

# germantownForward

Public Hearing Draft May 2008



## Public Hearing Draft of the Germantown Master 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 On Wedges and Corridors, the General Plan for the Maryland-Washington Regional District in Montgomery and Prince George's Counties, as amended. The Plan makes recommendations for land use, urban design, environment, transportation, and community facilities to be implemented through 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

### 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.

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Draft of

# The Germantown Master Plan

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**Prepared by the Maryland-National Capital Park and Planning Commission**

8787 Georgia Avenue

Silver Spring, Maryland 20910-3760

**Approved by the Montgomery County Council**

Date

**Adopted by the Maryland-National Capital Park and Planning Commission**

Date

## Certification of Approval and Adoption

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## The Plan Process

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A plan provides comprehensive recommendations for the use of publicly and privately owned 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 should be referred to by public officials and private individuals when making land use decisions.

The **STAFF DRAFT PLAN** is prepared for presentation to the Montgomery County Planning Board, which reviews it and makes preliminary changes as appropriate, and approves it for public hearing. After the Planning Board's changes are made, the document becomes the Public Hearing Draft Plan.

The **PUBLIC HEARING DRAFT PLAN** is the 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 they hold 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 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.

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Germantown Forward - Town Center

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This Plan establishes a vision that will transform Germantown, based in the farm community it was once was, expanded from the collection of subdivisions it has become, into a vibrant downtown for surrounding residential neighborhoods.



## The Plan's Recommendations

- build on the Corridor City policy
- enhance access to Germantown's greenbelt and stream valley parks
- infill with employment development
- organize communities around transit
- pursue design quality in the public and private realms
- build on cultural, historic, and civic facilities

and will shape Germantown as the up-County's center of community life.

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 the parallel route, 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 can't sustain the cost of replacing current infrastructure. More residents in a compact communities result in economies of scale, allowing a more efficient use of resources that ensures sustainability.



## key recommendations

- Create Germantown as a Corridor City with a **Quality of Place** that makes it the up-County's downtown.
- Germantown will be a **strategic location for employment** in the County. Highway access and the eventual connection to a transit network will make Germantown accessible and attractive for employers.
- Strengthen and expand the **Town Center**. Expanding the area of the Town Center, still within a walkable distance accommodates this growing community. Focusing activity along Century Boulevard and surrounding it with complementary residential and employment uses begins to build the options and activity of a thriving downtown.
- Design and fund the **Corridor Cities Transitway** 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 stations will be shaping elements of distinct neighborhoods connected to the Town 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 Black Rock 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 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 addresses the community's form and its function. A structure of connected but distinct neighborhoods will be filled in with design details that define a place, built from complementary decisions in the public and private realms.
- **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 schools and commercial centers 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.



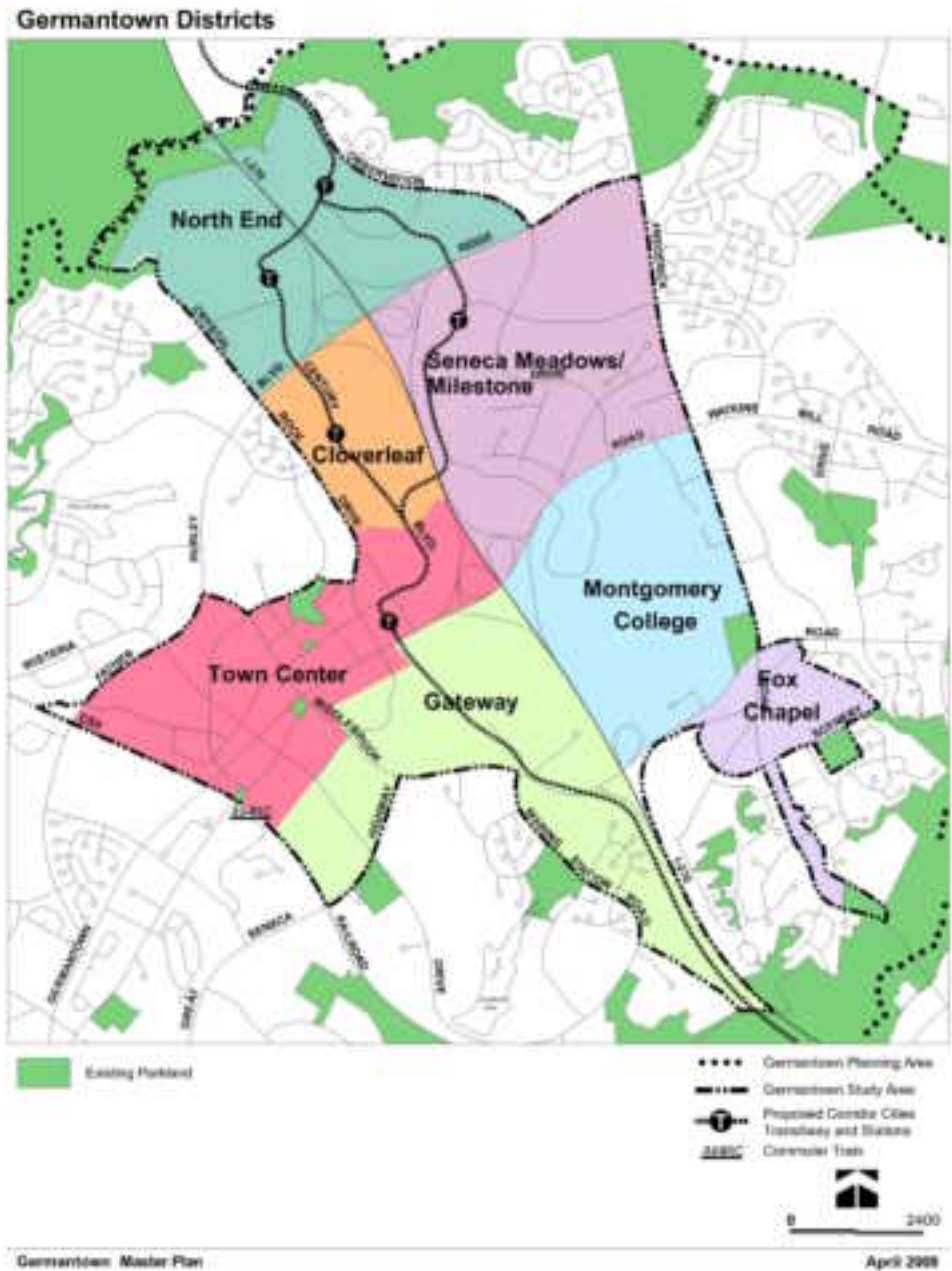
### Plan Boundary

The Germantown planning area crosses I-270 and focuses on a roughly 2,400 acre area in the employment and Town Center areas of Germantown.

### I-270/MD 355 Corridor

The corridor created by I-270, MD 355, and the Metro Red Line forms the transportation spine of the up-County today. The Corridor is planned to be a transit corridor with Metro, MARC, and the addition of the CCT. In its land use, the Corridor is home to 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-utilized sites in Germantown. These properties are on the both sides of I-270 and in the area of Montgomery College. This plan will replace 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.



The **Town Center** has 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, and the Black Rock Center and the library attract patrons to Germantown’s downtown.

The **West End 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 is industrial uses and vacant property that is currently zoned for commercial mixed-use without housing.

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 I-270/ Middlebrook interchange are industrial uses and auto dealerships. The federal Department of Energy is the largest landowner in this area and is expected to remain with a relatively low number of employees.

The **Cloverfield 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 and 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. On the east side of I-270 at Ridge Road are the tallest buildings in Germantown 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 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, is a business park of one and two-story industrial and flex buildings with surface parking.

**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** 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.





LAND USE

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 with mixed-use at an average density of 1.0 FAR
- Limit the average density to between 0.5 and 0.75 FAR for transit served properties north of MD 27 that adjoin existing residential communities.
- Develop areas not served by CCT or MARC at average densities of 0.3 to 0.5 FAR.

This Plan’s land use recommendations result in approximately 20 million square feet of commercial development with approximately 62,500 jobs and 13,990 housing units. Within the study area, this results in a jobs/housing ratio of 4.46. In the entire Germantown planning area with its approximately 32,000 housing units, the Plan will result in a 1.9 jobs/housing ratio. The County’s policy is to provide a jobs/housing ratio of 1.8.

This Plan recommends the revised Transit-Oriented Mixed Use Zone (TOMX) for most of the planning area, on sites located in a transit station development area as defined by the Zoning Ordinance. TOMX permits a broad range of uses including residential; transportation, communications, and services; commercial; services; research and development and biotechnology; and cultural, entertainment and recreation, which will provide the variety to create an active downtown with employment and housing options.

The Plan’s vision is best implemented through optional method projects, where recommended, to ensure that new development is accompanied by appropriate facilities and amenities. Standard method and optional method also contain different development standards related to minimum public use space and minimum setbacks. Maximum building height must be consistent with guidelines established in this master plan.

Existing and Proposed Development			
	Existing Development	1989 Master Plan	Proposed 2008 Plan
Dwellings	6,075	5,845	13,990
Commercial (sf)	13,990,000	20,345,500	20,000,000
Jobs	23,030	59,850	62,500

Urban Design Framework



URBAN FORM

Design Framework

This Plan clusters the highest densities and building heights in the heart of Germantown, at the Town Center, with compact mixed-use development at each of the other transit stations. A combination of interrelated center, streets, and spaces will contribute to building community identity.

- Create a new pattern of distinctive districts by developing them as mixed-use centers, connecting them with a network of streets, trails, and sidewalks, and integrated with a hierarchy of public spaces and amenities.

- Create a network of communities focused on transit, and connected by system of streets, pedestrian routes, bike routes, and trails.
- Expand the interconnected system of urban and natural spaces to create amenity and improve environmental quality.

Centers

This Plan will alter the character of land use in Germantown from a low-rise, surface parking suburban pattern into a compact, walkable place with lively streets, activating uses and residential development. Walkable blocks defined by buildings and public spaces will characterize these centers, all oriented toward transit. Less dense, interim development with surface parking is not supported unless it is designed in a street pattern and to be compatible with nearby existing residential areas. As new development or redevelopment is undertaken, Germantown's unique assets will help define quality of place and bring forward community identity.

This Plan establishes the vision of Germantown as an active downtown. Design elements will be described in the Zoning Ordinance, and design details for the Town Center will be shaped by a set of design guidelines.

- Building Heights and Transitions

The tallest buildings in Germantown, 10 to 15 stories, should be located at the Town Center transit station with tall buildings at other transit stations sited closest to the station to create definable centers. Building heights should step



## areawide recommendations



- Street-Oriented Development

Buildings adjacent to the street and to each other should create a building line and defined street space at a pedestrian scale. Building facades at street level that are articulated with architectural elements bring a human scale to the street. Front doors on the street improve pedestrian convenience, activate the street, and encourage transit use by reducing walking distances.

- Streetfront Retail Development

Retail uses bring people together for shopping, eating, and socializing contributing to a sense of community life and vitality. Active retail, restaurants, and other uses should occupy highly visible locations along boulevards and main streets, adjacent to urban space to add vitality and convenience and along wide sidewalks, 20 to 26 feet that can accommodate cafes and seating areas.



- Parking

Locate parking on the street, in mid-block structures, or in parking structures lined with street-activating uses on the first floor. Limit driveway widths to 20 feet at most to minimize disruption to sidewalks and pedestrians. Evaluate the feasibility of a parking district in the Town Center west of I-270 to promote an urban pattern. Consider public structured parking at the Up-County Services Center and the police station.



- 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.

- Signage

Signs throughout the community, in centers and along roadways, should aid in wayfinding, be incorporated into building design, and be placed as part of landscaped features. Pole mounted or freestanding signs are not appropriate.

- 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 boundaries or to 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.



- Cultural Facilities

Germantown is emerging as a cultural center for the up-County shaped by the Germantown Historic District, the Black Rock Center for the Arts, the Germantown Regional Library, the historic Pleasant Fields/Basil Waters House, and Montgomery College. Continued active programming and new transit-accessible facilities will build this community asset.

- Community Facilities

Completing Germantown’s employment future requires adding community facilities for workers and residents. The workplace emphasis of this Plan, with a limited amount of new multi-family residential units, does not generate additional school needs, but recreation and day care should be provided in transit station areas. The needed expansion of the District 5 Police and Fire Station in the Town Center presents the opportunity for workforce housing created through a public/private partnership.

**Connections**

Connections of varying character and function are vital to linking the centers that together make Germantown a community. The transportation outlines the network of streets that will accommodate traffic flow, but the bike, pedestrian, and green routes they link to will serve and define the whole community.

- Street Network

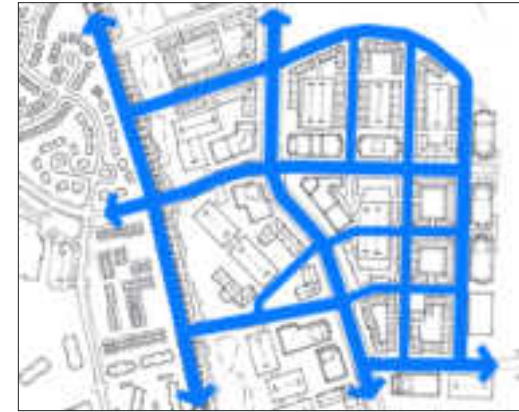
New street connections are recommended within all districts and through large parcels. They should be designed with short block lengths and mid-block pedestrian connections that support street-oriented development and a pedestrian-friendly environment.

