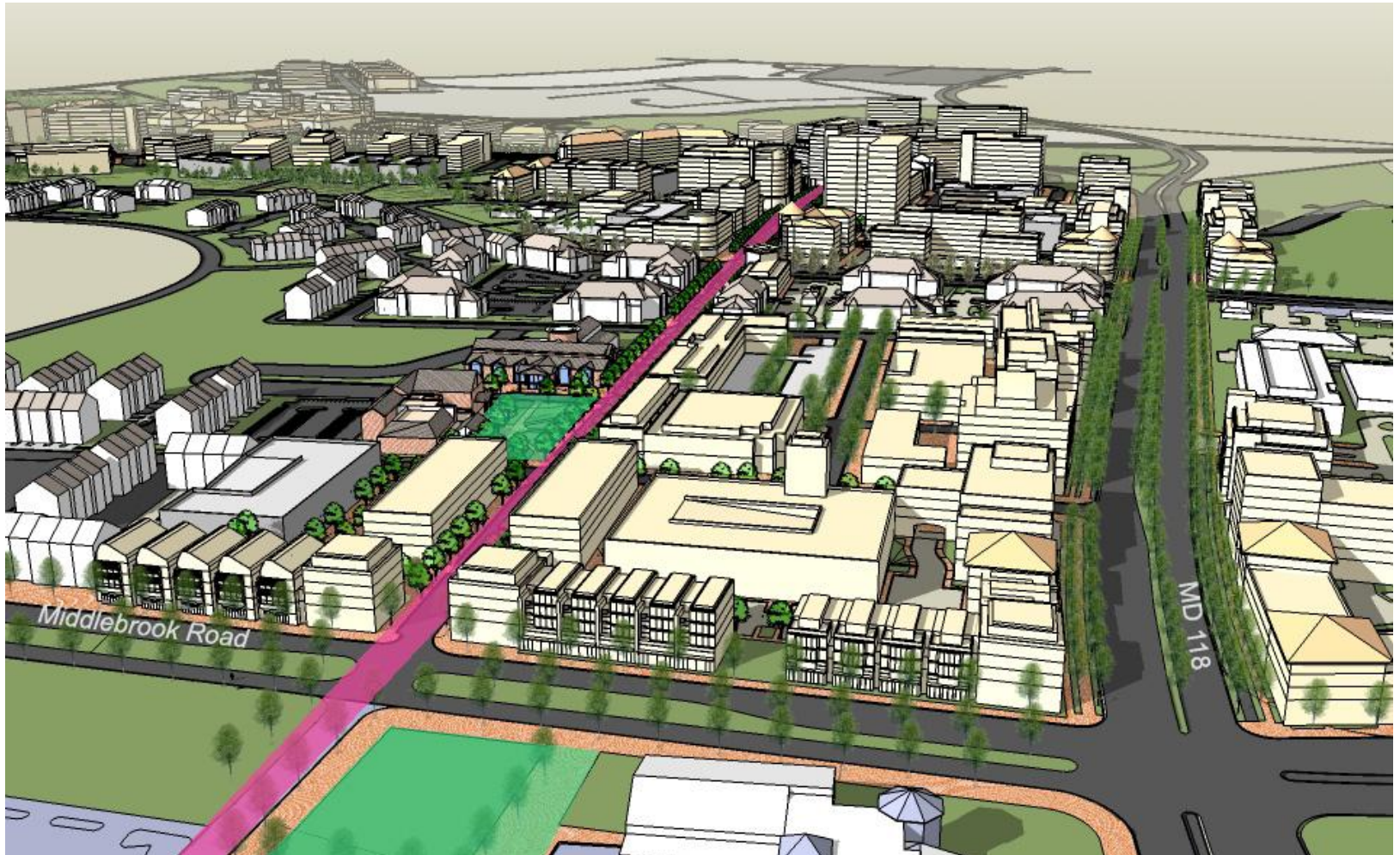


DRAFT

February 2009

URBAN DESIGN GUIDELINES

For the Germantown Employment Area Sector Plan



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

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1 INTRODUCTION

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

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

Context of Design Guidelines

The design guidelines are one of three guiding documents.

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

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

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



Purpose

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

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

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



Identity

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

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



Streets

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

Pedestrian-oriented street network



Open Space

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

A view of the proposed Crystal Rock Drive Greenway

Buildings

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

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



Transitions

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

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



Sustainability

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

A green roof

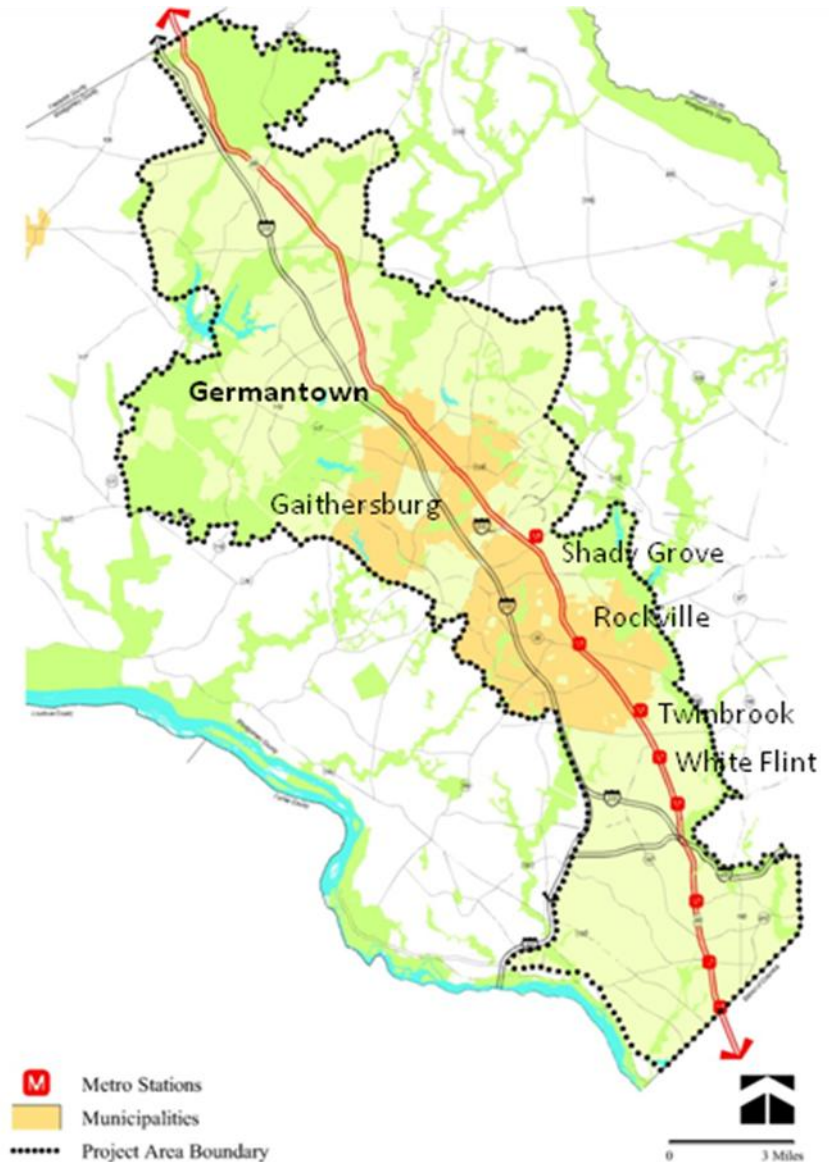


Context

Germantown is an up-County community of 11,000 acres, an approximately three by five mile area, 15 miles from Washington, D.C., and located on both sides of I-270. It is surrounded by a greenbelt of state and local parks.

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

The corridor created by I-270, MD 355, and the MARC railroad forms the up-County transportation spine. The corridor has almost half of Montgomery County's workforce, though about 1/3 of the employed residents commute to jobs outside the County. A significant portion of the County's future employment growth will take place on vacant or under-used sites in Germantown.



2 AREA WIDE URBAN DESIGN GUIDELINES

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

STREETS

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

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

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

Goals

Network of Streets

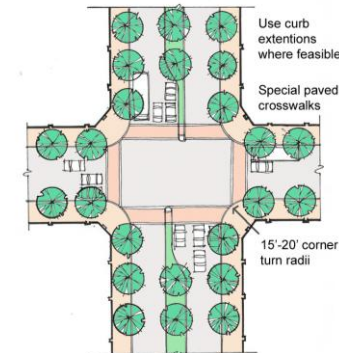
Establish an interconnected network of urban streets that avoids cul-de-sacs and dead ends. A well connected street network makes travel for both the automobile and the pedestrian more interesting and efficient by providing a range of access choices. The guidelines recommend that the character of all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

Short Blocks

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

Intersections

Intersections will encourage pedestrian crossing with medians or neck downs, where on-street parking is permanent, to shorten crosswalk distances. Mark or indicate crosswalks with special paving to distinguish them from the surrounding pavement. Limit corner turning radii on business streets to 15 feet and radii on larger roadways to 30 feet.



Pedestrian Oriented Intersection Design

Range of Street Types

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

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

Main Streets – Two- to four-lane streets that distribute traffic. City life occurs along these streets due to adjacent activating uses such as retail, office, and residential uses.

Local Streets – Two-lane streets with permanent parking will provide internal circulation within each district. These streets don't have significant activating uses and they are quieter, side streets within the districts.

