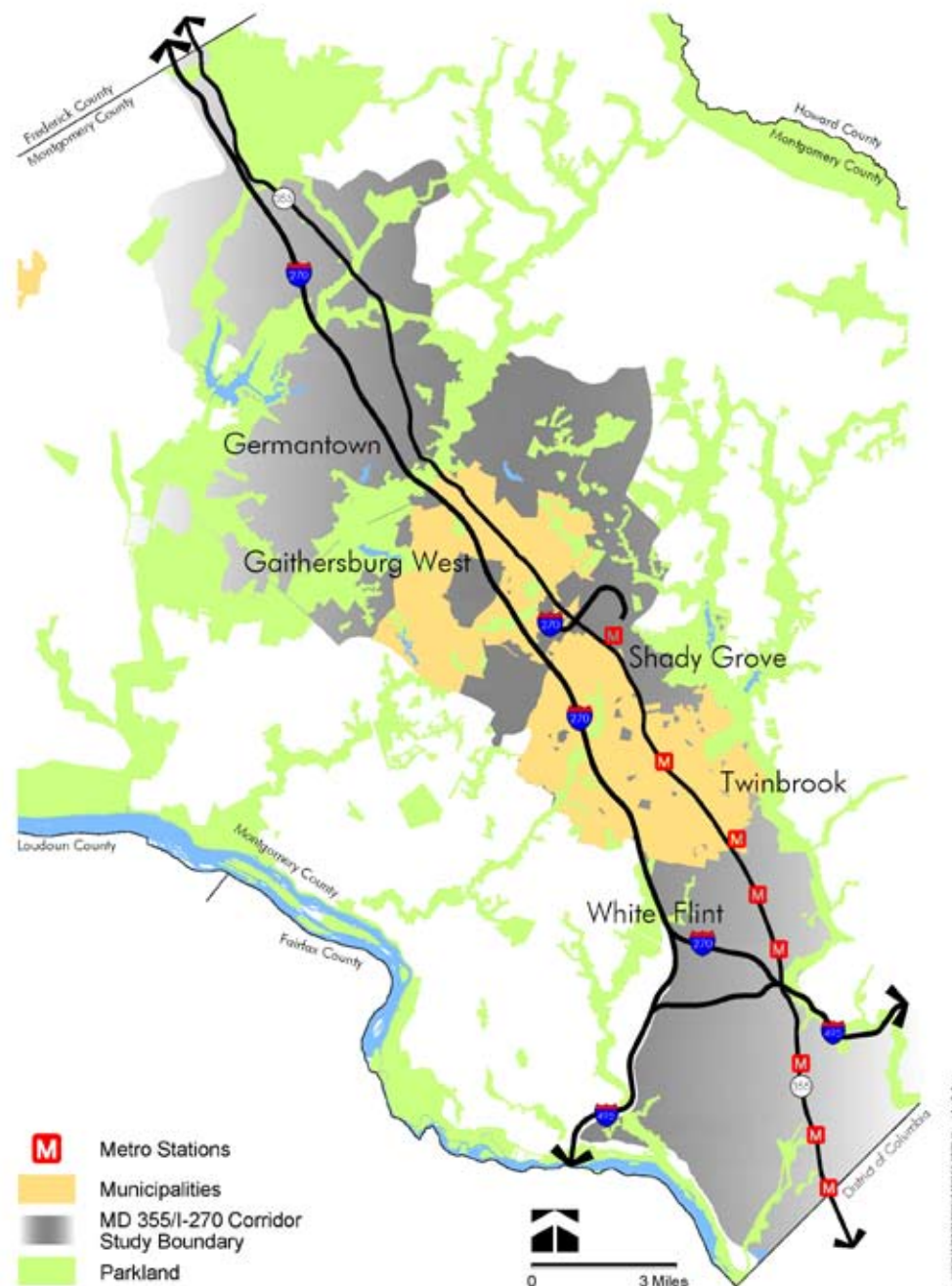

June 2010

Germantown

Urban Design Guidelines

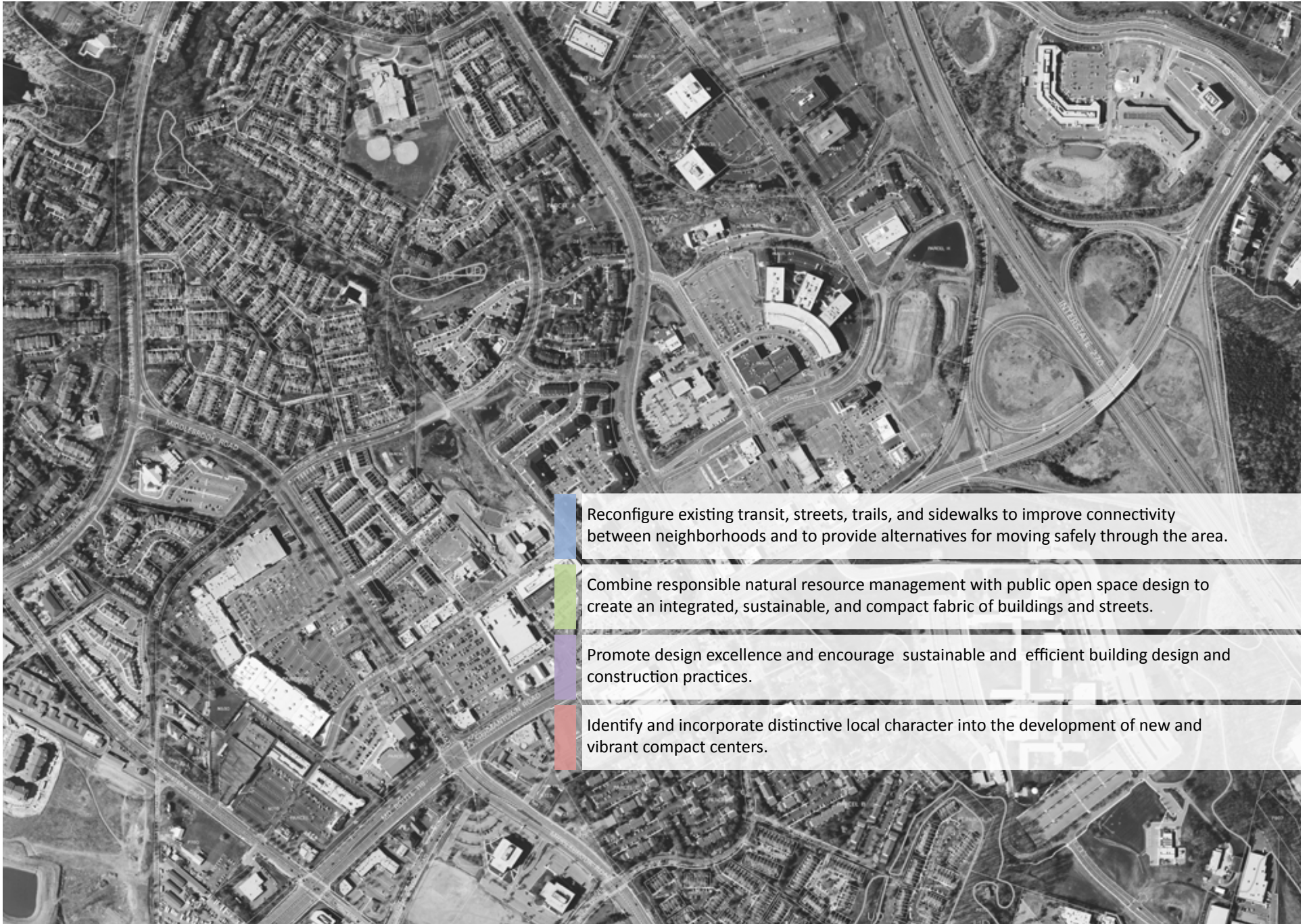
Context

Montgomery County's General Plan envisioned urban centers along the I-270 corridor as places where compact, transit serviceable growth and employment opportunities could be concentrated. The County's Planning Department periodically undertakes sector planning efforts focusing on these areas, to serve as area-specific refinements to the vision outlined in the General Plan. The Urban Design Guidelines are companions to each sector plan, and provide greater detail for context-sensitive development to assist in the implementation of the Plan's vision.



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Reconfigure existing transit, streets, trails, and sidewalks to improve connectivity between neighborhoods and to provide alternatives for moving safely through the area.

Combine responsible natural resource management with public open space design to create an integrated, sustainable, and compact fabric of buildings and streets.

Promote design excellence and encourage sustainable and efficient building design and construction practices.

Identify and incorporate distinctive local character into the development of new and vibrant compact centers.

How to Use the Guidelines

Urban Design Guidelines help implement the recommendations in approved and adopted master plans or sector plans. They provide information on how plan recommendations and Zoning Code requirements can be met, the area or district context for individual sites, and ideas about best practices in building and site design.

The planning process is structured in a hierarchy of decisions:

- Master and sector plan recommendations provide the vision for a specific area.
- Zoning Ordinance and other codes establish standards and regulations for development.
- Design Guidelines provide inspiration and suggestions to fulfill the plan's vision, and serve as a problem-solving tool.

The guidelines are developed through work with property owners, residents, institutions, interest groups, and Executive agencies. They are approved by the Planning Board for use by planning staff in developing and evaluating proposed building projects and other applications. They will be revised and updated as necessary.

With the exception of street standards and other specific recommendations included in the Sector plan, the guidelines are not regulations that mandate specific forms and locations for buildings and open space. They illustrate how plan recommendations and principles might be met, and encourage applicants to propose designs that create an attractive and successful public realm.

The examples and case studies included are intended to frame discussions regarding building design in a flexible way without prescribing specific standards.

The 2009 Germantown Sector Plan is available online at montgomeryplanning.org/community/Germantown

Principles

Connectivity

Environment

Design

Diversity

Vision

Germantown Sector Plan

The Sector Plan establishes a goal of transforming Germantown into the business and cultural center of upper Montgomery County through the following recommendations:

- Complete the economic core envisioned in the General Plan
- Increase employment uses
- 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

Germantown will evolve into a more urban place with mixed-use development, taller buildings and a variety of urban spaces. With a vibrant Town Center at its core, new mixed use communities oriented around the Corridor Cities Transitway will be supported by a network of trails, sidewalks, streets, open spaces, and street oriented development. The quality of the emerging public realm, built environment, and natural areas will strengthen the long term economy, sustainability, and spirit of Germantown.

The Plan directs new uses, activities and design attention to the Town Center. Its mixed uses will support the offices on MD 118 and surrounding residential areas, with Century Boulevard's Promenade as the community's main street, lined with retail and anchored with a transit station, a library and arts center.

The Plan builds upon an underlying framework of existing roadways and development patterns. Divided by I-270, Germantown has an east and west side with the emerging Town Center providing the focus of community life. Existing residential communities surround the Sector planning area.





Sector Plan Design Objectives

The Plan promotes mixed use, diverse communities clustered around transit service, variety of urban public spaces and preservation of existing natural areas. Walkable communities and an attractive public realm are high priorities. The Plan's goals for development, streets, open spaces and natural systems are supported by the following design objectives.

Connectivity

Improve how residents and workers travel to jobs, services, entertainment, recreation and home by:

- Expanding the street network to improve access, and encourage walking and transit use.
- Promoting slower speed roads to encourage walking and cycling.
- Creating attractive and safe streets with trees and other streetscape improvements.
- Building the Corridor Cities Transitway (CCT).



Design

Promote functional, efficient and attractive urban development that emphasizes the public realm and the pedestrian experience by:

- Clustering development, highest density and tallest buildings around transit stations, stepping down building height towards existing residential areas.
- Emphasizing uses and designs that support the Town Center's role as the Up County cultural center.
- Creating recreational opportunities with a network of urban and natural open spaces
- Incorporating Germantown's unique historic, cultural and natural environment into development.

Diversity

Accommodate the needs of a diverse community by:

- Providing a mix of land uses and housing types that serve a range of income levels. Avoid over-building the same housing unit type.
- Designing amenities, open space, and recreation facilities for users of all ages and incomes

Environment

Promote sustainable development and limit the impacts of development to the natural environment by:

- Protecting and enhancing the existing greenbelt of parkland that defines Germantown and the natural systems within the planning area.
- Using innovative stormwater management techniques and reducing imperviousness.
- Increasing forestation of natural areas and tree canopy along streets.
- Promoting energy conservation.



Guidelines

Streets

Germantown Sector Plan

The Sector Plan promotes connectivity and identifies the street network, road classifications, design speeds and street character for all the public roads. The Plan supports a transportation policy that promotes transit, walking, biking and other methods of reducing use of single occupancy vehicles.

Road Code

All streets follow the Road Code and incorporate context-sensitive characteristics to accommodate a range of users, especially pedestrians. Deviations from the Road Code's dimensional standards will require a waiver.

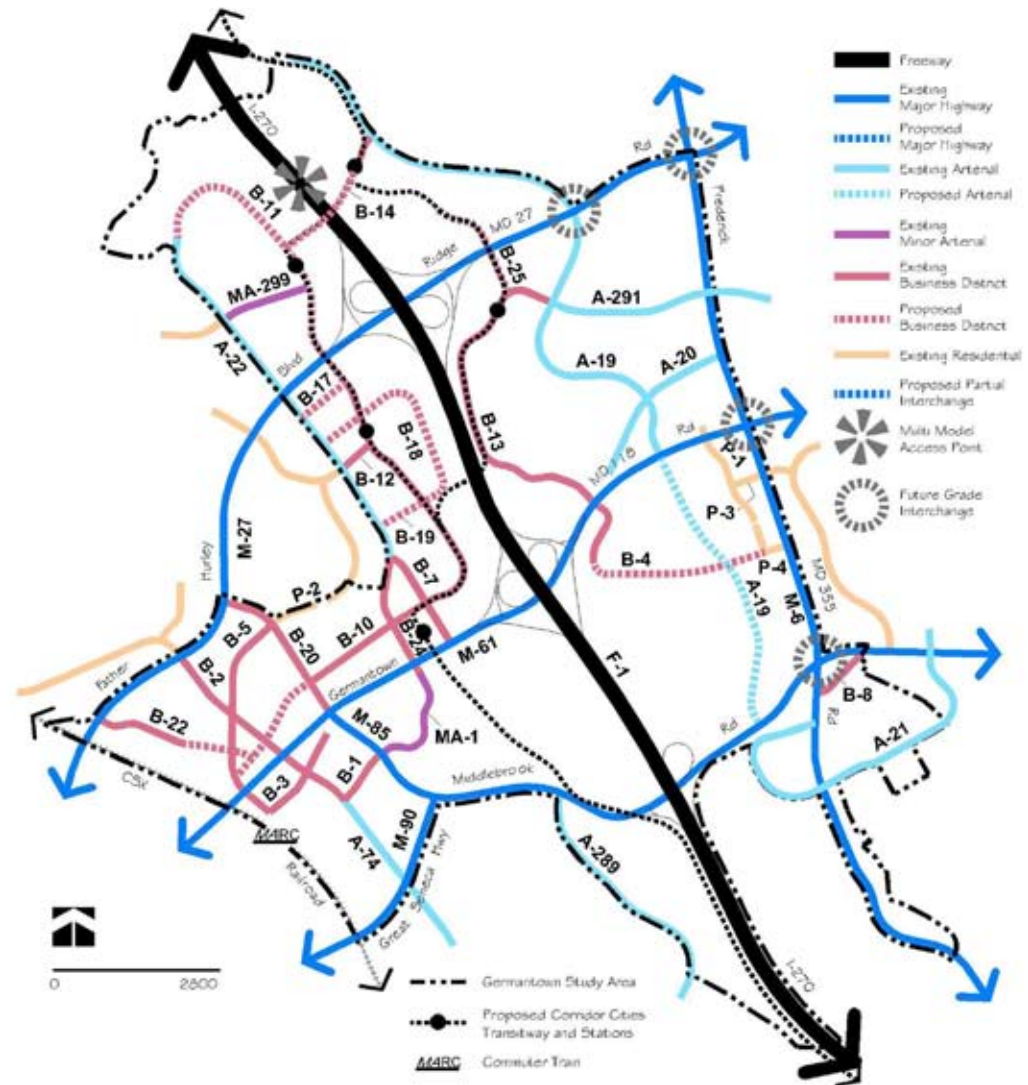
The Plan includes two roadways that will require the addition of design standards to the Road Code; Century Boulevard (B-10, a **transitway**) and Crystal Rock Drive (A-22 and B-24, a **greenway**). The remaining road classifications in the Plan are in accordance with the Road Code.