- Street Character—Boulevards and Main Streets

Germantown’s identity and function will be shaped by street character. Streets and roadways should be designed to accommodate pedestrians as well as vehicles—landscaped medians, narrowed intersections, wide sidewalks, tree lined, and streetscaped. A hierarchy of boulevards and main streets will identify routes and the type of character they should have to transform Germantown into a pedestrian-friendly community.

- Trails, Bikeways, and Sidewalks

The park trails, sidewalks and bikeways should weave through the community, linking community centers with natural parks environments to provide transportation alternatives, recreation, and respite.



## Spaces

From the regional stream valley parks and green belt to the small urban plazas, Germantown will have a network of public spaces that vary in character and purpose. Each district should have its own open space plan determined early in the development process to establish appropriate spaces that connect to a larger system. Along with defining the community structure and providing civic spaces, they should function to improve the natural environment, incorporating green design.

- Public Urban Parks

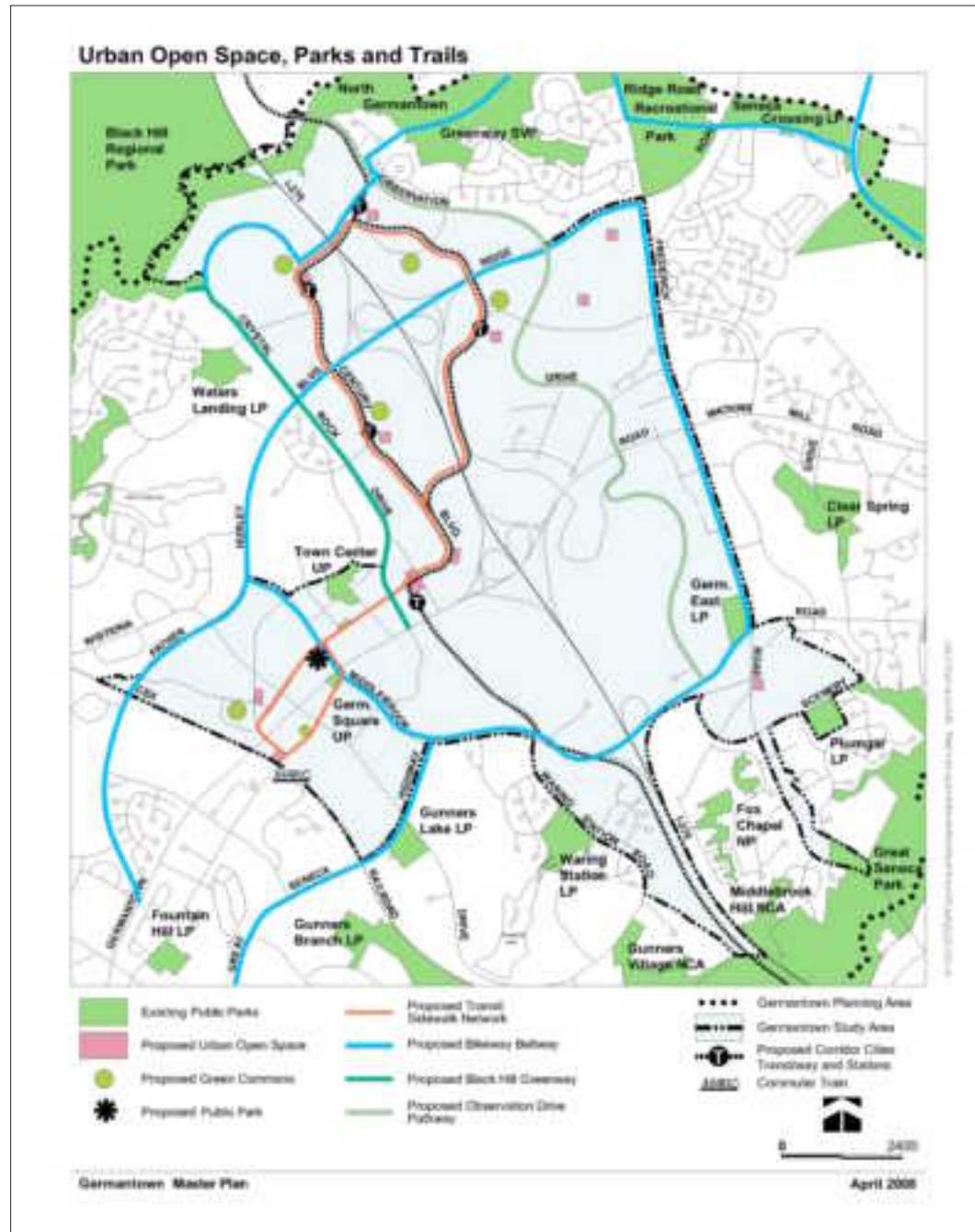
Public urban parks are focal points of community life and should be visible and centrally located in mixed-use areas along pedestrian routes. They should be designed to accommodate a variety of activities with opportunities for public art and historic interpretation.

- Green Commons

Each district should offer a green common with lawns and trees, shaded areas, seating, and sidewalks. These commons will offer the residents and employees a place to enjoy nature, exercise, walk and enjoy social gathering. Private development should integrate visible and safe public commons into their neighborhood designs. They should be maintained by the property owner or the proposed urban maintenance district.

- Plazas and Gathering Places

Each district should include distinct urban plazas that are defined by buildings and activated by retail or restaurants. They should be located next



to all the transit stations and include seating, shelter, landscaping, public art, and other amenities, and should incorporate historical and cultural themes in their design. These plazas and urban spaces should be privately developed for public use and maintained by the property owner or the proposed urban maintenance district.

- Natural Area Networks

A natural space network of paths and spaces will form a green infrastructure that can provide habitat, protect water quality, mitigate the urban

heat island effect, improve air quality, and provide recreation and aesthetic benefits. Trails, bikeways, and sidewalks will connect to other neighborhoods and to Germantown's stream valley parks and greenbelt. Seek opportunities to retain, establish, or enhance connections between natural areas. Where high quality natural areas exist adjacent to existing parks, pursue acquisition through dedication or purchase. Redevelopment should include landscaping in the setback areas along I-270.



## areawide recommendations

### Transportation Framework

The recommendations that will shape the transportation network across are intended to support the centers with walkable routes, building a layered network of roads, using transit to ease congestion and shape communities. See the Plan Implementation chapter for a map identifying the roadways noted in this section.

- Germantown will become a transit-oriented community, not only providing alternative services, but built at a scale and with connections that will use transit to shape community design. As a multi-modal hub of the CCT, transit use should be considered in the design of sites and roadways, and transportation demand management is a preferred mechanism for maintaining transportation capacity.
- Street character will shape the identity of the Germantown with a detailed streetscape plan to be developed after the approval of the master plan. Provide all streets and roadways with street trees that help shade the pavement, clean the air and separate pedestrians from moving travel lanes.
- The street network of local and arterial roads should be designed to disperse traffic and improve circulation with new access points. Other roadway additions such as one-way pairs can be used to improve circulation.

### TRANSPORTATION

The vision this Plan describes for Germantown is not based solely on transportation capacity, but on a desire for a unique and appealing community. Combined with land use pattern and urban design, the plan's recommendation for a complete network of varied transportation options will shape the community's character and function. Phased

improvements will complete the vision.

While Germantown currently has various transportation options—highways, buses, MARC, bicycle facilities, and sidewalks—transforming Germantown to an urban community will require filling gaps in the local network and continuing to accommodate through traffic.

MD 118, MD 355, and MD 27 are designed to carry a significant amount of traffic but divide land uses and communities from each other. Crystal Rock Drive, Father Hurley Boulevard, Observation Drive and Middlebrook Road are built at a scale and character that discourages pedestrians in favor of vehicle traffic. Roadways and road rights-of-way encompass approximately 600 acres of the Plan area, nearly 25 percent of the total acreage.

### Transit

Germantown will become a transit center. Along with MARC and bus service, the Corridor Cities Transitway will provide redevelopment capacity and travel options, as well as 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

Century Boulevard through the Town Center will be the hub of the CCT in Germantown. It enters Germantown from the south on the west side of I-270 and follows a separate right-of-way over Middlebrook Road. From the Town Center station, and through the Cloverleaf and North End districts, Century Boulevard will be a transit- and pedestrian-oriented street, with two vehicle lanes, pedestrian or bike facilities, and planted green panel on either

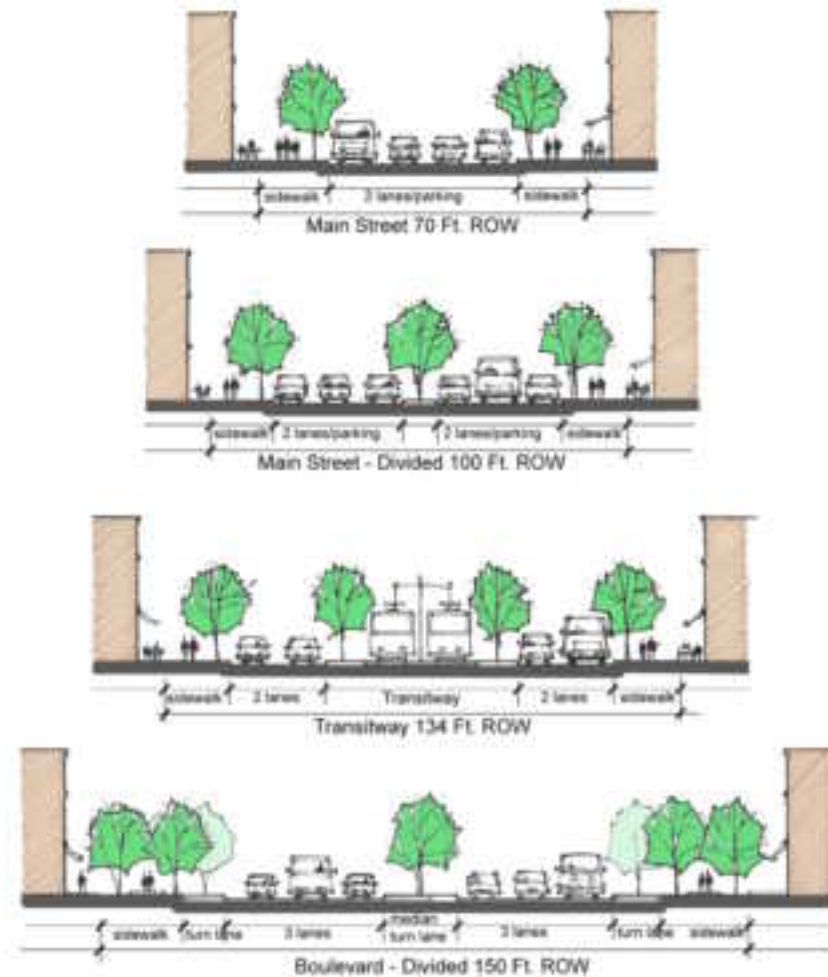


side. The greatest number of transit support facilities will occur at the Town Center station including bus bays, kiss-and-ride spaces, and transit parking.

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 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.

- Maintain the planned CCT alignments to serve the west side of I-270 in the near-term and the east side of I-270 in the long-term.
- Relocate mid-block CCT station on the Bellmead Property in the Town Center to the median of Century Boulevard west of Aircraft Drive.
- Delete the CCT station previously considered along Middlebrook Road where properties are unlikely to redevelop, to improve service to the Town Center.
- Design transit stations along the CCT with convenient and safe pedestrian access and incorporate public art that conveys community identity and a sense of place.
- Study CCT eastern alignments for ways to better serve the Montgomery College Campus for future phases of the CCT.

## Proposed Street Cross Sections





### Bus Rapid Transit and MARC

- Initiate a circulator bus for frequent service between the Town Center, MARC station, and transit neighborhoods. This service may be funded by the proposed urban service district.
- Expand access to MARC rail service for patrons who walk to the station by concentrating residential development near the station. Include additional MARC parking in garages serving mixed-use development on County-owned property where MARC surface parking exists.

### Bike 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 should reinforce pedestrian-oriented design, particularly in the centers. In

certain neighborhoods, specific pedestrian path are recommended to connect to the Town Center and to transit station areas.

- Remove the Park Access Road recommended in the 1989 Plan from Crystal Rock Drive to Black Hill Regional Park; retain any 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.
- Construct a hard surface trail along Great Seneca Creek to allow recreational cyclists and walkers to the Seneca Greenway to Damascus using the Magruder Trail via the North Germantown greenbelt and through Clarksburg.
- Install a missing 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 by building the bikeway along the master plan alignment for M-83, or an alternative if M-83 is not built.