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

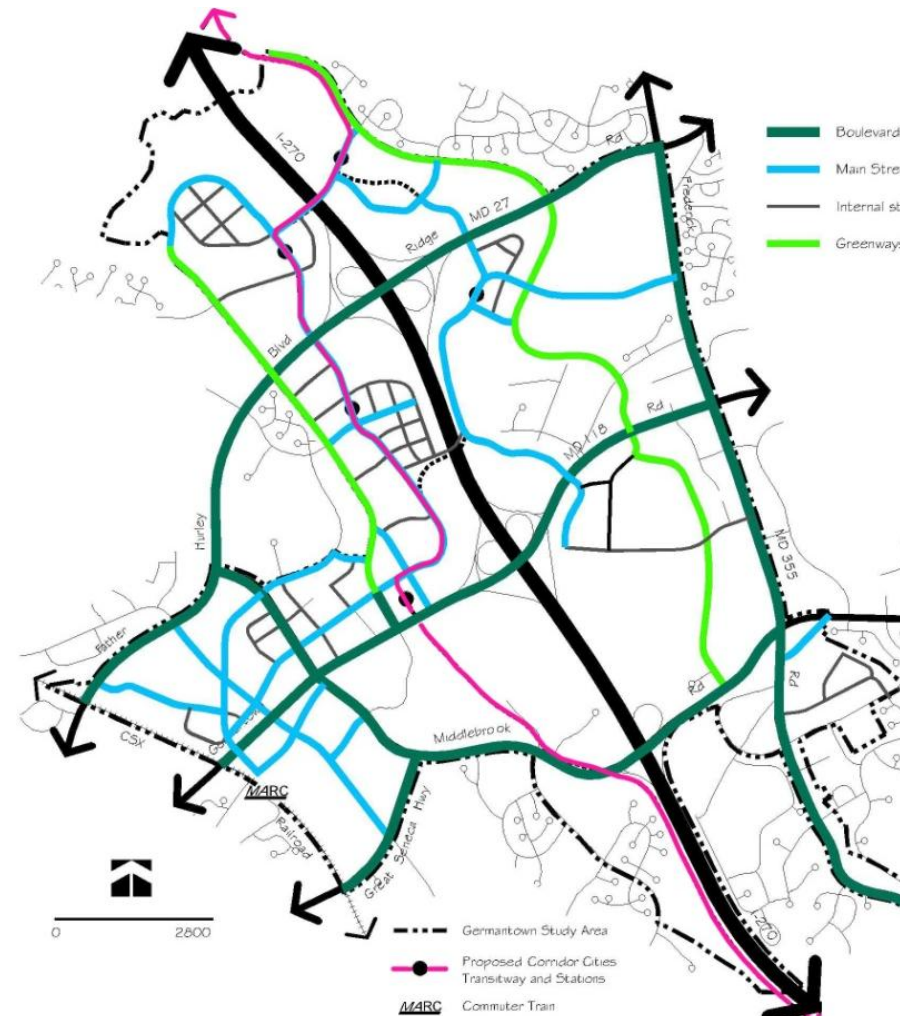


Boulevard

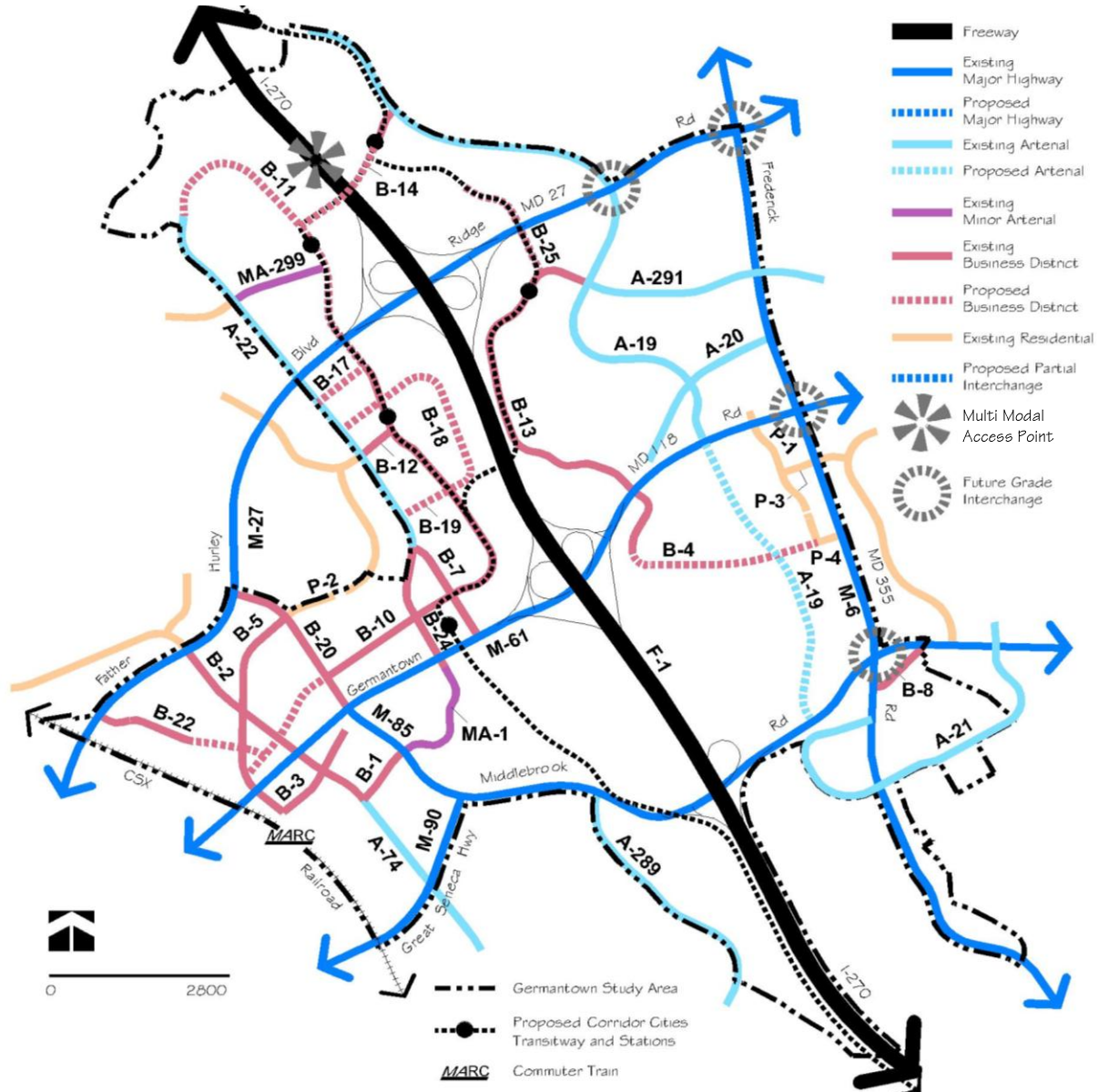


Main Street

Proposed Street Character



Existing and Proposed Classified Road Network



Street Classifications, Standards, and Guidelines

The following table identifies building setbacks, streetscape features and other characteristics. For streets not listed in this table, see the 2009 Germantown Sector Plan.

Street Name and MP Road #	ROW (feet) and lanes	Bldg. setback (curb to bldg.)	Side-walks widths	Median widths	Corner turn radii	Street Tree spacing	Street lighting	Notes
Boulevards								
Father Hurley Blvd. CM-27	150' 6 lanes	30'	8'	18' with trees	30'	40'-45'	High mount poles, cut off fixtures	"Hot" right turn lanes are not permitted.
Fredrick Road MD 355, CM-6	150' 6 lanes	30'	8'	18' with trees	30'	40'-45'	High mount poles, cut off fixtures	"Hot" right turn lanes not permitted. Use pavement cut-outs in Fox Chapel commercial center.
Germantown Road MD 118, M-61 within Town Center,	150' 6 lanes	30'	8'	18' with trees	25'-30'	30'-35'	High mount poles, cut off fixtures	"Hot" right turn lanes not permitted. Allow non peak parking.
Germantown Road MD 118, M-61 east of I-270	150' 6 lanes	30'	8'	18' with trees	30'	40'-45'	High mount poles, cut off fixtures	"Hot" right turn lanes are not permitted.
Great Seneca Highway CM-90	150' 6 lanes	50'	8'	20' with trees	30'	40'- 45'	High mount poles, cut off fixtures	"Hot" right turn lanes are not permitted.
Middlebrook Road B-20, from MD 118 to Father Hurley Blvd.	120' 4 lanes	25'	8'	10' with trees	15'-20'	30'-35'	Washington Poles and Globe	Ex. 120' ROW to be retained, preserve street trees. Do not widen intersections. Use pavement cut-outs.
Middlebrook Road B-20, from MD 118 to MD 355	150' 6 lanes	30'	8'	18' with trees	30'	40'-45'	High mount poles, cut off fixtures	"Hot" right turn lanes are not permitted.
Main Streets								
Aircraft Drive B-7	100' 4 lanes	20'-25'	10'	NA	15'-20'	30'-35'	Washington Poles and Globe	Need to develop as a one-way pair with Crystal Rock Drive. Use pavement cut-outs.

Street Name and MP Road #	ROW (feet) and lanes	Bldg. setback (curb to bldg.)	Side-walks widths	Median widths	Corner turn radii	Street Tree spacing	Street lighting	Notes
Blunt Road B-8	60' 2 lanes	16'-25'	8'	NA	15'-20'	30'-35'	Washington Poles and Globe	Allow permanent parking. Use pavement cut-outs.
Bowman Mill Road B-16	60' 2 lanes	16'-25'	8'	NA	15'-20'	30'-35'	Washington Poles and Globe	Use pavement cut-outs.
Century Boulevard B-10, from Crystal Rock Drive to Wisteria Road	70' 2 lanes	20'-25'	10'	NA	15'-20'	30'-35'	Washington Poles and Globe	Develop Promenade with extensive street furnishing, special paving and poles banners. Use pavement cut-outs.
Century Boulevard B-10, from Wisteria Drive to Water's Road	70' 2 lanes	16'-25'	10'	NA	15'-20'	30'-35'	Washington Poles and Globe	Allow permanent parking. Use pavement cut-outs.
Century Boulevard B-10, from Crystal Rock Drive to Dorsey Mill Rd.	130' 4 lanes	20'-25'	10'	50' Transitway w/trees	15'-20'	30'-35'	Washington Poles and Globe	Develop CCT Transitway with special paving and crosswalks. Allow non peak parking. Use pavement-outs.
Crystal Rock Drive B-11, from Dorsey Mill Rd. to Backhill Regional Park	100' 4 lanes	16'-25'	6'	10' near transit station	15'-20'	30'-35'	Washington Poles and Globe	10' sidewalks and median from Dorsey Mill Road to a street curve along the park.
Goldenrod Lane B-4	80' 4 lanes	16'-25'	8'	10'	15'-20'	30'-35'	High mount poles, cut off fixtures	Allow non peak parking.
Locbury Drive	80' 4 lanes	16'-25'	8'	10'	15'-20'	30'-35'	High mount poles, cut off fixtures	Allow non peak parking.
Milestone Center Drive	80' 2 lanes	16'-25'	8'	NA	15'-20'	30'-35'	High mount poles, cut off fixtures	Allow permanent parking.
Seneca Meadows Parkway , B-13	100' 4 lanes	20'-25'	8'	18' with trees	15'-20'	30'-35'	High mount poles, cut off fixtures	Allow non peak parking. Use pavement cut-outs near transit station.
Shakespeare Blvd. A-291	100' 4 lanes	20'-25'	8'	18' with trees	15'-20'	30'-35'	High mount poles, cut offs	Allow non peak parking. "Hot" right turn lanes are not permitted.