Where existing conditions and Road Code standards conflict, the Code should be relied upon to retrofit with minimal impact on existing utilities and street trees.

Utilities

Place utilities to minimize building setbacks as required by Zoning of these guidelines. Provide a coordinated utility concept plan at the time of regulatory review. Public utility easements (PUE) in front of buildings are discouraged.

Existing and Proposed Classified Road Network



Street Classification, Sector Plan

Guidelines

The guidelines describe street characteristics such as building setbacks, tree spacing and street lighting. Final routes and right-of-way particulars will be determined through regulatory review.

The existing Germantown Streetscape will be updated incorporating the Sector Plan and Design Guidelines recommendations. Property owners will ultimately be responsible for streetscape maintenance unless an Urban Service District is formed to provide that service for the area.

Street Network

- Establish an interconnected network of streets.
- Incorporate alleys for parking and loading access, where feasible. Emergency access should typically be from the front of buildings.

Short Blocks

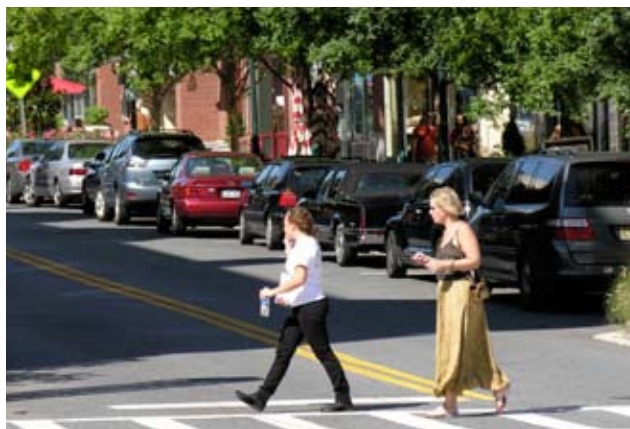
- Create a network of short blocks to promote walking and to maintain access to natural light between buildings

Intersections

- Design intersections to encourage pedestrian crossing using features such as medians or neck downs.
- Mark or indicate crosswalks to distinguish them with techniques such as special pavement or markings, where appropriate.
- Provide the minimum required curb radius for emergency vehicles.

Parking

- Do not exceed the Zoning Code's minimum parking space requirements except when providing publicly accessible or shared parking spaces
- On-street parking is encouraged
- Encourage structured parking at mid-block locations and wrap structures with active uses
- Minimize driveway width; use drop aprons instead of curb returns to protect pedestrians



Guidelines

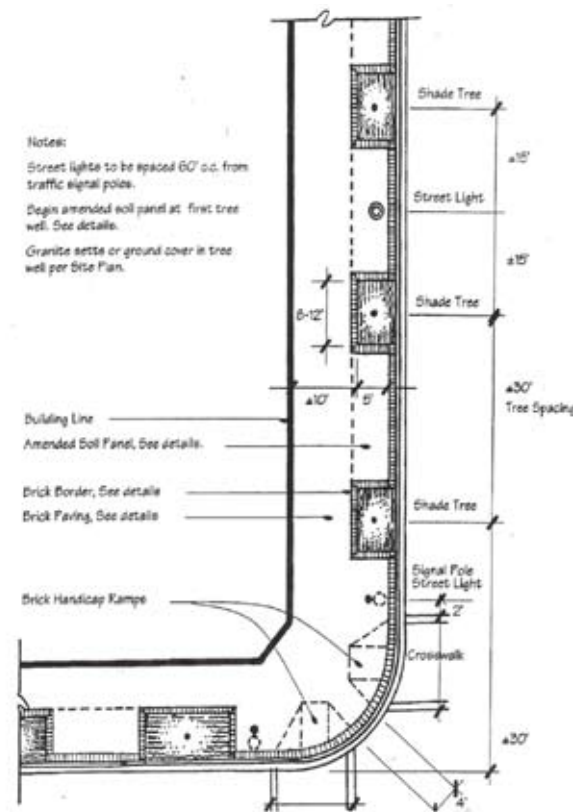
Building Setbacks from the curb

The higher the target speeds, the greater the building setback. Building setbacks in zones with no required setbacks, apply the following setbacks measured from the curb:

- +135 feet of right-of-way – min. 30 feet building setback
- 100 – 134 feet of right-of-way – min. 20 - 25 feet building setback
- Under 100 feet of right-of-way – min. 15 -20 feet building setback

Streetscape

- Street lighting should match existing street lights unless new energy efficient lighting is approved by MCDOT
- Increase tree canopy along all streets, with minimal spacing between trees in the densest areas
- Provide ample soil volume for root development of street trees with the goal of 1,000 cubic feet of soil volume per tree



Stormwater Management

- Use bio-infiltration in medians and in curb extensions where feasible, and alleys
- Direct sidewalk runoff into bio-infiltration areas along the curbside in a manner that does not undermine the structural stability of required streetscape elements
- Street tree planting details to be determined.

Transit Sidewalk Loop

Identify the transit sidewalk loop with special pavement or other elements that helps way finding to transit stops.



Street Character

Boulevards

Six-lane streets with medians that carry significant through and local traffic. Boulevard character is achieved with a regularly spaced, tall growing, double row of street trees, median trees and high mount street lighting. Modify the Road Code's buffer area to achieve a double row of trees. Among the six boulevards, only MD 118 within the urban area of the Town Center should have closely spaced street trees, special lighting and special sidewalk paving.

Main Streets

Two to four-lane streets that distribute traffic. Main street character is achieved with a single row of closely spaced, tall growing street trees in lawn panels, trees in the median (if divided), pedestrian scaled lighting, and on-street parking where permitted by the MCDOT. Within urban areas, paving should extend from the curb to the building with trees planted in cut-outs in the sidewalk.

Local Streets

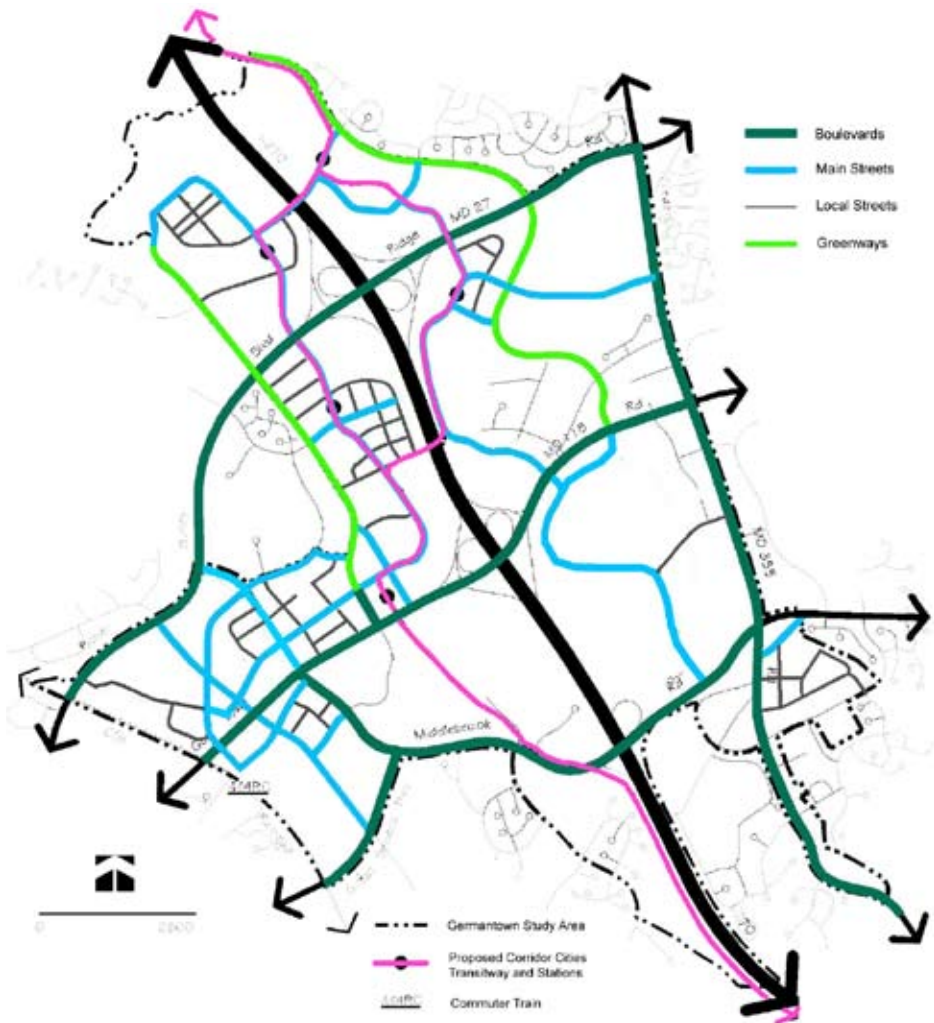
Two-lane streets with pedestrian scaled lighting, closely spaced, single row of tall growing trees, sidewalks on both sides, and on street parking where permitted by MCDOT. Local streets provide the internal circulation for a district and may be public or private.

Transitways (new standard required)

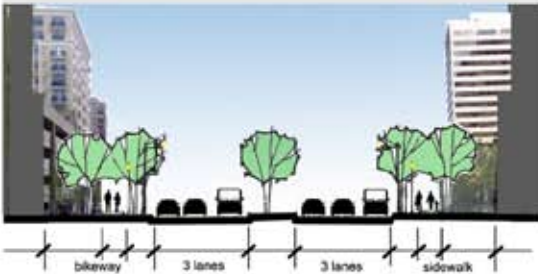
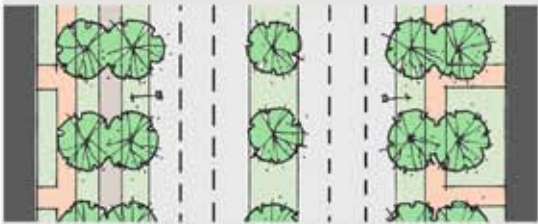
Four lane, divided street with the CCT transitway in the median to conveniently serve both sides of the street. The transitway should have closely spaced, tall growing street trees, trees within the median framing the transitway, special street lighting and paving. Design of the transit station should include special paving, and crosswalks, pedestrian scaled lighting, and other furnishings that support and encourage ridership.

Greenways (new standard required)

Greenways combine recreation and transportation by incorporating linear recreation areas and bikeways within the right-of-way. Crystal Rock Drive should use arterial standards for a four lane divided road with the linear recreation area developed to the east side. Observation Drive, designated as a major highway, achieves a greenway character from the surrounding context.



Street Character, Sector Plan



Germantown Road MD 118 (M-61)

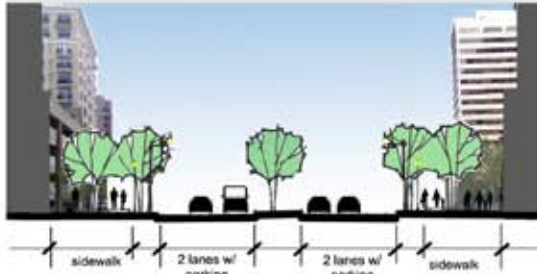
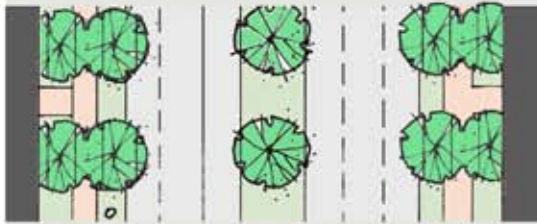
Major Highway / Boulevard

Sector Plan

Min. ROW: 150 feet
Lanes: 6, divided

Guidelines:

Parking: NA
Trees: 45 - 50 feet o.c.
Sidewalk: 8 feet
Setback: 30 feet min.
Median: Landscaped, 17 feet min.



Middlebrook Road (B-20)

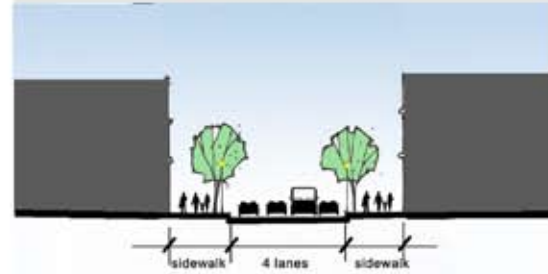
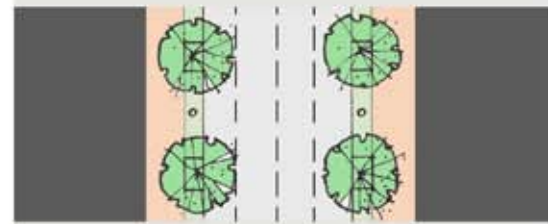
Arterial Street / Main Street

Sector Plan

Min. ROW: 112 feet
Lanes: 4, divided

Guidelines:

Parking: TBD
Trees: 45 - 50 feet o.c.
Sidewalk: 7 feet
Setback: 20 - 25 feet min.
Median: Landscaped, 8 feet min.



Observation Drive (A-19)

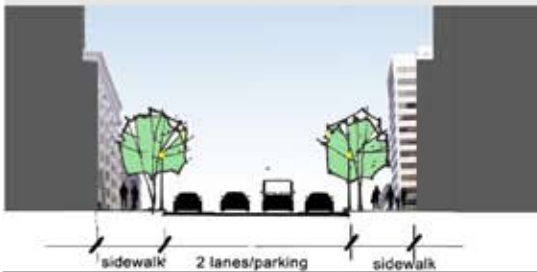
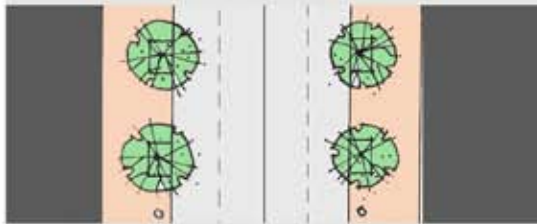
Arterial Street / Main Street

Sector Plan

Min. ROW: 80 feet
Lanes: 4

Guidelines:

Parking: NA
Trees: 30 - 35 feet o.c.
Sidewalk: 5 feet
Setback: 15 - 25 feet min.
Median: NA



Century Boulevard Town Center

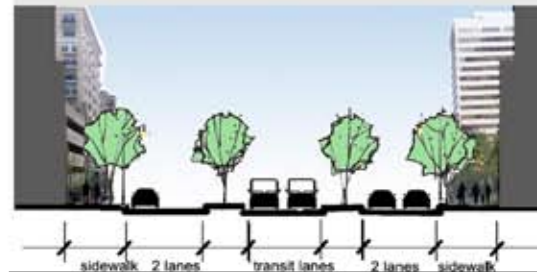
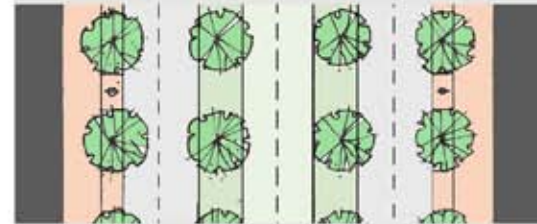
Business District Street / Main Street

Sector Plan

Min. ROW: 70 feet
Lanes: 2

Guidelines:

Parking: Both sides
Trees: 30 - 35 feet o.c.
Sidewalk: 7 feet
Setback: 20 - 25 feet min.
Median: NA



Century Boulevard Transitway

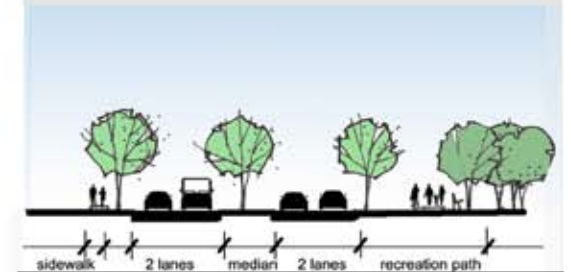
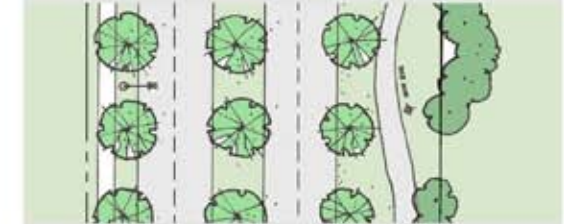
New Street

Sector Plan

Min. ROW: 134 feet
Lanes: 4, divided - 2 transit lanes

Guidelines:

Parking: TBD
Trees: 30 - 35 feet o.c.
Sidewalk: 8 feet
Setback: 20 - 25 feet min.
Median: Divided with transit



Crystal Rock Drive

Arterial Street / Greenway

Sector Plan

Min. ROW: 120 feet
Lanes: 4, divided

Guidelines:

Parking: TBD
Trees: 30 - 35 feet o.c.
Sidewalk: 5 feet
Setback: 20 - 25 feet min.
Median: 17 feet

Open Space

Sector Plan's Hierarchy of Open Space

The Plan responds to the increasing demand for indoor and outdoor recreation by providing a variety of open spaces and connections. The Plan's objectives are to serve diverse user groups, ensure access, emphasize the pedestrian experience, encourage social gathering, provide safety, and consider maintenance.

