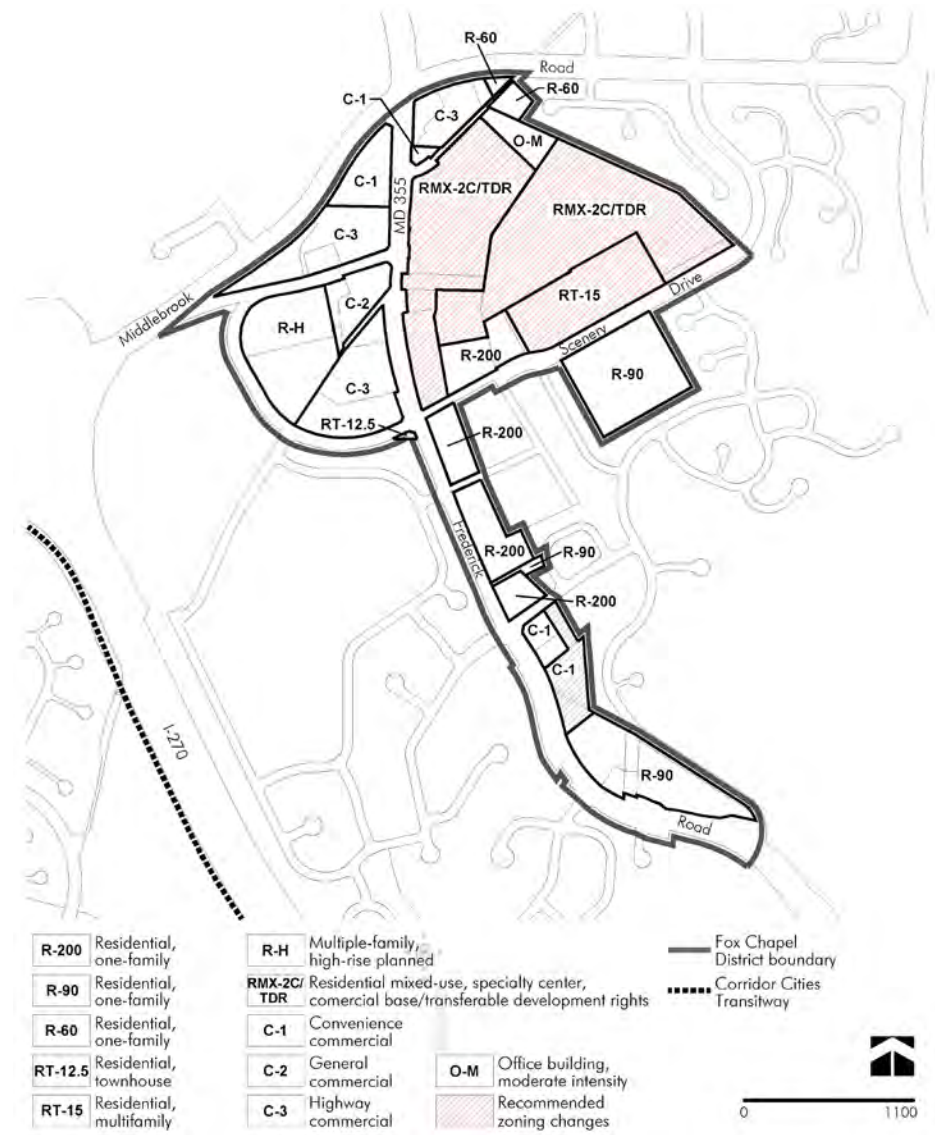
Map 43

Fox Chapel District Existing Zoning



Map 44

Fox Chapel District Proposed Zoning





ROAD NETWORK

New and existing roads, as well as road extensions in the study area and the entire planning area, are summarized below along with their accompanying bike routes. The proposed lanes are through travel lanes excluding turning, parking, or acceleration lanes.

The table designates roads to be added to the Master Plan of Highways according to the Road Code.

“CM” designates a Controlled Major Highway, a road meant exclusively for the through

movement of vehicles at lower speeds than a freeway. Access must be limited to grade-separated interchanges or at-grade intersections with public roads.

“M” designates a Major Highway, a road providing less speed and mobility than freeways, but more access via at-grade intersections. Driveway access is acceptable in urban and dense suburban settings.

“A” designates an Arterial Road, connecting major highways and providing more access

points than a major highway while moving traffic at lower speeds.

“MA” is a new category, Minor Arterial, a road functioning as an arterial, but with adjacent land uses that make traffic calming appropriate.

“B” designates Business District roads. This Plan converts industrial roads in the entire planning area to business roads, reflecting the type of development now anticipated.

“P” designates Primary Residential roadways that are residential roads.

Table 5: Roadway Classifications

Facility & Segment From	To	Master Plan Road #	Proposed ROW (ft)	Lanes <sup>1</sup>	Bike Routes	Target Speed <sup>2</sup>	Cross Section <sup>3</sup>
<b>Aircraft Dr</b>							
Germantown Rd	Century Blvd	B-7	100	4		25	TBD
Century Blvd	Crystal Rock Dr	B-7	100	4		25	TBD
<b>Blunt Rd</b>							
Frederick Rd (MD 355)	Middlebrook Rd	B-8	60	2		30	TBD
<b>Bowman Mill Rd</b>							
Walter Johnson Dr	Germantown Rd	B-16	60	2	LB-8	25	2005.01
<b>Boland Farm Rd</b>							
Frederick Rd	Observation Dr	A-20	80	4		35	2004.08
Observation Dr	Sunnyview Dr	P-27	80	2			As built
<b>Century Blvd</b>							
Proposed Dorsey Mill Rd Extension (B-14)	Kinster Dr	B-10	134*	4-D	SP-66	25	TBD
Kinster Dr	Cloverleaf Center Dr	B-10	134*	4-D	SP-66	25	TBD
* Includes right-of-way for Corridor Cities Transitway.							

<sup>1</sup> The recommended number of lanes refers to the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.

<sup>2</sup> Target Speed listed reflects the ultimate target speed for each roadway segment upon buildout, and the characteristics of the road design are to be set in a context-sensitive manner.

<sup>3</sup> The cross section refers to a specific standard in Executive Regulation 31-08 in 2008. If the regulation is amended, the cross section should be an adopted standard most closely resembling the initial standard.

Facility & Segment From	To	Master Plan Road #	Proposed ROW (ft)	Lanes <sup>1</sup>	Bike Routes	Target Speed <sup>2</sup>	Cross-Section <sup>3</sup>
Cloverleaf Center Dr	Aircraft Dr	B-10	134*	4-D	SP-66	25	TBD
Aircraft Dr	Crystal Rock Dr	B-10	134*	4-D		25	TBD
Crystal Rock Dr	Proposed Waterford Hills Blvd Extension	B-22	70	2		25	2005.02
<b>Cider Barrel Rd</b>							
Germantown Rd	Gunners Dr	P-1	70	2			2003.11
<b>Cider Press Pl</b>							
Observation Dr Extension	Frederick Rd (MD 355)	MA-4	70	2		25	2004.25
<b>Cloverleaf Center Dr</b>							
Century Blvd	Crystal Rock Rd	B-12	100	4-D	LB-4	35	TBD
<b>Crystal Rock Dr</b>							
Proposed Dorsey Mill Rd Extension (B-14)	Black Hill Park Access	B-11	100	4		35	2005.03
Black Hill Park Access	Kinster Dr	B-11	100	4	SP-75	35	2005.03
Kinster Dr	Aircraft Dr	A-22	120	4-D	LB-37	35	TBD
Aircraft Dr	Germantown Rd	B-24	120	4-D	LB-37	25	TBD
Germantown Rd	Middlebrook Rd	MA-1	80	2	PB-22	25	As built
Middlebrook Rd	Wisteria Dr	B-1	80	4	DB-22	25	TBD
<b>Dorsey Mill Rd</b>							
Proposed Crystal Rock Dr extension (B-11)	Proposed Observation Dr extension (A-19)	B-14	150	4	SP-66	30	TBD
<b>Father Hurley Blvd</b>							
CSX	Crystal Rock Dr	CM-27	120	4-D	SP-68	40	2008.09
Crystal Rock Dr	I-270	CM-27	150	6-D	SP-68	40	2008.09
<b>Frederick Rd (MD 355) ***</b>							
Great Seneca Creek	Little Seneca Creek	CM-6	250**	6-D	SP-72	40	TBD
<b>Germantown Rd (MD 118)</b>							
CSX Railroad Tracks	I-270 west side ramps	M-61	150	6-D	DB-25	35	TBD

\* Includes right-of-way for Corridor Cities Transitway.

\*\* An alternative route connecting Observation Drive to MD 355 in the vicinity may be selected, as long as it is a 2-lane minor arterial with direct access to and from northbound and southbound MD 355.

\*\*\* This Plan recommends a 250' right-of-way for Frederick Road (MD 355) pending completion of the Midcounty Highway Extended (M-83) and Countywide Bus Rapid Transit facility planning studies. Following completion of these studies, the Council may by resolution set a smaller minimum right-of-way, but not less than 150'.



Facility & Segment From	To	Master Plan Road #	Proposed ROW (ft)	Lanes <sup>1</sup>	Bike Routes	Target Speed <sup>2</sup>	Cross-Section <sup>3</sup>
I-270 west side ramp	Frederick Rd (MD 355)	M-61	150	6-D	DB-25	40	2008.04
<b>Goldenrod La</b>							
Germantown Rd	Observation Dr Extension	B-4	80	4	LB-1	25	TBD
<b>Great Seneca Hwy (MD 119)</b>							
CSX Railroad Bridge	Middlebrook Rd	CM-90	150	6-D	SP-63	40	2008.04
<b>Gunners Branch Dr</b>							
Frederick Rd (MD 355)	Frederick Rd (MD 355)	P-4					
<b>I-270</b>							
Great Seneca Creek	Little Seneca Creek	F-1	300	12-D			
<b>Kinster Dr</b>							
Century Blvd (B-10)	Crystal Rock Dr	MA-299	100	2-D	DB-36	25	As built
<b>Locbury Dr</b>							
Wisteria Dr	Middlebrook Rd	B-5	80	2		25	TBD
Middlebrook Rd	Crystal Rock Dr	P-2	70	2		25	Asbuilt
<b>Middlebrook Rd</b>							
Father Hurley Blvd	Germantown Rd	B-20	120	4-D	SP-71	25	TBD
Germantown Rd	Crystal Rock Dr	M-85	150	6-D	SP-71	40	2008.09
Crystal Rock Dr	Frederick Rd (MD 355)	M-85	150	6-D	SP-71	40	2008.09
<b>Observation Dr</b>							
Little Seneca Creek	Dorsey Mill Rd	A-19	150*	4-D	DB-32	35	TBD
Dorsey Mill Rd	Germantown Rd	A-19	150	4-D	DB-32	35	2004.10
Germantown Rd	Middlebrook Rd	A-19	80	4	DB-32	25	2004.08
<b>Oxbridge Dr</b>							
Cider Barrel Rd	Frederick Rd (MD 355)	P-3	70	2			As built
<b>Ridge Rd (MD 27)</b>							
I-270	Fredrick Rd	CM-27	150	6-D	SP-68	40	2008.04
<b>Scenery Dr</b>							
Middlebrook Rd	Frederick Rd	A-21	100	4		35	2004.07