### Street Character

- Layout and Block Lengths

New street layouts are recommended particularly along Century Boulevard in the Town Center's West End, in the Seneca Meadows/Milestone District, and at Montgomery College. The layout should establish an interconnected network of short, pedestrian-friendly blocks, about 250 to 350 feet long.

- Pedestrian-friendly Intersection Design

Widening street intersections is inconsistent with the creating Germantown as a transit-served, pedestrian-scaled community; the intersections with MD 118 should not be widened. Where lane widening is required for transportation capacity, do not exceed 60-foot crossings without a landscaped median for pedestrian refuge. Crosswalks should be marked and should provide adequate crossing time to safely accommodate pedestrians of all ages and abilities.

- Parking

Parking policy should encourage transit ridership, require fewer parking spaces, and take advantage of mixed-use parking. Projects should include flex cars and spaces, use structured parking, and screen parking from the street.

### 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.

### Regional Highways

This Plan supports the planned widening of I-270 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. The Germantown Transit Center will connect directly to these express toll lanes.

Along the MD 355 corridor, traffic congestion will be severe at its 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.

Staff has also explored an urban network alternative to grade-separated interchanges. 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 supplemental to this plan or as part of a project planning study.

The County's Department of Public Works and Transportation's study of Midcounty Highway Extended (M-83) is expected to be completed in early 2010. The road's alignment is outside the Plan area but for analysis, has been assumed as part of the regional transportation network.

One alternative to a new right-of-way for Midcounty Highway that would accommodate the CCT is improving MD 355. DPWT 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 that can include bus rapid transit. 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**

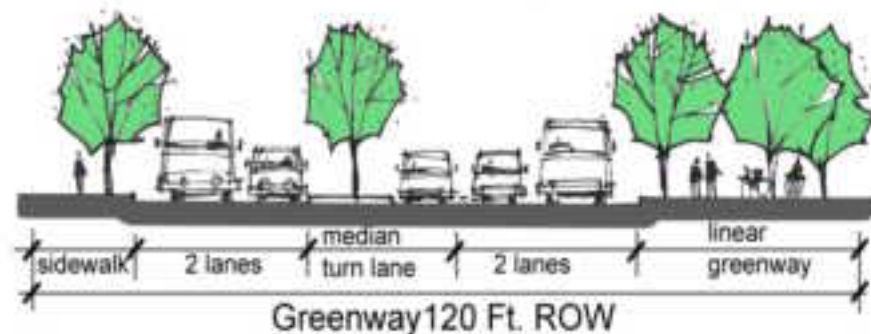
There are several gaps in the road network that serves local traffic and to meet the demands anticipated as a result of new development, this plan recommends new roads as well as extending and widening existing roads. Development of a more robust street grid will enhance pedestrian and automobile access,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

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

- A partial interchange to and from I-270 north at Dorsey Mill Road to reduce congestion at the intersection of Father Hurley Boulevard and Crystal Rock Drive, and to minimize commercial traffic on Kinster Drive.

- Create a 50-foot wide, linear, landscaped open space and greenway along Crystal Rock Drive for recreational use and to provide access to Black Hill Regional Park.
- Two bridge crossings of I-270 for the Corridor Cities Transitway, one at Dorsey Mill Road between Century Boulevard and Observation Drive, and the second between the Cloverleaf and Seneca/Milestone Districts, connecting Century Boulevard to Seneca Meadows Parkway. As recommended in the 1989 Plan, these crossings should include vehicle access to improve local east-west travel and improve traffic distribution.
- Connecting Observation Drive south through the Montgomery College campus to MD 118 at Middlebrook Road. Create a greenway within the existing right-of-way of Observation Drive that includes a continuous shared use, north-south bike and pedestrian path to destinations on the east side of Germantown.

**Proposed Street Cross Section**



### Local Street Network

Creating a grid pattern provides vehicle alternatives at a scale that can also serve walkers and cyclists. The Germantown grid is designed to also make 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 to serve both vehicles and pedestrians.

- Add Walter Johnson Road (B-3) to the master plan along with Bowman Mill Road (B-16) to facilitate MARC station access.
- Remove Blunt Road's proposed cul-de-sac and connect it to MD 355.
- Extend Century Boulevard west across Wisteria Drive to Waterford Hills Boulevard and Waters Road.
- Continue Waterford Hills Boulevard (B-22) south to connect to Waters Road (B-5).
- A new road (B-17) will connect Crystal Rock Drive and Century Boulevard.
- 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.
- Reclassify the following industrial roads to business streets to reflect their anticipated commercial and mixed-use character and

function.

- o Aircraft Drive
- o Century Boulevard
- o Cloverleaf Center Drive
- o Crystal Rock Road
- o Dorsey Mill Road
- o Goldenrod Lane
- o Seneca Meadows Road (formerly Goldenrod Lane)
- Create a circulation pattern that converts Crystal Rock Drive into a one-way street northbound between MD 118 and Aircraft Drive, and 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 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 Bellmead Property and transit station.
- Channel southbound traffic on Aircraft Drive to eliminate additional turning movements on MD 118. See Aircraft Drive and Crystal Rock Drive Street Circulation Diagram.

### ENVIRONMENTAL RESOURCES

Germantown will be a mosaic of ecosystems, both natural and man-made, linked through a network of communications and physical routes that allow people to either interact or seek passive moments in the urban environment.

The proposed redevelopment in Germantown—mixed-uses oriented to transit stops—will achieve many environmental objectives. New centers, connections, and green spaces and green buildings will enhance and connect with the existing greenbelt, forests, and stream valley parks. Within the centers, new development should be designed and built using the most up-to-date green building standards appropriate to an urban environment that integrates the natural environment. A green Germantown will manage stormwater, forest resources, and water quality to achieve an environmentally, socially, and fiscally sustainable community.

#### Environmental Framework

- Stormwater should be treated with urban solutions in this developing urban area.
- Germantown's greenbelt and forest stands will shape the pattern of new development and provide a significant natural resource.
- Water quality in Germantown provides important drinking water and habitat resources; development should preserve and enhance their quality.
- Developing Germantown in an urban pattern



can enhance environmental quality and provide the opportunity for creative green design and building options.

### Stormwater

- Stormwater impacts should be mitigated by site design techniques such as vegetated riparian buffers and urban tree canopy, as well as building techniques such as green roofs.
- The recommended connected system of public and private open spaces contain significant areas of forest, wetlands, water supply recharge, and wildlife habitat.
- Use environmentally sensitive design stormwater techniques such as green roofs, rain gardens, innovative stormwater outfalls, underground stormwater management, green streets, cisterns, rain barrels, grass swales, and stream restoration to the fullest extent possible during the development review process.

### Forest Resources

- Retain outstanding forest resources on designated properties to prevent fragmentation of upland forests particularly portions of the Montgomery College campus and in the northern part of the study area.
- Increase tree canopy coverage from 20 percent currently to 30-40 percent by 2038.
- Establish tree canopy and vegetation in critical stream and wetland buffer areas, especially where forested buffers can be connected.

### Water Quality

- Protect wetlands and their associated buffers – including springs and seeps – through the application of conservation easements during the development review process.
- Restore and/or enhance such wetlands by fencing, creating natural buffers, or other techniques whenever possible.
- Restore forested stream and wetland buffers on public properties and use public land acquisition programs to preserve, enhance, or restore riparian buffers and special habitat areas.
- Direct wetland mitigation within the Germantown study area using the criteria identified in the Seneca Creek Environmental Resources Inventory.
- Implement stormwater retrofit and stream restoration projects to help manage or remediate impacts of uncontrolled impervious areas

### Green Design and Buildings

- Minimize the number of parking spaces and reduce the area of impervious surfaces through innovative methods or technologies that allow some surface water to infiltrate the soil.
- Redevelop Germantown using LEED standards according to County law and green community principles including
  - o urban stormwater management
  - o recyclable materials
  - o recycling programs

- energy efficiency
- retrofitting existing buildings
- minimizing transportation energy
- Use bioswales adjacent to streets that are outside of high pedestrian, transit served areas.
- 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.

**New Development by Districts**

	Commercial Sq. Ft. (x1000)	Residential Units
Town Center	4,100	1,840

**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. The centers will be connected through a menu of options, including pedestrian routes. From employment to housing to services, people will have the option to live within each center and be offered most activities needed in their daily lives.

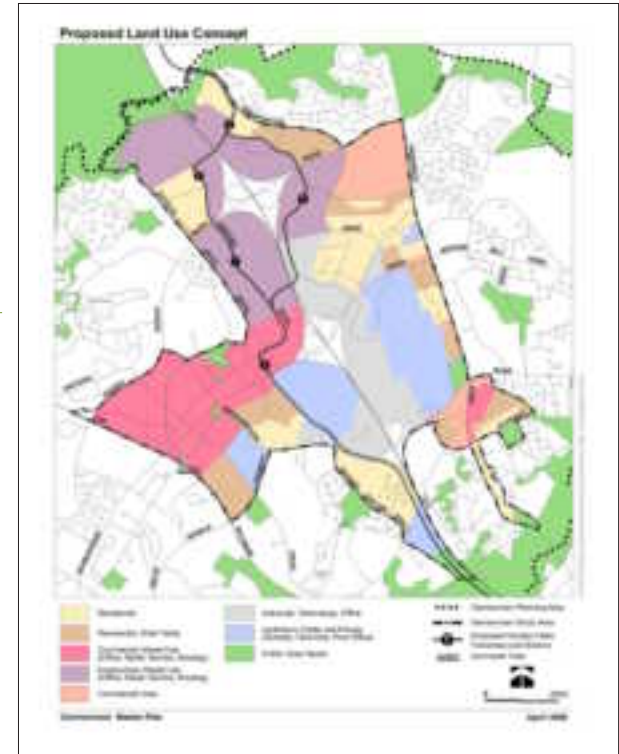
**THE TOWN CENTER**

Germantown's civic focus will be the 213-acre Town Center on Century Boulevard. The street will be lined with shops, restaurants, and civic facilities with a mix of office and housing choices close to shopping, transit, and jobs. Many properties in the center are in single ownership and can accommodate a significant amount of new development or mixed use redevelopment. Stretching from I-270 to the CSX tracks, the Town Center will include cinemas, restaurants and hotels, as well as civic facilities like the new Germantown Library, the Upcounty Regional Services Center, and the Black Rock Center for the Arts that contribute to the 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 a lively

main street character, with office development oriented along MD 118, but with pedestrian connections to Century Boulevard.



**East of Middlebrook Road**

- Redevelop the Bellmead property 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.
- Redevelop the Police and Fire Station property with up to 1.0 FAR of mixed-use development with a minimum of 70 percent residential uses. Mixed-uses should include street level retail, restaurants, and a significant amount

of affordable or workforce housing. Provide up to 180 dwelling units including affordable and workforce housing. Expand police facilities, retain Fire and Rescue facility, and provide structured parking for all uses on the property.

- Redevelop MD 118/I-270 properties with up to 1.0 FAR with mixed commercial uses and hotels.
- Redevelop the cinema and Century XXI properties with up to 1.0 FAR consisting of housing and entertainment uses.
- Achieve up to 1 FAR on the Safeway and Euro Motors properties between Century Boulevard and MD 118. Achieve primarily mixed commercial uses with street level retail. Retain a grocery store use.

**West of Middlebrook Road**

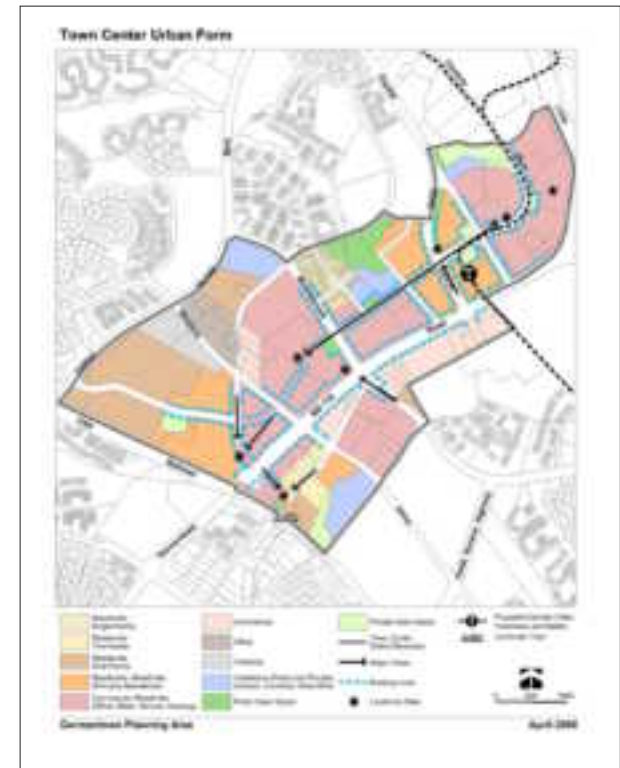
- Redevelop the Germantown Commons Shopping Center at up to 0.5 FAR with a maximum of 40 percent residential uses. Create a new private street pattern that is walkable and street-oriented. Provide a public street connection through the property to connect to the Sugarloaf Shopping Center.
- Develop the Trevion Property with up to 1.0 FAR of mixed uses with an employment emphasis that achieves at least 65 percent office uses with some service retail, and a maximum of 35 percent residential uses located along the Wisteria Drive end of the site.
- Redevelop the Sugarloaf Shopping Center with up to 0.6 FAR of mixed use development with a

retail emphasis that includes housing; optional method is recommended. Provide a public street through the property from Germantown Town Commons to Wisteria Drive.