Open Spaces

- Natural areas in all districts
 - Stream valley parks, forest areas, and wetlands
 - North End West Side – forest adjacent to Black Hill Regional Park
 - Montgomery College – 46 acres of high priority forest
- Public Parks in Town Center
 - Existing Urban Park, BlackRock's Town Commons and a new Urban Play Park approximately 1 acre in size.
- Neighborhood greens in each district
 - Cloverleaf - .5 acre neighborhood green
 - North End Westside - .75 acre neighborhood green
 - Seneca Meadows - .5 acre neighborhood green
 - Montgomery College – 46 acres of high priority forest
- Urban spaces (plazas and gathering places) in all districts
- Transit station plazas in all transit-served districts

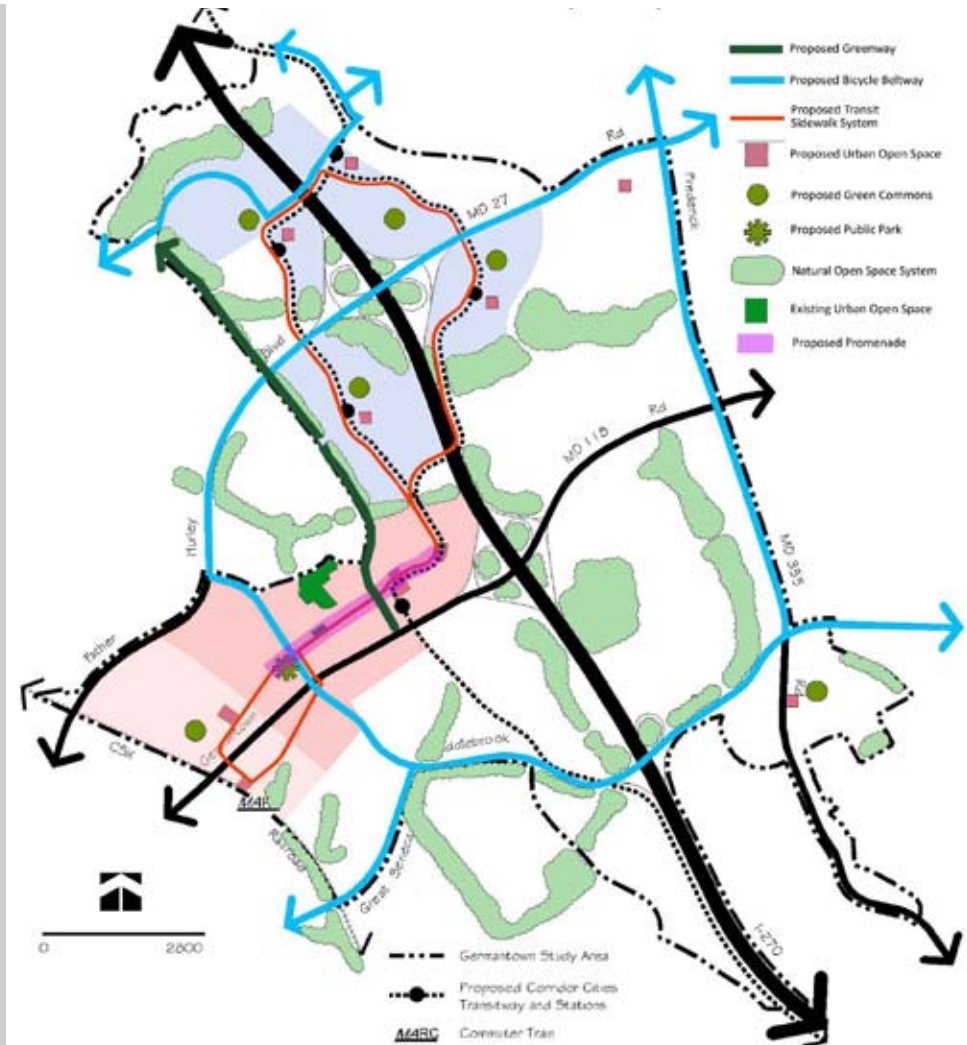
Trails and Connections

- Promenade along Century Boulevard
- Greenway s – Crystal Rock Drive and Observation Drive
- Transit sidewalk system
- Connections such as trails, sidewalks and bikeways to open spaces and other destinations

Sector Plan's Open Space Concept

The Plan recommends a system of parks and open spaces linked by bikeways, sidewalks, and pathways. Major urban parks are clustered in the Town Center and will serve the entire plan area. Natural stream valley parks provide nature-oriented recreation and environmental benefits.

Urban open spaces are specified in the Town Center, but in other transit-served districts, the Plan recommends "floating" facilities that will be located through regulatory review of proposed developments. Specific sizes and amenities for urban open spaces also are to be determined by regulatory review unless specified in the Plan. See Sector Plan's District Amenities.



Urban Open Space, Parks and Trails, Sector Plan

The guidelines provide more detailed guidance on locations, site development and furnishings that ensure diverse recreation needs are met, promote innovated ideas and identify how the open spaces are achieved and maintained. There are four types of open spaces addressed in the guidelines.

Natural Areas and Stream Valley Parks

- Connect stream valley parks to adjacent communities and the surrounding greenbelt regional parks with trails, bikeways, and sidewalks in accordance with Sector Plan's bikeway and trail recommendations.
- Protect or enhance natural resource areas and connections between them.



Public Urban Parks

Proposed Urban Play Park

- Include a 6 foot minimum sidewalk and a 8 foot minimum hard surface walkways within the park.
- Provide multi-age recreation with family-oriented facilities such as play equipment and climbing structures. Incorporate interactive elements such as musical chime sculptures, splash fountains, and boulders. Fences may be appropriate.
- Provide facilities for teens and young adults such as skate boarding and rock climbing walls.
- Provide seating areas including moveable tables and chairs to promote social gathering.
- Provide amenities making the park unique, include special paving, benches, fountains, and integrated artwork.
- Incorporate landscaping for seasonal change and color. Maximize tree cover for shade.
- Integrate lighting for safety and night use. Avoid glare.



Town Center Urban Park

- Increase park use by such measures as additional seating, interactive artwork, and more programs using public/private partnerships.

BlackRock Center for the Arts' Town Commons

- Improve use of the space with seating and better maintenance of the lawn.
- Provide programmed activities coordinated through the Parks Department. Promote public/private partnership programming that includes the Recreation Department, schools, BlackRock Center for the Arts and the Urban Service District to achieve multiple outdoor programs each season.



Gathering Places

Neighborhood Greens

- Locate in mixed-use or residential areas as central open spaces, defined by streets. Do not locate on the edge of communities or along high-speed roads incompatible with play areas.
- Provide a usable, level lawn area that supports multiple informal activities such as lounging, play and exercise and range in size from ½ to 1 acre.
- Should be privately developed and located through regulatory review.
- Include a periphery sidewalk, at least six feet wide. Incorporate internal, hard surface walkways.
- Provide seating. Include moveable tables and chairs, in secure sites. Identify maintenance responsibilities. Shade seating areas with trees or arbors and gazebos.
- Incorporate artwork and other amenities.
- Program activities through the Urban Service District.



Urban Plazas

- Locate in highly visible locations and animate with adjacent uses. Disperse plazas throughout the district.
- Design to be welcoming to the public and not perceived as private area. Railings, fences, or gates are not permitted.
- Design for social outdoor activities with seating including moveable tables and chairs.
- Should be privately developed as public use space.
- Provide extensive landscaping using large, five ½-inch caliper shade trees. Locate plazas to receive sunlight but also provide shade with trees or structures.
- Provide amenities such as fountains, special paving, and other elements, including integrated and participatory artwork. Incorporate historic, nature-oriented, or cultural themes.
- Use quality materials such as special pavers, steel, wrought iron, stone or pervious paving.
- Integrate lighting for safety and to avoid glare.



Transit Station Plazas

- Locate along the street sidewalk, close to the transit platform in each district. Access to the transit platform by marked crosswalks.
- Integrate transit plazas with the design of the adjacent development, providing wider sidewalks and building setbacks to accommodate pedestrians.
- Should be privately developed as public use space.
- Design each transit plaza as a unique place with seating, shelter, and amenities.
- Include place-making artwork in the transit plaza designs, including the work of local artists.



Greenways

Crystal Rock Greenway

This greenway connects the Town Center to Black Hills Regional Park.

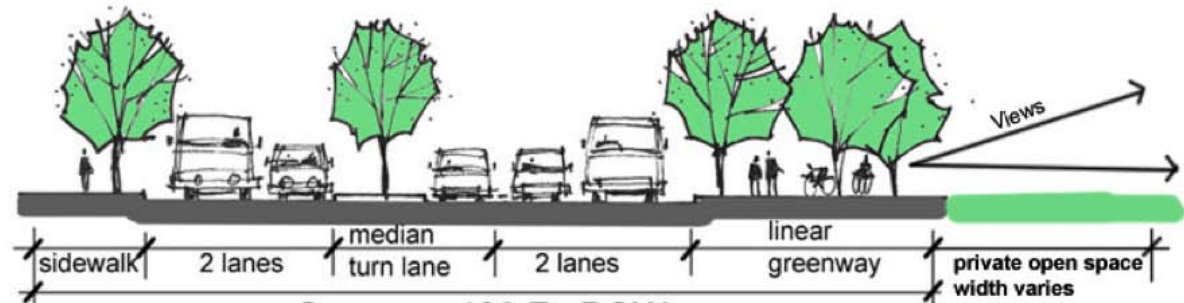
- Rebuild the existing roadway to create a 40-foot-wide linear recreation area along the east side of the right-of-way. Maintain by the Urban Service District. North of Father Hurley Boulevard, provide only a shared use path.
- Provide an eight-foot wide shared use path that meanders through the linear recreation area.
- Incorporate recreation facilities such as a skateboard facility, a heart smart exercise trail, and benches. Provide historic or nature interpretative signage.
- Landscape extensively with a variety of shade trees creating an informal park-like character.
- Provide pedestrian scaled lighting along the entire pathway to accommodate night use and ensure safety.
- Integrate place-making artwork along the linear pathway.



Observation Drive Greenway

This greenway connects Montgomery College with Milestone Shopping Center.

- Provide an eight-foot wide bikeway along the eastern side of the roadway within the street right of way.
- Provide seating along the right-of-way at adjacent open spaces such as the Germantown Bog. Benches should be oriented to the views of those open spaces and maintained by the Urban Service District.



Crystal Rock Greenway - 120 ft R.O.W.

Buildings

Sector Plan

The Plan promotes compact and street oriented development that emphasizes the public realm and the pedestrian experience. Compatibility with adjacent residential neighbors is required. The Plan recommends:

- Development with front doors facing the street.
- Setting back upper floors from the street on buildings over 60 feet in height (4 – 5 stories) to reduce mass and bulk.
- Building setbacks to frame the sidewalk.
- Locating tallest buildings at transit stations with step downs towards existing residential communities.
- Achieving minimum building height of 3 stories, where feasible.

Guidelines

The guidelines further promote an urban character and a walkable environment with detailed guidance on building form, massing and height, facades and retail storefronts. The guidelines apply to all properties with the final location of buildings, size and architecture to be determined through regulatory review. Unique uses such as hospitals will need flexibility to ensure that their special functional needs are met.



Building Form

Evolve existing development patterns into an urban form with buildings lining streets and parking located to the rear or mid-block.

- Locate buildings to create building walls that define the street and sidewalk.
- Locate primary entrances at sidewalk level.
- Develop blocks with alleys for service areas and loading.

Massing and Height

Germantown's seven districts should each have an identifiable center created by locating density in a core area.

- Cluster development around transit stations.
- Arrange buildings to define gathering places and urban plazas.
- Design buildings at street corners to facilitate pedestrian movement.
- Set back taller, high-rise towers to reduce shadows and mitigate building height.
- Design slender floor plates for buildings over five stories to avoid massive, bulky forms and shadows.
- Design buildings to disperse winds, avoid accelerating drafts, and protect pedestrians.
- Provide tall floor ceiling heights to accommodate a range of uses.
- Develop two to three story buildings, where feasible, if market conditions do not result in buildings using the allowable density.
- Vary building heights along a street.
- Step down building heights adjacent to residential communities to 35 feet (50 feet maximum including bonus density) to achieve compatible transitions unless the Plan identifies specific heights.
- Design for solar orientation.



Facades

Building facades and entrances define and animate the public realm creating community character. Visual interest at the pedestrian scale is important.

- Design facades with a base, middle and top, maintaining a continuous cornice or horizontal line along the street.
- Place building entrances close together along active streets. Not all streets should be considered as active streets.
- Highlight entrances with a change in materials, textures, or color; recesses and projections; and cornice lines or other horizontal elements.
- Incorporate place-making elements drawn from Germantown's historic or cultural themes.
- Commercial buildings, in general, should look different from residential buildings.
- Design signage as an integral element of the building. Pole mounted signs are not permitted. All signage along streets should be either wall mounted or a monument type on a base and placed within a landscaped setting. The top of monument signs should be no higher than six feet.
- Consider the use of green walls and other energy conservation measures.



Street Level Retail

Retail, restaurant, and entertainment uses help animate the public realm and provide needed services.

- Cluster retail, restaurant, and entertainment uses along identified retail streets.
- Locate storefront entrances close together. Locate entries at street level, avoiding steps. Use facade treatments to increase legibility, emphasize entrances, and enliven the street.
- Achieve a significant amount of transparency, between 60 to 70 percent for the ground floor. Highly reflective or dark glass is not permitted.
- Large floor plate retailers such as big box stores should have liner retail shops along the sidewalk to avoid long blank walls.
- Set buildings back 22 to 25 feet from the curb where outdoor cafés are proposed to ensure adequate pedestrian passage.





Walkable, mixed-use communities should include a range of housing types and varied architecture.