Facility & Segment From	To	Master Plan Road #	Proposed ROW (ft)	Lanes <sup>1</sup>	Bike Routes	Target Speed <sup>2</sup>	Cross-Section <sup>3</sup>
<b>Seneca Meadows Pkwy</b>							
Germantown Rd	CCT east leg	B-13	100	4-D	LB-3	30	2005.04
CCT east leg	Observation Dr	B-13	130*	4-D	LB-3	30	TBD
<b>Shakespeare Blvd</b>							
Observation Dr	Frederick Rd	A-291	100	4-D	DB-35	35	2004.09
<b>Walter Johnson Dr</b>							
Bowman Mill Road	500 feet west of Middlebrook Rd	B-3	80	2	LB-9	25	2005.02
<b>Waring Station Rd</b>							
Middlebrook Rd	Summer Oak Dr	A-289	80	4		35	2004.07
<b>Waters Road</b>							
Germantown Rd	Waterford Hills Blvd	B-5	80	2	LB-8	25	2005.01
Waterford Hills Blvd	Wisteria Dr	B-5	80	2		25	2005.02
<b>Waterford Hills Blvd (Fairfield Rd)</b>							
Father Hurley Blvd	Century Blvd (B-10)	B-22	112	4-D	LB-8	25	2005.04
<b>Wisteria Dr</b>							
Father Hurley Blvd	Germantown Rd	B-2	112	4-D		25	TBD
Germantown Rd	Crystal Rock Dr	B-2	112	4-D	DB-33	25	TBD
Crystal Rock Dr	Great Seneca Hwy	A-74	100	4-D	DB-33	30	TBD
<b>New Road</b>							
Century Blvd	Crystal Rock Dr	B-17	70	2		35	2005.02
<b>New Road</b>							
Century Blvd	Crystal Rock Dr	B-19	100	2	LB-2	35	TBD
<b>New Road</b>							
Seneca Meadows Pkwy	Milestone Center Dr	B-25	130*	2	LB-10	35	2005.2



BICYCLE SYSTEM

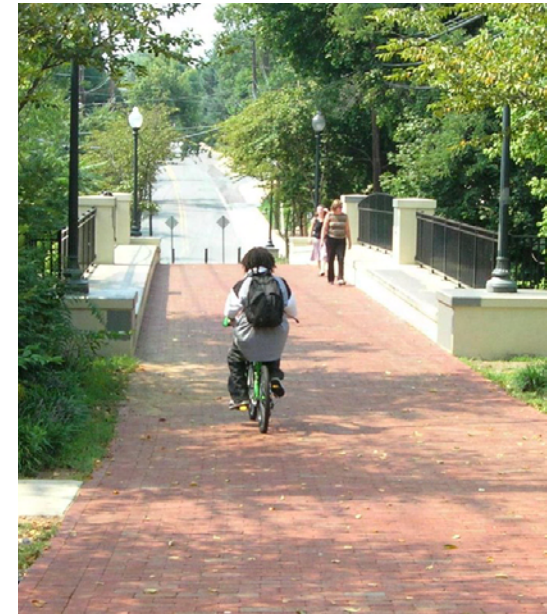
The Germantown study area is served by a network of existing and planned bicycle facilities, including shared use paths, shared use roads, and park trails. A proposed hard surface trail system along Great Seneca Creek will allow recreational cyclists and walkers to travel from Seneca Greenway to Damascus using the Magruder Trail via the North Germantown Greenbelt and through Clarksburg per the Countywide Park Trails Plan.

This Plan also proposes that the existing Seneca Greenway Trail have the natural surface trail extended. A hard surface trail should be provided connecting from the trailhead parking lot on MD 355 to the proposed Upcounty Corridor. The access roadway from Century Boulevard to

Black Hill Regional Park should be removed due to environmental concerns, although an unpaved trail connection should be retained. The table below contains information from the Montgomery County Countywide Bikeway Plan for the study area.

Although this Sector Plan doesn't recommend specific sidewalks and pedestrian facilities, they are an important part of connectivity to transit stations, residential, and commercial areas. One connection that is of particular interest is a missing connection from Pinnacle Drive to Celebration Way.

As part of the Road Code, design elements should foster pedestrian-oriented design, particularly in the Plan's urban areas. In certain neighborhoods, specific pedestrian pathways are



recommended to facilitate access to the Town Center and Transit Station Development Areas.

Table 6: Bikeway Classifications

Facility & Segment		Master Plan Bike Route <sup>1</sup>	Proposed Type
From	To		
<b>Bowman Mill Rd</b>			
Walter Johnson Dr	Waters Rd (B-5)	LB-8	Local Signed Shared Roadway / On-Road (Class 3) Proposed
<b>Cider Press Pl</b>			
Observation Dr Extension	Frederick Rd (MD 355)	LB-11	Local Signed Shared Roadway / On-Road (Class 3) Proposed
<b>Century Blvd</b>			
Proposed Dorsey Mill Rd (B-14)	Aircraft Dr	SP-66	Countywide Shared use path
<b>Cloverleaf Center Dr</b>			
Century Blvd	Crystal Rock Dr	LB-4	Local Shared Use Path/Off-Road (Class 1)
<b>Corridor Cities Transitway</b>			
Shady Grove Metro Station	Clarksburg Town Center	SP-66	Countywide Shared use path

<sup>1</sup> SP=Shared Use Path; DB=Dual Bikeway, which is a shared use path signed shared roadway; PB=Proposed Bikeway; LB=Local Bikeway

Facility & Segment		Master Plan Bike Route Number	Proposed Type
From	To		
<b>Corridor Cities Transitway (eastern crossing)</b>			
Century Blvd	Seneca Meadows Pkwy	LB-2	Local Shared Use Path/Off-Road (Class 1) Proposed
<b>Crystal Rock Dr</b>			
Wisteria Dr	Germantown Rd	DB-34	Dual Bikeway: Shared Use Path Proposed/Signed Shared Roadway Proposed
Germantown Rd	Kinster Dr <sup>2</sup>	LB-37	Local Shared use roadway
Kinster Dr	Black Hill Regional Bikeway Trail	SP-75	Shared use path
<b>Father Hurley Blvd</b>			
CSX	I-270	SP-68	Countywide Shared use path
<b>Frederick Rd (MD 355)</b>			
Little Seneca Creek	Boland Farm Rd	SP-72	Countywide Shared Use Path/Off-Road (Class 1) Existing
Boland Farm Rd	Middlebrook Rd	SP-72	Countywide Shared Use Path/Off-Road (Class 1) Proposed
Middlebrook Rd	Seneca Creek Park	SP-72	Countywide Shared Use Path/Off-Road (Class 1) Existing
<b>Germantown Rd (MD 118)</b>			
CSX tracks	Frederick Rd (MD 355)	DB-25	Countywide Dual Bikeway: Shared Use Path Proposed / Signed Shared Roadway Proposed
<b>Goldenrod La</b>			
Germantown Rd	Observation Dr Extension	LB-1	Local Signed Shared Roadway / On-Road (Class 3) Proposed
<b>Great Seneca Hwy (MD 117)</b>			
Middlebrook Rd	CSX tracks	SP-63	Countywide Shared Use Path/Off-Road (Class 1) Existing
<b>Kinster Dr</b>			
Century Blvd	Crystal Rock Dr	DB-36	Dual Bikeway: Shared Use Path Existing / Signed Shared Roadway Proposed
<b>Middlebrook Rd (CO 141)</b>			
Father Hurley Blvd	Crystal Rock Dr	SP-71	Countywide Shared Use Path/Off-Road (Class 1) Proposed
Crystal Rock Dr	Frederick Rd (MD 355)	SP-71	Countywide Shared Use Path/Off-Road (Class 1) Existing
<b>Observation Dr</b>			
Little Seneca Creek	Dorsey Mill Rd	DB-32	Dual Bikeway: Shared Use Path Existing/Signed Shared Roadway Proposed

<sup>2</sup> Evaluate the feasibility of bike lanes in this segment



Facility & Segment		Master Plan Bike Route Number	Proposed Type
From	To		
Dorsey Mills Rd	Germantown Rd	DB-32	Dual Bikeway: Shared Use Path Existing/Signed Shared Roadway Proposed
Germantown Rd	Middlebrook Rd	DB-32	Dual Bikeway: Shared Use Path Proposed/Signed Shared Roadway Proposed
<b>Ridge Rd (MD 27)</b>			
I-270	Frederick Rd (MD 355)	SP-68	Countywide Shared Use Path/Off-Road (Class 1) Existing
<b>Seneca Meadows Rd</b>			
Observation Dr	Germantown Rd	LB-3	Local Signed Shared Roadway/On-Road (Class 3) Proposed
<b>Shakespeare Blvd</b>			
Observation Dr	Frederick Rd (MD 355)	DB-35	Dual Bikeway: Shared Use Path Existing/Signed Shared Roadway Proposed
<b>Walter Johnson Dr</b>			
CSX tracks	Wisteria Dr	LB-9	Local Signed Shared Roadway/On-Road (Class 3) Proposed
<b>Waterford Hills Blvd</b>			
Waters Rd (B-5)	Father Hurley Blvd	LB-8	Local Signed Shared Roadway/On-Road (Class 3) Proposed
<b>Waters Rd</b>			
Waterford Hills Blvd	Germantown Rd	LB-8	Local Signed Shared Roadway/On-Road (Class 3) Proposed
<b>Wisteria Dr</b>			
Germantown Rd	Waring Station Rd	DB-33	Dual Bikeway: Shared Use Path Existing/Signed Shared Roadway Proposed
<b>New Road (B-19)</b>			
Crystal Rock Dr	Century Blvd	LB-2	Local Signed Shared Roadway/On-Road (Class 3) Proposed
<b>New Road (B-25)</b>			
Seneca Meadows Rd	Ridge Rd	LB-10	Local Signed Shared Roadway/On-Road (Class 3) Proposed

SP=Shared Use Path; DB=Dual Bikeway, which is a shared use path signed shared roadway; PB=Proposed Bikeway; LB=Local Bikeway

IMPLEMENTATION MECHANISMS

Much of the needed infrastructure in Germantown (roads, schools, public parks, civic facilities) is in place. What is needed is infrastructure to implement the Plan recommendations such as the CCT and local bus service, a grid of streets, and trail, pedestrian and bikeway connections.

Establishing an urban service district is a critical aspect of implementation. The need for such a service district has been in public discussion since 1992. As recently as 2004-2005, County Executive staff proposed a service district with limited responsibilities.