Street Name and MP Road #	ROW (feet) and lanes	Bldg. setback (curb to bldg.)	Side-walks widths	Median widths	Corner turn radii	Street Tree spacing	Street lighting	Notes
Walter Johnson Dr. B-3	80' 4 lanes	16'-25'	8'	NA	15'-20'	30'-35'	Washington Poles and Globe	Allow non peak parking.
Waters Road B-5	70' 2 lanes	16'-25'	8'	NA	15'-20'	30'-35'	Washington Poles and Globe	Allow permanent parking.
Wisteria Drive B-2 ,from Father Hurley Blvd. to G. Seneca Hwy.	100' 4 lanes	20'-25'	8'	10' with trees	15'-20'	30'-35'	High mount poles, cut off fixtures	Use pavement cut-outs adjacent to retail and on street parking.
Local Streets								
▪ New Streets B-25	70' 2 lanes	16'-25'	8'	NA	15'-20'	30'-35'	Washington Poles and Globe	Allow permanent parking.
▪ New Street B-19	100' 4 lanes	20'-25'	10'	10' with trees	15'-20'	30'-35'	Washington Poles and Globe	Allow non peak parking. Use pavement cut outs.
Greenways								
▪ Crystal Rock Drive A-22, from MD 118 to Century Blvd.	112' 4 lanes	20'-25'	6' 8' trail	18' with trees	15'-20'	30'-35'	Washington Poles and Globe	Allow permanent parking. Use pavement cut-outs.
▪ Crystal Rock Drive from Century Blvd. to Father Hurley Blvd.	120' 4 lanes	20'-25'	6' 8' trail	18' with trees	15'-20'	30'-35'	High mount poles, cutoff fixtures	Develop linear recreation area with pastoral landscape treatment, heart smart trail, benches, and pedestrian lighting.
▪ Crystal Rock Blvd. B-11,from Father Hurley to Black Hill Regional Park	100' 4 lanes	20'-25'	6' 8' trail	18' with trees	15'-20'	30'-35'	High mount poles, cutoff fixtures	Existing ROW does not permit extension of recreation area. Provide 8'trail.
▪ Observation Drive A-19,from MD 118 to northern border	100' 4 lanes	20'-25'	6' 8' bikeway	18' with trees	15'-20'	30'-35'	High mount poles, cutoff fixtures	Provide an 8' bikeway along east side of ROW.
▪ Observation Drive A-19, from MD 118 to Middlebrook Drive	80' 4 lanes	16'-25'	6' 8' bikeway	18' with trees	15'-20'	30'-35'	High mount poles, cutoff fixtures	Provide an 8' bikeway along east side of ROW.

Street Sections and Character

This section describes and illustrates specific streets within Germantown applying the design guidelines.

Boulevards

Germantown Road - MD 118

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

Middlebrook Road

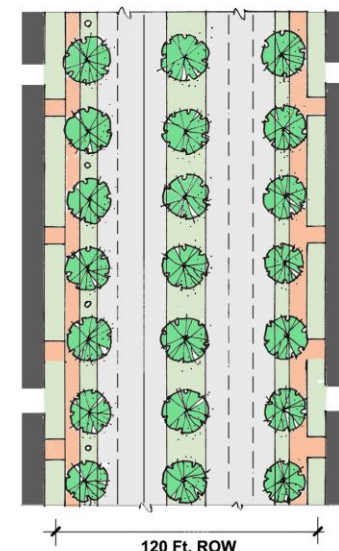
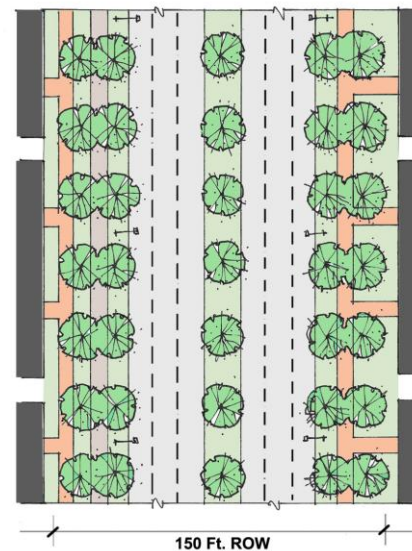
Primary shopping boulevard in the Town Center. Provide single row of street trees, median trees, sidewalks, and pedestrian level street lighting.

Father Hurley Boulevard

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

Fredrick Road MD 355

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



Main Streets

Century Boulevard

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

Wisteria Drive

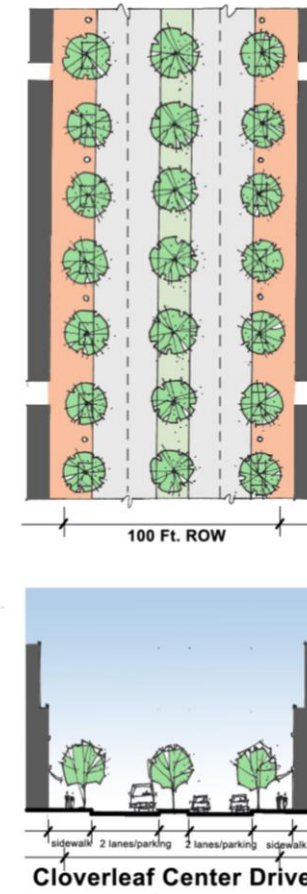
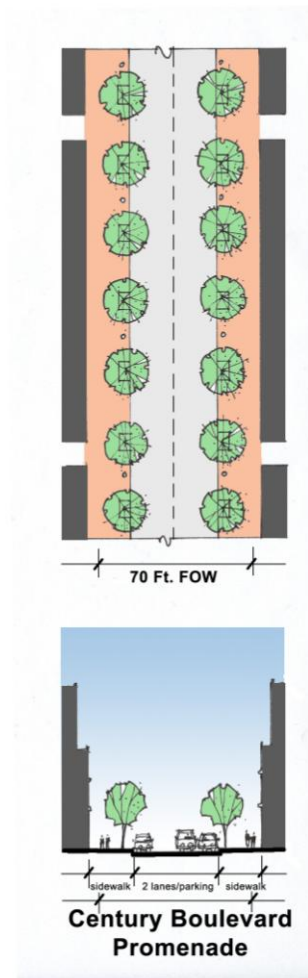
Provide a single row of street trees, median trees, sidewalks, and pedestrian level street lighting.

Cloverleaf Center Drive

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

Walter Johnson Drive

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



Transitways and Greenways

Century Boulevard Transitway

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

Seneca Meadows Parkway

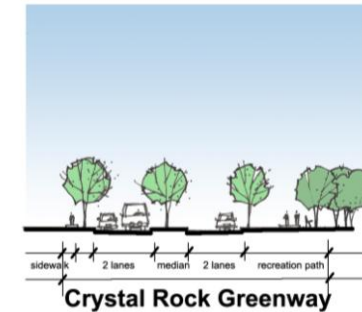
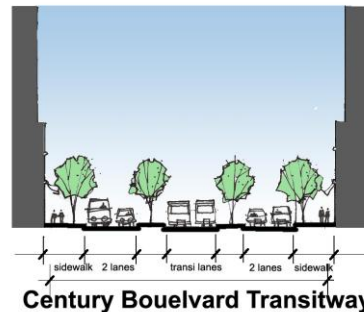
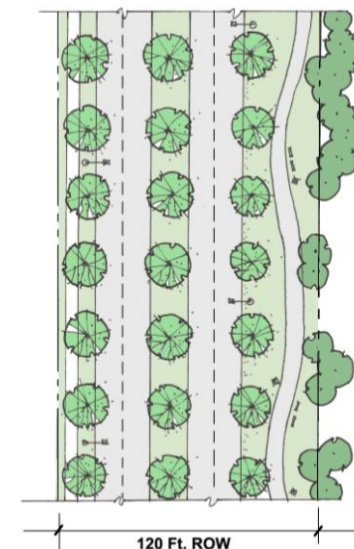
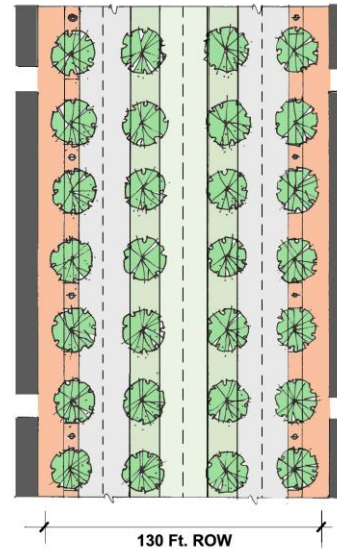
Develop the Corridor Cities Transitway at the northern end of the street with the same streetscape as shown for the Century Boulevard Transitway.

Crystal Rock Drive Greenway

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

Observation Drive Greenway

Along the length of Observation Drive, provide a single row of street trees, median trees where medians occur, a sidewalk on the west side, a bikeway along the east side, and pedestrian level street lighting.