- Provide a variety of residential unit types within a block.
- Ensure light and air for residential units by providing adequate space between buildings, southern orientation of units, and placement of taller buildings in the middle of the block.
- Locate plazas, neighborhood greens, or other gathering places adjacent to or nearby



Varied roof designs should create visually interesting skyline seen from above and as well as from the street.

- Place mechanical equipment within enclosed structures.
- Locate recreational facilities on the roof of tall buildings to make efficient use of the space and meet recreation needs.
- Reduce stormwater runoff by providing green roofs on buildings that can support the additional weight. Use cisterns where

Residential Buildings

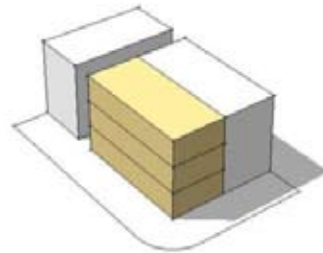
residential buildings.

- Include activating uses at the ground floor if located along a primary retail street.
- Meet recreational needs within multifamily buildings by providing facilities such as exercise rooms, gyms, and common spaces such as lounges and meeting rooms, and roof top sundecks and pools.
- Place primary front entrances along the street with rear garage entrances.
- Provide secure storage space for bikes within the garage.

Building Rooftops

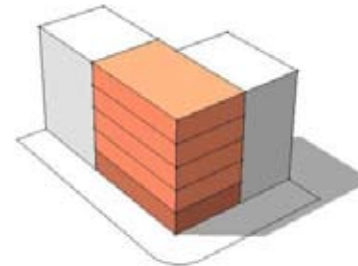
recreation areas are proposed.

- Encourage varied roof designs for visual interest and character.
- Incorporate artwork “roofscapes” where roof levels can be seen.
- Incorporate green technologies such as green roofs, reflective surfaces, solar panels and wind generators on roofs.



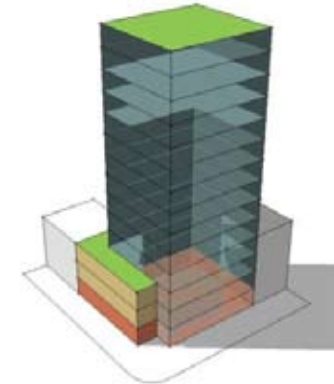
Base 1: Transition Buildings

- Residential buildings preferred
- 3-4 stories
- 35 feet high (50 feet maximum with housing bonus) unless higher heights are stated in Sector Plan within transitions



Base 2: Mixed –Uses

- Ground floor retail
- Office or residential above
- 3-5 stories.
- 60 feet high unless higher heights are stated in the Sector Plan



Tower and base: Mixed Uses

- Ground floor retail
- Office or residential above
- 3-4 story base
- 180 feet high maximum without an affordable housing bonus. See height maps within each district.

Environment

Sector Plan

The Plan's Environmental Framework of greenbelt and natural areas gives shape to Germantown's pattern of development. This natural open space system serves both recreation and environmental functions protecting water quality and forest resources. The conservation of energy and reduction of carbon emissions are supported with LEED certification requirements, compact development and transportation policies that promote use of transit.



Provide forest coverage, Montgomery College

Guidelines

Stream Protection

- Respect stream valley buffers.
- Orient development to take advantage of views into natural stream valley areas.

Forestation/Tree Canopy

- Maximize forest cover and re-establish tree cover in natural areas especially in the stormwater management area along Crystal Rock Drive.
- Increase the tree canopy along streets and within public spaces especially in the Town Center Urban Park.

Stormwater Management

- Decentralize on-site infiltration areas, where feasible, to reduce runoff, downstream erosion and water quality impacts.
- Promote green roofs or other storm water collection systems for all development where rooftop recreation is not required.
- Increase stormwater management within street right-of-ways by such means as infiltration within alleys, draining sidewalk runoff into planted curbside panels and locating bio-infiltration areas within medians and curb extensions.

- Use planting designs that protect street tree root from contaminants.

Imperviousness

- Reduce on-site imperviousness by providing parking structures and taller buildings, where feasible, and utilizing pervious pavements. Increase infiltration via planted areas throughout a site.

Green Buildings

- Reduce energy consumption and reduce carbon emissions by achieving LEED certification as required by Montgomery County's Department of Permitting Services.
- Incorporate measures such as green roofs, cisterns, wind power generators, solar panels, and other green building technologies that promote energy efficiency.

Connectivity

- Promote street and pathway connections that encourage walking, cycling or other access that reduce auto use. Surface paving for pathways to be determined case-by-case.
- Promote the use of zip cars, bike parking and showers in development.



Protect Wetlands

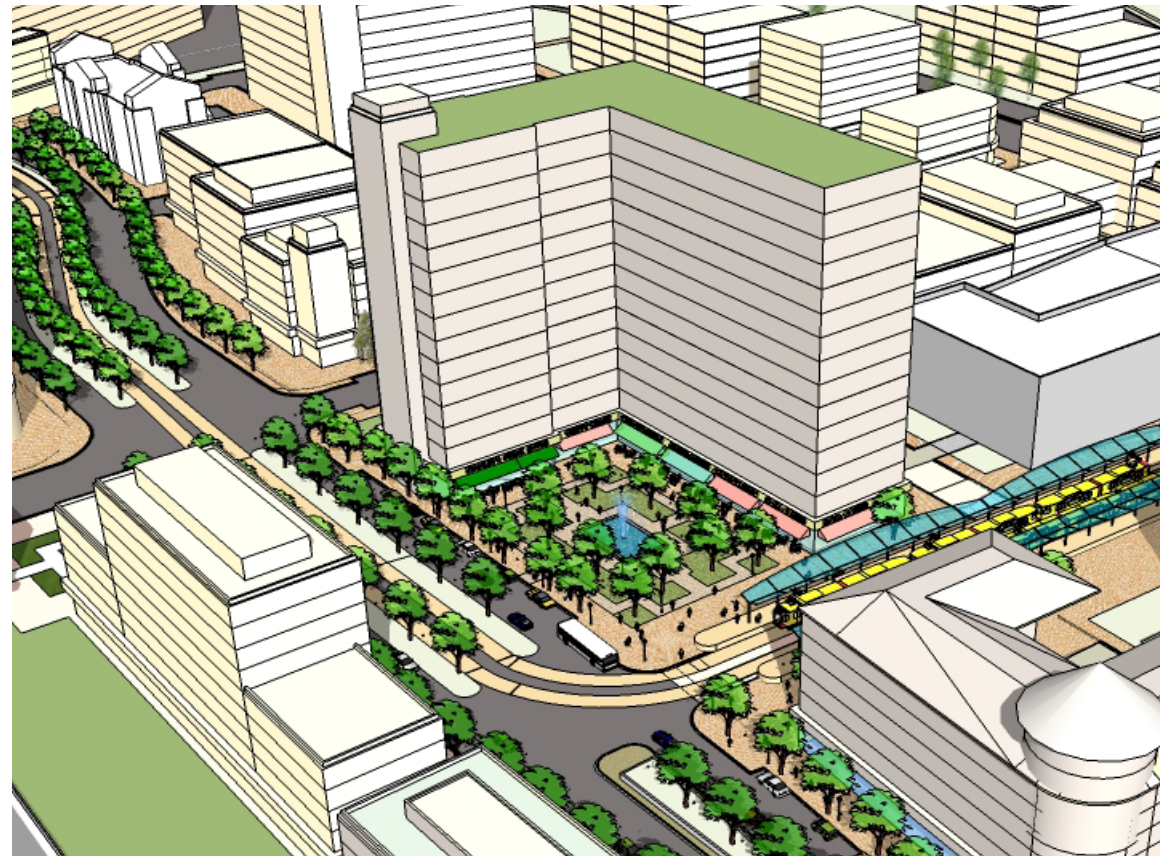
Provide stormwater bio-infiltration areas

Corridor Cities Transitway

Corridor Cities Transit Station

- Design CCT station platforms with high quality, standardized components that give identity to the stations.
- Provide shelters, seating, and information systems to that inform users of the real time schedule of transit service.
- Provide special paving on the platform and special marked cross walks.
- Incorporate streetscape improvements called for in the streetscape plan.
- Integrate art and other amenities.

Integrate station design with adjacent development





I-270 Landscape Concept

Landscape character along I-270 can help improve the setting for signature office and technology development. Identifiable character will support economic development, provide attractive views for motorists, and create regional identity for this segment of the corridor. The landscape concept applies to the I-270 right-of-way and to adjacent, privately owned open space along the highway.

Character will be informal and natural, with native woodland and meadows. Planting design will:

- Create or maintain views of signature office or technology buildings along the corridor
- Preserve and increase existing woodland along highway edges and within the interchanges
- Create meadows using natural grasses and flowers
- Use native species or compatible plant material
- Eliminate invasive species
- Develop stormwater management facilities as part of the pastoral landscape with native plantings and natural (non-engineered) grading

The I-270 landscape will be improved over time by adjacent development, and by capital improvement projects sponsored by the State of Maryland.





General Notes

Streets

- Refer to guidelines for **Streets** (page 12) for general guidelines regarding urban streets, streetscape, and street character
- Provide boulevard, main street, promenade, primary retail, local street or greenway treatment where indicated in district diagrams
- Provide streetscape along both sides of all new streets
- Local streets should strive to create a network of short blocks with frontages 250 to 350 feet in length

Open Spaces

- Refer to guidelines for **Open Space** (page 18) for general guidelines regarding privately developed public use space that serves as neighborhood gathering space.
- Open spaces for public use will be privately developed; locations will be determined through regulatory review
- Provide I-270 landscape treatment along the highway, and heavily screen parking structures
- Where applicable, improve existing stormwater facilities and stream valley open spaces with informal landscape using native species

Buildings

- Refer to guidelines for **Buildings** (page 20) for general guidelines regarding building form, facade articulation, and retail frontages.
- Prioritize the establishment of consistent street walls along public streets. Character at other adjacent streets should be compatible.
- Consider signature structures or significant building gestures at prominent locations
- Setbacks from the building line should create urban open space, wider sidewalks, or enhanced building entrances

Germantown Sector Plan

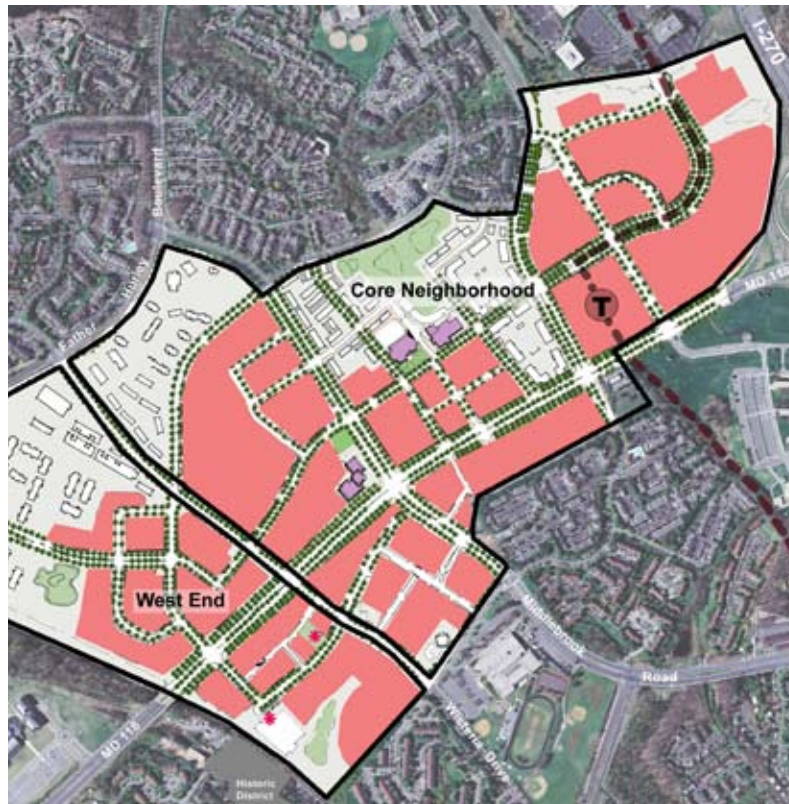
Germantown will be a transit-centered community. Its seven districts will emerge with strong identities, each a complete center, focused on the CCT and MARC transit stations or with a significant mixed-use core if not transit served. These centers will be connected through a range of options, including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

- Town Center
- Gateway District
- Cloverleaf District
- North End District - West Side and Milestone South
- Seneca Meadows
- Montgomery College
- Fox Chapel

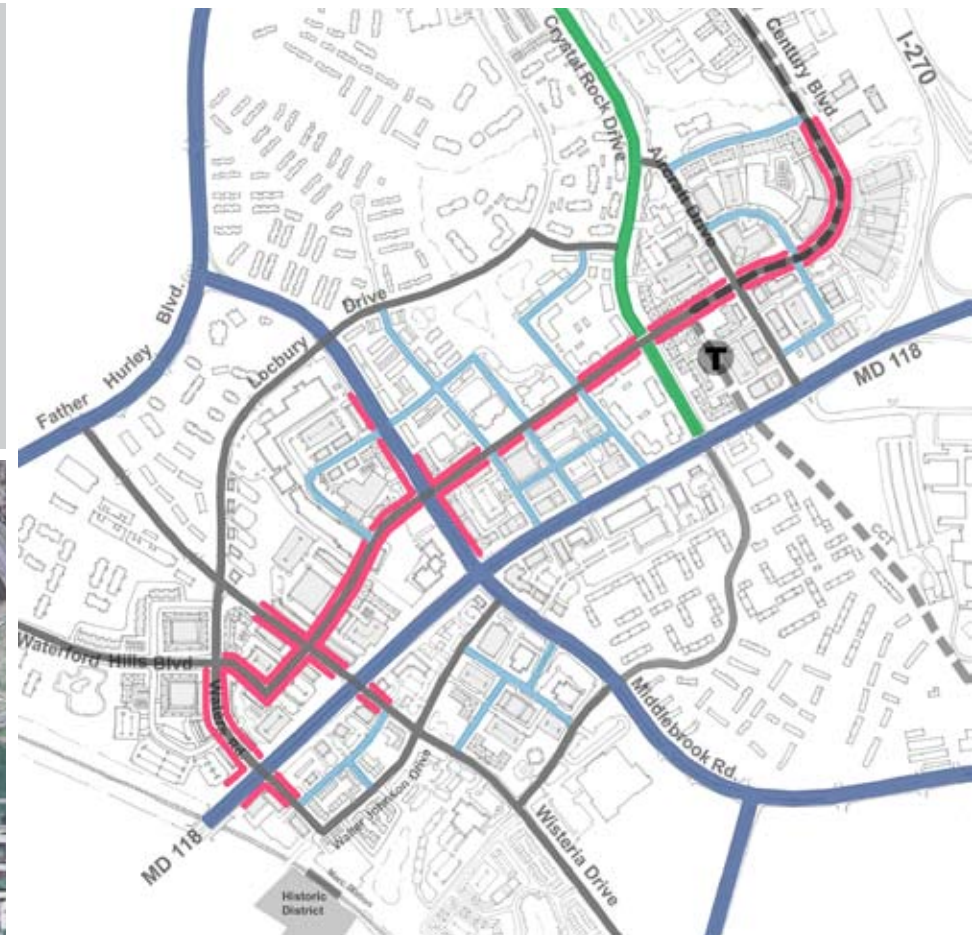
Districts

Town Center District

The **Sector Plan** views the Town Center as the heart of Germantown and the up-County's cultural center. Town Center is divided into Core Neighborhood and the West End, with higher densities and height in the Core adjacent to the transit station and I-270. Plan recommendations transform the Core into a high-rise, mixed use urban center that clusters cultural, entertainment, retail, employment, and housing uses in a pedestrian and transit-oriented environment.