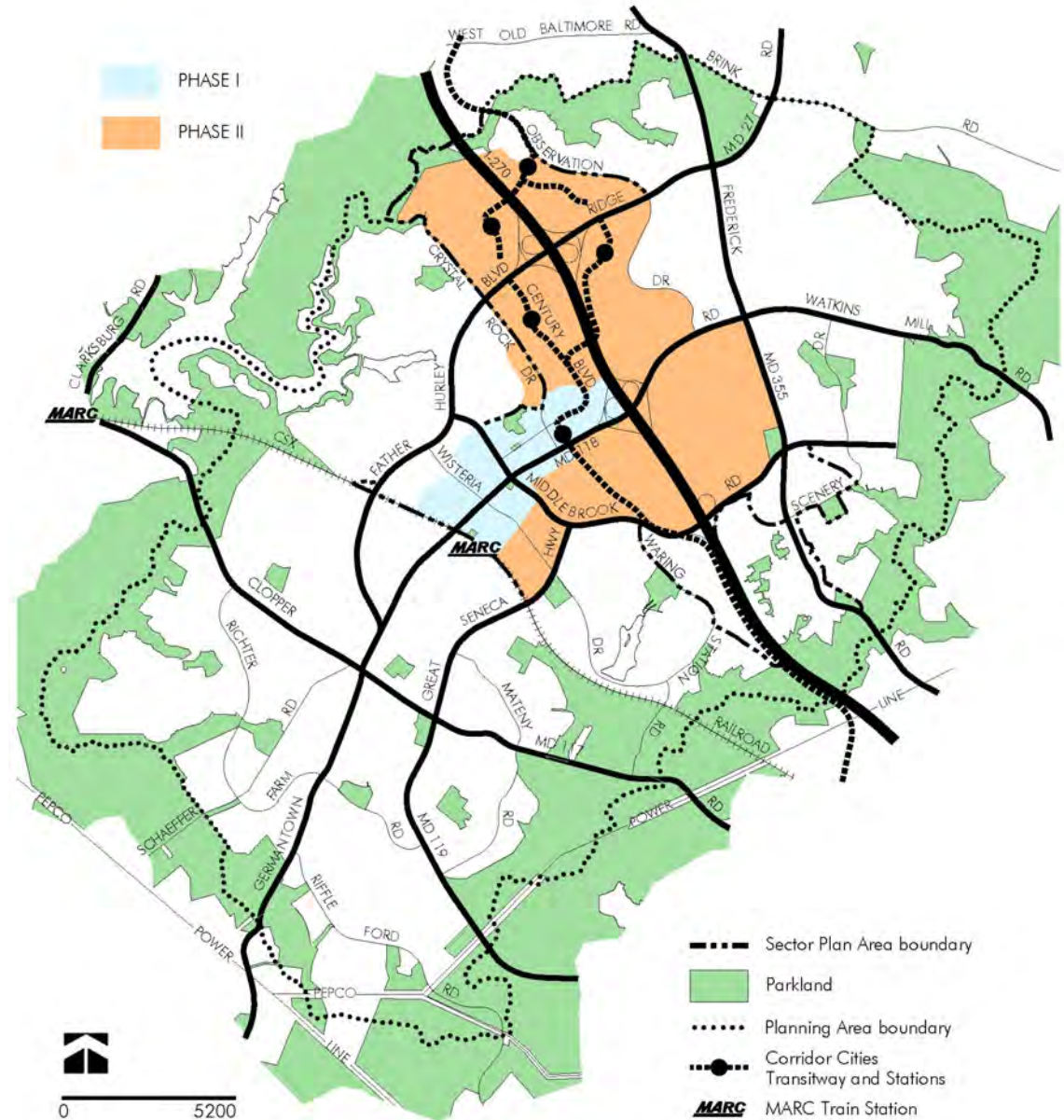
This Plan recommends that an urban service district be established as soon as feasible, but recognizes that additional development will most likely need to precede the creation of the urban district to provide a source of funding. It may be advisable to create the district in two phases to provide the necessary focus on Town Center.

Responsibilities of the urban service district may include:

- increased levels of maintenance for civic properties such as the Germantown Library, Town Common, the MARC station pedestrian bridge/gathering space, and new facilities on County-owned land
- enhanced streetscape materials, installation, and maintenance
- pedestrian lighting fixtures and maintenance

Map 45

Proposed Urban Service District





comprehensive treatment for wayfinding, signs, banners, and promotions

defining the area served by a circulator bus

enhanced public safety patrols

expanded landscape, street tree, flower, and shrub maintenance.

Parking policy should encourage transit ridership, require fewer parking spaces, and take advantage of shared parking. A parking district for the Town Center should be established soon after the adoption of this Plan. The parking district would manage parking facilities that would satisfy parking requirements for public and private development in the Town Center.

As the CCT is brought on line, parking requirements may be reduced to reflect a higher number of workers arriving by transit and reduced vehicle ownership and use by residents.

The Comprehensive Ten-Year Water Supply and Sewerage System Plan is the County's program for providing community water and sewer service. The Sector Plan recommends all properties be approved for community water and sewer service.

## CAPITAL PROJECTS

---

The Capital Improvements Program (CIP), funded by the County Council and implemented by County agencies, establishes how and when construction projects are completed. The CIP cycle starts every two years when regional advisory committees and M-NCPPC hold forums to discuss proposed items for the six-year CIP.

Master planned capital projects are given short-term priority (within four years of the CIP term) or long-term priority (five or more years in the future). Appendix 21 lists short-term capital projects and other long-term projects.

Implementing the Plan also requires close coordination with State and County agencies to coordinate facility planning, capital projects, and operational considerations. Recent master plans ensured this coordination by using technical working groups or regular meetings of agency partners.

## IMPLEMENTATION PLAN

---

After this Sector Plan is approved and adopted a more detailed Implementation Plan will be prepared to ensure that public actions are timely and coordinated with private sector development. The Implementation Plan also will identify lead responsibilities among agencies and set an outreach strategy for community involvement.

Additional studies and reports will be created as part of Plan implementation including:

- detailed design guidelines for transit station areas, including the MARC rail area

- urban design guidance for the MD 355 Corridor

- the Germantown streetscape plan.

Resolution No.: 16-1126  
Introduced: September 22, 2009  
Adopted: September 22, 2009

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND**

---

By: District Council

---

**SUBJECT:** Approval of Planning Board Draft Sector Plan for the Germantown Employment Area

1. On February 10, 2009 the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Sector Plan for the Germantown Employment Area.
2. The Planning Board Draft Sector Plan for the Germantown Employment Area amends the approved and adopted 1989 Germantown Master Plan; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties; the Master Plan of Highways within Montgomery County; the Countywide Bikeways Functional Master Plan; and the Countywide Park Trails Plan.
3. On March 27, 2009, the County Executive transmitted to the County Council his fiscal analysis of the Sector Plan for the Germantown Employment Area.
4. On May 12, 2009, the County Council held a public hearing regarding the Planning Board Draft Sector Plan for the Germantown Employment Area. The Sector Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On June 15, June 22, June 29, and July 7, 2009 the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Revised Planning Board Draft Sector Plan for the Germantown Employment Area (February 2009).
6. On July 14, 2009 and July 28, 2009 the County Council reviewed the Planning Board Draft Sector Plan for the Germantown Employment Area and the recommendations of the Planning, Housing, and Economic Development Committee.

**Action**

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

Page 2

Resolution No.: 16-1126

The Planning Board Draft Sector Plan for the Germantown Employment Area, dated February 2009, is approved with revisions. County Council revisions to the Planning Board Draft Sector Plan for the Germantown Employment Area are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

General: All page references are to the February 2009 revised Planning Board Draft Plan.

Page 14: Modify the wording in the fourth and fifth paragraphs as follows:

The Montgomery College District includes the College, as well as other commercial, industrial, and residential uses. Montgomery College is recognized as one of the nation's leading two-year educational institutions. The Germantown campus continues to increase its enrollment and the scope of its technology education and workforce training programs. The College also intends to create a business park with a private partner.

The Fox Chapel District [area] is anchored by a neighborhood shopping center on MD 355 that serves surrounding residential communities. Other commercial uses along MD 355 include banks, specialty grocers, restaurants, and gas stations. The Plumgar Recreation Center on Scenery Drive is a County-owned recreation center with an adjoining ballfield.

Page 15: Modify the first paragraph as follows:

This Plan's land use recommendations provide for [up to 23 million] over 24 million square feet of commercial development with approximately [69,700] 68,800 jobs and [15,100] 16,400 housing units.

Page 15: Modify the first sentence of the second paragraph as follows:

Within the area of the Sector Plan, this results in a ratio of [4.6] 4.19 jobs for each housing unit.

Page 15: Modify the third bullet in the left column as follows:

- Limit the average density to [between 0.5 and 0.75] 1.0 FAR for transit-served properties north of MD 27 that adjoin existing residential communities.

Page 15: Replace the table at the bottom of the page:

Existing and Proposed Development					
	Existing	Approved but unbuilt	1989 Master Plan	2009 Master Plan <sup>1</sup>	2009 Master Plan <sup>2</sup>
Dwellings <sup>1</sup>	6,214	263	6,379	16,418	
Commercial (sf)	8,077,085	3,241,729	18,552,310	24,104,248	
Jobs <sup>2</sup>	23,080	9,260	53,000	68,870	

<sup>1</sup> Not including bonus dwelling units that may be applicable

<sup>2</sup> Number of jobs rounded

<sup>3</sup> Approximately 650 dwelling units and 3,339,000 s.f. of non-residential space would be demolished and redeveloped

Page 15: Modify the second column as follows:

#### Zoning Strategy

This Plan recommends various changes in zoning to better achieve the Plan's vision for a transit-oriented mixed-use neighborhood. Single use zones are replaced by mixed-use zones and in many locations the Town Sector (TS) zone is replaced with the Transit Mixed-Use Zone (TMX-2). The TMX-2 zone requires consistency with the master plan, the provision of amenities, and the purchase of building lot termination rights, while also providing the flexibility to achieve the Sector Plan recommended mix of uses and densities, without the limits on population and percentage of commercial and industrial development that are in the TS zone. The TMX zone requires that [on] sites be located in a Transit Station Development Area, which is defined by the Zoning Ordinance as "an area near a metro transit station, or along an existing or proposed transit right-of-way, which is not located within a central business district, which has been designated as a Transit Station Development Area by an approved and adopted master plan or sector plan." A map of the area designated by the Plan as the Transit Station Development Area appears in the Implementation section. TMX permits a broad range of uses that can provide the variety to create a cohesive transit-served community with employment and housing options.

The Plan's vision is best implemented through the TMX Zone's optional method of development that ensures new projects are consistent with the Sector Plan and accompanied by appropriate facilities and amenities.

The Land Use recommendations for each district are shown in maps that indicate potential locations for residential, commercial, and industrial uses. These maps present guides for the Planning Board to consider when reviewing development applications, but are not to be considered rigid requirements for uses at specific locations. The diagrams showing roads on new locations are meant to convey connectivity, and not necessarily their precise alignments. Stars are used as "floating symbols" which show the general location of public facilities and/or open space.

Page 16: Add a new bullet to the bottom of the page:

- Locating the tallest buildings at the transit stations or within the centers and stepping down heights adjacent to existing residential communities.