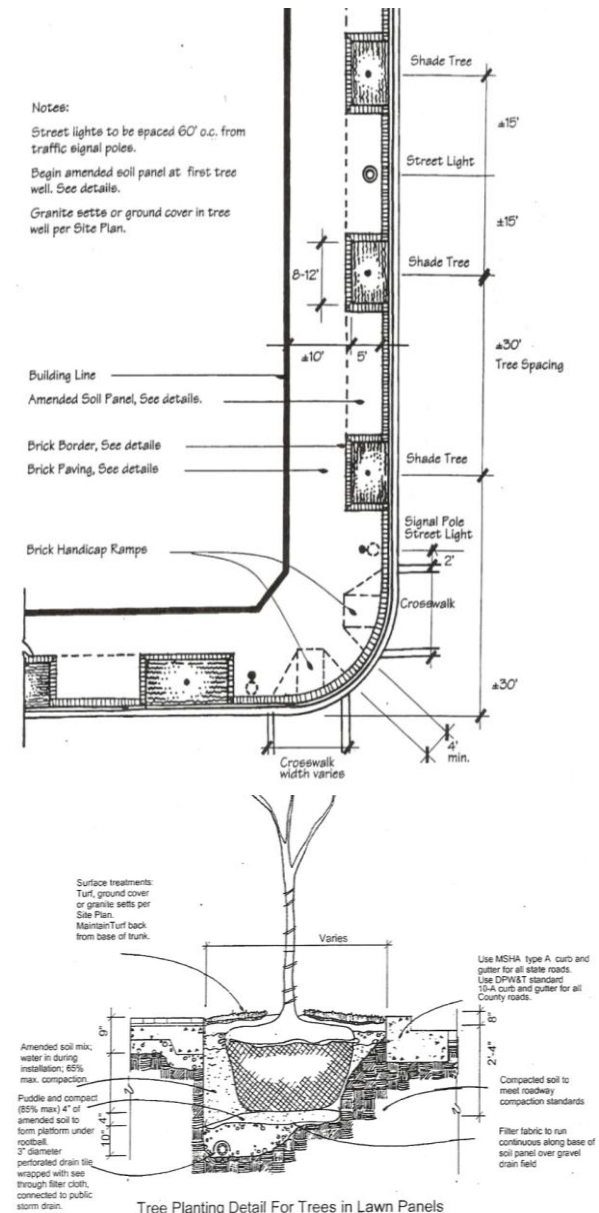
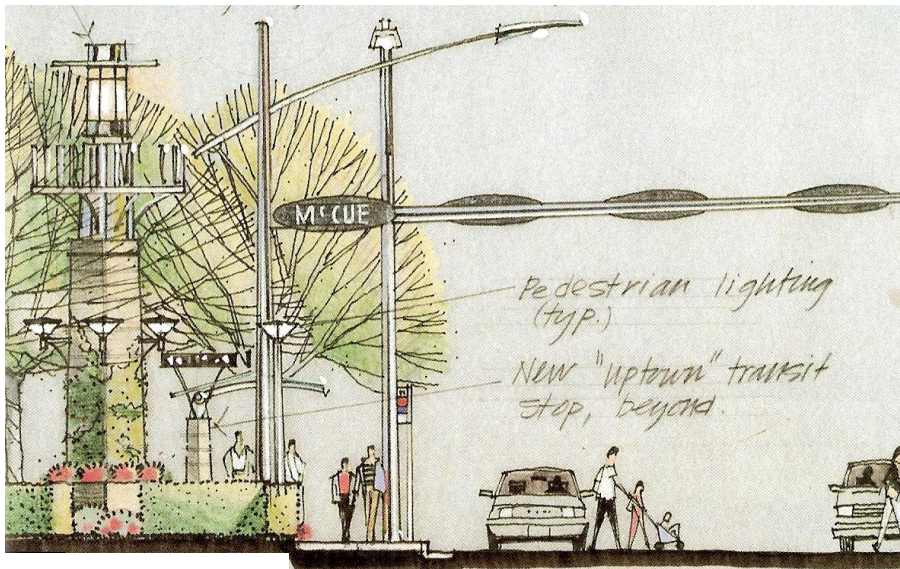
Streetscape Details

Streetscape plans should include the following details for tree spacing, layout, and planting details when pavement cut-outs are used. Plant trees in lawn panels in all other cases. The Street StandardsTable specifies where to use pavement cut-outs.

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

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

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



Open Space

Goals

The goals meet Germantown's need for urban recreation, social gathering, and access.

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

Implementation depends on resources becoming available for a maintenance district and staff of the Parks Department to perform the higher level of maintenance required for urban parks.

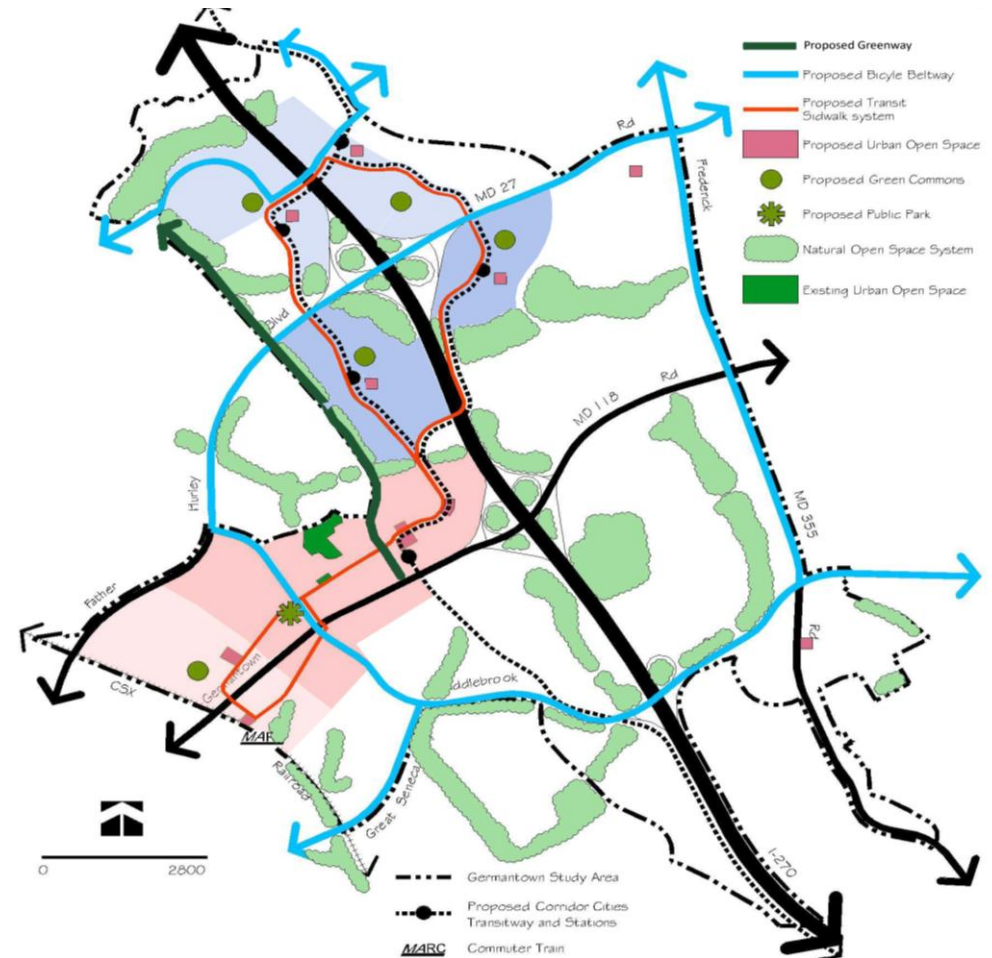
Open Space Concept

A system of parks and open spaces linked by bikeways, sidewalks, and pathways will meet the increasing demand for indoor and outdoor recreational space. The Plan recommends several public urban parks serving the entire plan area. Each district will have a neighborhood green, a variety of urban plazas and gathering places, a transit plaza if served by transit, and indoor recreation.

In the Town Center, specific urban open spaces are identified, but in other transit-served districts, the plan recommends "floating" facilities that will be "landed" as integral elements in proposed developments.

The design of open space should encourage use by all. Maintenance must be carefully considered. The design guidelines offer specific guidance designed to improve safety, enjoyment and sociability of the parks, open spaces and connections.

Urban Open Space, Parks, and Trails Concept



Open Space Guidelines

Urban Parks

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

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

Civic Greens

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



Urban Parks, Arlington, VA



Town Common Civic Green

Neighborhood Greens

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

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



View of Neighborhood Green in Carlyle, Alexandria, Virginia



View of Octavia Boulevard Green in San Francisco, California

Urban Plazas and Gathering Places

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

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



Urban Plaza, Bethesda

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



Urban Plaza in Market Commons, Clarendon, Virginia

Transit Station Plazas

Transit districts should have a transit plaza at each station, which should offer a comfortable, sheltered location. The transit plaza is not the station platform. The following guidelines are intended to promote transit ridership, ensure safety, accommodate rider comfort.

- A transit station plaza will be required of adjacent development.
- Locate transit plazas along the sidewalk adjacent to development and close to the transit platform. Access to the transit platform should be provided by crosswalks.
- Coordinate transit plazas with the design of adjacent development and provide wider sidewalks, setbacks for buildings, and integrate the plaza into the surrounding urban character.
- Design each transit plaza as a unique place, but use standard components for shelters, seating, and information systems that give identity to the transit line.
- Standard components should be of high quality and attractive design.
- Select shelters that incorporate space for local artists to display artwork on a rotating basis. Elementary and high school artists should be included in the rotating shows.
- The Town Center's transit plaza should be located within the neighborhood green on the Bellmead Property.

Promenade

A promenade is a linear public space along the street that functions as a social gathering place activated with restaurants, cafes, retail, and other uses. It should be developed with wide sidewalks, special paving, seating, and extensive street furnishings and artwork. The Town Center is recommended to have a Promenade along Century Boulevard. (See the Town Center District for specific guidelines). Programs to enliven the promenade should be developed, promoted and coordinated with other open spaces.



Transit artwork by
Nikolai Pakhomov,
Germantown Transit Station

Germantown Transit Station



Neighborhood Recreation

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

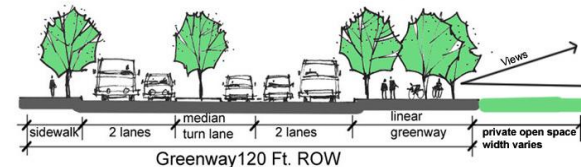
Greenway Recreation Facilities

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

Crystal Rock Greenway

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

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



Aerial view of
Crystal Rock Drive
Greenway

Observation Drive Greenway

- Provide an eight-foot wide bikeway in the curbside area along the eastern side of the roadway to accommodate pedestrians and cyclists.
- Provide seating to offer views of adjacent open spaces such as the Germantown Bog and the stream valley park within the Montgomery College District. Benches should be perpendicular to the street to provide views of adjacent open spaces.