- Redevelop properties along the southeast side of Locbury Drive Extended with up to 0.5 FAR if assembled under optional method development.

**Urban Form**

- Create a continuous building line along Century Boulevard with setbacks for plazas and gathering places with active uses such as restaurants and retail nearby.
- Establish a series of parks, open spaces, and other public gathering places along Century Boulevard, anchored by a green area at the bend of Century Boulevard and a new play area adjacent to the Upcounty Regional Services Center.
- Improve the function and public enjoyment of the public common at the Black Rock Center for the Arts with additional seating, public art, and event programming. The space should be managed by the proposed urban maintenance district. Decide on ownership of the public common.
- Create a new public park west of Middlebrook Road in the Town Center District. This location, adjacent to regional facilities and active retail and entertainment uses, makes it suitable for family recreation.
- Transfer 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&B Bank at the Town Commons Shopping Center, if feasible. This exchange provides an urban open space at the west end of Century Boulevard. If the land exchange is unsuccessful, redevelopment of the Town Commons Shopping Center must provide a public urban open space that is visible and accessible from Century Boulevard.

- Reconstruct Crystal Rock Drive to create a linear open space with recreation opportunities extending from MD 118 to the trail access to Black Hill Regional Park.
- Allow buildings up to 15 stories immediately adjacent to the transit station at Century Boulevard, and up to eight story buildings 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 and placing taller building elements behind.
- Building design should respond to vistas along Century Boulevard and at intersections with Crystal Rock Drive, Aircraft Road, and Century Boulevard.
- Provide streetscape improvements including redesigned intersections of Century Boulevard with Crystal Rock Drive and Aircraft Road to promote pedestrian use and safety. Implement streetscape improvements with all new, redeveloped, or public properties.
- Elaborate the Town Center urban design

recommendations with detailed design guidance and streetscape plans as the first implementation measure.

### Transportation

- Develop Aircraft Drive and Crystal Rock Drive as a one way pair of streets within the Town Center to improve access and circulation for the transit station and eliminate additional widening along MD 355.
- 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 and reconstruct it as a four-lane divided street with a linear greenway in the existing right-of-way extending from MD 118 to the trail access of Black Hills Regional Park to connect the Town Center with regional park facilities.
- Locate the Town Center's transit station within the median of Century Boulevard between Crystal Rock Drive and Aircraft Boulevard. Provide up to 200 parking spaces on the Bellmead property, internal to the property. The location of a future CCT station is used currently as a bus transfer facility, one of the busiest in the County.
- Extend Locbury Drive from Middlebrook Road to Wisteria Drive to improve access and circulation.
- Permit no further widening of MD 118 in the Town Center to ensure a pedestrian-friendly main street.

**New Development by Districts**

	Commercial Sq. Ft. (x1000)	Residential Units
Town Center	4,100	1,840
West End	130	1,310

WEST END

The 110-acre West End builds on the pedestrian traffic created by the MARC station. Thousands of passengers move through this space daily, travelling at pedestrian speed—slowly enough to



enjoy the district's amenities, but with a direct pedestrian connection to transit. The West End will be less dense than the adjacent Town Center and flavored by its historic sites and nearby historic district.

The district will be transformed from parking lots

into green buildings, varied public spaces, and streets made active by residents, workers, and commuters.

**Land Use**

- Achieve a mix of land uses including residential, commercial and retail extending from the MARC station to Wisteria Drive west of MD 118.
- Add structured parking to serve MARC riders and new commercial development on existing surface lots.
- Seek suitable adaptive uses for the Pumphrey-Mateny House.

North of MD 118

- Redevelop the Martens and the Waters Road Triangle properties with a maximum of 320,000 square feet of employment and retail and 400 dwelling units with TDRs. Density should be distributed to permit up to 100,000

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.

- Orient residential and retail uses to the intersection of Waterford Hills and Waters Roads. 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 parking MARC station parking lot in a public-private partnership with up to 130,000 square feet of employment uses and street level retail oriented toward MD 118. Provide parking underneath the building, taking advantage of the existing slopes. Maintain and improve the station area's existing public use space that bridges the CSX tracks.
- Provide MARC station parking in a structured

a four-story garage in the southeastern part of the site, next to the stormwater management pond. The structure's siting and design should be compatible with the nearby historic district.

- Create two additional single-family detached lots on County-owned property east of the Pumphrey-Mateny House fronting Walter Johnson Drive to create a compatible setting for the historic property
- Redevelop properties south of MD 118 between the MARC station and Wisteria Drive with mixed uses up to .5 FAR including housing. Orient commercial uses along MD 118 and residential uses along Walter Johnson Drive with single-family attached units.
- Redevelop the Medical Office Park as mixed use with a residential emphasis, up to 18 units per acre.
- If the post office relocates, redevelop the site for residential uses, with up to 18 units per acre.

### Urban Form

- Create street-oriented development within the Waters Road Triangle and Martens property and along Waters Road creating a main street character with on-street parking, wide sidewalks, and ground floor retail activity.
- Orient commercial development to be visible and accessible along MD 118 and Middlebrook Road. Access along from MD 118 to the east side is precluded by the existing hillside on the west side.

- Increase building heights along MD 118 from five stories at the County's commuter parking lot to eight stories at Middlebrook Road adjacent to the Town Center.
- Terminate western vista on Century Boulevard with a building that marks the view. Anchor the street with an open space at the MARC station.
- 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.
- Front new residential development along Walter Johnson Drive creating a corridor of residential uses from the MARC Station to Wisteria Drive.
- 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. Replant new trees to recreate the original alley.
- Enhance the old alignment of MD 118 that is used 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.

### Transportation

- Extend Century Boulevard from Wisteria Drive to Waters Road with a street connecting to Waterford Hills Drive to create a street network and improve access to the MARC station.

- Abandon the existing cul-de-sac end of Waters Road. Design a new intersection of Bowman Mill Drive with MD 118 to promote pedestrian access and safety.
- Provide an attractive pedestrian connection through the Water's Road Triangle Properties achieving direct access to Waters Road connection with MD 118 as a part of the proposed transit station network.
- Install sidewalks along Walter Johnson Drive to Middlebrook Road to connect to transit.
- Delete the public street connection shown on the 1989 Plan from Walter Johnson Drive to Bowman Mill Drive. Provide a private connection instead.

**New Development by Districts**

	Commercial Sq. Ft. (x1000)	Residential Units
Town Center	4,100	1,840
West End	138	1,310
Gateway District	1,820	1,730

THE GATEWAY DISTRICT

Land uses in the 382-acre Gateway District will likely change very little from the commercial and industrial uses there today. For example, the auto dealerships along I-270 are unlikely to redevelop without transit service. The Department of Energy is the largest site and is not proposed for redevelopment. Other sites are proposed for some redevelopment. The rebuilt and renovated Rolling Hills apartments will be clustered around green swaths protecting streams with mid-rise apartment buildings and structured parking. Seneca Valley High School will be rebuilt on-site with innovative academic, recreation, and environmental features that invite community interaction. New residents will be able to walk directly to the MARC station, passing a water feature currently used for stormwater management, and along Middlebrook Road, a safe pedestrian environment will shelter



walkers and bikers with shade trees and street furnishings.

**Land Use**

- Retain industrial and commercial uses along the north side of Middlebrook Road south of Great Seneca Highway.
- Orient future employment uses along I-270 and encourage signature office development.
- Provide new housing at up to 18 dwelling units per acres on the Rolling Hills property close to the MARC station, while retaining existing garden apartments closer to Great Seneca Highway.

**Urban Form**

- Create a building line through redevelopment along the north side of Middlebrook Road with connected service driveways in the rear of the properties.

- Develop a detailed streetscape plan for Middlebrook Road that improves the street's appearance as a gateway into Germantown from I-270. It should include replanting the hillside adjacent to residential communities along the south side of Middlebrook Road.
- Orient high-rise residential buildings on the Rolling Hills property near the MARC and provide off-site pedestrian access to the station.
- Recommend the Atomic Energy Commission Building (now the Department of Energy) for listing on the National Register of Historic Places, following the eligibility determined by The Maryland Historic Trust.

### Transportation

- Eliminate the CCT station along Middlebrook Road where properties are unlikely to redevelop, thereby improving transit service 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.
- Achieve a continuous bikeway along the north side of Middlebrook Road.
- Improve pedestrian crossings for safety at Wisteria Drive and Great Seneca Highway and at Crystal Rock Drive and Middlebrook Road.





THE CLOVERLEAF DISTRICT

Departing the CCT at the Cloverleaf station located in the median of Century Boulevard, workers and residents will enter a 130-acre mixed use, transit-oriented neighborhood that offers a choice of workplace, recreation, housing, entertainment, hotel, and retail uses. Redevelopment into a mixed use area promises new technology for recycling, urban stormwater management, permeable paving, and sustainable development practices.

Cloverleaf will be connected by road and transit to the Town Center and across I-270 to the Seneca Meadows District. From I-270, the Cloverleaf District will appear as a compact transit neighborhood with 8-story buildings visible from the highway and 12-story buildings clustered at the transit station.

Land Use

- Concentrate mixed use development at the transit station with up to 1 FAR of density, stepping down toward existing residential communities along Crystal Rock Drive.
- Use the pattern of large lot ownership to create a center, clustering density at the transit station. If multiple ownership patterns occur, density transfer between adjoining properties must retain density at the transit station.
- Achieve a mix of uses with a minimum of 70 percent employment uses and street level retail near the transit station. Allow a maximum

of 40 percent residential uses to create mixed-use neighborhoods.

- Orient employment uses and a hotel along I-270 and designed to take advantage of visibility from I-270.
- Concentrate street level retail near the transit station. Provide a small grocery store for the convenience of nearby residents.
- Provide a half-acre green common at the heart of the neighborhood that should be privately developed and maintained for public use.
- Provide a series of urban open spaces and wide sidewalks along Century Boulevard and Cloverleaf Drive near the transit station, with



New Development by Districts

	Commercial Sq. Ft. (x1000)	Residential Units
Town Center	4,100	1,840
West End	138	1,310
Gateway District	1,820	1,730
Cloverleaf District	3,350	1,760

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 with occasional setbacks to provide plazas and gathering places activated with restaurants and retail.
- Establish a street-oriented development pattern throughout the neighborhood with parking areas located internal to the block.
- Maintain the 100-foot building setback along I-270.
- Allow up to 12-story buildings at the transit

station to focus the neighborhood center, with heights decreasing toward Crystal Rock Drive. Permit up to eight-stories along I-270, consistent with predominant heights in this northwestern end of the I-270 Corridor.

- Create buildings along Century Boulevard and Cloverleaf Drive with three story bases and upper floors setback a minimum of 10 feet. Limit the width of 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.
- Develop a detailed streetscape plan for the district to be implemented through redevelopment and capital projects.

### Transportation

- Create a network of new local streets with walkable blocks, between 250 to 300 feet long, to improve circulation and access. Allow on-street parking and design the streets with pedestrian-scale elements such as neck downs at intersections.
- Provide a dedicated public street connection bridging I-270 and connecting to Seneca Meadow Parkway that accommodates two travel lanes and the CCT.
- Provide a 130-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 and will showcase views and access. 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 transit 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 redeveloped with new residential and retail uses, with six-story office buildings surrounding an urban courtyard within walking distance of existing and future residential units near Observation Drive.

Land Use

West of I-270

- Use the pattern of large lot ownership to create a center that clusters density at the transit station. If multiple ownership patterns occur,

density transfer between adjoining properties must cluster density at the transit station.

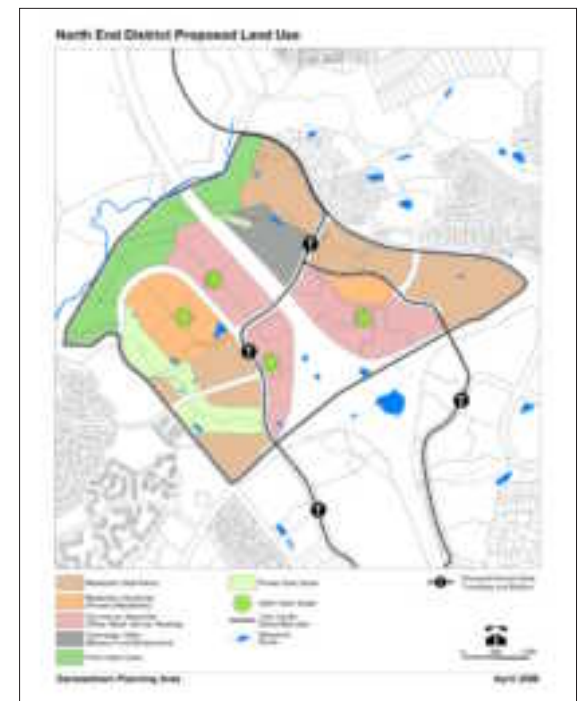
- Develop the Symmetry/Totah property with up to .75 FAR and a mix of uses with a minimum of 70 percent employment and a maximum of 40 percent residential. Permit a limited amount of street level retail near transit and along Century Boulevard. Design employment uses and a hotel to take advantage of the site's visibility from I-270.
  - Orient signature office buildings and employment uses along I-270 in Far North Village and allow housing in an equal mix of high-rise and four-story residential units.
- East of I-270
- Permit additional development at Milestone North with a mix of research and development, employment, technology, street level retail, restaurants, and new housing at up to .75 FAR. Orient up to 225 new multifamily housing units to Milestone's existing residential areas, not to exceed 20 percent of total development on this site.