Page 17: Amend the third paragraph as follows:

The design guidelines to implement this Sector Plan and all development must address the following principles:

Page 18: Replace the section titled Building Form and Façade Design as follows:

- Building Form and Facade Design

[Buildings] Reduce building bulk and mass through building design and facade treatment to improve light on the street, minimize shadows, and create a pedestrian scale along the street. Reduce building bulk by encouraging narrow building footprints and upper floor setbacks over 60 feet (four to five stories) from street level. Orient buildings along the street with articulated facades and architectural elements that de-emphasize horizontal mass and bulk. Use building form and details that are compatible with adjacent residential communities.

To achieve the building line where the street activity can frame the sidewalk, the height of the building walls fronting the sidewalk should have a minimal setback, if any, and be at least three floors high with active uses on each floor. There should be a maximum amount of windows to provide interest along pedestrian spaces and to improve the visibility of those spaces. This design approach animates the street even in the nighttime hours when interior light cascades onto public spaces.]

Building design and facade treatment can reduce building bulk and mass to improve light on the street, minimize shadows, and create a pedestrian scale along the street. Reduce building bulk by encouraging narrow building footprints and setting back upper floors over 60 feet (four to five stories) from the street level. Orient buildings along the street with articulated facades and architectural elements that de-emphasize horizontal mass and bulk. Use building forms that are compatible with adjacent residential communities.

Establish a building line to frame the sidewalk and define the street by placing the building adjacent to the sidewalk with a minimal setback, except where outdoor cafes or other outdoor space are proposed. On the first floor of buildings with activating uses, provide significantly sized windows to create an interesting pedestrian experience and improve visibility of the first floor uses. Interior lighting should animate the street and public spaces during nighttime hours.



Page 18: Revise the text under the bullet Building Heights and Transitions by deleting the first two paragraphs and replacing with the following:

[Retail Locate the tallest buildings in Germantown, up to 180 feet (15 stories), at the Town Center transit station and adjacent properties. Other districts should have defined centers created by locating the tallest buildings at transit stations.

Use minimum building heights to enhance value, efficiency, and compactness. Decrease building heights stepping down from the center as a transition to adjoining residential communities and to create compatible relationships. Provide varied building heights and roof designs to create a visually interesting skyline.]

Locate the tallest buildings in Germantown at the Town Center’s Transit Station and surrounding properties along I-270, stepping down heights towards existing residential communities. Tall building heights are encouraged at the transit stations and within each district to create defined centers. See building heights within each district for specific height limits.

Use a minimum building height of three stories, where feasible, to enhance value, efficiency, and compactness. Step down building heights towards the edges of districts adjacent to surrounding residential communities to create compatible transitions. Provide varied building heights and roof designs to create a visually interesting skyline.

Page 18: Amend the first sentence of the last paragraph on the page as follows:

Establish a parking [lot] district in the Town Center to promote urban development by consolidating parking facilities.

Page 20: Delete the first paragraph on the page which summarizes the public amenities and replace with Appendix 20, which lists all recommended amenities:

• Public Amenities

[Public amenities will be created as part of redevelopment and will include, but are not limited to fountains, seating, lighting, pavement, artwork, and extensive plantings. Together they should provide options for active and passive participation, should be visible and accessible, and should consider environmental function in their design. Design elements should seek to incorporate historic, cultural, and natural themes to reinforce community identity.]

Germantown’s transformation into a more urban place must have a significant level of amenity to help enhance and establish identity and character in new public and private development. Amenities will provide residents and workers greater enjoyment of new development, open spaces, and special areas such as the Town Commons in front of the BlackRock Center for the Arts. A greater number of amenities will help establish the Town Center as the upcounty cultural arts district and complement the entertainment uses and restaurants that are coming to this area.

A placemaking approach to providing amenities is recommended, integrating historic-, cultural-, and nature-oriented themes. Design character should range from sophisticated to fun and playful.

Participatory elements are encouraged, such as movable artwork, splash fountains, and musical chimes. Most importantly, amenities should be integral to the design of the space and not conceived as an afterthought.

Area Wide Amenities

1. Provide improvements to public streets with streetscaping in accordance with the Germantown Streetscape Plan and incorporate artwork such as special seating, paving, and lighting, where appropriate.
2. Create special artwork integrated into all transit shelters, similar to the artwork provided at the bus transfer station along Aircraft Drive.
3. Create a brochure for walking tour of historic sites.
4. Create and install public art at urban parks and transit stops. Partner with the Montgomery Council on the Arts and Humanities to find local artists.
5. Paint “ghost images” (of historic Germantown buildings that have been lost) on newer facades.

District Amenities

Town Center

1. Dedicate, design, and build the new Urban Park after land exchange based on the Department of Parks’ Concept and Facility Planning protocol.
2. Create a vibrant interactive art/play feature for Town Center to be located in new Urban Park. Consider using patterns or symbols in paving or structures that reflect any of the identified historic themes relating to Germantown’s past. Consider incorporating interactive play equipment such as trampolines set at grade level, musical chimes, or other interactive facilities.
3. Renovate the Town Commons in front of BlackRock Center for the Arts to create a more useable and attractive gathering place. Include sculpture, making use of existing “black rock” that is in storage, and provide more interactive artwork.
4. Provide streetscaping that includes artwork in the paving and along the sidewalks to help establish the special character of Century Boulevard as the main promenade in the Town Center.
5. Add a statue of baseball great Walter Johnson along Century Boulevard, exact location to be determined.
6. Design the Crystal Rock Greenway cultural walk with signed or brochure-guided interpretive experience, highlighting themes of Germantown’s history.

West End

1. Design and construct transit station park improvements such as seating, special paving and lighting, landscaping, and transit themed artwork. Such artwork could feature historic photographs of the B&O Railroad or the train crossing the viaduct.
2. Employ then and now photographs around the MARC train station to show the historic character of that area. Use 3-D stereoptics side by side (where you look through telescopes) to see an image of what the area used to look like versus today.
3. Restore the scale at Liberty Mill.
4. Designate the farmers’ market near the historic district.

Cloverleaf

1. Provide artwork in the green common provided as an integral part of the community.

North End

1. Work with the American Indian Heritage Education Association to interpret the Native American role in the establishment of the Sector Plan area through a public art project.
2. Improve the trailhead at the Waters House Special Park with a kiosk, and an interpretive exhibit on the Waters Family.

Seneca Meadows/Milestone

1. Provide artwork in the Recreation Center or neighborhood green to achieve a place specific center that reflects Germantown's history and culture.

Montgomery College District

1. Consider the adaptive reuse of the Cider Barrel. New uses could include a local wine retailers' consortium, farmers' market concession, or local crafts and foods stand.

Fox Chapel

1. Incorporate seating, special paving, landscaping, and pedestrian scaled lighting into the design of the shopping center.

Page 20: Delete existing text under Community Facilities (middle column) and replace with the following):

[Completing new community facilities are recommended to support the additional workers and residents of Germantown. These facilities include:

- the Town Center urban park in the Town Center
- a family-oriented public park in the Town Center
- improvements to the Town Common at BlackRock to transform it into a community gathering place
- development of the District 5 Police and Fire Station with additional space for police activities and workforce housing
- a new urban recreation center with outdoor space to serve residents on the east side of I-270.
- a new elementary school on the Waring Station Road school site, if needed.]

Community facilities analyzed for this Plan include public schools; fire, rescue, and emergency medical services; public safety; government services; recreation centers; and libraries.

Public Schools

The Plan area covers the Montgomery County Public Schools (MCPS) high school clusters for Clarksburg, Seneca Valley, and Northwest high schools. Residential development in the Plan area will be predominantly multi-family dwellings, which generates a smaller number of students per unit. Most development will occur in the Seneca Valley Cluster.

A number of elementary schools and middle schools in the three clusters affected by the Germantown Sector Plan are projected to exceed capacity. In the fall of 2009, MCPS will submit its recommended FY 2011-2016 CIP request. This request anticipates that schools that are projected to be over capacity will be considered for changes that increase capacity in the future. Potential projects to add capacity include: developing an undeveloped school site in the Sector Plan area (Waring Station), opening William B. Gibbs, Jr. Elementary School in the Milestone community, adding new elementary schools at four sites in Clarksburg, expanding Clarksburg High School, constructing Clarksburg Middle School #2, and expanding either Lake Seneca or Waters Landing Elementary Schools.

- Monitor elementary school capacity to determine when the Waring Station Elementary School site is needed or explore redistricting to accommodate new students generated by future development in the Sector Plan area.

Fire, Rescue, and Emergency Medical Services

The Germantown planning area is served by two existing fire stations: Station 29 (Germantown) is within the Sector Plan boundary, and Station 22 (Kingsview) is located west of the Sector Plan boundary. A third station, Station 34 (Milestone) is under construction on the east side of I-270 within the Sector Plan boundary. No additional fire or rescue facilities are planned for Germantown.

Adventist Health Care opened the Shady Grove Adventist Emergency Center in Germantown in 2007. This free-standing emergency facility within the Sector Plan boundary provides the same emergency medical care that patients can receive at a hospital emergency department. The Shady Grove Adventist Emergency Center will significantly improve access to emergency medical care for residents of the County.

Public Safety/Police

Montgomery County Police District 5 has occupied the site at 20000 Aircraft Drive since 1992. Expansion of this facility is programmed in the CIP to increase administrative and public space as well as parking and evidence storage space.

Government Services

The Upcounty Regional Services Center occupies approximately 250,000 square feet of office and clinic space at the corner of Middlebrook Road and MD 118. Built in 1974, this facility is expected to serve the service needs for the Germantown planning area.

Other civic uses within the Plan area include the BlackRock Center for the Arts, located at 12901 Century Boulevard in the Town Center. This 30,800 square foot facility was constructed in 2002 as a centerpiece for the Germantown community by providing arts education, gallery, and performance space. The Town Commons facing Century Boulevard serves as the community gathering space and seating for outdoor performances.

Recreation Center

The Department of Recreation determined the need for a new community recreation center to serve portions of Germantown east of I-270. The Plumgar Neighborhood Recreation Center will be improved, but cannot be expanded due to site constraints.

- Locate a future Recreation Center on residential property adjacent to Ridge Road Recreation Park at the southwest corner of the intersection of Brink Road and Ridge Road. In the event these properties become available, Parks staff would begin working with Department of Recreation staff to determine whether the program associated with a Recreation Center would fit in the area of park expansion. If this site is not feasible, the Seneca Meadows area may be an appropriate alternative location.

Libraries

The Germantown Branch Library was constructed in March 2007 to serve residents and workers in the upcounty area. This 44,000 square foot library is expected to be sufficient to serve existing and future Library patrons. A new Clarksburg Library will be constructed for the Clarksburg community.

Page 23: Amend the second bullet on the page as follows:

- Establishing higher densities and a minimum building height of three stories, where feasible, means more opportunity for residential units above commercial spaces

Page 23: Revise the chart at the top of the page and delete first paragraph in the middle column as follows:

<b>Housing Within the Sector Plan Area</b>			
	Total Units	Market Rate	MPDUs <sup>1</sup>
Existing dwelling units	6,214	6,029	185
Proposed new dwelling units <sup>2</sup>	10,204	8,928	1,276 <sup>3</sup>
<b>TOTAL</b>	<b>16,418</b>	<b>14,957</b>	<b>1,461</b>

<sup>1</sup>This figure does not include units under rent control or ownership by the Housing Opportunities Commission

<sup>2</sup>Approximately 650 units will be redeveloping and subject to MPDU requirements

<sup>3</sup>Does not include any density bonus units that may be applicable

[This Plan provides for approximately 15,101 dwelling units, with approximately 12.5 percent of these units added to the MPDU inventory. The total number of MPDUs to be created doesn't total exactly 12.5 percent (1,880 units) because of how MPDUs are calculated in the Town Sector zone.]