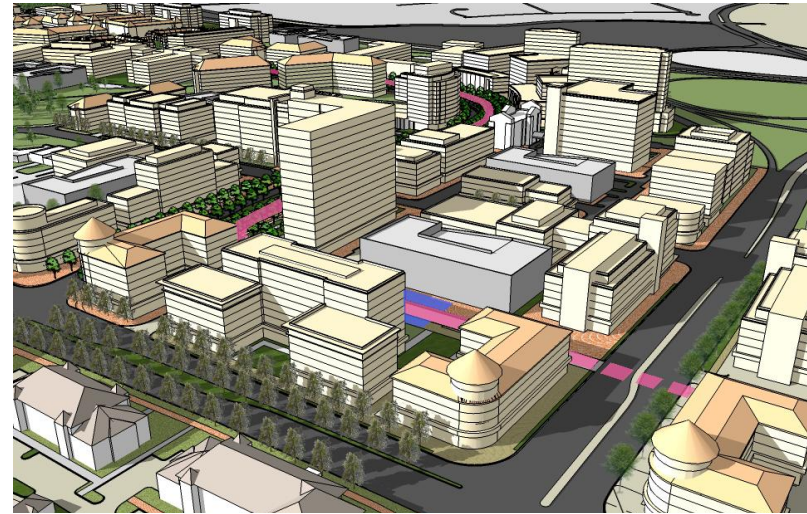
Buildings

Goals

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

The following goals will achieve an urban environment.

- Develop a street oriented form of development.
- Arrange massing and heights to emphasize centers.
- Activate streets with uses such as retail and restaurants where appropriate.
- Ensure integration of residential uses into the urban settings.
- Design rooftops to be visually interesting.
- Incorporate sustainable design concepts into building design.



Cluster development at transit, view of Town Center looking east from Middlebrook Road

Building Form Guidelines

Street Oriented Development

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

The following guidelines will help create an urban place.

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



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



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

Building Massing and Heights

Each of Germantown's seven districts should have an identifiable center. Coherent, identifiable centers are created when density and buildings are clustered in a core area and buildings step down toward the periphery adjacent to residential areas. Pedestrian enjoyment and comfort within centers should be achieved by building designs that serve the pedestrian.

The following guidelines are intended to achieve these goals.

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



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



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

Frontage (Facade Design and Entrances)

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

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



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



Transparent ground floor, Carlyle, Alexandria, Virginia

Retail Use at Street Level

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

- Cluster retail, restaurant, and entertainment uses along identified retail streets.
- Locate entrances at street level for ADA compliance and pedestrian convenience. Place entrances close together to activate the street, 30 to 45 feet for retail streets.
- Design retail and restaurant storefronts with a significant amount of transparency, 60 to 70 percent, to promote business and activate the street.
- Set buildings back 22 to 25 feet from the curb to create outdoor space for café seating where appropriate.
- Permit on-street parking adjacent to retail, restaurant and entertainment uses.
- Design store signage as an integral element of the building facade such as a panel on the building's cornice, or as a vertical hanging banner sign.



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



Setback buildings for urban space, Bethesda Row, Bethesda

Residential Buildings

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

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



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

Residential building over ground floor retail, Falls Church, Virginia



Residential building above ground floor retail, Rockville, Town Center

Building Roof Tops

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

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

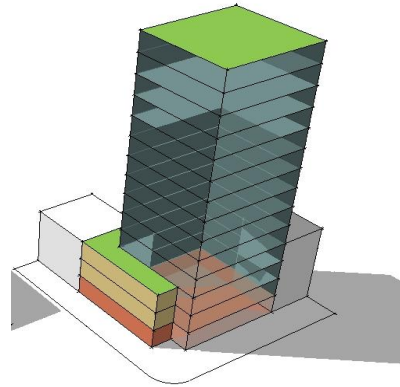
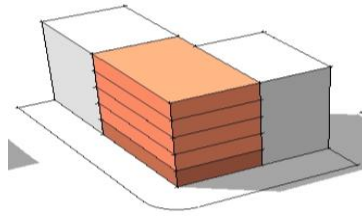
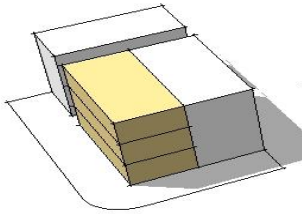


Varied roof lines on residential development, Clarendon, Virginia



Varied building heights and roof lines, Clarendon, Virginia

Range of Building Types



Base1: Transition Buildings

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

Base 2: Mixed-Use

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

Tower and base: Mixed-Use

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

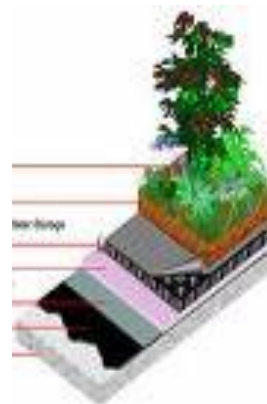
Green Buildings and Sustainability

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

The following elements should be incorporate in the design of buildings in the Germantown Plan area.

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

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



3 Guidelines for Specific Areas

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

- Town Center
- Cloverleaf District
- North End District – West Side

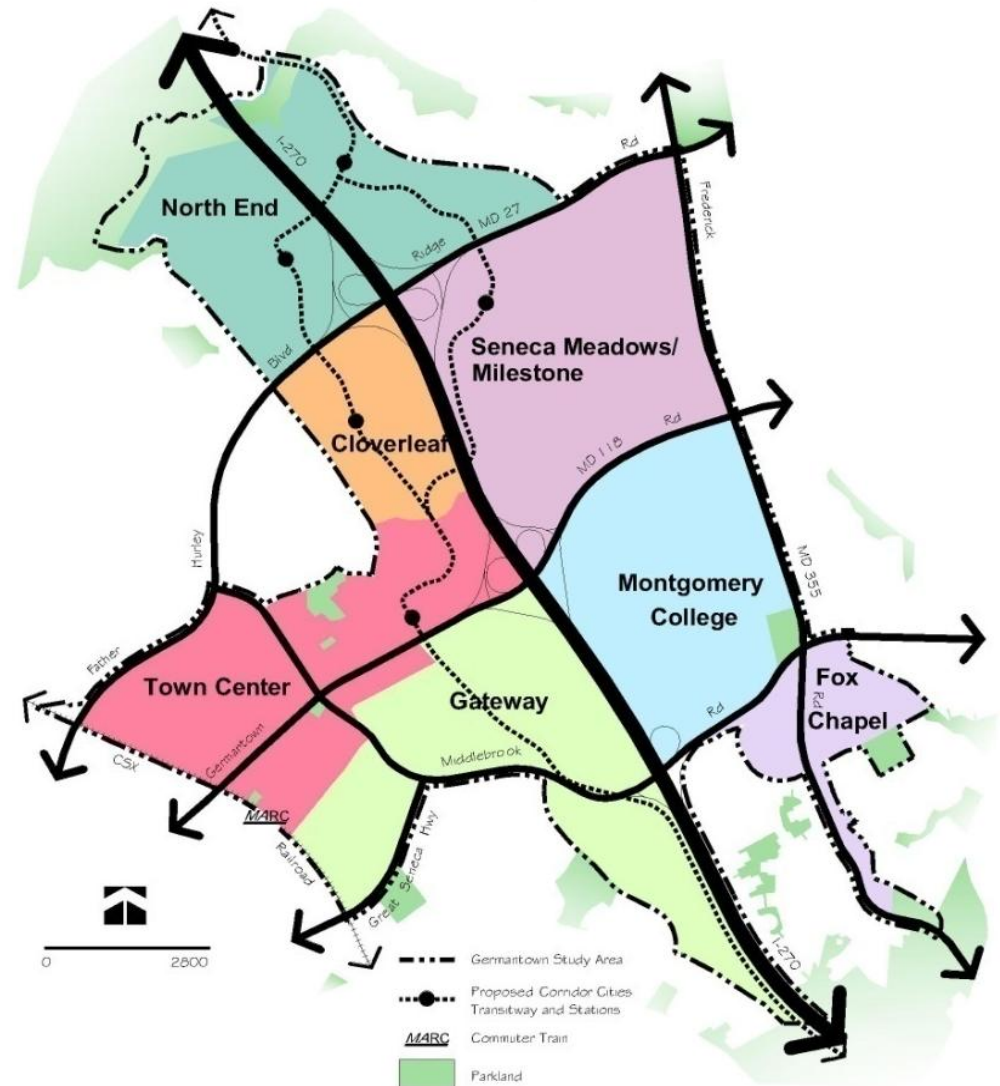
These districts, on the west side of I-270, each have a CCT transit station as its focus. The guidelines for streets, open space, and buildings provided in this section augment the more general guidelines that apply to all districts in the Plan area.

Town Center

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

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

Germantown Districts





View of Town Center looking east along MD 118

Block 1

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

Block 2

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

Block 3

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

Block 4

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

Block 5

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

Block 6

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

Block 7

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

Block 8

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

Block 9

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

Block 10

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

Block 11

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

Block 12

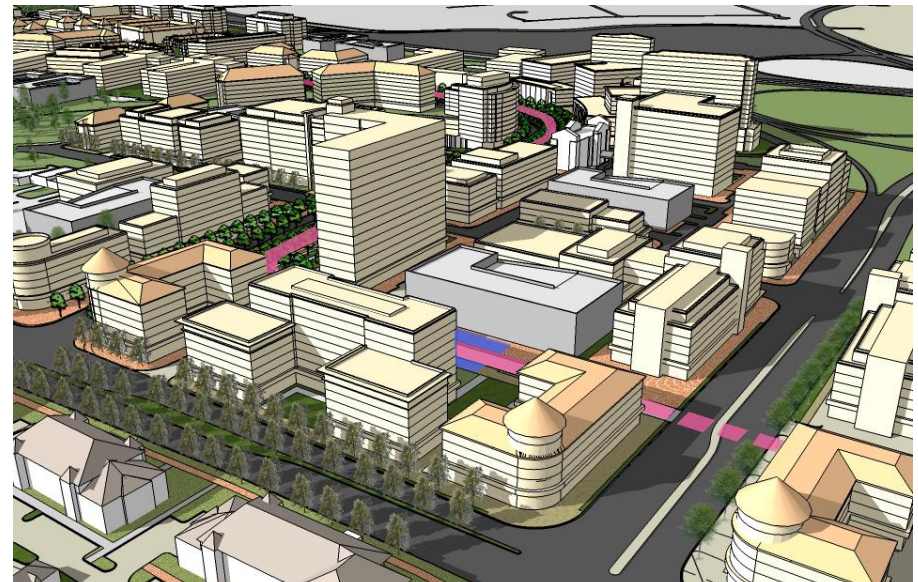
Locate new development on streets with housing oriented to Waters Road and Waterford Hills Boulevard. Allow development of the hillside along MD 118 if development fronts the boulevard. Step down building heights to 50 feet including a bonus density adjacent to the existing residential community.