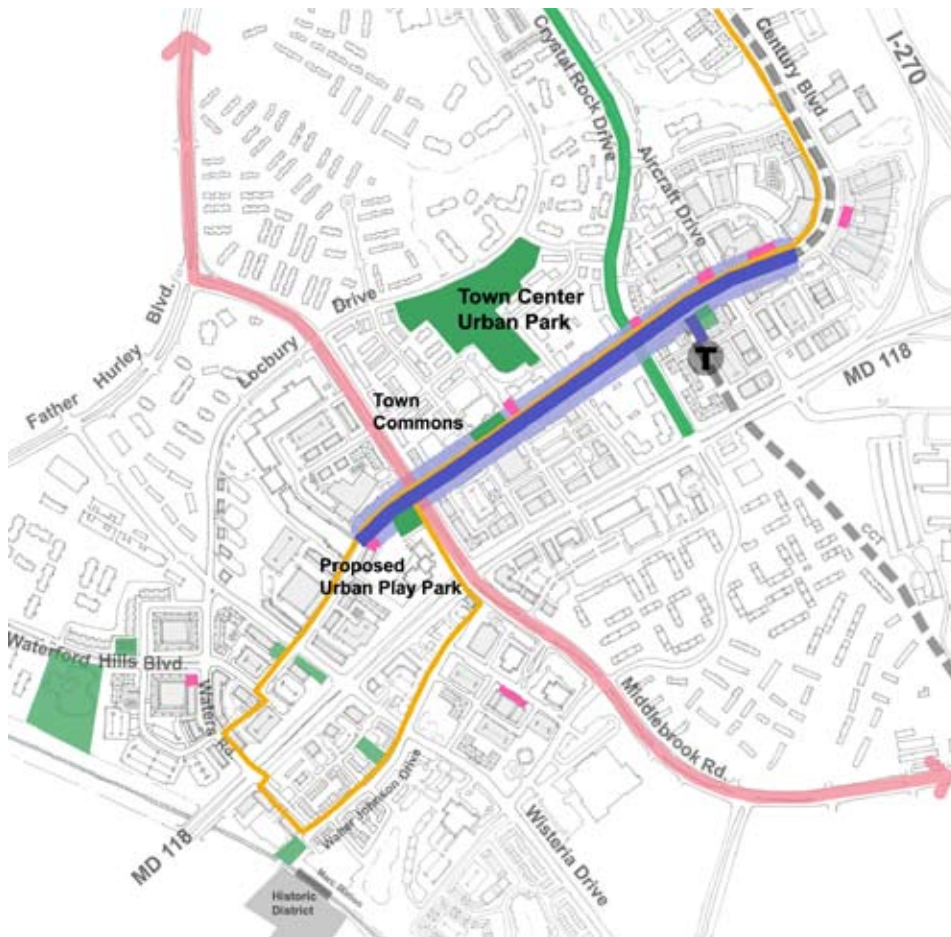
Streets



- Provide boulevard, main street, promenade, primary retail, local street or greenway treatment where indicated in district diagram above. Refer to **Streets** section for descriptions of each street character type
- Designated retail streets are encouraged to have on-street parking; drive-through establishments are discouraged
- Streetscape improvements should be in accordance with the 1992 **Town Center Design Study**



Open Space



- Refer to the **Open Space** section for design considerations to enhance existing park spaces (Town Center Urban Park, Town Commons, Black Rock Center for the Arts Park)
- Urban plaza locations and sizes not specified in the Sector Plan will be determined during the regulatory development review process

Major Places

- Public Parks/Civic Greens
- Transit Plaza

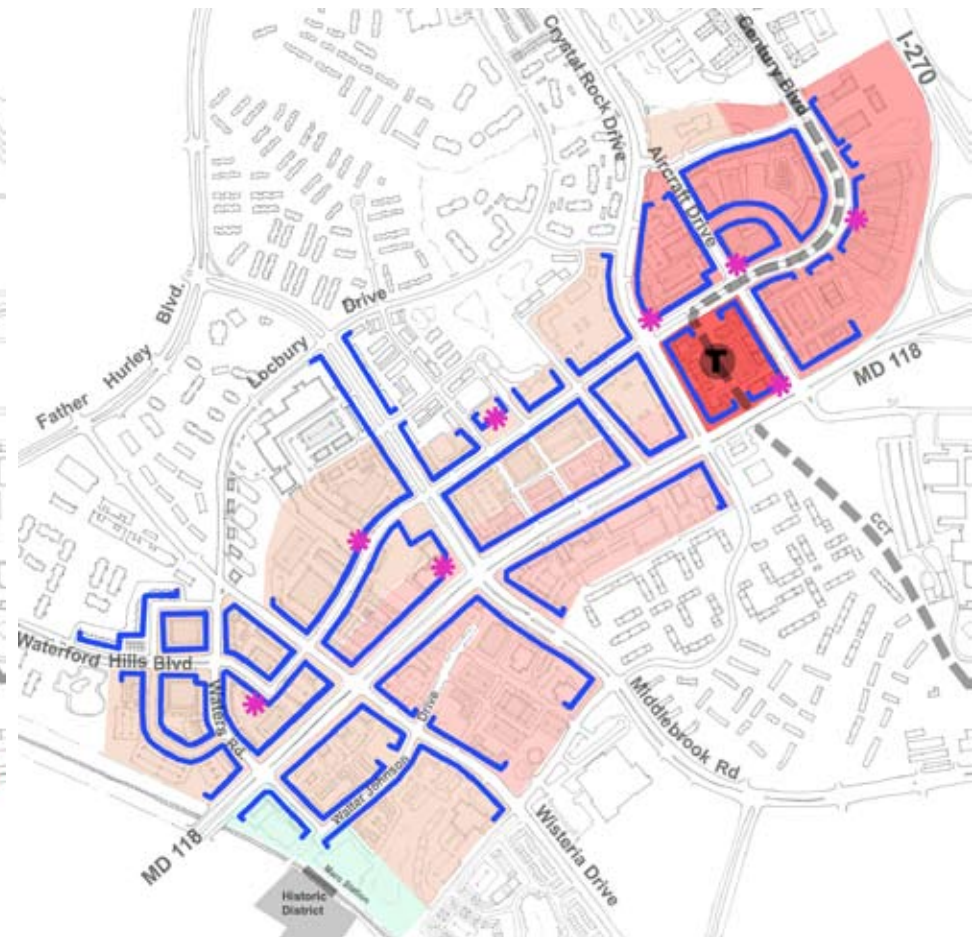
Neighborhood Places

- Neighborhood Commons/Open Spaces
- Urban Plazas

Connections

- Promenade
- Greenway
- Bicycle Beltway
- Transit Sidewalk Loop

Buildings



- Building setbacks should be primarily 20 to 25 feet along most streets, 30 to 35 feet along MD 118, and 15 to 20 feet along streets with right-of-way of 100 feet or less
- Maximum building heights should be located around the transit station, stepping down toward the edges of the district
- New development in the MARC station parking lot should not exceed 40 feet in height

Building Heights *

- 180 FT
- 143 FT
- 100 FT
- 60 FT
- 40 FT

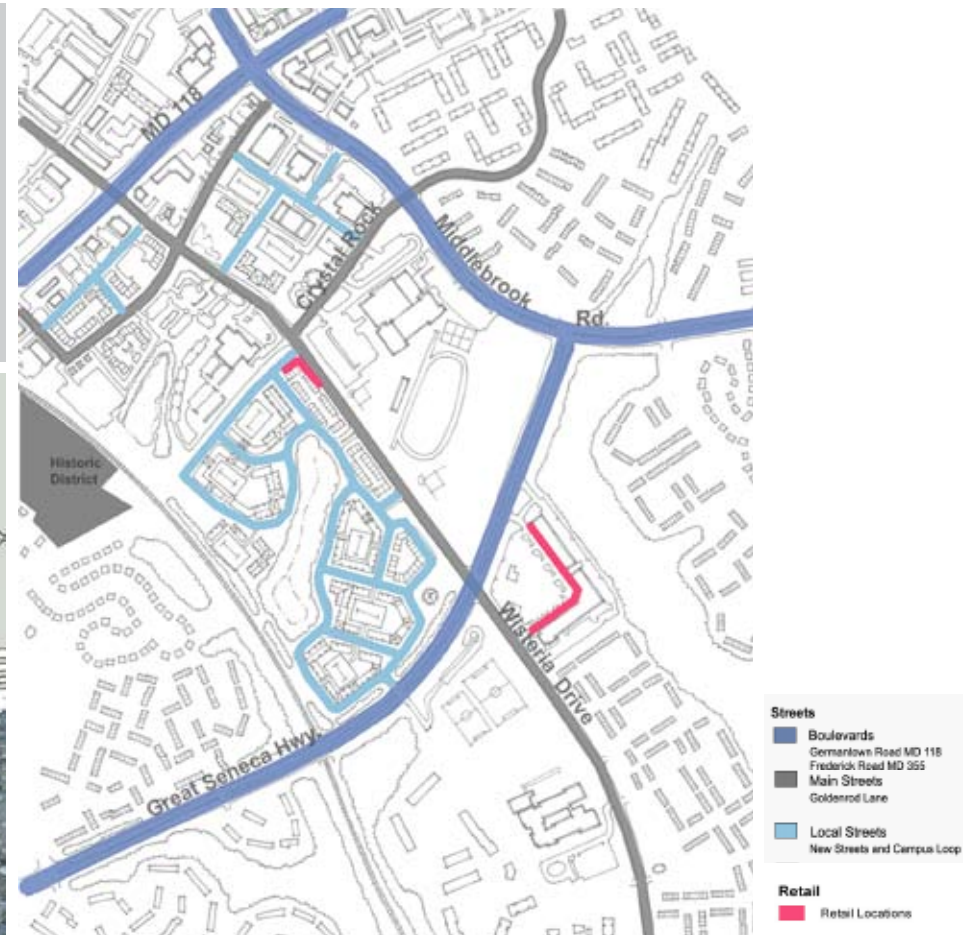
* Step down to 50 feet with bonus density adjacent to existing residential communities

Gateway District

The **Sector Plan** views the Gateway District with its mix of industrial, office, and housing uses as the entrance to the Town Center from I-270. The Plan maintains the existing employment character along I-270, the commercial and industrial character along Middlebrook Road, and the existing residential areas. Increased residential density is recommended for the Rolling Hills Property, one of the few properties likely to redevelop.



Streets



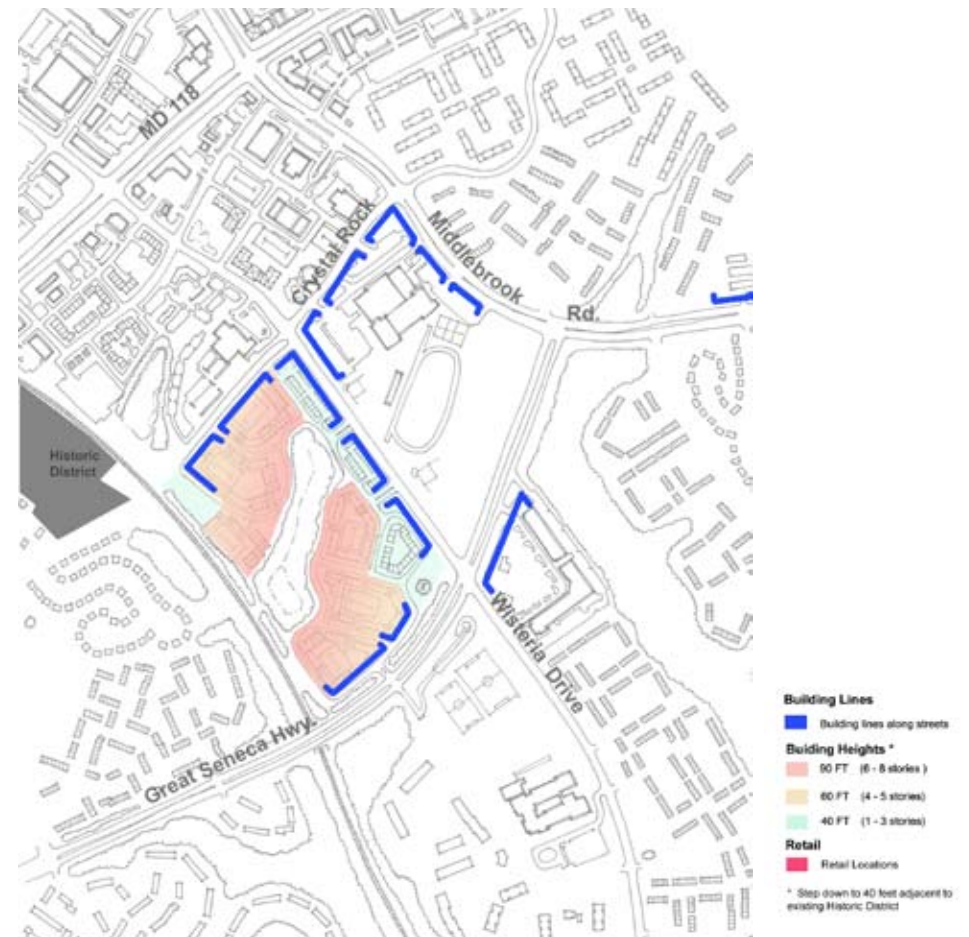
- Provide boulevard, main street, primary retail, or local street treatment where indicated in district diagram above. Refer to **Streets** section for descriptions of each street character type
- Consider locating a curving local street along the edge of the stream valley on the Rolling Hills property to provide access and views into the open space; layout to be determined during regulatory review

Open Space



- Rolling Hills property: new development should provide on-site amenities for residents such as play areas, a swimming pool, a multi-purpose community room, or a recreational loop
- Encourage conservation of woodland edges if supported by the Forest Conservation Plan
- Improve the character of Middlebrook Road by planting a double row of street trees along both sides, and replanting the south side with native trees
- Improve the character of Great Seneca Highway by planting an informal arrangement of native trees and shrubs

Buildings



- Middlebrook Road east of Great Seneca Highway: maximum building height of 65 feet, to be compatible with existing residential communities along Middlebrook Road
- Rolling Hills: maximum building height of 90 feet, concentrated on the property's lower elevations, to reduce visual impact of taller buildings on surrounding communities, and to concentrate density near MARC station
- I-270: maximum building height of 100 feet, to accommodate signature office and technology development

Cloverleaf District

The **Sector Plan** envisions a diverse, mixed-use and transit served neighborhood with predominately employment and technology uses along I-270. Housing will be integrated throughout with retail near the transit station. The district's assets are the future transit station, the proposed Crystal Rock Drive greenway, and excellent visibility from I-270.