Page 23: Revise the first sentence of the second paragraph in the middle column as follows:

The Plan designates a County-owned parcel at Crystal Rock Drive and Century Boulevard for workforce housing as the police and fire facilities are updated, if housing can be accommodated without impeding the operations of the police and fire stations.

Page 23: Revise Senior Housing table as follows:

<b>Senior Housing in Germantown Planning Area</b>	
Project Name	Units or beds
Churchill Senior Living	121 independent 133 independent <sup>1</sup> 46 assisted <sup>1</sup>
New Covenant Village	88 independent <sup>2</sup>
Willow Manor	102 independent
Kings Crossing	110 independent
<b>TOTAL UNITS</b>	<b>600</b>

<sup>1</sup>Approved July 2008, unbuilt

<sup>2</sup>2007/2008 construction, now being leased

Page 23: Revise the first bullet on the last column as follows:

- New housing should be suitable for both young and old, and for those with all ranges of physical ability. Units will be served by elevators and have at-grade entrances, wide hallways to accommodate wheelchairs, and other features. [Local and national research indicates that s] Seniors should be provided with options to either age in place or move to retirement communities, and planning should facilitate both options. [don't plan on leaving their current homes, so new construction and renovations will be designed to allow residents to age in place.



Decentralized support services will provide home assistance to allow residents to stay at home as long as possible and minimize the need to create age restricted communities.]

Page 24: Modify the last sentence in the third paragraph as follows:

One-way pairs [can] might also be used to improve circulation.

Page 25: Revise the first bullet under **Bus Transit and MARC** as follows:

- Initiate a circulator bus providing frequent service between the Town Center, MARC station, and transit neighborhoods. This service may be funded by [Phase I of] the proposed urban service district.

Page 27: Revise the paragraph on Parking as follows:

Parking policy should encourage transit ridership, require fewer parking spaces, and take advantage of shared parking. A parking district for the Town Center should be established soon after the adoption of this Plan. Projects should include flex cars and spaces, use structured parking where feasible (or otherwise ensure that project design does not preclude future options for structured parking), and screen parking from the street.

Page 29: Revise the first sentence of the first full paragraph as follows:

The Montgomery County Department of Transportation's (DOT) study of Midcounty Highway Extended (M-83) is expected to be completed in [early 2010] Spring 2014.

Page 31: Revise third and fourth bullets under **Local Street Network** as follows:

- Extend Century Boulevard west across Wisteria Drive to [Waterford Hills Boulevard and Waters Road] opposite the extension of Waterford Hills Boulevard.
- Continue Waterford Hills Boulevard (B-22) south to connect [to] with Waters Road and continue further south to the extension of Century Boulevard (B-10).

Page 32: Insert the following language prior to the text under the **Environmental Resources** heading:

The Germantown Employment Area Sector Plan falls within two watersheds: the Great Seneca Creek watershed and the Little Seneca Creek watershed.

Page 33: Amend the sections on **Forest Resources, Open Spaces, Water Quality, and Stormwater** as follows:

#### **Forest Resources and Urban Tree Canopy**

In the Sector Plan area, forests cover about 340 acres, or approximately 14 percent of the total study area. Approximately 172 acres of urban tree canopy exists within the study area that does not meet the definition of a forest. If the forest and tree areas are combined, the total amount of forest and urban tree canopy is 512 acres; about 20% of the Sector Plan area is covered by trees.

Watershed tree cover greater than 45% has been correlated with good to excellent stream health, as measured by biological indicators. An analysis of the Sector Plan area shows that canopy coverage of at least 31 percent is achievable. Achieving this goal depends on retaining substantial areas of remaining existing forest, including most of the forest on the Lerner and Montgomery College properties.

#### Recommendations:

- Outstanding forest resources on the Montgomery College campus and the North End should be retained to prevent fragmentation of upland forests.
- Increase overall forest and tree canopy coverage from the 2008 level of 20 percent to 30-40 percent by 2038. [Establish additional tree canopy and vegetation in critical stream and wetland buffer areas] Identify opportunities for forest restoration along streams and wetlands, and target mitigation efforts to these areas during the development review process, especially where forested buffers can be connected. Target unforested road sections for street plantings.
- Restore forested stream and wetland buffers on public properties and target public land acquisition programs to preserve, enhance, or restore riparian buffers and special habitat areas.

#### **Open Spaces**

- Through landscaping and forest requirements and tree plantings, [C] create an open space system that connects destinations, preserves existing natural areas, incorporates green functions, and provides opportunities for non-motorized transportation and recreation. Require tree protection plans, including soil enhancement and other techniques, to maximize planting success.

#### **[Water Quality]**

#### **Wetland Resources**

- Most of the wetlands in the study area are concentrated in the headwaters and floodplains of Middle Great Seneca and in many of the feeder tributaries along the eastern portion of the Little Seneca watershed. In total, wetlands account for about 88 acres, or just below four percent, of the total acreage of the study area. Surveyed wetlands include the Germantown Bog, which is a Wetland of Special State Concern.

Recommendations:

- Protect wetlands and their associated buffers – including springs and seeps – by using conservation easements during the development review process. Restore and/or enhance such wetlands by ensuring adequate hydrology to support the wetlands and their functions.
- Restore forested stream and wetland buffers in combination with land acquisition programs to preserve, enhance, or restore riparian buffers and special habitat areas.
- Direct wetland mitigation within the study area using the criteria identified in the *Seneca Creek Environmental Resources Inventory* (M-NCPPC 2007).

Water Quality and Stormwater Management

Water quality conditions have been monitored as part of the Montgomery County Countywide Stream Protection Strategy (CSPS). Baseline monitoring done in the 1990s indicated largely good to fair water quality in subwatersheds within the Sector Plan area. Subsequent CSPS monitoring indicated declining water quality.

Recommendations:

- Implement stormwater retrofit and stream restoration projects to help manage or remediate impacts of uncontrolled impervious areas. See the Great Seneca and Muddy Branch Watershed Study (MCDEP 2008) for a list of priority restoration and retrofit projects, including restoration of the headwater stream reaches of Gunners Branch on the east side and south of the Montgomery College property, and retrofitting the stormwater management pond near the Hughes property. Project implementation must be coordinated with the County's Department of Environmental Protection.

Stormwater

- Minimize stormwater runoff using site design techniques such as vegetated riparian buffers, urban tree canopy, and minimizing impervious surfaces. Where development proposals contain extensive areas of impervious surfaces, reduce the amount of imperviousness by using higher buildings, clustering uses, and underground or structured parking. Refer to the County's stormwater management regulations and guidelines for other specific recommendations.
- Minimize impacts with comprehensive stormwater management approaches, including green roofs, rain gardens, innovative stormwater outfalls, green streets, cisterns, rain barrels, grass swales, street trees, vault retention and infiltration systems, and stream restoration to the fullest extent possible during the development review process.
- Use biofiltration swales adjacent to streets that are outside of high pedestrian, transit served areas.

Page 34: Amend the fourth paragraph as follows:

Landmark historic sites along MD 355 such as the Cider Barrel and Neelsville Church provide a sense of place and wayfinding aids for residents and visitors. Explore options for use of the structure on the Cider Barrel Historic site at its current location. If an appropriate use cannot be identified, the [The] Cider Barrel should be relocated to public property such as the police and fire site, the Upcounty Regional Services Center, or along the Century Boulevard promenade.

Page 36: Replace the existing table with the following:

Existing and Proposed Total Development by Districts

	Commercial Sq Ft	Residential Units
Town Center	6,825,137	4,334
Gateway	1,831,155	2,713
Cloverleaf	2,931,507	2,223
North End	4,303,595	3,493
Seneca Meadows/Milestone	4,729,892	1,742
Montgomery College	3,011,132	726
Fox Chapel	471,830	1,187
TOTAL	24,104,248	16,418

Page 37: Revise the first sentence under **The Town Center District** as follows:

The Town Center District stretches from I-270 to the CSX tracks and Wisteria Drive and comprises the Core Neighborhood and the West End.

Page 37: Add the following language to the text at the end of the page:

The Plan recommends changing the zoning on several Town Center properties from TS to TMX-2 zoning to better achieve the Plan recommended vision of a mixed-use, transit-oriented community. The TMX-2 zone requires consistency with the master plan, the provision of amenities, and the purchase of building lot termination rights, while also providing the flexibility to achieve the Sector Plan recommended mix of uses and densities. Properties rezoned from TS to TMX-2 may move forward with additional development or redevelopment within the guidance of the Plan and will not be required to amend the development plan required by the TS Zone or adhere to the TS limits on population. To achieve more than standard density (0.5 FAR), these properties must go through project plan approval by the Planning Board.

Page 38: Revise the text under **Land Use** for the Town Center District as follows. (Note that there is some change in the order of bullets but that is not indicated by bulleting and brackets to highlight the substantive changes to the text.)

- Orient new residential, retail, and restaurant uses along Century Boulevard to create an active main street character. The use along MD 118 will remain primarily office.

#### East of Middlebrook Road

- Redevelop properties along MD 118/I-270 [(TC-5 through TC-10)] (TC-1 through TC-5) at an average density of 2.0 FAR with mixed commercial uses, including hotels. Rezone these properties from the existing I-1, I-3, and TS zoning to the TMX-2 zone to allow for the mix of uses and densities indicated in the Plan.
- Redevelop the cinema [(TC-3)] (TC-7) and Century XXI properties [(TC-4)] (TC-6) at an average density of 2.0 FAR, consisting of commercial, housing, and entertainment uses. Rezone TC-7 from TS to TMX-2 and TC-6 from I-1 to TMX-2 to allow the mix of uses and densities recommended in the Plan.
- Redevelop the Police and Fire Station property [(TC-2)] (TC-8) at an average density of 2.0 FAR of mixed-use development, including residential uses, if they can be accommodated without impeding the operation of the police and fire station properties. Expand police facilities, retain the fire and rescue facility, and provide structured parking for all uses on the property. Mixed-uses should include street level retail, restaurants, and a significant amount of affordable or workforce housing. Rezone the property from I-3 to TMX-2 to allow for the mix of uses and densities indicated in the Plan.
- Redevelop the Bellmead property [(TC-1)] (TC-9) with up to 2.0 FAR of mixed-use development with a minimum of 70 percent residential uses and include a 0.3-acre public use space at the transit station. Rezone the property from TS to TMX-2 to allow for the mix of uses and densities indicated in the Plan.
- TC-10 is in the Town Center south of Locbury Drive. Locbury Drive is an appropriate demarcation for the transition from TMX-2 to TS zoning and, therefore, this property (as well as areas 15, 16, and 18) should be rezoned from the TS to TMX zone with an FAR of 0.5.
- TC-11 is directly west of Crystal Rock Drive and close to the Town Center Transit stop and should be rezoned from TS to TMX-2 with an FAR of 1.0.
- TC-12 is an Artery multi-family housing development that is directly adjacent to the Town Center Transit stop and should be rezoned from TS to TMX-2 with an FAR of 1.5.
- TC-13 consists of the C-3 and O-M properties along Crystal Rock Drive. The Plan confirms the land uses and density allowed by the zones
- TC-14 retains C-T zoning as the Adventist medical facility. The Plan confirms land uses and densities allowed by the C-T zone.