Urban Form

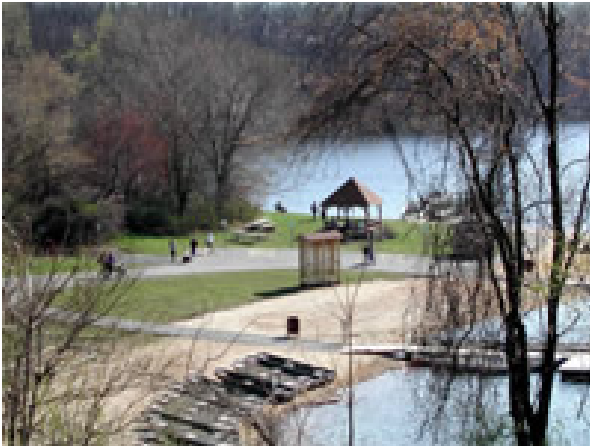
- Line the west side of Century Boulevard across from the existing residential community at Cloverleaf North with six-story buildings. Reduce the sense of building bulk and mass along Century Boulevard and Cloverleaf Drive by limiting building heights to three to four stories at street level and placing taller building elements behind.

New Development by Districts

	Commercial Sq. Ft. (x1000)	Residential Units
Town Center	4,100	1,840
West End	138	1,310
Gateway District	1,820	1,730
Cloverleaf District	3,350	1,760
North End District	1,300	570



- Permit up to eight stories and maintain the 100-foot setback along I-270, consistent with predominant heights in the northwestern end of the I-270 Corridor. Create buildings with a three to four story base and setback narrowed upper floors.
- Develop the west side of Century Boulevard with wide sidewalks that can accommodate sidewalk cafes and seating areas.
- Terminate vistas with buildings such as at Century Boulevard as it turns into Crystal Rock Drive.
- Preserve forest adjacent to Black Hills Regional Park on the north side of Century Boulevard as it curves into Crystal Rock Drive and use all available means to incorporate it into the existing park.



- Expand stream restoration and water quality protection efforts on the Milestone Tributary to maintain water quality and wetland functions of this tributary to Seneca Lake's drinking water supply.

- Provide a 0.75 acre common in the residential portion of the Far North 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.

### 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 two travel lanes and the CCT.
- Provide a transit station in the Century Boulevard median near Dorsey Mill Road, with transit parking on both the west and east sides of I-270 near the Manekin and Dorsey Mill station.
- Develop new north and south bound exit ramps from I-270 at Dorsey Mill Road to improve circulation and access to the North End and Century Boulevard.
- Introduce a network of new streets with short blocks, 250 to 300 feet long, on the west side neighborhoods of Cloverleaf North and Far North Village.

THE SENECA MEADOWS/MILESTONE DISTRICT

The proposed CCT station along Seneca Meadows Parkway will be the focal point of activity in the area. Workers and residents will be able to use walk home from the station, past recreation and park spaces while doing some errands on the way. A new urban recreation center tucked into the first few floors of a multi-use building will offer educational and recreational activities to young and old alike.

Land Use



- Redevelop the district with up to 3.9 million square feet of commercial uses and 1,310 residential units

- Concentrate mixed-use development at the transit station at up to 1 FAR on the Seneca Meadows property north of the Crystal Rock Tributary. 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 40 percent residential uses.
- 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 and Neelsville Village Center as the region's destination retail center. Redevelopment is unlikely given the fragmented ownership, but if ownership consolidates or a coordinated redevelopment is proposed that meets the RMX Zone's density standards, consider adding residential uses and urban open space in a compact urban form with structured parking.

Urban Form

- Locate the future 25,000 square foot community recreation center and urban park near the transit station in the heart of the mixed-use neighborhood.
- Allow up to 12-story building heights at the transit station to create a focus for the mixed-use neighborhood, reducing height toward adjacent residential neighborhoods to the south and north. Establish a three to four story building base with narrowed and setback towers for upper floors.

New Development by Districts

	Commercial Sq. Ft. (x1000)	Residential Units
Town Center	4,100	1,840
West End	138	1,310
Gateway District	1,820	1,730
Cloverleaf District	3,350	1,760
North End District	1,300	570
Sen. Meadows/ Milestone Dist.	3,900	1,310

- Permit up to 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.
- New development along MD 355 should establish a building line, fronting the roadway with parking located behind buildings.
- Dedicate a two-acre urban park adjacent to the future recreation center. Either dedicate additional land for the recreation center or integrate the center into the ground floors of a mixed use building.
- Provide an urban plaza with seating, lighting, shelter and other amenities adjacent to the transit station.

### Transportation

- Create a network of new short block-length streets in the mixed-use neighborhood around the transit center.
- Provide a street connection bridging I-270 along the CCT alignment that improves circulation and access.
- Expand the street network with a bridge over MD 27/Ridge Road that accommodates the CCT, two travel lanes, and pedestrians.



MONTGOMERY COLLEGE DISTRICT

The technology and education uses in the 334 acre Montgomery College District will be elevated to an important community resource. Developed in a compact pattern, the campus can be an active center, fostering links between business and education, a physical and intellectual focal point in the I-270 Technology Corridor. A compact pattern will reserve land for the College's future expansion, and also protect the site's natural features—a large stand of upland forest and two tributaries to Gunners Branch. This intense and active campus will accommodate vehicle, pedestrian, bike, and trail links through the site, linking to the larger Germantown area.

**Land Use**

- Orient buildings and site design to create a compact mixed-use environment that promotes interaction between buildings, reduces the amount of disturbed land, and creates an appealing and safe environment. Allow up to 1.9 million square feet of non-residential use.
- Expand Montgomery College's academic facilities and allow an up to one million square foot technology park that will link the business and academic communities. Development of private sector facilities on the campus will be subject to site plan review.
- Develop technology and office uses with signature architecture that takes advantage of views from I-270. Preserve environmentally significant forest along I-270.

- If the Montgomery College site is selected, orient a potential arena to Middlebrook Road and use structured parking to reduce impervious area.

**Urban Form**

- Encourage the development of a walkable campus in a grid street pattern with pedestrian connections that includes an open space buffer along the existing residential community to the east.
- Use building placement and site design to create smaller, urban-character, usable outdoor spaces.
- Incorporate structured parking into buildings and pave surface parking areas with permeable materials.
- Buildings must have a minimum of three stories with floorplates no greater than 25,000 square feet for non-residential uses.
- Permit up to eight stories and maintain the 100-foot setback along both sides of I-270 to ensure a dense and cohesive campus.
- Seek suitable adaptive uses for the Cider Barrel historic site.

**Transportation**

- Extend Observation Drive through the Montgomery College property connecting MD 118 with Middlebrook Road to improve circulation and access. The road will be located at the east side of the campus then shift west

**New Development by Districts**

	Commercial Sq. Ft. (x1000)	Residential Units
Town Center	4,100	1,840
West End	138	1,310
Gateway District	1,820	1,730
Cloverleaf District	3,350	1,760
North End District	1,300	570
Sen. Meadows/ Milestone Dist.	3,900	1,310
Montgomery College	1,900	517

as it passes the existing campus buildings. This extension is intended to enhance access to the campus and to facilitate compact development by supporting a grid street pattern. The College's planned expansion requires that this road be built to manage considerable traffic.

- Extend Goldenrod Lane to connect with the extension of Observation Drive and introduce a network of new streets with short blocks, 250 to 350 long, to create a pedestrian-friendly and place with wide sidewalks.

**New Development by Districts**

	Commercial Sq. Ft. (x1000)	Residential Units
Town Center	4,100	1,840
West End	138	1,310
Gateway District	1,820	1,730
Cloverleaf District	3,350	1,760
North End District	1,300	570
Sen. Meadows/ Milestone Dist.	3,900	1,310
Montgomery College	1,900	517
Fox Chapel	508	400
<b>TOTAL</b>	<b>17,016</b>	<b>9,420</b>

**FOX CHAPEL DISTRICT**

The 115-acre Fox Chapel District will become the commercial hub at the intersection of MD 355 and Middlebrook Road. Retail, housing' and recreation opportunities will spill between MD 355 and Scenery Drive including an improved Plumgar recreation center. Gateway and streetscape treatment along MD 355 will introduce a better pedestrian experience along Montgomery County's main street. A solution to car-oriented, grade-separated intersections will be evident in the at-grade, one way couplets around a town square feature at the MD 355 and Middlebrook Road intersection.

**Land Use**

- Create a mixed-use village center of commercial and residential uses at the Fox Chapel Shopping Center. Allow development up to 0.3 FAR that includes up to 30 percent residential uses.
- Encourage assemblage of properties fronting MD 355 and north of Scenery Drive, and allow redevelopment with up to 0.25 FAR of commercial uses.
- Support multifamily and single-family attached residential development up to 18 dwelling units per acre and commercial uses along MD 355 on the Middlebrook Mobile Home Park site, with no net loss of affordable units.

**Urban Form**

- Redevelop sites along MD 355 with street-oriented commercial development, wrapping corner sites on both street frontages, and placing parking and service areas in the rear of the property, screened from adjacent residential areas.
- Establish a consistent building setback from MD 355 that provides a comfortable pedestrian experience and implements the streetscape plan.





- Preserve existing woodland on the Middlebrook Mobile Home Park site that buffers the adjacent residential community and makes a pedestrian connection to the Fox Chapel Shopping Center.
- Strengthen the residential character of the MD 355 gateway into Germantown by allowing existing R-200 properties to have by-right accessory housing units with parking behind the existing homes. No new driveways or parking areas will be permitted in front yards. The accessory units will require a text amendment to the R-200 zone.

#### Transportation

- Connect the Middlebrook Mobile Home Park site to MD 355 with an interconnected 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.



The future envisioned in this Plan requires decisions and actions by government, property owners, and residents in order to transform the type and character of

development occurring in Germantown. Direct actions such as comprehensive rezoning through a Sectional Map Amendment and indirect actions such as retaining priority forested areas must take place in a coordinated fashion. The recommended type, amount, and location of development must take place at the appropriate time and in the proper sequence.

## FEASABILITY

Fiscal impacts of recommended land uses, anticipated tax revenues, and the cost of capital projects will be completed by the County

and State after this Draft Plan is published. Planning staff will not evaluate whether the Plan's incentives are sufficient to produce the recommended amount and type of infrastructure and amenities. The Planning Board will rely on privately prepared economic studies and documentation to understand the feasibility of the recommendations in this Plan.

During worksessions, the Planning Board may examine other option for infrastructure financing to cost share among property owners, Montgomery County and other interests.

## ZONING

This Plan recommends an array of mixed use zoning categories to shape development. Existing zone such as RMX-2, RMX-2C, and I-3 Mixed Use as well as the areas currently in the Town-Sector Zone contain development standards appropriate for transit served and pedestrian-scaled areas. Residential development requires purchase of Transferable Development Rights (TDRs).

Zoning Maps and a Key to Properties Referenced in this Plan appear in the Appendices.

The newly-created TOMX-1 and TOMX-1/TDR Zones establish incentives for mixed-use centers and appropriate services and amenities for residents and employees at transit stations. The TOMX zones allow for standard and optional methods of development according to the following densities. Both methods require site plan approval.