Streets



- Provide boulevard, main street, primary retail, greenway, or local street treatment where indicated in district diagram above. Refer to **Streets** section for descriptions of each street character type
- Local streets should create a network of short blocks with frontages 250 to 350 feet in length
- Design the Corridor Cities Transitway as an integral element of Century Boulevard
- Cluster retail along Cloverleaf Center Drive and Century Boulevard near the Transit Station

Open Space



- Locate public use spaces such as **urban plazas** and at least one, half acre **neighborhood green** along Century Boulevard, where they can be activated by retail uses
- Develop Crystal Rock Greenway as a linear recreational area - refer to the **Open Space** chapter for details; include amenities provided by private development and supplemented by a capital improvement project
- Improve existing private stormwater facilities with informal landscape using native species

Buildings



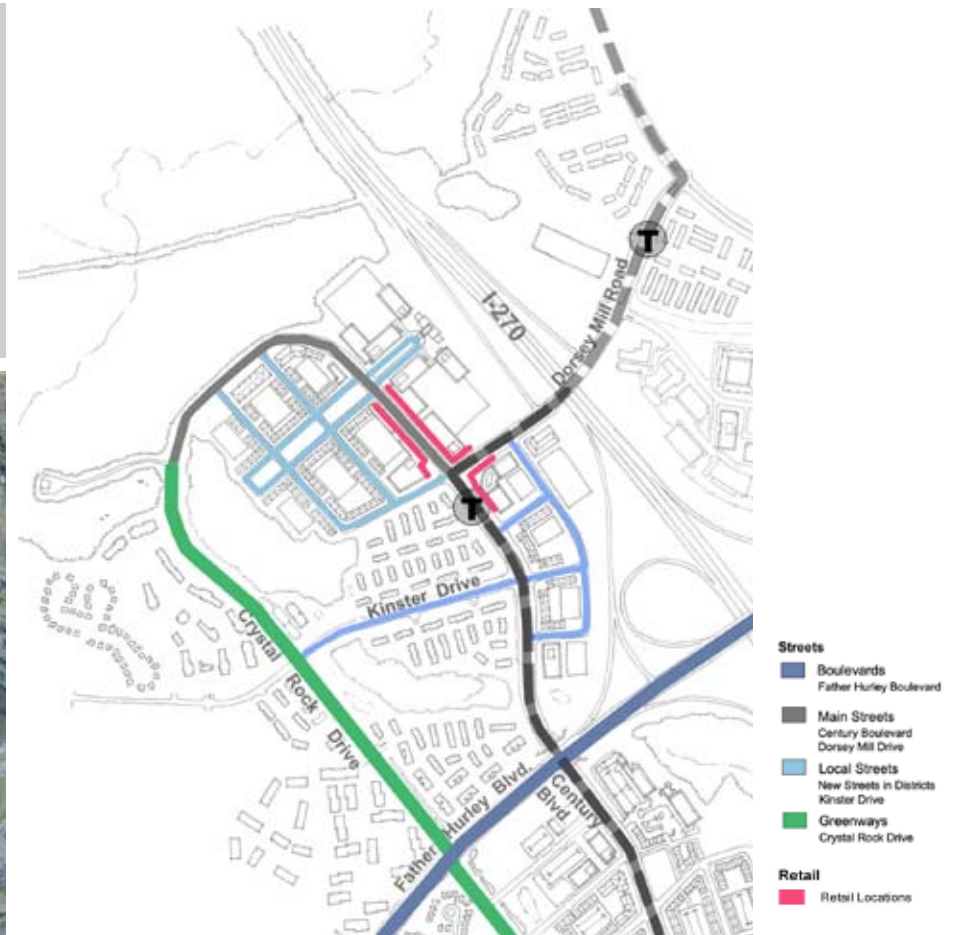
- Century Boulevard and Cloverleaf Center Drive should be framed with street-oriented buildings
- Highest density and height should be around the Transit station - maximum height 143 feet
- Locate signature office and technology development along I-270 - maximum height 125 feet
- Step down new buildings to 60 feet along the stormwater facility adjacent to Crystal Rock Drive

North End District - West Side

The **Sector Plan** envisions a mixed-use neighborhood within walking distance to the transit station, signature office development along I-270, and preservation of a mature forest adjacent to Black Hill Regional Park. Residential, retail and hotel uses are also envisioned.



Streets



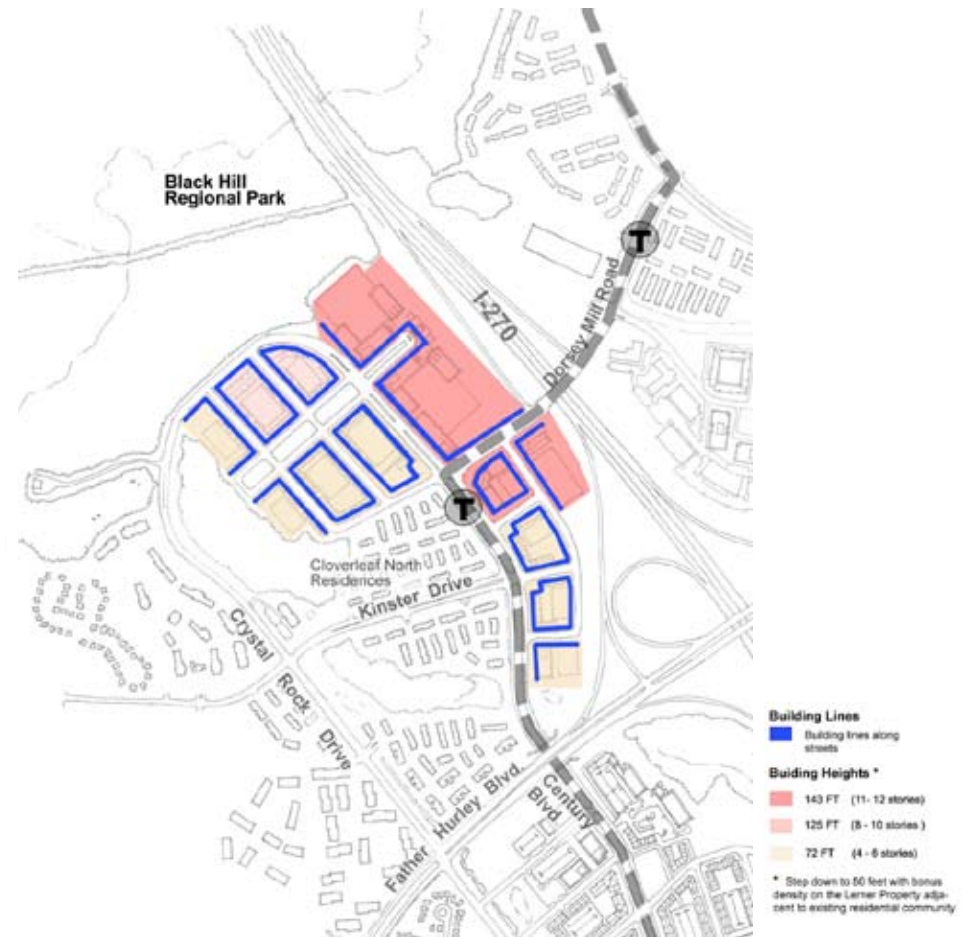
- Provide boulevard, main street, primary retail, greenway, or local street treatment where indicated in district diagram above. Refer to **Streets** section for descriptions of each street character type
- Straighten Century Boulevard's curving alignment to preserve more woodland adjacent to Black Hill Regional Park
- Utilize the recommended **Crystal Rock Greenway** to connect to Black Hill Regional Park's **trail system**, and to the Sector Plan's **Bicycle Beltway**
- Locate retail close to the Transit station along Century Boulevard

Open Space



- Open spaces for public use will be privately developed
- Locate public use spaces such as **urban plazas** along Century Boulevard, where they can be activated by adjacent retail uses
- Locate a .75 acre **neighborhood green** defined by streets close to residential development
- Contribute to the development of the **Crystal Rock Greenway**
- Provide a transit sidewalk loop, with special paving
- Preserve existing forest adjacent to Black Hill Regional Park
- Improve existing stormwater ponds with informal landscape and native species

Buildings



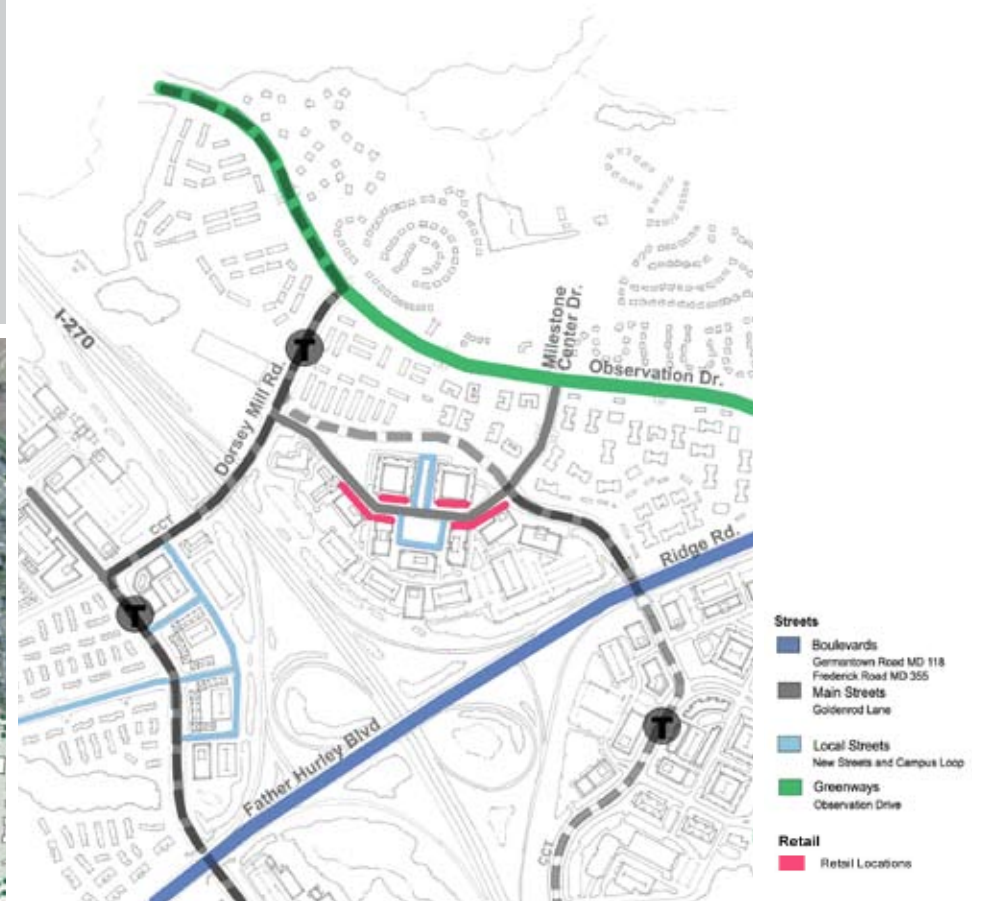
- Century Boulevard, Dorsey Mill Road, and local streets should be framed with street-oriented buildings
- Highest density and height should be around the Transit station and along I-270 - maximum height 143 feet
- Establish compatibility with existing residences along Kinster Drive, along Century Boulevard, and the existing residential areas north of Cloverleaf North

North End District - Milestone North

The **Sector Plan** views Milestone North as predominately an employment area with hotel, residential, and retail uses. Its proximity to the Dorsey Mill Road transit station offers an opportunity to create a mixed-use center that enjoys I-270 visibility.



Streets



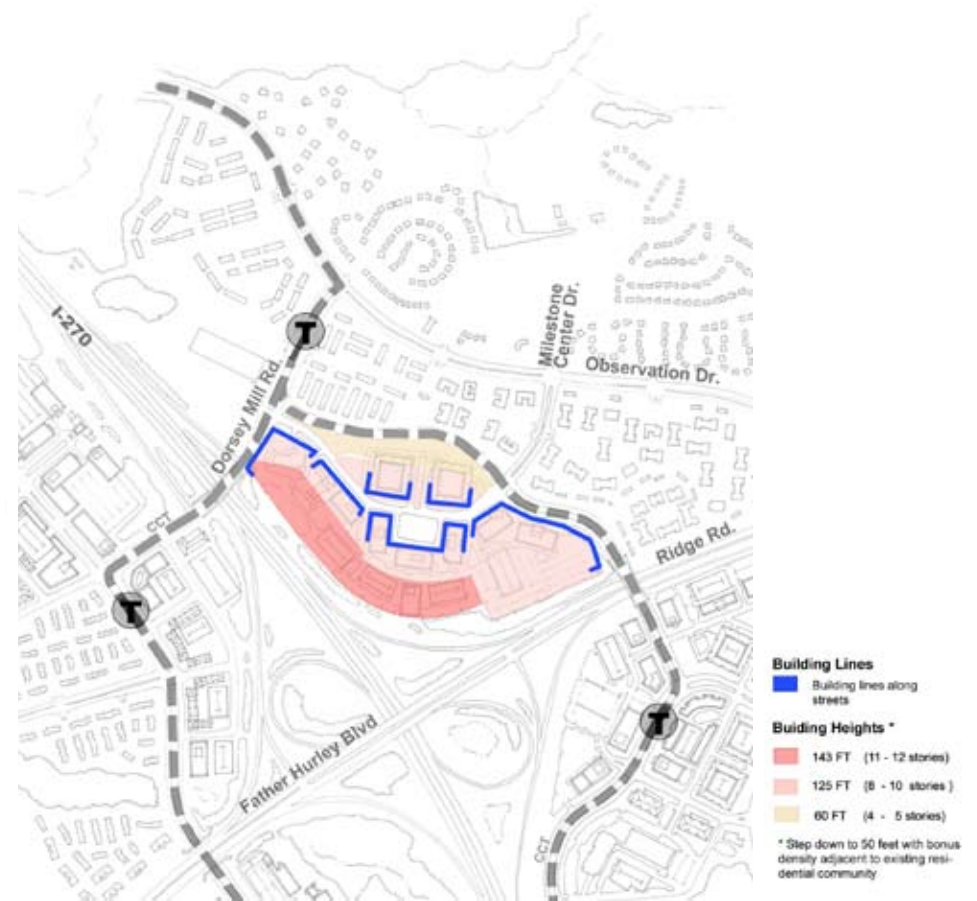
- Provide boulevard, main street, greenway, or local street treatment where indicated in district diagram above. Refer to **Streets** section for descriptions of each street character type
- Create an internal street with streetscape to facilitate circulation within the Milestone Business Park and define the existing Green Commons
- Extend Dorsey Mill Road over I-270 to improve east/west access
- Surrounding new development should provide pedestrian connections to the Dorsey Mill Transit Station
- Locate limited retail uses along Milestone Drive, adjacent to the existing neighborhood green

Open Space



- Locate public use spaces primarily along Milestone Drive, where they can be activated by adjacent retail uses
- Locate **neighborhood green** defined by streets close to residential development
- Create a privately developed transit station plaza
- Create a **transit sidewalk loop** with special paving

Buildings



- Building setback: 25 feet minimum from curb along all streets
- Highest density and height should be around the existing commons along Milestone Drive and along I-270 interchange- maximum height 143 feet along I-270, and 125 feet along Milestone Drive

Seneca Meadows

The **Sector Plan** envisions a mixed-use employment area for the north end of the district and reaffirms the existing industrial park in the southern end. The mixed-use, north end will have office, housing and retail.