- TC-15 is a stormwater management parcel and not likely to redevelop, but is recommended to be rezoned to the TMX zone with a 0.5 FAR to create a consistent zoning pattern.
- TC-16 is the site of the library, the BlackRock Performing Arts Center, and the Town Commons. Although no change in use is recommended for these properties, the zoning should be changed to TMX-2 (limited to 0.5 FAR) to provide a consistent zoning pattern.
- TC-17 is Euromotors and the retail and commercial space along Century Boulevard. This property should be rezoned from TS to TMX-2 with an average density of 1.5 FAR to allow the land uses and density indicated in the Plan.
- TC-18 is an Artery townhouse development. This property is developed as single-family attached residences and is not likely to redevelop, but the Plan recommends rezoning the property to TMX-2 with an FAR of 1.0 to maintain a consistent zoning pattern south of Locbury Drive.
- Allow up to [1.0] 1.5 FAR on the Safeway [(TC-14)] (TC-19) and EuroMotors [(TC-15)] (TC-17) properties between Century Boulevard and MD 118. Redevelopment should be [primarily] a mix of commercial and residential uses with street level retail. Retain a destination anchor store (such as a grocery store) as street level retail. Rezone the properties from TS to TMX-2 to allow the mix of uses and densities indicated in the Plan.
- TC-20 at the corner of MD 118 and Middlebrook Road encompasses several small commercial businesses. These properties should be rezoned from C-3 and R-30 to TMX-2 with an FAR of 1.0 to allow the densities and uses indicated in the Plan.

#### West of Middlebrook Road

- TC-21, TC-22, TC-26, and TC-31 are all zoned TS. They are north of Locbury Drive, currently developed residential, and adjacent to existing residential development. No change in zoning is recommended.
- [Redevelop the] The Germantown Commons Shopping Center [(TC-17)] (TC-23) and Upcounty Government Center (TC-24) should be rezoned from the existing TS zoning to TMX-2 zoning with [at] up to [0.5] 1.0 FAR with a maximum of 40 percent residential uses. Create a new private street pattern that is walkable and street-oriented. Provide a public street connection through the property to connect to the Sugarloaf Shopping Center.
- The Germantown Square Urban Park (TC-25) should be rezoned to TMX-2 with an average density of 1.0 FAR to provide a consistent zoning pattern and density with adjoining properties. The Plan recommends relocating park use of this property to a site near the Upcounty Regional Services Center to create a family-style park. In the event that the land exchange occurs, this property may be combined with adjoining uses under the TMX-2 zone.
- Redevelop properties along the southeast side of Locbury Drive Extended [(TC-21)] (TC-27) at an average density of 0.5 FAR if assembled under optional method development. The



existing C-2 zoning should be changed to RMX-2C to allow for the mix of uses and densities indicated in the Plan.

- Redevelop the Sugarloaf Shopping Center [(TC-20) (TC-28) at an average density of 0.6 FAR of mixed uses, with a retail emphasis that includes housing; the optional method of development is recommended. The existing C-1 and C-2 zoning should be changed to RMX-2C to allow for the mix of uses and densities indicated in the Plan. Provide a public street through the property from Germantown Town Commons to Wisteria Drive.
- The MD 118 properties (TC-29) are currently zoned O-M and C-T and are recommended to be rezoned to TMX-2 to create a consistent zoning pattern with non-residential development limited to 1.0 FAR. Access to these properties will be from Wisteria Drive or Walter Johnson Road; no access will be granted from MD 118.
- [Develop t] The Trevion property [(TC-18)] (TC-30) should be rezoned from the existing C-O zoning to TMX-2 to allow for the mix of uses and densities indicated in the Plan. It should be developed at an average density of 1.0 FAR of mixed uses with an employment emphasis that achieves at least 65 percent office uses, a hotel and some service retail, and a maximum of 35 percent residential uses located along the Wisteria Drive end of the site.

Page 39: Revise the second bullet and add an additional bullet as follows:

- [Keeping people on the sidewalk of Century Boulevard is important. No open space should compete with this objective.] Develop Century Boulevard as a Promenade, an active street with wide sidewalks to accommodate sidewalk cafes and restaurants, from Matan property east of Aircraft Drive to Sugarloaf Shopping Center property west of Middlebrook Road. Open spaces should support this objective. Small gathering spaces along the pedestrian route allow[s] for people to gather for coffee or a meal and then continue along the street, patronizing local businesses. Establish a series of parks, open spaces, and other public gathering places along Century Boulevard, anchored by a green area at the eastern end of the Promenade [bend of Century Boulevard] and a new park with an urban play area adjacent to the Upcounty Regional Services Center.
- Design buildings to architecturally respond to views and vistas and landmark sites. Landmark sites are properties that terminate significant views down a street.

Page 39: Revise the graphic to show the correct location of the stream buffer.

Page 40: Delete first bullet, second column and replace with the following:

- [Allow buildings up to 180 feet (15 stories) immediately adjacent to the transit station at Century Boulevard, and up to 143 feet (12 stories) along MD 118. Reduce the sense of building bulk and mass along Century Boulevard by limiting building heights to three to four stories at street level with building setbacks for upper floors.]

- Allow building heights up to 180 feet at the Transit Station, surrounded by buildings up to 143 feet for properties extending over to I-270. The Trevion property and properties fronting MD 118 between Wisteria Drive and Aircraft Drive should have building heights up to 100 feet. Along Century Boulevard, limit building heights to 60 feet to maintain sufficient light and air along the Promenade. Ensure compatibility with adjacent residential community by stepping down building heights at the edges of the district. Achieve a pedestrian scale throughout the district by setting back upper floors to reduce a sense of building bulk and mass.

Page 40: Add a new bullet before **Transportation**:

- Building setbacks from I-270 should maintain existing setback of 200 feet from the current right-of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing building line.

Page 40: Add a new first bullet under **Transportation** as follows:

- Construct street improvements according to the “urban area” standards in the County’s Road Construction Code.

Page 41: Revise the first sentence under **The West End** as follows:

This Plan recommends transformation of the West End neighborhood within the Town Center District from parking lots into green buildings, varied public spaces, and streets made active by residents, workers, and commuters.

Page 41: Revise the text under **Land Use** for the West End as follows:

North of MD 118

- The industrial properties (TC-31) will retain TS zoning under this Plan. These properties are adjacent to other TS properties outside the Sector Plan boundaries.
- The Fairfield residential property (TC-32) is covered by existing development approvals under RMX-2. This Plan confirms this zone and density for this property.
- Redevelop the Martens [(TC-22)] (TC-33) and the Waters Road Triangle [(TC-23)] (TC-34) properties with a maximum of 420,000 square feet of employment and retail and 400 dwelling units with TDRs. Density should be distributed to permit up to 200,000 square feet of commercial uses and 300 units on the Martens property and up to 220,000 square feet of commercial uses and 100 units on the Waters Road Triangle properties. The residential component may be increased with an offsetting decrease in commercial density so that the maximum density does not exceed 0.8 FAR. The Martens property should retain its RMX-2 zoning, while the Waters Road Triangle properties should be rezoned to RMX-2C to ensure that existing businesses are conforming uses.

- Orient residential and retail uses to the intersection of Waterford Hills Boulevard and Waters Road. Locate parking and commercial uses along the CSX railroad and on the high ground along MD 118.

## South of MD 118

- Redevelop the County-owned MARC station parking lot (TC-35) with street level retail facing MD 118 and a parking structure for MARC riders set into the slope of the property. The property should be rezoned from R-200 to TMX-2 at an average density of 0.35 FAR to allow for the mix of uses indicated in the Plan and to maintain compatibility with the nearby historic district. The parking structure's siting, height, and design should be compatible with the nearby historic district. Maintain the surface parking and bus [station] transfer area on the southeastern end of the property.
- Maintain and improve the station area's existing public use space that bridges the CSX tracks.
- Improve the existing stormwater management pond as a feature, providing trail access and opportunities for wildlife viewing.
- Rezone the historic Pumphrey Mateny House (TC-36) from O-M to TMX-2 with an average FAR of 0.5 to allow for the mix of uses and densities indicated in the Plan.
- Create two additional single-family detached lots on County-owned property east of the Pumphrey-[Mateny] Mateny House fronting Walter Johnson Drive (TC-38) to create a compatible setting for the historic property. The property should be rezoned from O-M to TMX-2 to allow for the mix of uses and densities indicated in the Plan.
- Redevelop properties south of MD 118 between the MARC station and Wisteria Drive [(TC-26)] (TC-37) with mixed uses up to 0.5 FAR. Orient commercial uses to MD 118 and single-family attached residential uses along Walter Johnson Drive. The property should be rezoned from O-M to TMX-2 to allow for the mix of uses and densities indicated in the Plan.
- The Walter Johnson property (TC-39) should be rezoned from O-M to TMX-2 to allow for the mix of uses and densities indicated in the Plan. This area is suitable for multi-family and attached housing with the FAR limited to 0.5.
- Redevelop the Medical Office Park [(TC-28)] (TC-40) as mixed-use with a residential emphasis, up to 18 units per acre. The property should be rezoned from R-200 to TMX-2 to allow a mix of uses.
- If the post office [(TC-29)] (TC-41) relocates, redevelop the site for residential uses at 18 units per acre. The property should be rezoned from R-200 to TMX-2 so the zoning will be consistent with that of the surrounding properties.

Page 41: Revise the third bullet under **Urban Form** as follows:

- [Increase maximum building heights along MD 118 from 40 feet (three stories) at the County's commuter parking lot to 100 feet (eight stories) at Middlebrook Road adjacent to the Core Neighborhood of the Town Center.]
- Allow building heights along MD 118 to gradually increase from 40 feet at the County's commuter parking lot to 100 feet at Middlebrook Road. Building heights in the west end generally should not exceed 60 feet and should step down adjacent to existing residential communities.

Page 41: Delete the fourth bullet under **Urban Form**.

- [Terminate the western vista of Century Boulevard on the Martens property with a building that marks the view.]

Page 42: Add a new first bullet under **Transportation** as follows:

- Designate the Town Center District as an Urban Area for purposes of the Road Construction Code.

Page 42: Revise the first bullet under **Transportation** as follows:

- Extend Century Boulevard from Wisteria Drive to [Waters Road to improve access to the MARC station. Provide a street connection to] an extension of Waterford Hills Boulevard to create a street network and improve access to the Core Neighborhood.

Page 43: Revise the first sentence under **The Gateway District** as follows:

This Plan does not recommend changes in land uses in the 382-acre Gateway District [from today's] where today there are commercial and industrial uses.