Block 13

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

Block 14

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



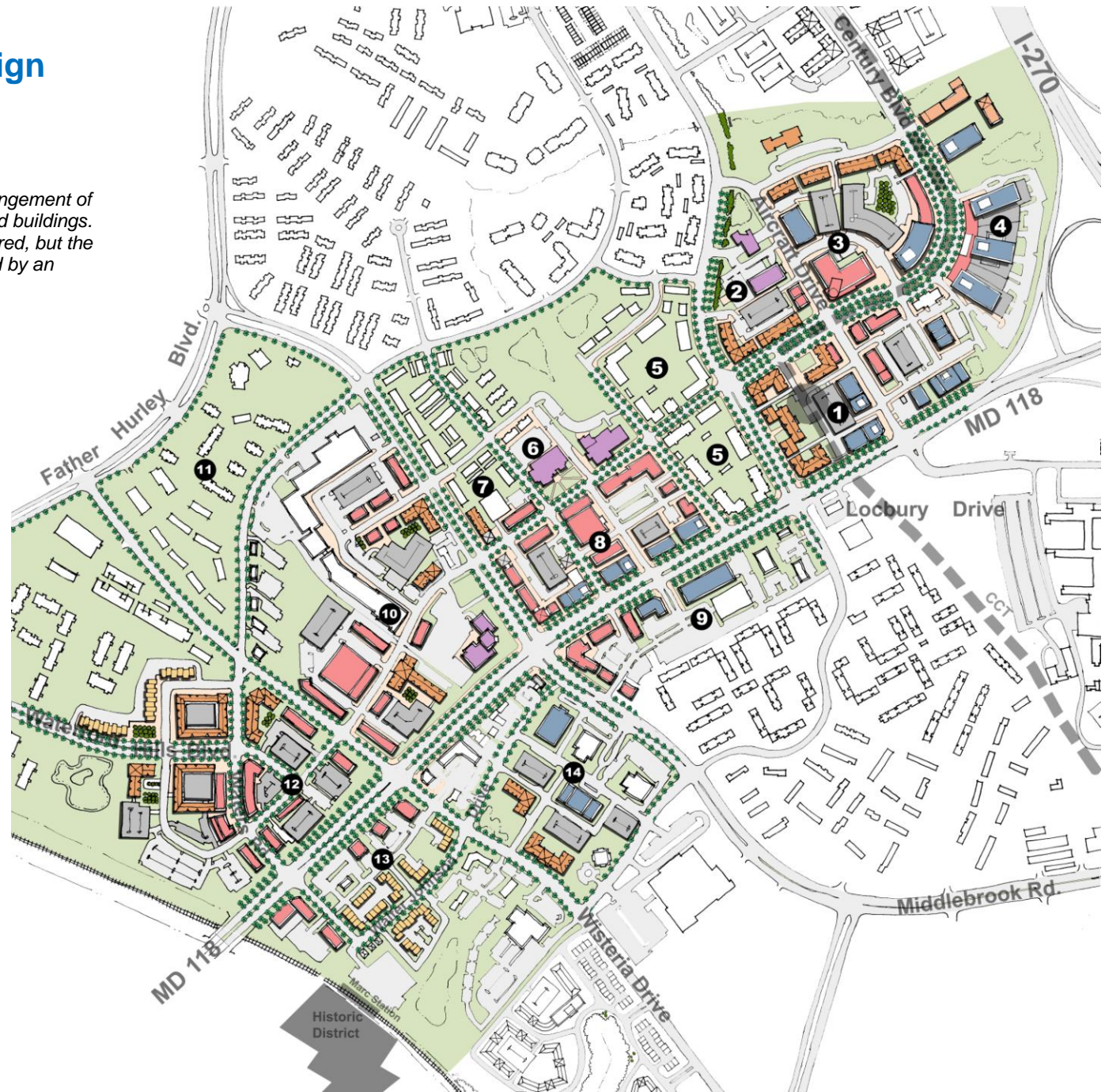
View of Town Center Transit Station

Town Center Urban Design Concept

The Urban Design Concept illustrates an arrangement of allowed density with streets, open spaces, and buildings. The street system and open spaces are required, but the final building arrangements will be determined by an approved project plan.

Urban Design Concept

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



Streets

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

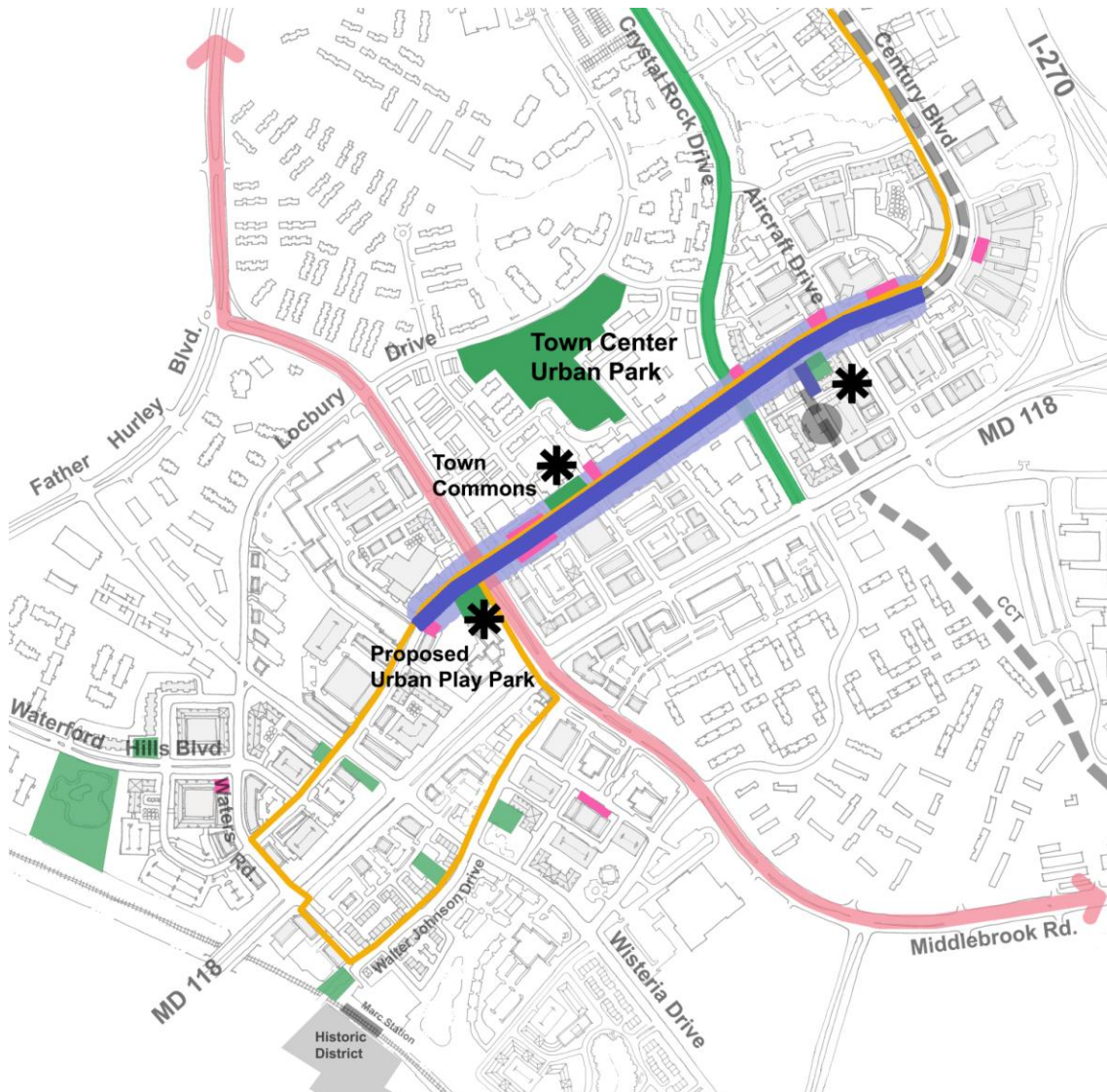
Town Center Street Character

Streets

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



Town Center Parks, Open Spaces, and Connections



Open Spaces

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

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

A transit sidewalk loop connects all open spaces and destinations to transit and should provide a minimum of eight feet of clear pedestrian passage.