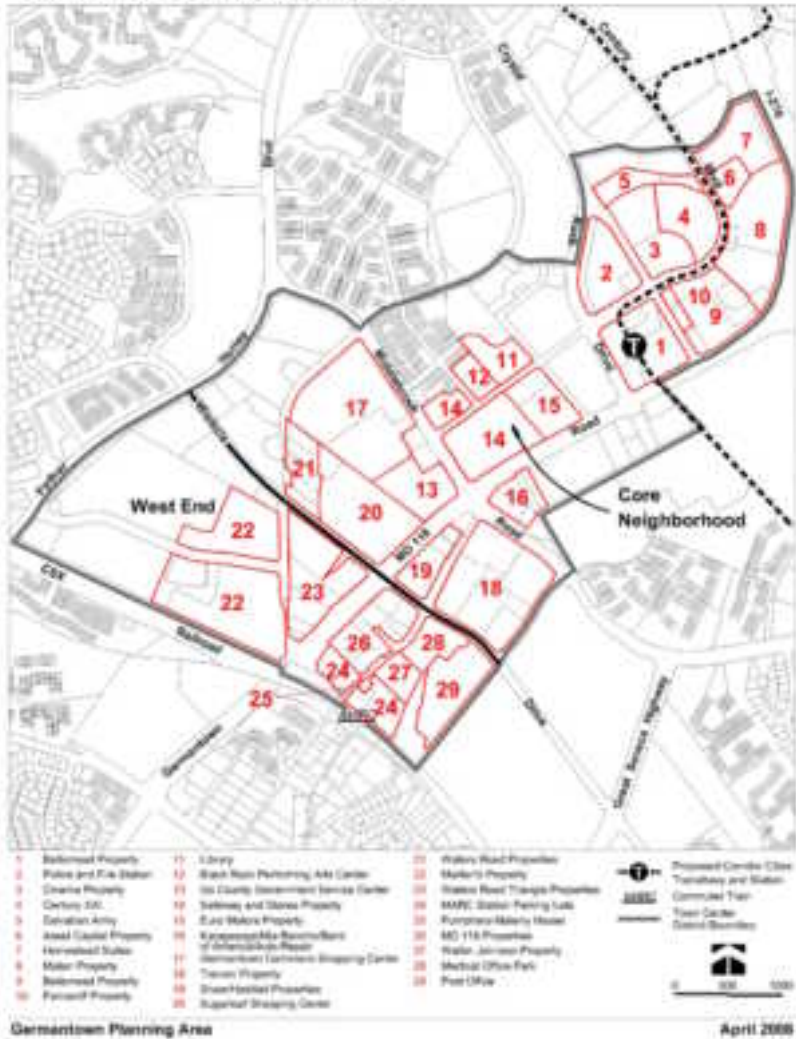
The TOMX-1 Zone also establishes a Building Lot Termination (BLT) program for new and redeveloped commercial projects. The BLT program will be used, as recommended by the 2007 Ad Hoc Agricultural Policy Working Group, to terminate buildable lots in the County's Agricultural Reserve. A market-based trading system for BLTs is needed to establish a price

comparable to what a buildable lot might cost for residential construction. Purchase of TDRs would be required for residential development above the standard method density.

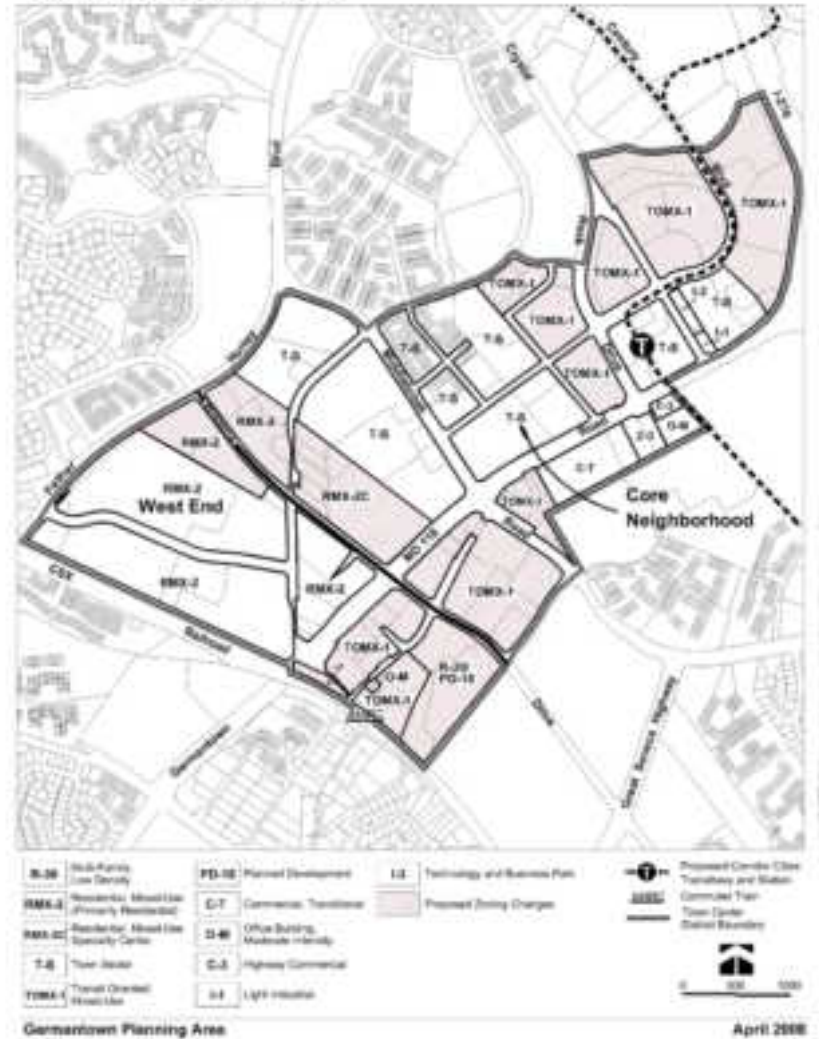
## Transit Oriented Mixed Use Zone

	TOMX-1 (FAR)	TOMX-1/TDR (FAR)
Standard Method	0.3	0.3
Standard Method with TDRs	Not Applicable	0.36
Optional Method	1.0	0.5
Optional Method with TDRs	Not Applicable	1.0

Town Center Property Reference map



Town Center Proposed Zoning



Gateway District Property Reference Map



- 1 Department of Energy
  - 2 Middlebrook Business Park
  - 3 Old Seneca Woods and The Hamptons
  - 4 Great Seneca High School
  - 5 Rolling Hills
  - 6 Waring Station Properties
- Proposed Circle Drive Turntable and Station
  - Commuter Train
  - Town Center
  - School Boundary
- 0 50 100

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Gateway District Proposed Zoning



- RE-1 Residential, One-Family
  - R-200 Residential, One-Family
  - R-100 Residential, One-Family
  - R-80 Residential, One-Family
  - R-60 Residential, One-Family
  - R-20 Multi-Family, Low Density
  - R-200-R-100 Residential, Medium-Density, Community Center, Transferrable Development Rights
  - PD-13 Planned Development
  - PD-15 Planned Development
  - LI Light Industrial
  - Proposed zoning changes
- Proposed Circle Drive Turntable and Station
  - Commuter Train
  - Town Center
  - School Boundary
- 0 50 100

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Cloverleaf District Property Reference Map



- 1 Genbury Technology Park
  - 2 270 Corporate Center
  - 3 270 Corporate Center
  - 4 Cloverleaf South
  - 5 Cloverleaf South
  - 6 First Federal Property
- Proposed Center City Transitway and Station  
Town Center District Boundary
- 0 100 200
- Germanstown Planning Area April 2008

Cloverleaf District Proposed Zoning



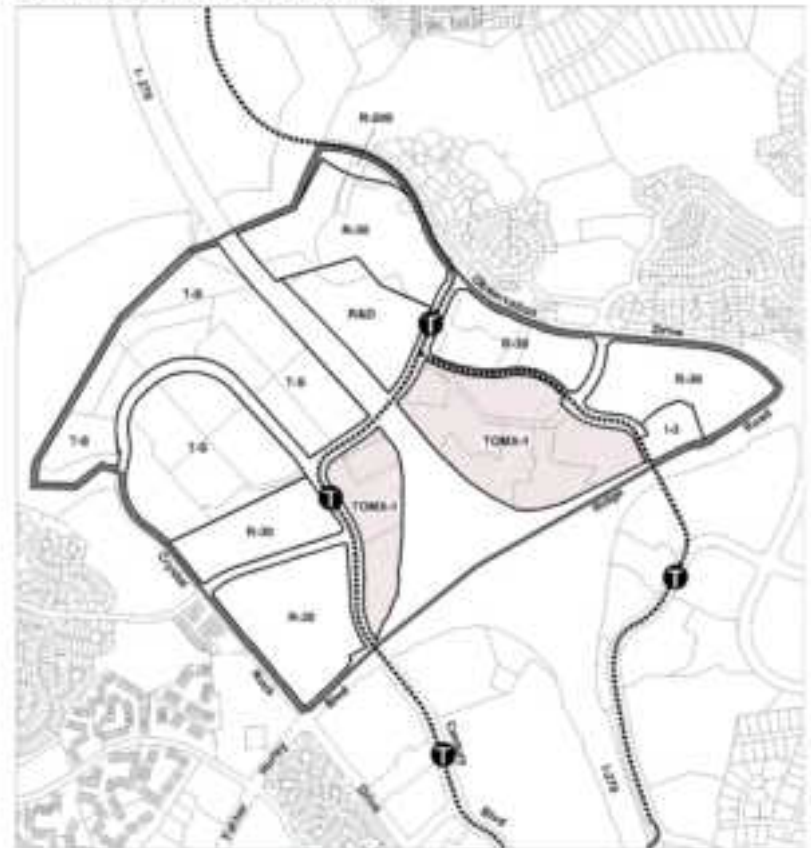
- TOMX-1 Transit District, Street Use
  - Proposed Zoning Changes
- Proposed Center City Transitway and Station  
Town Center District Boundary
- 0 100 200
- Germanstown Planning Area April 2008

North End District Property Reference Map



- 1 Tidbit Property
  - 2 Far North Village Property
  - 3 Cloverleaf Center II
  - 4 Cloverleaf Center
  - 5 Cloverleaf Multi-Family Property
  - 6 Milestone North Business Park
  - 7 Walton Electronics Property
  - 8 Milestone Residential Properties
- Proposed Corridor (Blue)  
 Transitway and Station  
 Town Center  
 District Boundary
- 0 500 1,000
- April 2008

North End District Proposed Zoning

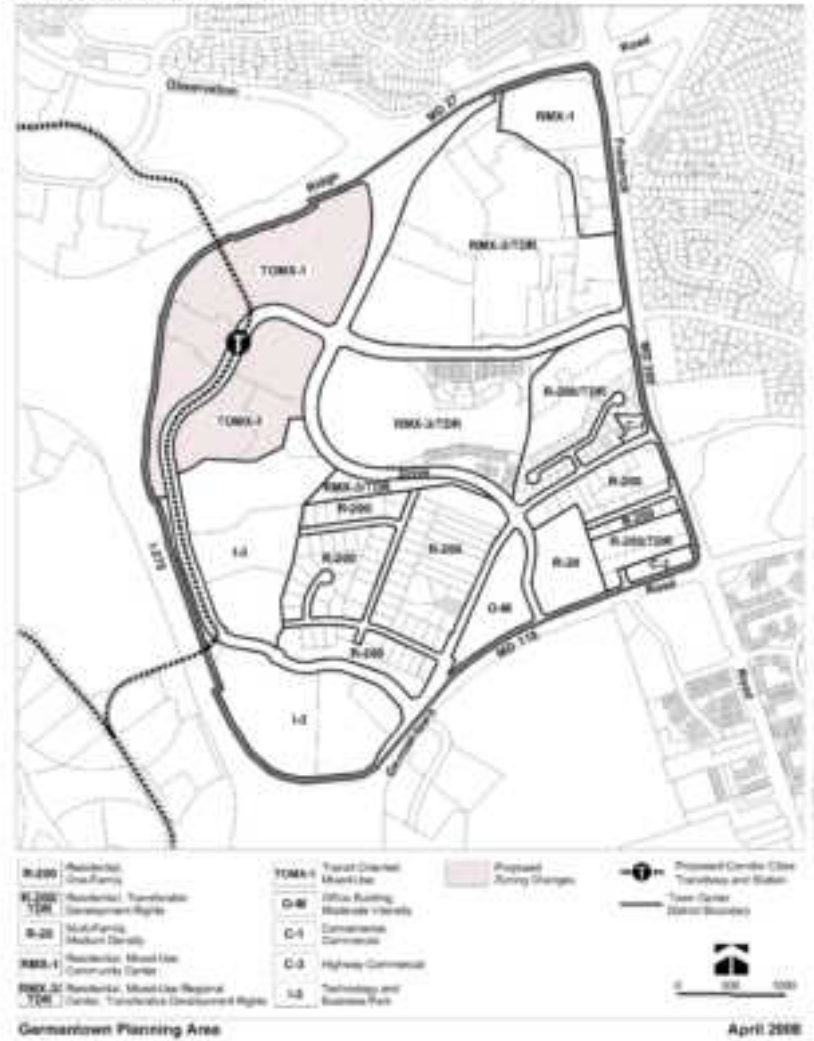


- M-20 Multi-Family, Low Density
  - T-2 Town Square
  - TOMS-1 Town District, Street Use
  - SB Technology and Business Park
  - RAD Residential and Development
- Proposed zoning changes
- Proposed Corridor (Blue)  
 Transitway and Station  
 Town Center  
 District Boundary
- 0 500 1,000
- April 2008