Page 44: Revise the third bullet under **Land Use** as follows:

- New housing at 25 dwelling units per acre should be developed on the Rolling Hills property close to the MARC station. The property should be rezoned from the existing combination of R-H, PD-9, R-30 and C-T to RMX-1 to provide incentives for redevelopment and increasing affordable housing opportunities through moderately priced dwelling units and workforce housing. Environmental buffers within the site should be protected.

Page 44: Revise the second bullet in the second column as follows:

- [Orient high-rise residential buildings o] On the Rolling Hills property [with] locate high-rise residential buildings on lower site elevations to avoid incompatible relationships with the nearby historic district while still placing density close to the MARC station. Provide a range of unit types, including single-family attached units. Placing high density buildings toward the center of the property allows for lower density buildings at the perimeter. Building heights should not exceed 90 feet and should step down towards the perimeter of the site where the edge of the property faces the historic district. Provide off-site pedestrian access to the station and upgrade the adjacent stormwater management pond as a feature.

Page 46: Revise the text under **Land Use** for the Cloverleaf District as follows:

- Concentrate mixed-use development at the transit station at an average density of 1.0 FAR, stepping down toward existing residential communities along Crystal Rock Drive. The entire Cloverleaf District is recommended to be rezoned from I-3 to TMX-2 to create opportunity for mixed-use development near the future Cloverleaf CCT station.
- Create a center, clustering density at the transit station. If multiple ownership patterns occur, encourage high density at the transit station through density transfer between adjoining properties.
- Allow a ratio of land uses that are 50 to 60 percent commercial uses and 40 to 50 percent residential uses for each property to create a mixed-use neighborhood.
- Orient employment uses [and a hotel] along I-270 designed to take advantage of visibility from I-270.
- Concentrate a limited amount of street level retail near the transit station that may include activating uses such as a small grocery store. [Provide a small grocery store for the convenience of nearby residents.]
- Provide a half-acre green common at the heart of the neighborhood along Century Boulevard for visibility and access. This green is to be privately developed and maintained for public use; the exact location will be determined at time of development.
- Provide a series of urban open spaces and wide sidewalks along Century Boulevard and Cloverleaf Center Drive near the transit station, with a plaza directly beside the transit station with seating, lighting, shelter, and other amenities.
- Require extensive landscape plantings in the open space setbacks along I-270 that create an attractive setting for signature office development.

Page 46: Amend the third bullet in the middle column as follows:

- [Maintain the 100-foot building setback along I-270.]
- Building setbacks from I-270 should maintain the existing setback of 200 feet from the current right-of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing building line.

Page 46: Amend the fourth bullet in the middle column as follows:

- Allow building height of 143 feet (12 stories) clustered around [at] the transit station to define the [focus the neighborhood] center, transitioning to lower building [with] heights [decreasing toward] along Crystal Rock Drive. [Permit building height of 100 feet (eight stories) along I-270, consistent with predominant heights in this northwestern end of the I-270 Corridor.] Permit up to 125 feet along I-270 with a variety of heights ranging from 6 to 10 stories.

Page 46: Add a new first bullet under **Transportation** as follows:

- Designate the Cloverleaf District as an Urban Area for purposes of the Road Construction Code.

Page 46: Revise the third bullet under **Transportation** as follows:

- Provide a [130-foot wide] 134-foot-wide right-of-way for Century Boulevard to accommodate the CCT within a 50-foot median and two travel lanes on either side of the transitway.

Page 48: Revise the text under **Land Use** for the North End District as follows:

#### West of I-270

- Create a center that clusters density at the Manekin CCT station. If multiple ownership patterns occur, encourage higher density at the transit station through density transfers within adjoining properties.
- [In Stage 1, d] Develop the Symmetry/Totah property (NE-1) at an average density of [0.75] 1.0 FAR and a mix of uses with a minimum of 60 percent employment and a maximum of 40 percent residential. Permit a limited amount of street level retail near transit and along Century Boulevard. Design employment uses and a hotel to take advantage of the site's visibility from I-270.
- [Development of the Symmetry/Totah property in Stage 2 may proceed up to 1.0 FAR if the Town Center has achieved an average density of up to 1.5 FAR.]
- Orient signature office buildings and employment uses along I-270 on the Lerner property (NE-2). Allow up to 1.5 million square feet of employment uses, a hotel, and up to 110,000 square feet of retail space. [Allow a 1,425 residential population as defined in the Town Sector Zone



with] Residential development may include a mix of high-rise and low-rise residential units, provided the total density for the site does not exceed 0.7 FAR.

- Area NE-1 should be rezoned from the I-3 zone to the TMX-2 zone to allow a mix of uses and densities at the Manekin CCT station, and NE-2 should be rezoned from TS to TMX-2 to create a mixed-use transit-oriented community. NE-3, NE-4, and NE-5 should retain their existing R-30 zoning as stable existing neighborhoods.

East of I-270

- [In Stage 1, d] Develop the Milestone North property at an average density of [0.75] 1.0 FAR with a mix of research and development, employment, technology, street level retail, restaurants, and new housing. Orient up to 225 new multifamily housing units to the existing residential areas. Residential uses are not to exceed 20 percent of total development on this site.
- [Development of the Milestone North property (NE-6) in Stage 2 may proceed to 1.0 FAR if the Town Center transit station properties have achieved an average density of 1.5 FAR.]
- Area NE-6 should be rezoned from the I-3 zone to the TMX-2 zone to allow a mix of uses at the Dorsey Mill CCT station. NE-7 should retain its R&D zoning and NE-8 should retain its existing R-30 zoning as transition to the adjoining North Germantown Greenway Park.

Page 48: Revise the second bullet under **Urban Form** and add another bullet as follows:

- [Permit building heights of 143 feet (12 stories) and maintain the 100-foot setback along I-270. Create buildings with a three- to four-story base and setback upper floors.]
- For the west side of I-270, permit building heights of 143 feet, clustered at the transit station and along I-270. For the east side of I-270, permit buildings up to 125 feet along I-270. Throughout the district, provide a three to four story base and set back upper floors. Step down building heights towards existing residential communities.
- Building setbacks from I-270 should maintain the existing setback of 200 feet from the current right-of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing building line.

Page 51: Add a new bullet under **Land Use** for the Seneca Meadows District as follows:

- Rezoning portions of the Seneca Meadows property (SM-1) from I-3 to TMX-2 to allow a mix of uses at the Seneca Meadows CCT station.

Page 51: Revise the section under **Urban Form** as follows:

- [Locate a 25,000 square foot community recreation center and an urban park near the transit station.] This area would be appropriate for a community recreation center if the site develops

with a residential component and an alternative location for the recreation center in the vicinity is not identified.

- [Building heights of up to 143 feet (12 stories) are appropriate at the transit station to create a focus for the mixed-use neighborhood. Building heights will be reduced toward adjacent residential neighborhoods to the south and north.] Allow building heights up to 143 feet clustered at transit station to create a defined center. Allow 100 foot building heights along I-270. Step down building heights towards existing residential neighborhoods to the north, south and east. Establish a three- to four-story building base with stepbacks for upper floors.
- [Locate] Concentrate a limited amount of street level retail [uses along streets] near the transit station. Big box retailers, if proposed, should have active store fronts with multiple entrances and smaller retail uses facing [the street] Seneca Meadows Parkway and Observation Drive.
- [Permit building heights up to 100 feet (eight stories) and maintain the 100-foot setback along both sides of I-270 to ensure that density and focus of taller buildings occurs at the transit station.]
- Building setbacks from I-270 should maintain existing setback of 200 feet from the current right-of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing building line.
- New development along MD 355 should establish a building line, fronting the roadway with parking located behind buildings.
- [Provide an urban park and recreation center adequate to serve the employees and residents of the Seneca Meadows District.] Dedicate a one-half acre urban park (adjacent to the future recreation center if it is to be located in this area). Either dedicate additional land for the community recreation center or integrate the center into the ground floors of a mixed-use building if this area is selected as the location for the center.

Page 53: Revise the text under **Land Use** for the Montgomery College District as follows:

- Expand Montgomery College's academic facilities to [1.9] 1.1 million square feet and provide up to one million square feet for a technology park linking the business and academic communities. Private sector facilities on the campus will be subject to site plan review; academic facilities are subject to the Mandatory Referral process under the Regional District Act.
- The existing combination of I-3 and R-60 zoning on the College property will probably not serve the College's goals to partner with private biotechnology, medical, and/or technology businesses that may help support the College's mission. This Sector Plan recommends rezoning the entire property to the I-3 zone (for development under the standard or optional method), which appears to provide the greatest flexibility to meet the College's needs. Current revisions being considered for the Life Science Center (LSC) zone could also make this zone appropriate for the College property. Once the zone is amended, additional analysis should determine whether the I-3 or LSC zone would better serve the College's needs. If this determination is made after the Sectional Map Amendment, and rezoning is advised, a government-sponsored Local Map Amendment may be appropriate.

- Preserve [50] 46 acres of high priority forest along I-270 and other high priority forest within the site.
- Develop technology, medical, and office uses with signature architecture that takes advantage of visibility from I-270. Use structured parking whenever feasible to reduce impervious surface area and improve water quality in the Gunners Branch watershed. If structured parking is not appropriate in the early phases of development, project design should not preclude adding structured parking at a later time.
- Explore options for use of the structure on the Cider Barrel historic site at its existing location. If no reuse opportunity is identified, [R] relocate the Cider Barrel [historic site] to another location in the Sector Plan area. Additional guidance appears in Appendix 12.

Page 53: Revise the top 3 bullets in the second column and add an additional bullet as follows:

- Incorporate structured parking into buildings where feasible and pave surface parking areas with permeable materials.
- Buildings must have a minimum of three stories where feasible with floorplates no greater than 25,000 square feet for non-residential uses. Medical facilities such as hospitals are exempt from this guideline.
- Permit building height up to 100 feet (eight stories) and [maintain the 100-foot setback along I-270] cluster new development to ensure a dense and cohesive campus.
- Building setbacks from I-270 should maintain existing 200 feet from the current right-of-way or 100 feet from an interchange ramp. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing building line.

Page 53: Revise the first bullet under **Transportation** as follows:

- The College's planned expansion and technology park require additional access and transportation capacity. Extend Observation Drive as a four-lane 80-foot right-of-way arterial roadway with a shared use path through the Montgomery College property connecting MD 118 with Middlebrook Road. The road will be located on the [east side] west and south sides of the campus with future connections to MD 355.

Page 53: Delete the second bullet under **Transportation**.

- [Extend Goldenrod Lane outside of the protected forest area to connect Observation Drive and introduce a network of new streets with short blocks, 250 to 350 feet long, to create a pedestrian-friendly place with wide sidewalks.]