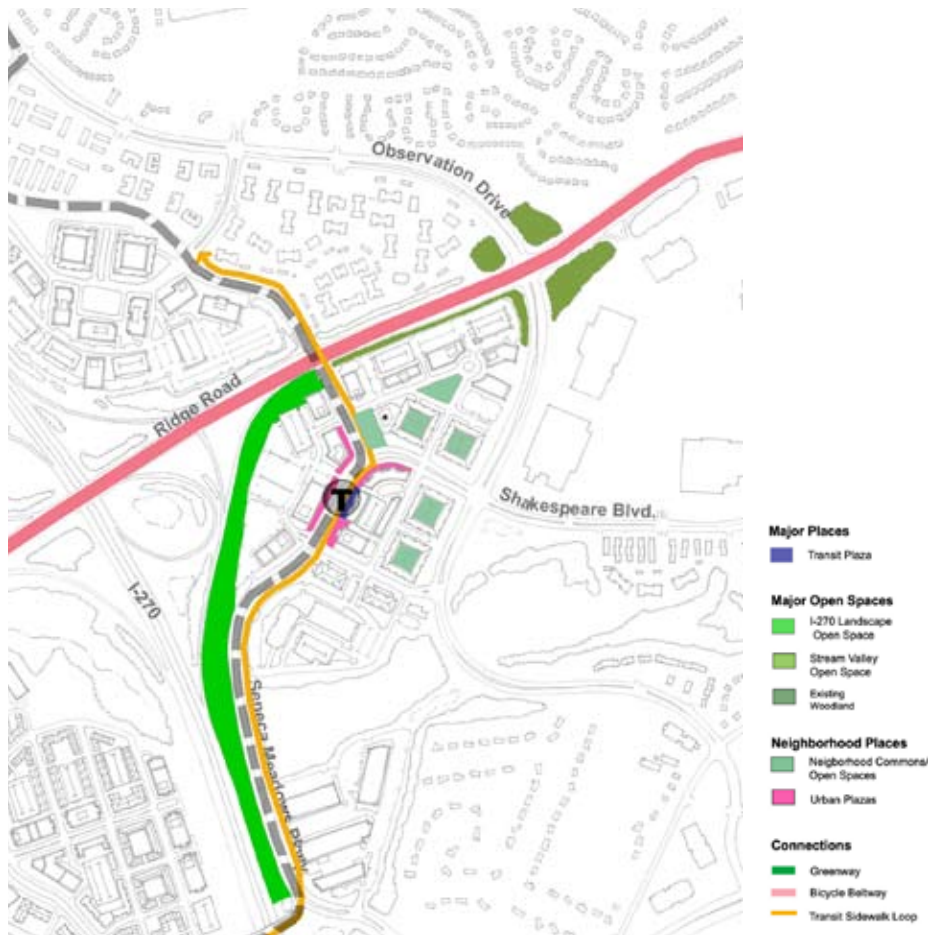


Streets



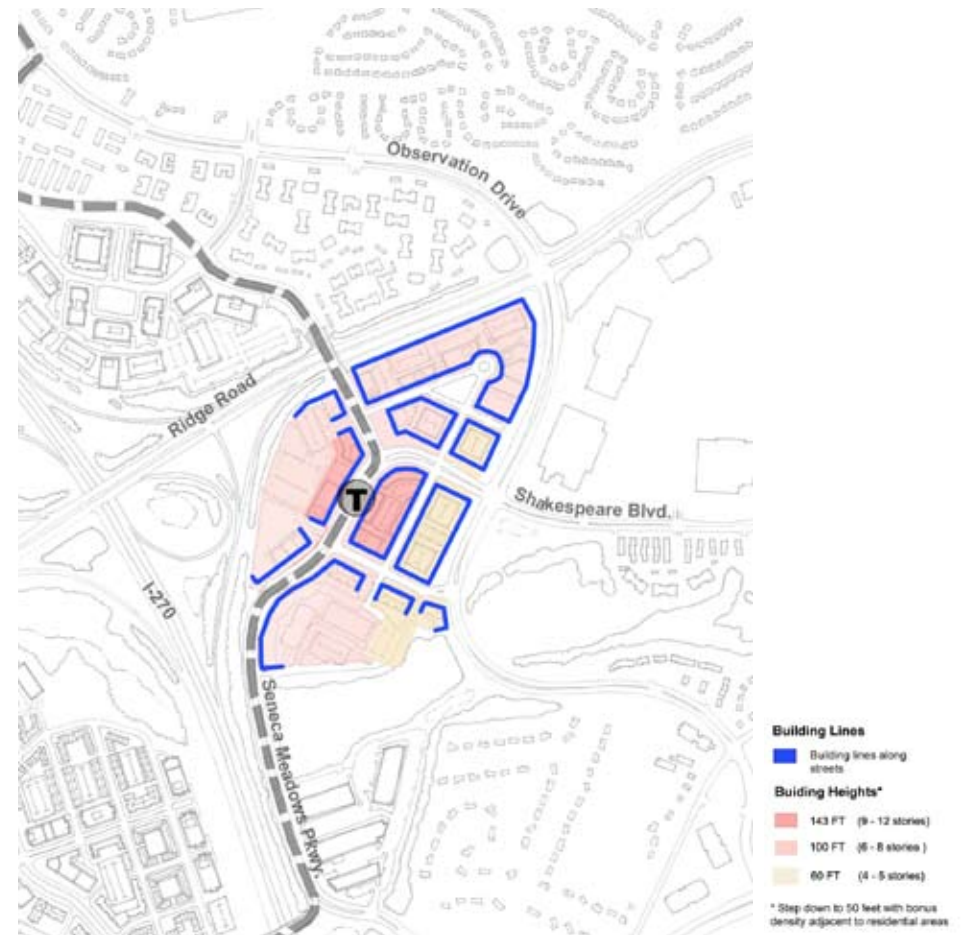
- Provide boulevard, main street, greenway, or local street treatment where indicated in district diagram above. Refer to **Streets** section for descriptions of each street character type
- New development should be oriented toward Seneca Meadows Parkway
- Align local streets to provide safe and convenient access to the transit station
- Limited retail uses should be located near the transit station
- Any major retail should be integrated with street-oriented smaller shops and mixed uses

Open Space



- Locate privately developed spaces for public use adjacent to new development along Seneca Meadows Parkway
- A **transit station plaza** should be located adjacent to the Transit station, and should also connect to the **transit sidewalk loop**
- A privately developed, half-acre **neighborhood green** should be located within the densest portions of residential development
- If a community recreation center is established within the district, provide an adjacent public park of approximately one-half acre

Buildings



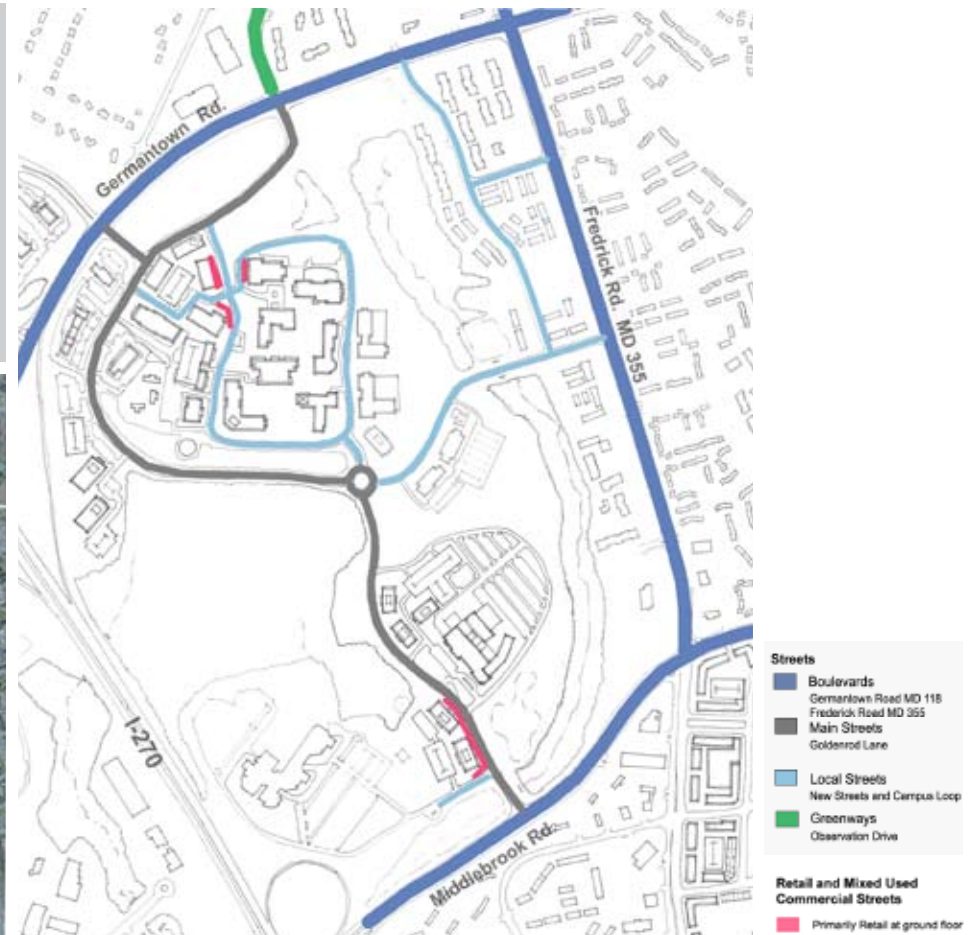
- Cluster tallest buildings around transit stop at the intersection of Seneca Meadows Parkway and street B-25; taper down heights toward district's edges to achieve compatibility with surrounding neighborhoods
- Provide a **transit plaza** adjacent to the transit station

Montgomery College

The **Sector Plan** envisions Montgomery College evolving into a compact campus, with signature office and technology development along I-270 and mixed-use development or medical uses in the site's southern end. The high quality forest is an extraordinary asset to be preserved. Existing residential properties along MD 355 will remain.

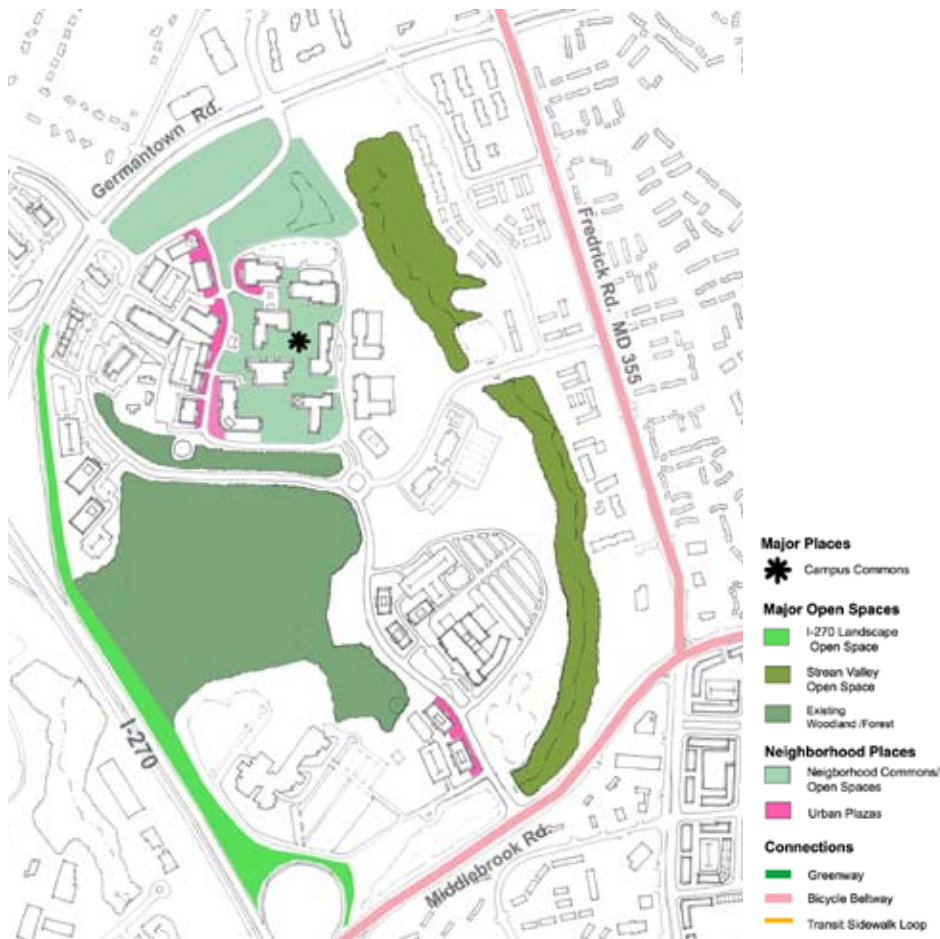


Streets



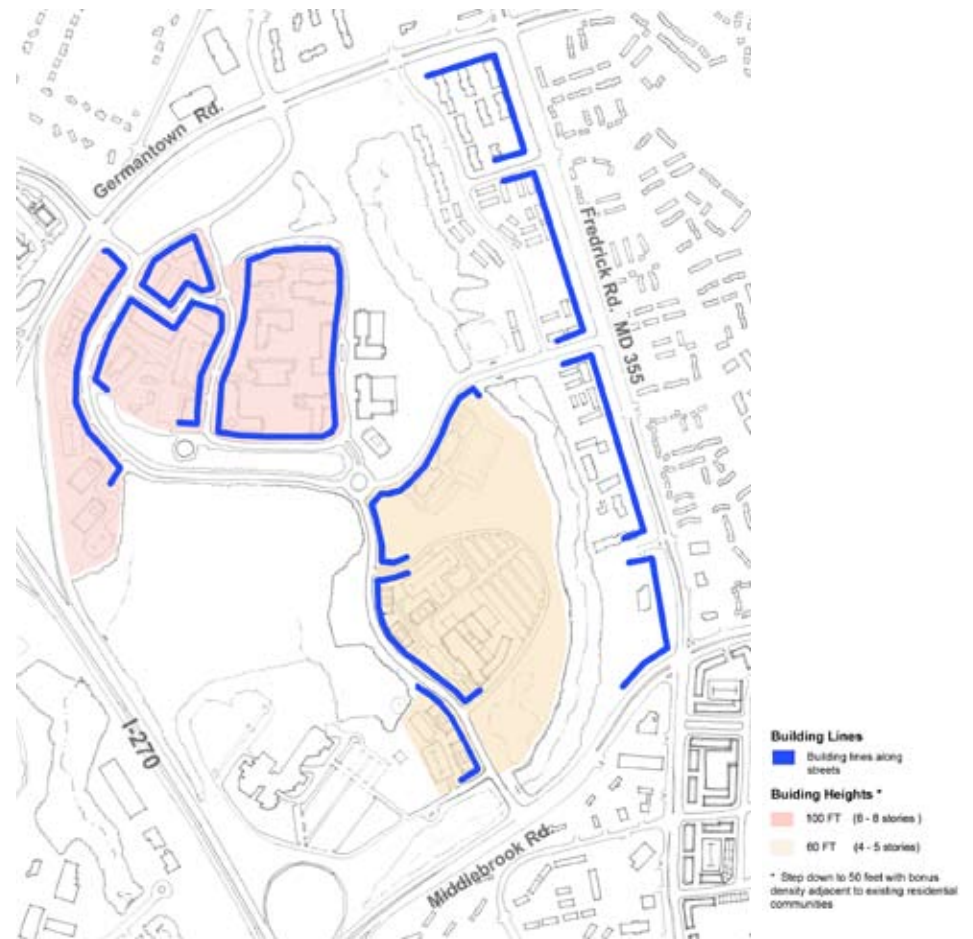
- Extend Observation Drive west of the campus through the district to connect with Middlebrook Road. Align to preserve existing forest and to avoid unwanted traffic through campus.
- Provide streetscape along both sides of all new streets
- Local streets should create a network of short blocks with frontages 250 to 350 feet in length
- Roadway development should minimize grading in forest or woodland areas
- Retail should be limited and located near housing and mixed-use development
- Cluster campus retail near the Student Service Center

Open Space



- Locate College public spaces along main street, the Student Service Center, and near major buildings within privately developed areas
- If new residential areas are proposed, a privately developed **neighborhood green** should be provided
- Preserve 46 acres of existing forest; trails, seating, and interpretive areas for educational benefit should be developed
- Improve open spaces along existing stream valley with natural and forest plantings, using native species