Seneca Meadows/Milestone District Property Reference Map



Seneca Meadows/Milestone District Proposed Zoning



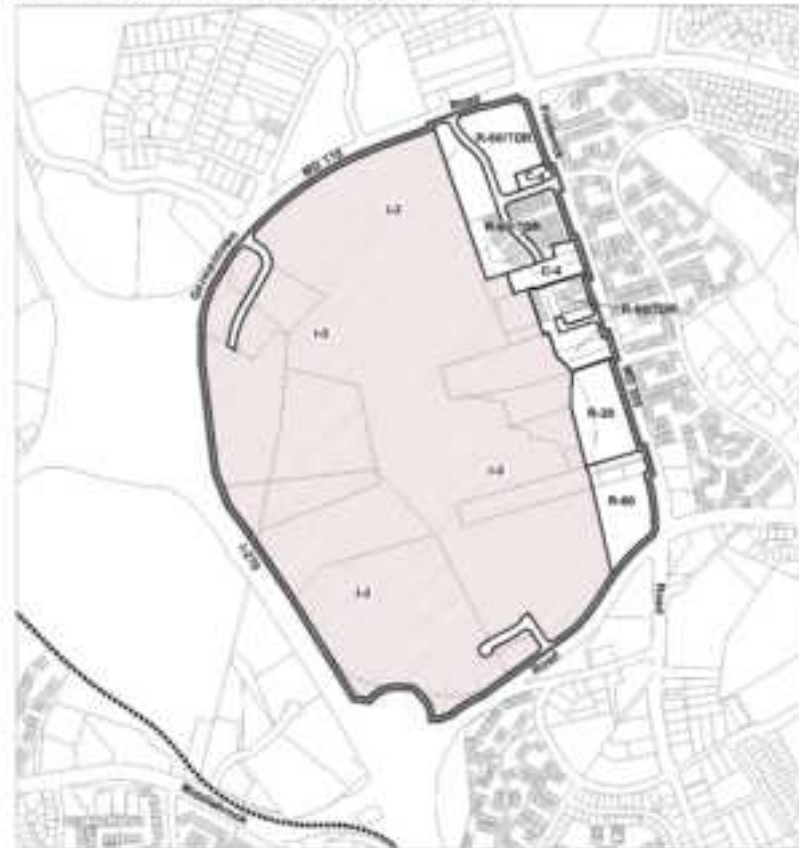
Montgomery College District Property Reference Map



- 1 Montgomery College
  - 2 Golden Rod Industrial Properties
  - 3 The Elms at Germantown
  - 4 Elton Square Housing
  - 5 Cedar Barrel Town Homes
  - 6 Ben Lewis Plumbing Property
  - 7 Oak Mill Apartments
  - 8 Boys and Girls Club
  - 9 Hugh's Corporation
- Proposed Center City Territory  
 Town Center District Boundary  
 North  
 0 500 1000

Germantown Planning Area April 2008

Montgomery College District Proposed Zoning



- R-40 Residential, One-Family
  - R-20 Residential, One-Family, Transferable Development Rights
  - R-40 Multi-Family Medium Density
  - C-4 Limited Commercial
  - L3 Street Use
  - H3 Proposed Zoning Change
- Proposed Center City Territory  
 Town Center District Boundary  
 North  
 0 500 1000

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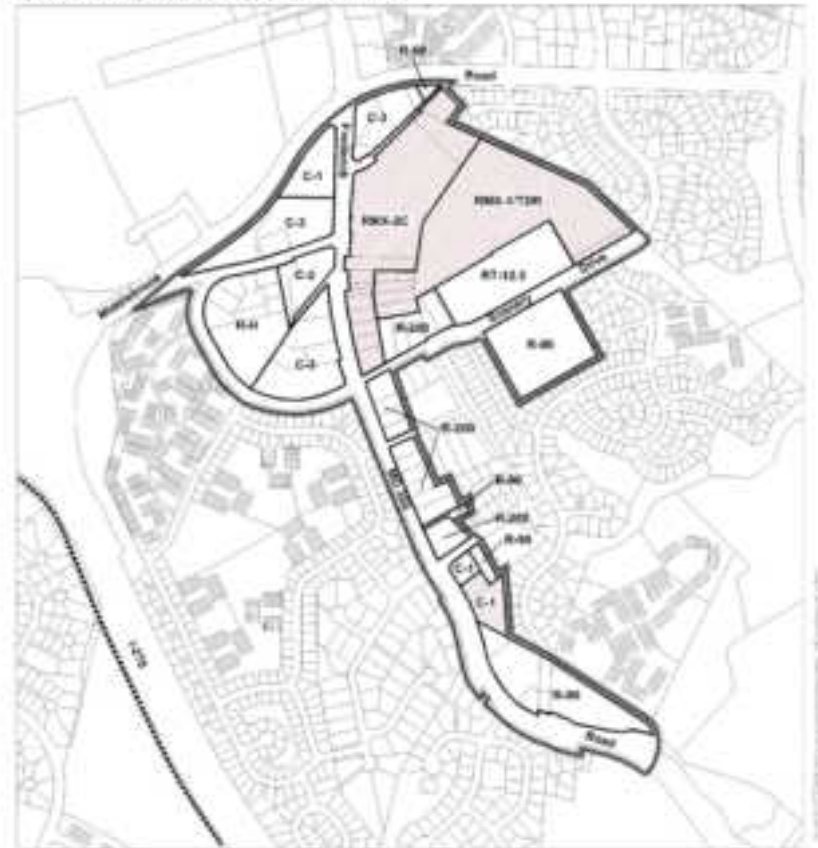
Fox Chapel District Property Reference Map



- |                                 |  |                             |
|---------------------------------|--|-----------------------------|
| 1 Fox Chapel Shopping Center    | 10 Midtown Village Commercial Properties | ----- Planned Center Office |
| 2 GM Property                   | 11 Multi-Family Housing                  | ----- Transitway            |
| 3 East Road Triangle Properties |  | ----- Town Center           |
| 4 MD 266 Properties             |  | ----- District Boundary     |
| 5 Midtown Mobile Home Park      |  |                             |
| 6 HOV Housing                   |  |                             |
| 7 Plum Gap Recreation Center    |  |                             |
| 8 MD 266 Residential Properties |  |                             |
| 9 MD 266 Commercial Properties  |  |                             |
- 0 50 100
- April 2008

Germentown Planning Area

Fox Chapel District Proposed Zoning



- |                                  |  |                        |                             |
|----------------------------------|--|------------------------|-----------------------------|
| R-200 Residential, Two-Family    | R-61 Multi-Family High Rise Planned            | C-3 Highway Commercial | ----- Planned Center Office |
| R-60 Residential, One-Family     | R-61-TD1 Residential Wood Use Community Center | ----- Proposed         | ----- Transitway            |
| R-65 Residential, One-Family     | R-61-TD2 Residential Wood Use Community Center | ----- Stray Change     | ----- Town Center           |
| RT-125 Residential, Multi-Family | R-61-SC Residential Wood Use Community Center  |                        | ----- District Boundary     |
| R-30 Multi-Family Low Density    | C-1 Community Commercial                       |                        |                             |
|                                  | C-2 General Commercial                         |                        |                             |
- 0 50 100
- April 2008

Germentown Planning Area

### **The staging sequence considers the following objectives:**

- Expanding employment opportunities in Germantown
- Strengthening the Town Center
- Creating opportunities for mixed use at transit stations at densities that support the investment in transit
- Creating identity through cultural facilities, historic features, public art, and design quality

### **The staging plan does not apply in the following conditions:**

- Properties retaining the existing zoning and with preliminary plan approval
- Projects providing workforce or employer-sponsored housing
- Academic facilities at Montgomery College

## STAGING PLAN

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The sequence and timing of private development in Germantown will follow a staging plan to make sure public facilities are funded or in place to serve new development and redevelopment. The staging plan does not govern the total amount of development or the mix of commercial and residential development which are guided by the recommendations in this Plan.

The staging plan identifies certain actions or triggers that must take place before each segment of development. These triggers provide an identifiable and equitable distribution of the responsibilities and benefits of development. Public facilities are identified as triggers for the next stage of development. Montgomery County Public Schools concludes that no additional schools are need for the recommended level of development.

The staging sequence considers the following objectives:

- Expanding employment opportunities in Germantown
- Strengthening the Town Center
- Creating opportunities for mixed use at transit stations at densities that support the investment in transit
- Creating identity through cultural facilities, historic features, public art, and design quality

The following staging sequence is proposed:

<b>Before Stage 1</b>
<ul style="list-style-type: none"> <li>• County Council adopts zoning text amendments and completes the Sectional Map Amendment.</li> <li>• Establish a Germantown Urban Service District to provide maintenance, promotion and programmed activities in the transit station districts. The boundaries of the Urban Service District will be determined after adoption of the master plan.</li> </ul>
<b>Stage 1</b>
<ul style="list-style-type: none"> <li>• Town Center District: allow 50 percent of recommended non-residential development. All residential development may proceed</li> <li>• West End District: allow all recommended development</li> <li>• Gateway District: allow all recommended development</li> <li>• Cloverleaf District: allow 50 percent non-residential and all residential development on Century Technology Park</li> <li>• Montgomery College District: allow 435,000 sf business park development on the Kay property at Montgomery College</li> <li>• Far North District: allow non-residential development</li> </ul>
<b>Before Stage 2</b>
<ul style="list-style-type: none"> <li>• Approved site plan for development that incorporates the transit access elements of the recommended Town Center CCT station.</li> <li>• Construct new road crossing of I-270 between Century Boulevard and Seneca Meadows Parkway.</li> <li>• Construct Observation Drive south from MD 118 to Middlebrook Road.</li> <li>• Funding for urban recreation center east of I-270.</li> </ul>
<b>Stage 2</b>
<ul style="list-style-type: none"> <li>• Town Center District: allow remainder of non-residential development</li> <li>• Cloverleaf District: allow remaining 50 percent of non-residential development of Century technology Park.</li> <li>• Far North District: allow residential development at Milestone Business Park</li> <li>• Seneca Meadows: allow new commercial development and housing component north of the Crystal Rock Tributary</li> </ul>
<b>Before Stage 3</b>
<ul style="list-style-type: none"> <li>• Construct partial interchange at Dorsey Mill Road and I-270</li> <li>• Construct capacity solutions at MD 355/Middlebrook Road and MD 355/MD 118</li> </ul>
<b>Stage 3</b>
<ul style="list-style-type: none"> <li>• Cloverleaf District: remainder of development</li> <li>• North End District : allow remainder of Lerner and Symmetry/Totah properties</li> <li>• Fox Chapel District: allow residential and mixed use development</li> </ul>

## 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 and don't include turning, parking, or acceleration lanes.

The table designates roads to be added to the master plan of highways for the county according

to the Road Code:

- “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.

Facility & Segment From	To	Master Plan Road #	Existing ROW (ft)	Existing Lanes	Proposed ROW (ft)	Proposed Lanes	Bike Routes Figure 5
<b>Aircraft Dr</b>							
Germantown Rd.	Century Blvd.	B-7	80	4-D	80	4-D	
Century Blvd.	Crystal Rock Dr.	B-7	100	4-D	100	4-D	
<b>Blunt Road</b>							
Frederick Rd.	cul-de-sac 300ft south	B-8	80	2	80	2	
cul-de-sac	Middlebrook Rd.	B-8	N/A	N/A	80	2	
<b>Bowman Mill Rd</b>							
Walter Johnson Dr.	Germantown Rd.	B-16	60	2	60	2	PB-9
Germantown Rd.	Water's Rd. (B-5)	B-16	N/A	N/A	60	2	PB-9
<b>Boland Farm Rd.</b>							
Frederick Rd.	Observation Dr.	A-20	80	3	80	4	
Observation Dr.	Sunnyview Dr.	B-27	80	2	80	2	
<b>Century Blvd.</b>							
Proposed Dorsey Mill Rd. Extention (B-14)	Kinster Dr.	B-10	N/A	N/A	100	4-D	SP-66
Kinster Dr.	Cloverleaf Center Dr.	B-10	N/A	N/A	130	4-D	SP-66
Cloverleaf Center Dr.	Aircraft Dr.	B-10	80	4-D	130	4-D	SP-66
Aircraft Dr.	Crystal Rock Dr.	B-10	80	4-D	130	4-D	

\*The number of lanes column under the proposed system is the total number of planned through lanes for each segment in both directions, not including lanes for turning, parking, accelerations, or other purposes auxiliary to through travel.