Major Places

- Public Parks/Civic Greens
- Transit Plaza

Neighborhood Places

- Neighborhood Commons /Open Spaces
- Urban Plazas

Connections


- Promenade
- Greenway
- Bicycle Beltway
- Transit Sidewalk Loop

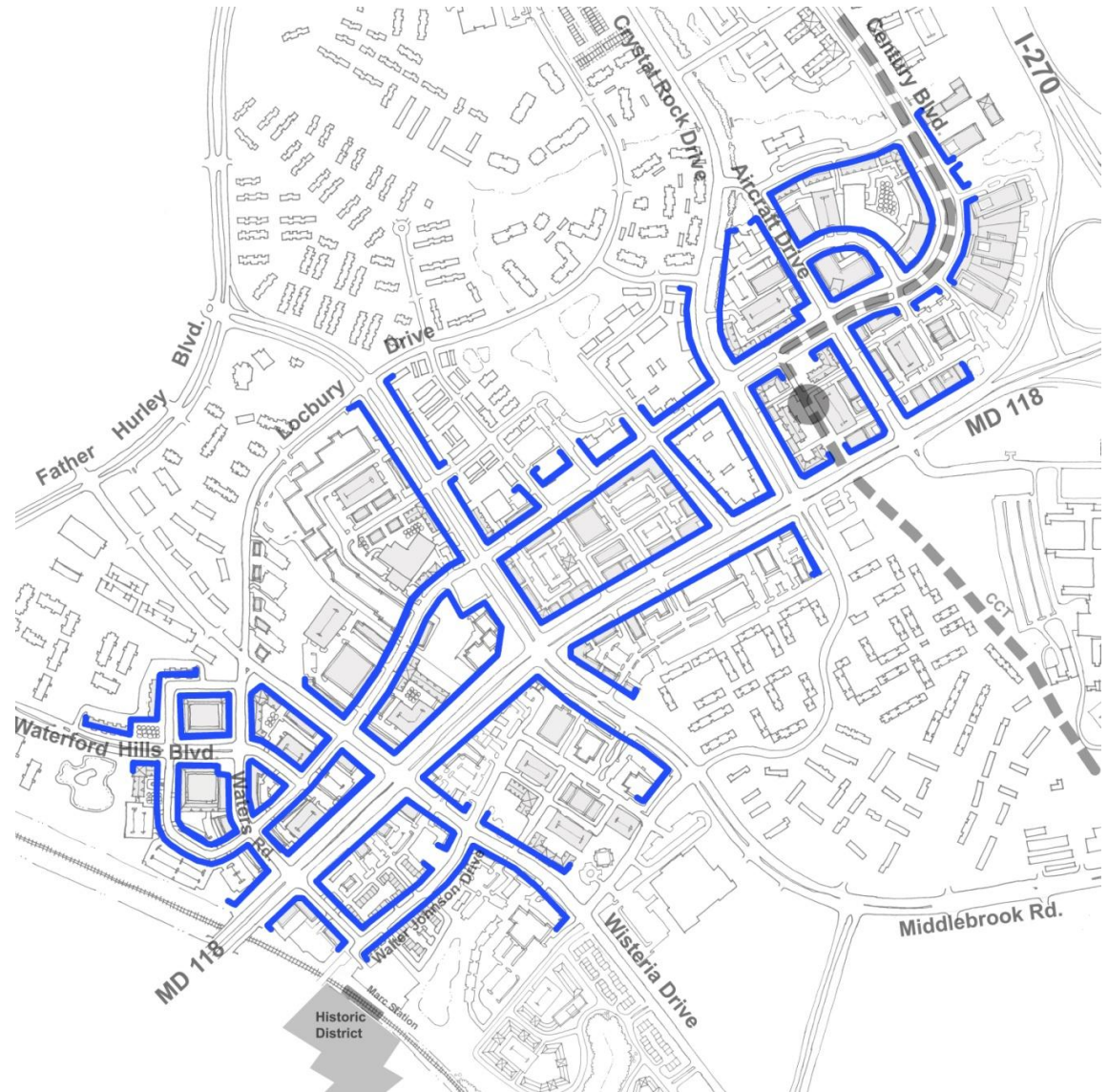
Town Center Building Lines

Building lines should be created along all streets to define the public realm. Deviation from the building line is allowed to create urban space, wide sidewalks for outdoor cafes, or accent building entrances. For specific building setback information, see Street Standards and Guidelines Table.

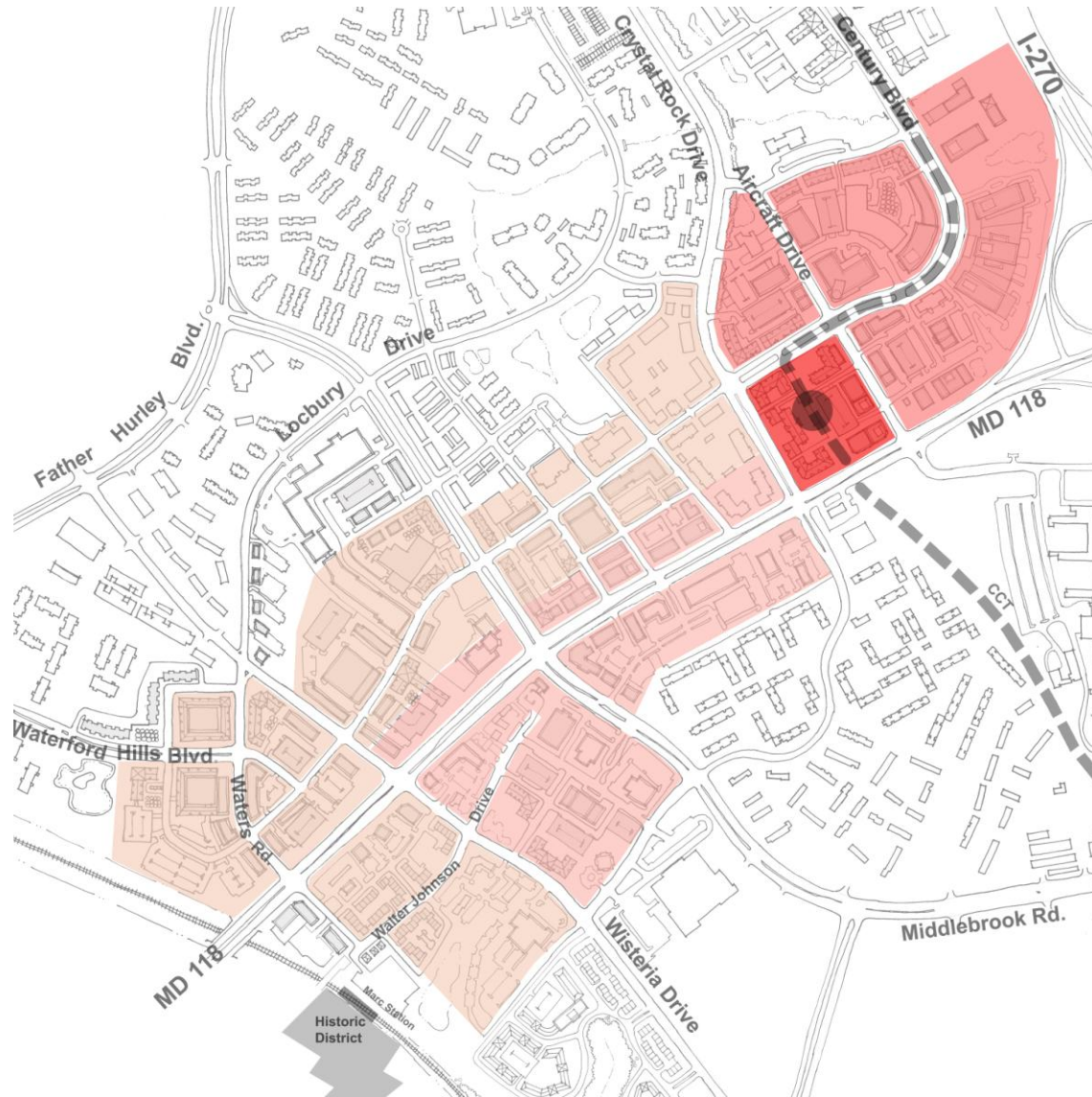
Town Center Building Lines

Building Lines

 Building lines along streets



Town Center Building Heights



Building Heights

The Town Center should have the tallest buildings in Germantown, providing a focus in the center. The building heights map illustrates the arrangement designed to create a sense of focus within the district with tall buildings clustered around the transit station and along the I-270 Corridor. At the edges of the district, building heights are limited to 50 feet including a bonus density adjacent to existing residential areas to achieve compatible transitions.

Building Heights

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

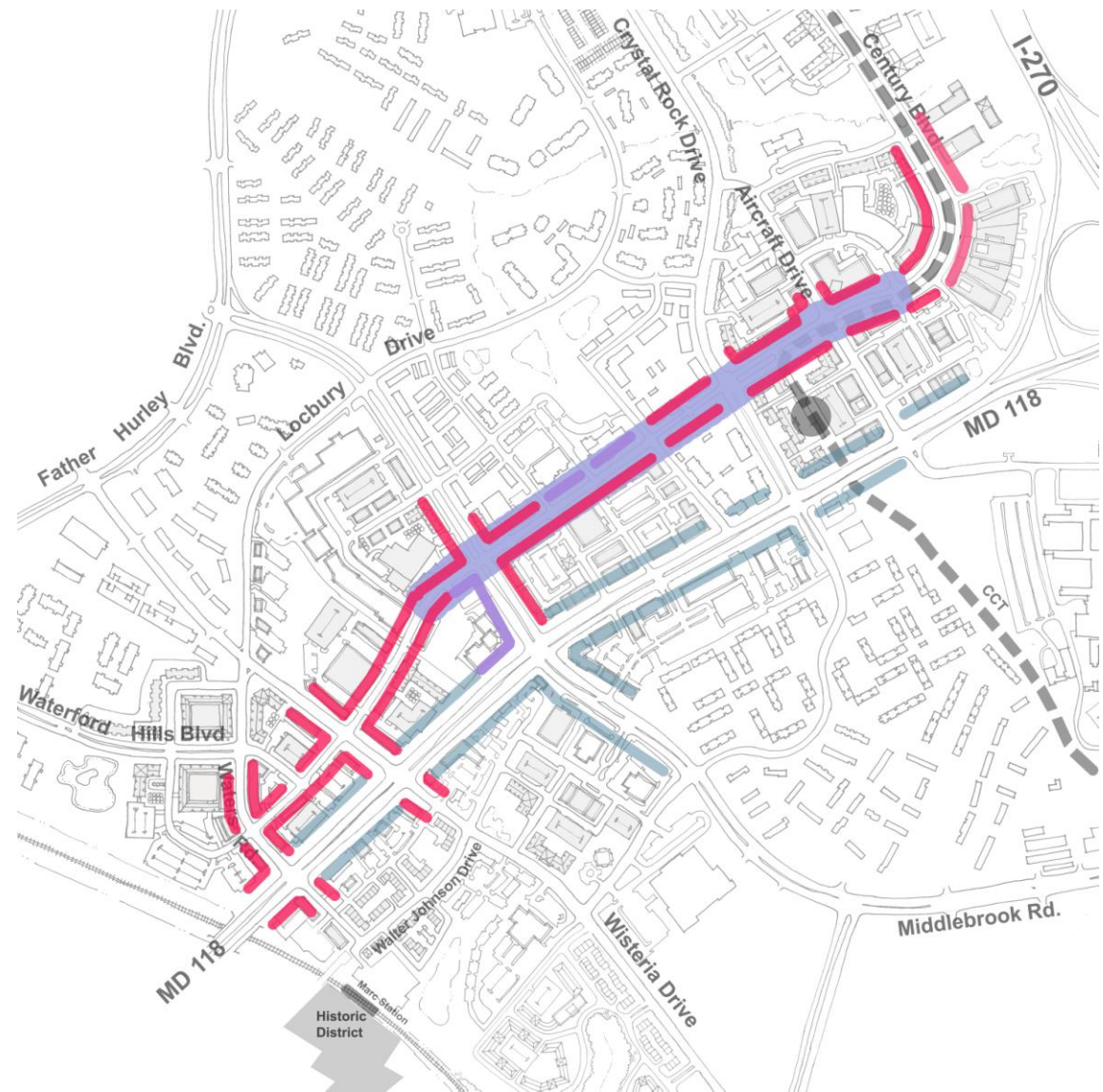
Retail Locations

Retail, restaurants, and other activating uses should be concentrated along the Century Boulevard promenade to strengthen the existing pattern of retail and enliven the street. Permit on-street parking along streets designated for retail. The Retail Location map shows primary retail locations throughout the district. MD 118 is not considered a primary retail street.