Page 55: Revise the text under **Land Use** for the Fox Chapel District as follows:

- The Fox Chapel Shopping Center and adjacent residential uses [(FC-1)] should be redeveloped as a mixed-use village center of commercial and residential uses. Rezoning these properties from the existing C-1 (on FC-1 and FC-4) and R-200, R-90, R-30, and C-1 (on FC-5) to the RMX-2C/TDR zone can best accomplish the Plan's goal for a single mixed-use development. If the properties submit a joint plan of development [are assembled], allow development on FC-1 and FC-4 of up to 0.3 FAR for commercial uses and 22 dwelling units per acre [for the Fox Chapel Shopping Center], and on the Middlebrook Mobile Home Park (FC-5) allow residential development of 22 units per acre and 0.3 FAR on the portion of the site along MD 355 and approximately 220 feet in depth (formerly zoned C-1). The joint plan of development should demonstrate how properties will be connected to the bus transit center in the Fox Chapel District to be built by the private sector and how the plan will achieve the Sector Plan objective to provide connections between the residential and commercial portions of the area.
- If properties [are not assembled] do not submit a joint plan of development, [commercial] density should not exceed 0.3 FAR and five dwelling units per acre for FC-1 and FC-4 and the portion of Middlebrook Mobile Home Park along MD and five dwelling units per acre for the remainder of the Middlebrook Mobile Home Park (FC-5).
- [Retain the residential character of the MD 355 gateway into Germantown by allowing existing R-200 properties (FC-8) to have by-right accessory housing units.]
- Rezone the strip of land to the east of the property zoned C-1 from R-90 to C-1 to facilitate access from Plummer Drive for the southern portion of C-1.
- Rezone the Middlebrook Inn property (FC-10) from R-90 to C-1 to allow continued operation of the restaurant as a permitted use.

Page 55: Add a new bullet at the bottom of the first column:

- Building heights should not exceed 60 feet along MD 355, stepping down in height to 50 to 60 feet along the eastern edge of the district to be compatible with existing residential neighbors.

Page 56: Revise the second sentence under **Zoning** as follows:

Existing zones such as RMX-2, RMX-2C, and I-3 with an option for mixed uses [, as well as the Town Sector Zone] contain development standards appropriate for transit served and pedestrian-scaled areas.

Page 56: Revise the third column as follows:

The list of potential projects to be covered by the Amenity Fund appears [in Appendix 20 and incorporated by reference in this Plan] on page \*\*\*.

[The complete text of the TMX-2 Zone appears in Appendix 23.]

Page 56: Revise the Proposed Transit Station Development Area to show a more comprehensive map of the areas identified for TMX zoning.

Pages 57 to 63: Revise zoning maps to reflect the zoning changes made by the County Council.

Pages 64 to 65: Delete pages 64 to 65, which describe the Planning Board recommended staging plan.

Pages 66-69: In the Road Network table add a superscript "2" for the Target Speed column headers, and add the following footnote:

<sup>2</sup> Target Speed listed reflects the ultimate target speed for each roadway segment upon buildout, and the characteristics of the road design are to be set in a context-sensitive manner.

Pages 66-69: In the Road Network table add a superscript "3" for the Cross-Section column headers, and add the following footnote:

<sup>3</sup> The Cross-Section refers to a specific standard in Executive Regulation 31-08 in 2008. If the regulation is amended, the cross-section should be an adopted standard most closely resembling the initial standard.

Pages 66-69: Revise the following in the Road Network table as follows:

Revise the Proposed ROW (ft.) for Century Boulevard from 130\* to 134\* for the first three segments.

Revise the western limit for the fourth segment of Century Boulevard from Waters Road to Waterford Hills Boulevard.

Add this footnote for Cider Press Place: An alternative route connecting Observation Drive to MD 355 in the vicinity may be selected, as long as it is a 2-lane minor arterial with direct access to and from northbound and southbound MD 355.

Revise the Proposed ROW (ft.) for Father Hurley Boulevard between Crystal Rock Drive and I-270 from 120 to 150.

Correct the spelling for Frederick Road and revise its footnote as follows: This Plan recommends a 250' right-of-way for Frederick Road (MD 355) pending completion of the Midcounty Highway Extended (M-83) and Countywide Bus Rapid Transit facility planning [study] studies [by the County Council]. Following completion of these studies, the Council may by resolution set a smaller minimum right-of-way, but not less than 150'.

Add Locbury Drive as a Business District Street (B-5) between Wisteria Drive and Middlebrook Road with a minimum 80' right-of-way, 2 travel lanes, a 25 mph target speed and a cross-section TBD.

Add Locbury Drive as a Primary Residential Street (P-2) between Middlebrook Road and Crystal Rock Drive with a minimum 70' right-of-way, 2 travel lanes, and an "As built" cross-section.

Revise the Proposed ROW (ft.) for Observation Drive between Dorsey Mill Road and Germantown Road from 100 to 150.

Pages 70-72: Revise the following in the Bikeway Network table as follows:

Revise the bikeway on Crystal Rock Drive between Wisteria Drive and Germantown Road to a dual bikeway: a shared use path and a signed shared roadway.

Add this footnote to the bikeway on Crystal Rock Drive between Germantown Road and Kinster Drive: <sup>1</sup> Evaluate the feasibility of bike lanes in this segment.

Revise the bikeway on Kinster Drive between Century Boulevard and Crystal Rock Drive to a dual bikeway: a shared use path and a signed shared roadway.

Revise the bikeway on Observation Drive between Little Seneca Creek and Middlebrook Road to a dual bikeway: a shared use path and a signed shared roadway.

Revise the bikeway on Shakespeare Boulevard between Observation Drive and Frederick Road to a dual bikeway: a shared use path and a signed shared roadway.

Revise the bikeway on Wisteria Drive between Germantown Road and Waring Station Road to a dual bikeway: a shared use path and a signed shared roadway.

Page 73: Delete the third paragraph and replace as follows:

[This Plan recommends that an urban service district be established in two segments: Phase I encompasses the expanded Town Center and the West End. It should be established concurrently with adoption of this Plan. Phase II extends the urban service district to the remainder of the Sector Plan area including the Cloverleaf, Manekin, Dorsey Mill, and Seneca Meadows transit stations. It should be established concurrent to Phase II of the Plan.]

This Plan recommends that an urban service district be established as soon as feasible, but recognizes that additional development will most likely need to precede the creation of the urban district to provide a source of funding. It may be advisable to create the district in two phases to provide the necessary focus on Town Center.

Page 74: Delete the following language from the fourth bullet:

- defining the area served by a circulator bus [(Phase I and Phase II)]



Page 74: Amend the first full paragraph on the page as follows:

[A parking lot district may be considered for the Town Center District. If determined to be feasible, the parking lot district would own and manage parking structures that would satisfy parking requirements for public and private development in the Town Center.]

Parking policy should encourage transit ridership, require fewer parking spaces, and take advantage of shared parking. A parking district for the Town Center should be established soon after the adoption of this Plan. The parking district would manage parking facilities that would satisfy parking requirements for public and private development in the Town Center.

Page 74: Insert the following paragraph after the second full paragraph (before the **Capital Projects** section):

The Comprehensive Ten-Year Water Supply and Sewerage System Plan is the County's program for providing community water and sewer service. The Sector Plan recommends all properties be approved for community water and sewer service.

#### **General**

All illustrations and tables included in the Plan are to be revised to reflect District Council changes to the Planning Board Draft (February 2009). The photographs and captions of existing and approved development presented at the County Council worksessions to illustrate the recommendations in the text should be included to achieve clarity. Maps showing the existing zoning should be added to Sector Plan. Maps that identify the location of various properties should be relocated so that they are near the text describing the property.

Several recommended rezonings in this Sector Plan will impact projects that are in the middle of multiple phase development projects or may redevelop. The Planning Board should give any project, which was part of a comprehensive development, full credit for the public use space previously donated in determining the public use space requirements for the new zone. If that project's prior contribution of public space meets the requirement for the new zone, the project would have met its requirement. The Planning Board should adjust public space requirements if the property owner already provided public space in a previous stage of development that met the public space requirements for the full build-out of the project. This would allow a change in development review practices for that project or may require a zoning text amendment.

Two zoning text amendments will need to be adopted to implement the recommendations of this Plan. The first would allow the minimum acreage for the TS zone to be reduced to less than 1,500 acres if the reduction is the result of a sectional map amendment. The second zoning text amendment should amend the grandfathering provisions of the TMX zone to include properties being rezoned from the TS zone to the TMX zone and to clarify which approved plans are grandfathered.

The text and graphics are to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Planning Board Draft (February 2009).

This is a correct copy of Council action.

  
Linda M. Lauer, Clerk of the Council

## Elected and Appointed Officials

---

### County Council

Philip Andrews, President  
Roger Berliner, Vice President  
Marc Elrich  
Valerie Ervin  
Nancy Floreen  
Michael Knapp  
George L. Leventhal  
Donald E. Praisner  
Duchy Trachtenberg

### County Executive

Isiah Leggett

### The Maryland-National Capital Park and Planning Commission

Royce Hanson, Chairman  
Samuel J. Parker, Jr., Vice Chairman

## Commissioners

---

### Montgomery County Planning Board

Royce Hanson, Chairman  
John M. Robinson, Vice Chair  
Joe Alfandre  
Jean B. Cryor  
Amy Presley

### Prince George's County Planning Board

Samuel J. Parker, Jr., Chairman  
Sylvester J. Vaughns, Vice Chair  
Sarah A. Cavitt  
Jesse Clark  
Colonel John H. Squire

## The Plan Process

---

A master plan or sector plan provides comprehensive recommendations for the use of public and private land. Each plan reflects a vision of the future that responds to the unique character of the local community within the context of a countywide perspective.

Together with relevant policies, plans guide public officials and private individuals when making land use decisions.

The **PUBLIC HEARING DRAFT PLAN** is the first formal proposal to amend an adopted master plan or sector plan. Its recommendations are not necessarily those of the Planning Board; it is prepared for the purpose of receiving public testimony. The Planning Board holds a public hearing and receives testimony, after which it holds public worksessions to review the testimony and revise the Public Hearing Draft Plan as appropriate. When the Planning Board's changes are made, the document becomes the Planning Board Draft Plan.

The **PLANNING BOARD DRAFT PLAN** is the Board's recommended Plan and reflects their revisions to the Public Hearing Draft Plan. The Regional District Act requires the Planning Board to transmit a master plan or sector plan to the County Council with copies to the County Executive who must, within sixty days, prepare and transmit a fiscal impact analysis of the Planning Board Draft Plan to the County Council. The County Executive may also forward

to the County Council other comments and recommendations.

After receiving the Executive's fiscal impact analysis and comments, the County Council holds a public hearing to receive public testimony. After the hearing record is closed, the Council's Planning, Housing, and Economic Development (PHED) Committee holds public worksessions to review the testimony and makes recommendations to the County Council. The Council holds its own worksessions, then adopts a resolution approving the Planning Board Draft Plan, as revised.

After Council approval, the plan is forwarded to the Maryland-National Capital Park and Planning Commission for adoption. Once adopted by the Commission, the plan officially amends the master plans, functional plans, and sector plans cited in the Commission's adoption resolution.





Germantown Employment Area Sector Plan  
**germantown**Forward

Approved and Adopted  
October 2009



Montgomery County Planning Department

M-NCPPC

[MontgomeryPlanning.org](http://MontgomeryPlanning.org)



910000021