Facility & Segment From	To	Master Plan Road #	Existing ROW (ft)	Existing Lanes	Proposed ROW (ft)	Proposed Lanes	Bike Routes Figure 5
Crystal Rock Dr.	Middlebrook Rd.	B-10	70	2	70	4-D	
Middlebrook Rd.	Wisteria Dr.	B-10	N/A	N/A	70	2	
Wisteria Rd.	Water's Rd. (B-5)	B-10	N/A	N/A	70	2	
<b>Cider Barrel Rd.</b>							
Germantown Rd.	Cider Press Rd.	P-1	70	2	70	2	
<b>Cider Press Rd.</b>							
Cider Barrel Rd. (P-1)	Frederick Rd. (MD 355)	P-4	N/A	N/A	70	2	
<b>Cloverleaf Center Dr.</b>							
Century Blvd	Crystal Rock Rd.	B-12	100	4-D	100	4-D	PB-4
<b>Crystal Rock Rd.</b>							
Proposed Dorsey Mill Rd. Extension (B-14)	Little Seneca Creek	B-11	N/A	N/A	100	4	
Little Seneca Creek	Kinster Dr	B-11	100	2	100	4	PB-37; SP-75
Kinster Dr	Aircraft Dr	A-22	120	4-D	120	4-D	PB-37
Aircraft Dr	200 feet south of Germantown Rd	B-24	120	4-D	120	4-D	PB-22
200 feet south of Germantown Rd	Middlebrook Rd	MA-1	80	2	80	4-D	PB-8
Middlebrook Rd	Wisteria Dr	B-1	80	2	80	4-D	PB-8
<b>Dorsey Mill Rd (proposed extension)</b>							
Proposed Crystal Rock Dr Extension (B-11)	Proposed Observation Dr Extension (A-19)	B-14	N/A	N/A	100	4	SP-66
<b>Waterford Rd</b>							
Father Hurley Blvd	cul-de-sac	B-22	100	4	100	4	PB-8
cul-de-sac	Century Blvd Extension (B-10)	B-22	N/A	N/A	100	4	PB-8
<b>Father Hurley Blvd</b>							
Hopkins Rd	CSX tracks	M-27	120	2	120	4	SP-68
Wisteria Dr	Crystal Rock Dr	M-27	120	4-D	120	6-D	SP-68
** This plan recommends a 250' right-of-way for Frederick Rd (MD 355) pending completion of the Midcounty Highway Extend facility planning study by the County Council.							

# implementation

Facility & Segment From	To	Master Plan Road #	Existing ROW (ft)	Existing Lanes	Proposed ROW (ft)	Proposed Lanes	Bike Routes Figure 5
Crystal Rock Dr	I-270	M-27	150	6-D	120	6-D	SP-68
<b>Frederick Rd (MD 355)</b>							
Bridge over Great Seneca Creek	Germantown Rd	M-6	150	6-D	250**	6-D	SP-72
Germantown Rd	Little Seneca Creek	M-6	150	6-D	250**	6-D	SP-72
<b>Germantown Rd (MD 118)</b>							
CSX Railroad Tracks	I-270 ramps	M-61	150	6-D	150	6-D	DB-25
I-270 ramps	Goldenrod La	M-61	150	4-6	150	6-D	DB-25
Goldenrod La	Millennium Dr	M-61	150	6-D	150	6-D	DB-25
Millennium Dr	Frederick Rd	M-61	150	4-D	150	6-D	DB-25
<b>Goldenrod La</b>							
Germantown Rd	end of road, about 1,000 ft. south of Germantown Rd	B-23		2	80	4	PB-1
end of road, about 1,000 ft. south of Germantown Rd	Cider Press Rd	B-4	N/A	N/A	80	4	PB-2
<b>Great Seneca Highway (MD 119)</b>							
CSX Railroad Bridge	Middlebrook Rd	M-90	120	4-D	120	6-D	SP-63
<b>I-270</b>							
Bridge over Great Seneca Creek	Interstate mile marker 13	F-1	300	7-D	300	12-D	
Interstate mile marker 13	Germantown Rd	F-1	300	6-D	300	12-D	
Germantown Rd	Bridge over Little Seneca Creek	F-1	300	6-D	300	12-D	
<b>Kinster Dr</b>							
Century Blvd (B-10)	Crystal Rock Dr	MA-299	100	2-D	100	4-D	SP-75
<b>Locbury Dr</b>							
Rexmore Dr	Middlebrook Dr	P-2	70	2	70	2	
Middlebrook Dr	Wisteria Dr	B-5	80	2	80	2	
<b>Middlebrook Rd</b>							

\*The number of lanes column under the proposed system is the total number of planned through lanes for each segment in both directions, not including lanes for turning, parking, accelerations, or other purposes auxiliary to through travel.

Facility & Segment From	To	Master Plan Road #	Existing ROW (ft)	Existing Lanes	Proposed ROW (ft)	Proposed Lanes	Bike Routes Figure 5
Father Hurley Blvd	Germantown Rd	B-20	120	4-D	120	4-D	SP-71
Germantown Rd	Frederick Rd (MD 355)	M-85	150	6-D	150	6-D	SP-71
<b>Observation Dr</b>							
Little Seneca Creek	Dorsey Mill Rd	A-19	N/A	N/A	150	4-D	SP-69
Dorsey Mill Rd	Germantown Rd	A-19	150	4-D	100	4-D	SP-69
Germantown Rd	1,000 ft. south of Germantown Rd	A-19	N/A	2	80	4	SP-69
1,000 ft. south of Germantown Rd	Middlebrook Rd	A-19	N/A	2	80	4	SP-69
<b>Oxbridge Rd</b>							
Cider Barrel Rd	Frederick Rd (MD 355)	P-3	N/A	N/A	70	2	
<b>Ridge Rd (MD 27)</b>							
I-270	Frederick Rd (MD 355)	M-27	150	6-D	120	6-D	SP-68
<b>Seneca Meadows Rd</b>							
Germantown Rd	Observation Dr	B-13		2	100	4-D	PB-3
<b>Scenery Dr</b>							
Germantown Rd	Middlebrook Rd	A-21	80	2	80	4	
Middlebrook Rd	Frederick Rd	A-21	100	2	100	4	
<b>Shakespeare Blvd</b>							
Observation Dr	Frederick Rd	A-291	100	4-D	100	4-D	PB-15
<b>Walter Johnson Dr</b>							
Bowman Mill Rd	Wisteria Dr	B-3	80	2	80	4	PB-9
Wisteria Dr	750 ft. northeast of Wisteria Dr	B-3	80	2	80	4	PB-9
<b>Waring Station Rd</b>							
Clopper Rd	Wisteria Dr	A-289	80	2	80	4	
<b>Water's Rd</b>							
Germantown Rd	Wisteria Dr	B-5	N/A	N/A	80	2	
<b>Waters Landing Dr</b>							

## implementation

\*The number of lanes column under the proposed system is the total number of planned through lanes for each segment in both directions, not including lanes for turning, parking, accelerations, or other purposes auxiliary to through travel.

Facility & Segment From	To	Master Plan Road #	Existing ROW (ft)	Existing Lanes	Proposed ROW (ft)	Proposed Lanes	Bike Routes Figure 5
Crystal Rock Dr	Century Blvd	A-299	N/A	N/A	100	4	PB-5
Wisteria Dr							
Father Hurley Blvd	Germantown Rd	B-2	80	4-D	80	4-D	
Germantown Rd	Crystal Rock Dr	B-2	80	4-D	80	4-D	PB-26
Crystal Rock Dr	Great Seneca Hwy	A-74	80	2	80	4-D	PB-26
New Road							
Century Blvd	Crystal Rock Dr	B-17	N/A	N/a	80	2	
New Road							
Crystal Rock Dr	Century Blvd	B-18	N/A	N/A	80	2	
Century Blvd	New Road (B-19)	B-18	N/A	N/A	80	2	
New Road							
Seneca Meadows Rd	Century Blvd	B-19	N/A	N/A	100	4-D	PB-3
Century Blvd	Crystal Rock Dr	B-19	N/A	N/A	100	4	PB-3

\*The number of lanes column under the proposed system is the total number of planned through lanes for each segment in both directions, not including lanes for turning, parking, accelerations, other other purposes auxiliary to travel.



BICYCLE SYSTEM

The Germantown study area includes a network of existing and planned bicycle facilities, including shared use paths, shared use roads, and park trails. A hard surface trail system along Great Seneca Creek is proposed to 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 Countywide Park Trails Plan, July 1998. 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 Montgomery County Countywide Bikeway Plan, March 2005 for the study area.

Although, this master plan does not 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 Construction 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 other transit station areas.

Facility & Segment		Master Plan Bike Route Number	Existing Type	Proposed Type
From	To			
Bowman Mill Rd				
Walter Johnson Dr	Water’s Rd (B-5)	PB-9	N/A	Local Signed Shared Roadway/On Road (Class 3)
Century Blvd				
Proposed Dorsey Mill Rd (B-14)	Aircraft Dr	SP-66	N/A	Shared use path
Cloverleaf Center Dr				
Century Blvd	Crystal Rock Dr	PB-4	N/A	Shared use path
Corridor Cities Transitway				
Shady Grove Metro Station	Clarksburg Town Center	SP-66	N/A	shared use path
Crystal Rock Dr (CO 5430)				
Wisteria Dr	Germantown Rd	PB-8	N/A	Local Signed Shared Roadway/On Road (Class 3)
Germantown Rd	Century Blvd	PB-22	N/A	Shared use path
Century Blvd	Kinster Dr	PB-37	N/A	Shared use roadway
Kinster Dr	Black Hill regional Bikeway Trail	SP-75	N/A	Shared use path
SP=Shared Use Path; DB=Dual Bikeway, which is a shared use path signed shared roadway; PB=Proposed Bikeway; SR=Shared Roadway				

## implementation

Facility & Segment		Master Plan Bike Route Number	Existing Type	Proposed Type
From	To			
<b>Father Hurley Blvd (CO 9013)</b>				
Wisteria Dr	I-270	SP-68	Shared use path	Shared use path
<b>Frederick Rd (MD 355)</b>				
Planning Boundary	Boland Farm Rd	SP-72	Shared use path	Shared use path
Boland Farm Rd	Middlebrook Rd	SP-72	N/A	Shared use path
Middlebrook Rd	Seneca Creek Park	SP-72	Shared use path	Shared use path
<b>Germantown Rd (MD 118)</b>				
CSX Tracks	Frederick Rd (MD 355)	DB-25	N/A	Countywide Dual Bikeway: Shared use path/Signed Shared Roadway
<b>Goldenrod La</b>				
Germantown Rd	End of road	PB-1	N/A	Local Signed Shared Roadway/On Road (Class 3)
End of road	Cider Press Rd	PB-2	N/A	Local Signed Shared Roadway/On Road (Class 3)
<b>Great Seneca Hwy (MD 117)</b>				
Middlebrook Rd	CSX tracks	SP-63	Shared use path	Shared use path
<b>Kinster Dr</b>				
Century Blvd	Crystal Rock Dr	SP-75	Shared use path	Shared use path
<b>Middlebrook Rd (CO 141)</b>				
Father Hurley Blvd	Crystal Rock Dr	SP-71	N/A	Shared use path
Crystal Rock Blvd	Frederick Rd (MD 355)	SP-71	Shared use path	Shared use path
SP=Shared Use Path; DB=Dual Bikeway, which is a shared use path signed shared roadway; PB=Proposed Bikeway; SR=Shared Roadway				

Facility & Segment		Master Plan Bike Route Number	Existing Type	Proposed Type
From	To			
Observation Dr				
Little Seneca Creek	Dorsey Mill Rd	SP-69	N/A	Shared use path
Dorsey Mill Rd	Germantown Rd	SP-69	Shared use path	Shared use path
Germantown Rd	New Road (A-19)	SP-69	N/A	Shared use path
New Road (A-19)	End of Observation Dr	PB-2	N/A	Local Shared Use Path/Off Road (Class 1)
Ridge Rd (MD 27)				
I-270	Frederick Rd (MD 355)	SP-68	Shared use path	Shared use path
Seneca Meadows Rd				
Observation Dr	Germantown Rd	PB-3	N/A	Local Signed Shared Roadway/On Road (class 3)
Shakespeare Blvd				
Observation Dr	Frederick Rd (MD 355)	PB-15	Shared use path	Shared use path
Waring Station Rd				
Wisteria Dr	1,250 ft. north of Clopper Rd	PB-36	N/A	Shared use roadway
Walter Johnson Dr				
CSX tracks	Wisteria Dr	PB-9	N/A	Local Signed Shared Roadway/On Road (Class 3)
Waterford Hills Blvd				
Water's Rd (B-5)	Father Hurley Blvd	PB-9	N/A	Local Signed Shared Roadway/On Road (Class 3)
Germantown Rd	Waring Station Rd	PB-26	Shared use path	Shared use path
New Road				
Observation Dr	Middlebrook Rd	SP-69	N/A	Local Shared Use Path/Off Road (Class 1)
New Road				
Seneca Meadows Rd	Ridge Rd	PB-10	N/A	Local Signed Shared Roadway/On Road (Class 3)
SP=Shared Use Path; DB=Dual Bikeway, which is a shared use path signed shared roadway; PB=Proposed Bikeway; SR=Shared Roadway				

## MECHANISMS

Several new government programs are needed to implement this Plan's vision. These programs share costs among County government, property owners and users. An urban service district modeled after CBD service districts, would be established and operated as a public/private partnership to supply enhanced services to these new communities. District responsibilities would include streetscape maintenance and enhancements, advertising and promotion, activities programming, bus facilities and scheduling, and business support.

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.

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 usage by residents.

## 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 the 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). The Germantown Master Plan will identify 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 using technical working groups or regular meetings of agency partners.

## IMPLEMENTATION PLAN

After the Plan is adopted and approved, staff will develop a more detailed Implementation Plan to assure 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 in Plan implementation.

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

- Detailed design guidelines including form-based elements for the Town Center District
- Urban design guidance for the MD 355 Corridor
- Germantown Streetscape Plan





**germantown**Forward



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

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