Buildings



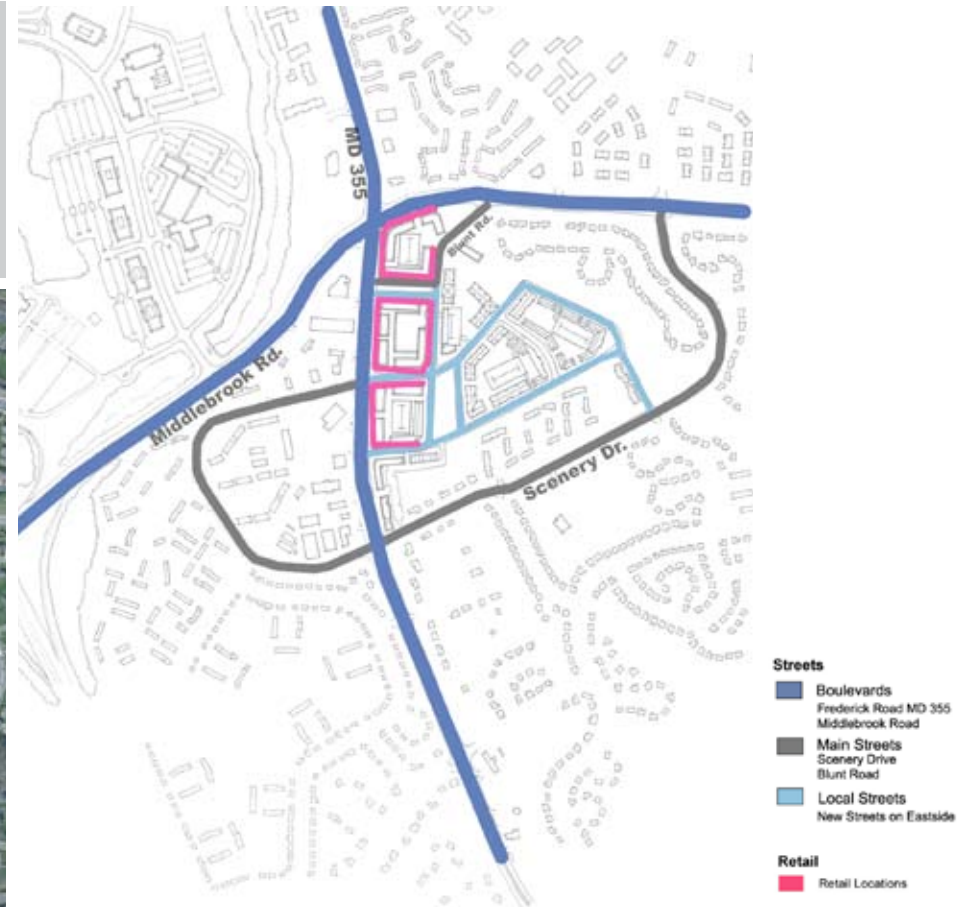
- Setback new buildings 25 to 35 feet from the street; Hospital uses may setback farther to allow for emergency access and short term parking
- New buildings along MD 355 should setback to meet existing building lines
- New buildings reaching maximum height of 100 feet should be located within campus or along I-270
- Building heights along the southern end of the district should transition from a maximum of 60 feet down to meet heights in existing residential communities
- New office, technology, or medical development should be three stories minimum, where feasible

Fox Chapel

The **Sector Plan** views Fox Chapel as a small, mixed-use commercial center and encourages redevelopment of properties east of MD 355 to achieve a mixed-use village with housing, office and retail uses. Properties on the west side of MD 355 are not expected to redevelop due to fragmented property ownership.

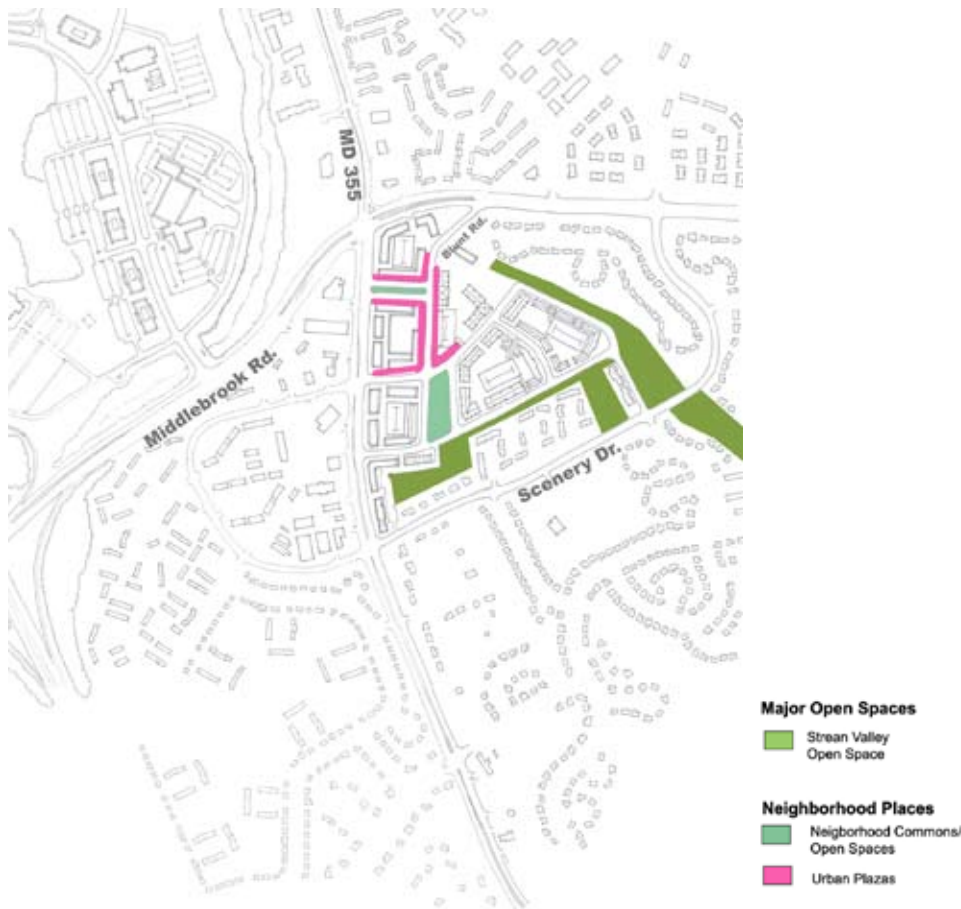


Streets



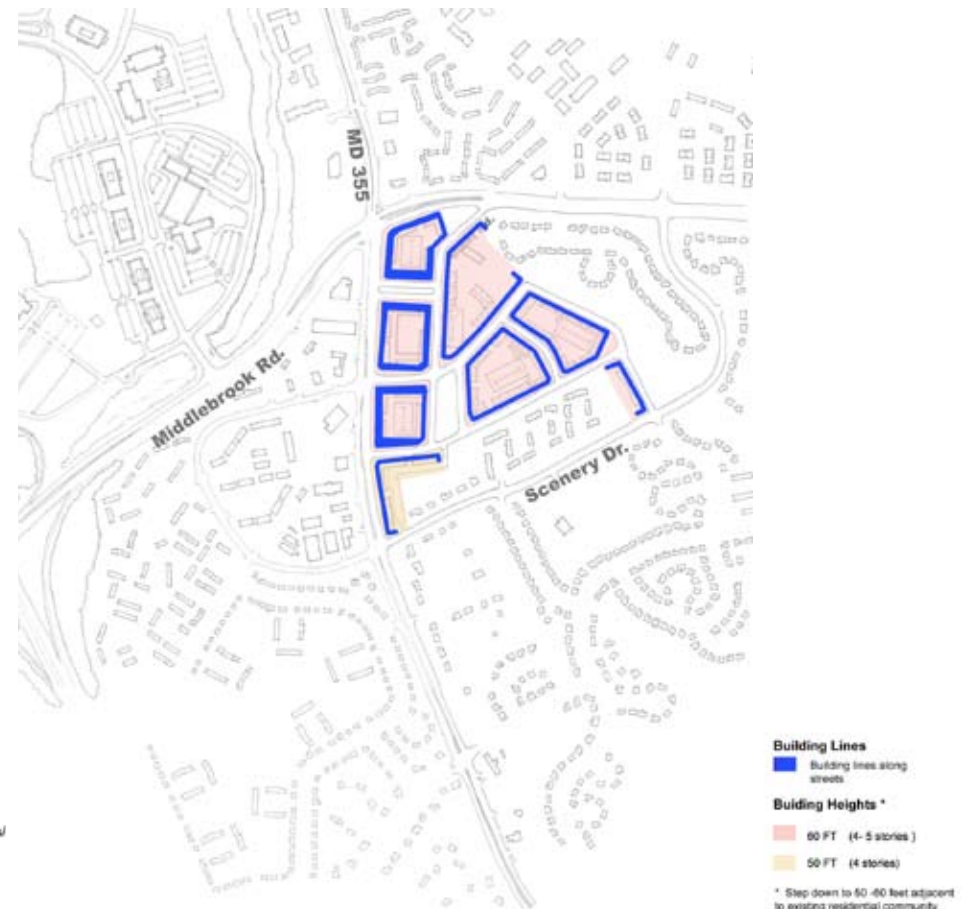
- Provide boulevard, main street, or local street treatment where indicated in district diagram above. Refer to **Streets** section for descriptions of each street character type
- Develop a network of local streets with streetscape and permanent parking, to facilitate circulation between properties
- Establish a consistent building line along MD 118 and MD 355 to accommodate an 8 foot wide sidewalk and streetscape improvements

Open Space



- Locate public use spaces designed as **urban plazas** or **neighborhood greens** within or adjacent to mixed-use commercial and housing developments
- Create a **neighborhood green** on the east side of the district, defined by streets or buildings, within or adjacent to new residential development
- For the mobile home property, preserve a minimum of 50 feet of woodland edge along the eastern property line with the existing R-200 zoned neighborhood

Buildings



- MD 355: encourage a consistent building line with an 8 foot wide sidewalk and streetscape
- Building setbacks: 20 to 25 feet along MD 355
- Building heights: 60 feet maximum along MD 355, stepping down to 50 - 60 feet along the eastern edge of the district
- General building heights should be 40 to 60 feet throughout the district, with the taller buildings clustered along MD 355 or where needed to achieve higher residential densities

*Germantown Library
Germantown, MD*



*Upper Rock District
Rockville, MD*



*The Flats at Union Row
Washington, DC*



Design Themes

To strengthen community identity and sense of place in Germantown, the following design themes are embodied in the Sector Plan. They should be addressed in proposed developments in order to strengthen its sense of place. Examples of projects that illustrate the design themes are provided in the pages that follow.

The Up-County Cultural Center

The Town Center is an emerging cultural center that currently enjoys a cluster of entertainment, cultural and government institutions. As new development occurs, the cultural, arts and entertainment functions should be integrated into projects. Buildings should express the visual interest and vitality of a cultural district. Programmed cultural events will also play a key role in establishing the area as a cultural center.

I-270 Technology Corridor

The I-270 Corridor will be transformed from a low rise, industrial office park into a series of mixed-uses centers with housing, hotels, technology, office and some limited retail. These centers will be connected by transit and feature signature, high-rise technology and office development.

Compact College in the Suburbs

Montgomery College, located on the eastside of I-270 is planned for significant growth. The Sector Plan envisions new development to create a compact center with a main street for the campus, and a Technology Park. A unified campus character should be established that allows for unique building design within a campus context. State of the art medical and technology buildings are encouraged along with preservation of the extensive forest, establishing a natural, wooded edge for compact development.

Range of Housing Types

The new mixed-use communities should provide a variety of housing types that include high rise, mid rise, lofts, townhouses and live/work units. High-rise residential buildings at the centers should step down to low rise buildings at the edges creating a compatible transition to adjacent residential communities. A mix of unit types will also ensure a range of incomes and provide for a diverse community.

Case Studies



Up-County Cultural Center



Above: BlackRock Center of the Arts

Cultural Centers

Project: BlackRock Center for the Arts
Germantown Public Library

Architects: Bowie Gridley Architects (BlackRock)
Lukemire Partnership (Library)

Location: Germantown, MD

Below: Germantown Public Library

The Germantown Town Center includes the BlackRock Center for the Arts and the Germantown Public Library located along a main street with retail, movie theaters and office uses and public open spaces. This area forms a center for community life in Germantown.

The design concept for BlackRock Center was to have art be part of the building, as an architectural component. The building pays tribute to Germantown's history, while being an integral part of Germantown's future. A public open space provides an area for outdoor performances.

The Germantown Library is located adjacent to the BlackRock Center along 12901 Town Commons Drive. The library is an important public facility in the Germantown Town Center.



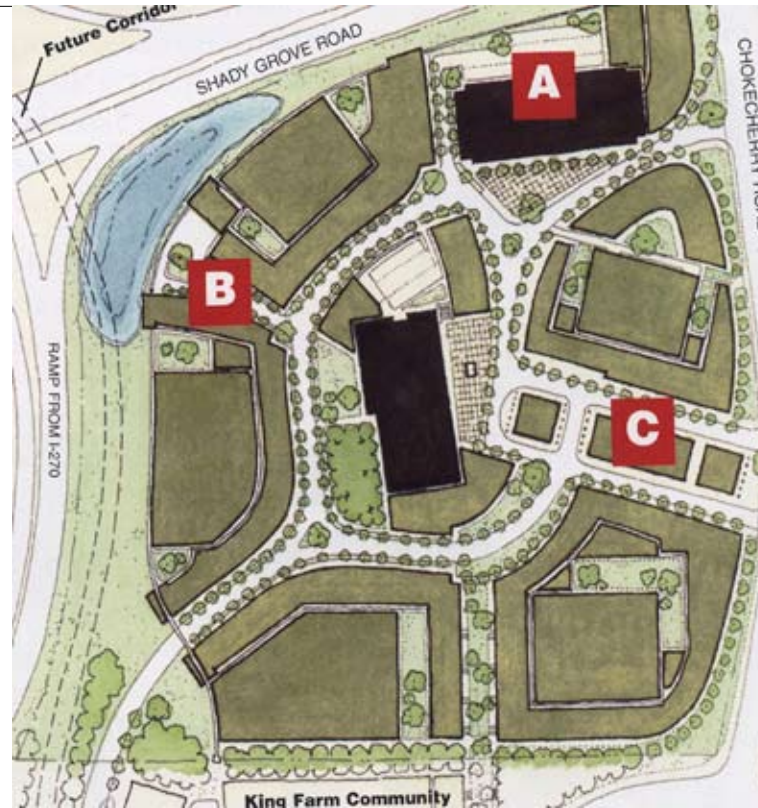
I-270 Technology Corridor



Transforming Office Parks

Project: Upper Rock District
Architects: Duany Plater-Zyberk and Company
Location: Rockville, MD

This project demonstrates one method to transform an existing office park from a single use project into a mixed-use neighborhood. The project includes office buildings, live-work buildings, public squares, an environmental and artistic sound wall, a tele-work center, moderately priced dwelling units (MPDUs), senior housing, and structured parking masked by buildings. The site plan creates a grid system of pedestrian activated streets around a new LEED rated eight-story office building flanked by two-story structures that create small civic squares. Additional buildings provide moderately-priced incubator space for office and retail space. The plans create a pedestrian connection to the adjacent King Farm neighborhood and the station on the Corridor Cities Transitway. The project's architecture incorporates sustainable elements such as solar collectors and wind generators.



Left: Site Plan

- A. Residential lofts and live/work units (converted office building)
- B. Typical residential loft and live/work buildings
- C. Incubator retail market

Below: Upper Rock Aerial View



Range of Housing Types



Multi-family Housing

Project: City Vista
Flats and the Warehouses at Union Row

Architect: Torti Gallas Architects (City Vista)
SK&I Architectural Group (Union Row)

Location: Washington, D.C.

City Vista is a group of high-rise buildings located in an emerging area along K Street in Northwest Washington, D.C. The project includes high-rise residential rental and condominium buildings, rental apartments and ground floor retail space that include a grocery store. The outstanding design of these projects provides an important precedent for future housing in the Germantown Employment Corridor.

The Flats at Union Row incorporate two low-lying warehouses at the corner of 14th and V streets. The twin buildings were separated by alleys from a perimeter of row homes. The structures were historic: rather than razing and rebuilding, the strategy was one of shrewd addition. Keeping the site's original footprint intact, the design team converted the warehouses into parallel volumes of two-story townhomes, topped them off with a layer of flats, and then tacked on a nine-story new building at one end with 30,000 square feet of ground-floor retail space. An open gallery bisecting that retail space becomes the gateway to what now reads as an urban micro-village.



Above: City Vista, Washington, D.C.

Below: The Flats and Warehouses at Union Row, Washington, D.C.