Town Center Retail Locations

Retail and Mixed Used Commercial Streets

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



Cloverleaf District

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



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

Block 1

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

Block 2

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

Block 3

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

Block 4

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

Block 5

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

Block 6

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

Block 7

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

Block 8

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

Cloverleaf Urban Design Concept



The Urban Design Concept illustrates an arrangement of allowed density with streets, open spaces, and buildings. The street system is required but the final building arrangements and open spaces will be determined by an approved project plan.

Cloverleaf Street Character



Streets

The Century Boulevard Transitway and Cloverleaf Center Drive form the district's two main streets where significant development will occur. An expanded network of local streets is designed to improve circulation and access to transit. Streetscape improvements are required along all streets and should include closely spaced street trees. The transitway should be designed as an integral element of the Century Boulevard with a tree planted median and easy pedestrian access to the center platforms.

The Cloverleaf Street Character map and the Street Standards and Guidelines Table provide detailed requirements for Cloverleaf's street system.

Streets

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

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

The following guidelines apply to all properties.

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

Major Places

 Transit Plaza


Neighborhood Places

 Neighborhood Greens / Open Spaces

 Urban Plazas

Major Open Spaces

 I-270 Landscape Open Space

 Crystal Rock Drive Stormwater Open Space

Connections

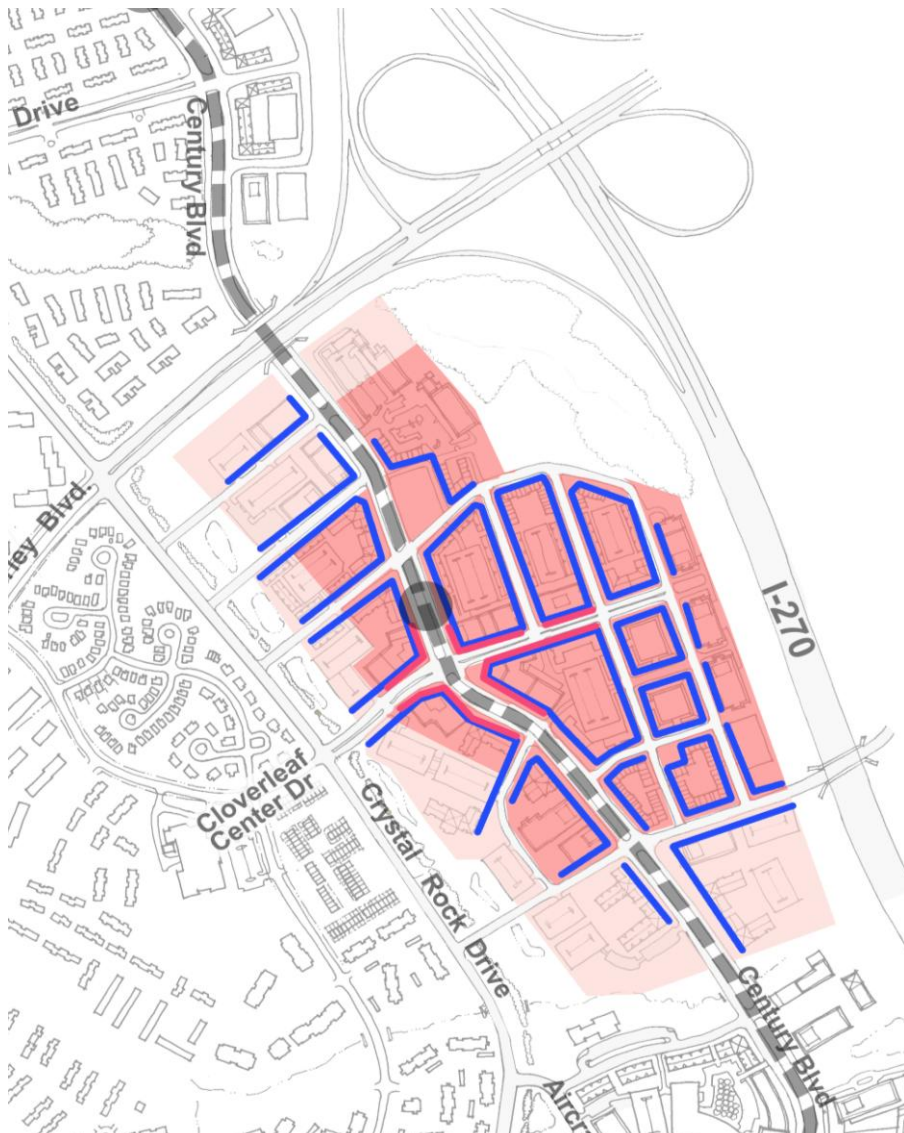
 Greenway

 Bicycle Beltway

Cloverleaf Open Space



Cloverleaf Building Lines, Heights, Retail



Building Lines, Heights, and Retail

Building lines should follow the Century Boulevard Transitway and Cloverleaf Center Drive to define these main streets. Deviation from the building line is allowed to create urban space, wide sidewalks for outdoor cafes, and to accent building entrances. For specific building setback information, see Street Standards and Guidelines Table.

Building heights should create a focus with the tallest buildings located at the transit station. Allow up to 10 stories along I-270 in key locations with the majority of buildings at eight stories to be determined by project plan approval. Achieve variation in building heights throughout the district to create a visually interesting skyline.

Building Lines

- Building lines along streets

Building Heights

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

Retail

- Retail Locations

North End District – West Side

The North End straddles I-270 and is located adjacent to Germantown's greenbelt park. On the west side of I-270, create a mixed-use, transit oriented neighborhood with a focus upon the transit station. Place signature office buildings along I-270 with lower scaled residential buildings across from the existing residential community. Retail should be located along Century Boulevard close to the transit station. Black Hill Regional Park is an important asset for this neighborhood offering recreation and scenic views.

Block 1

Locate office development adjacent to the I-270 Interchange. Place residential development adjacent to Kinster Drive. Garages should not front the Century Boulevard Transitway.

Block 2

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

Block 3

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

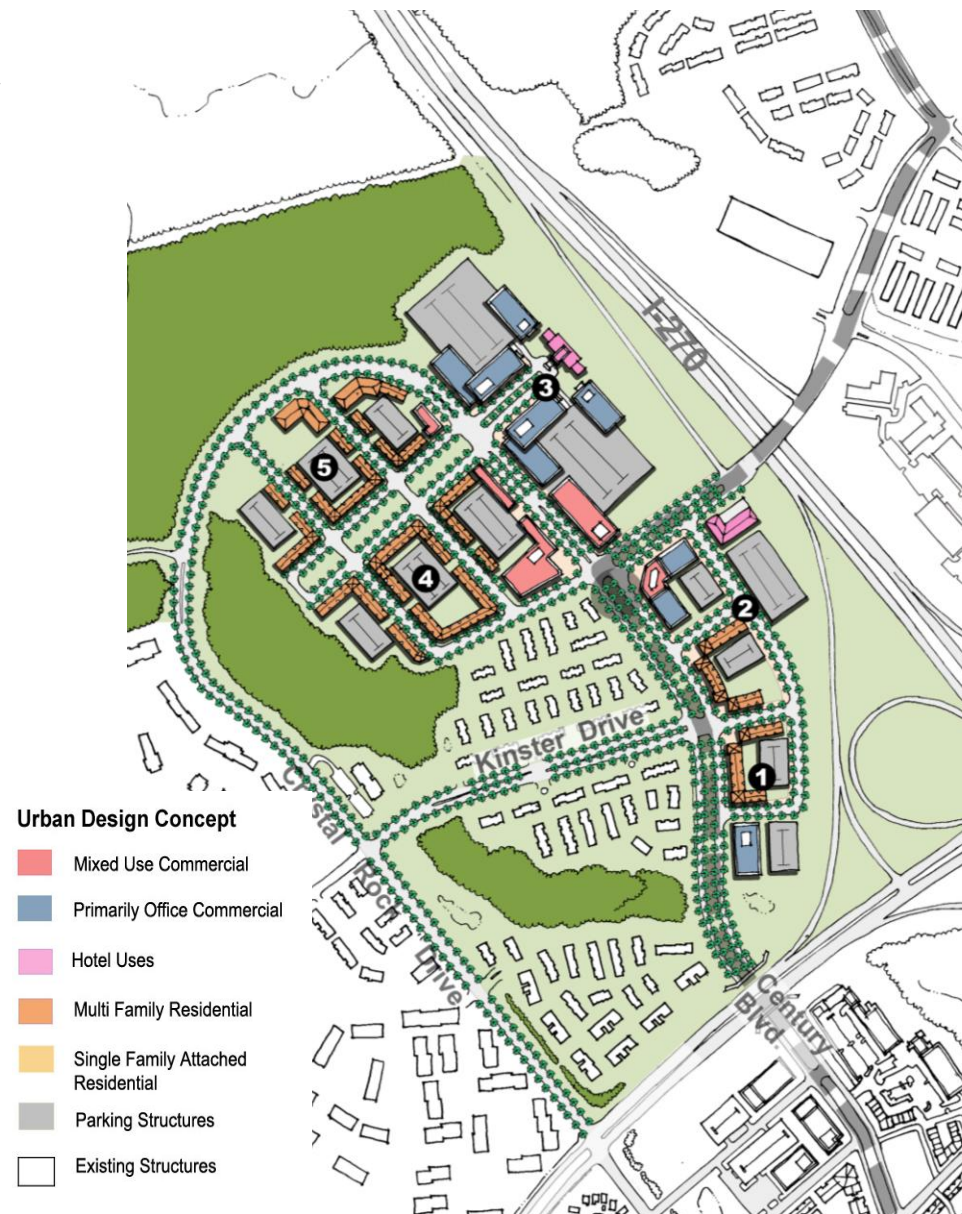
Block 4

Develop with predominately with low-rise, residential buildings and retail along Century Boulevard.

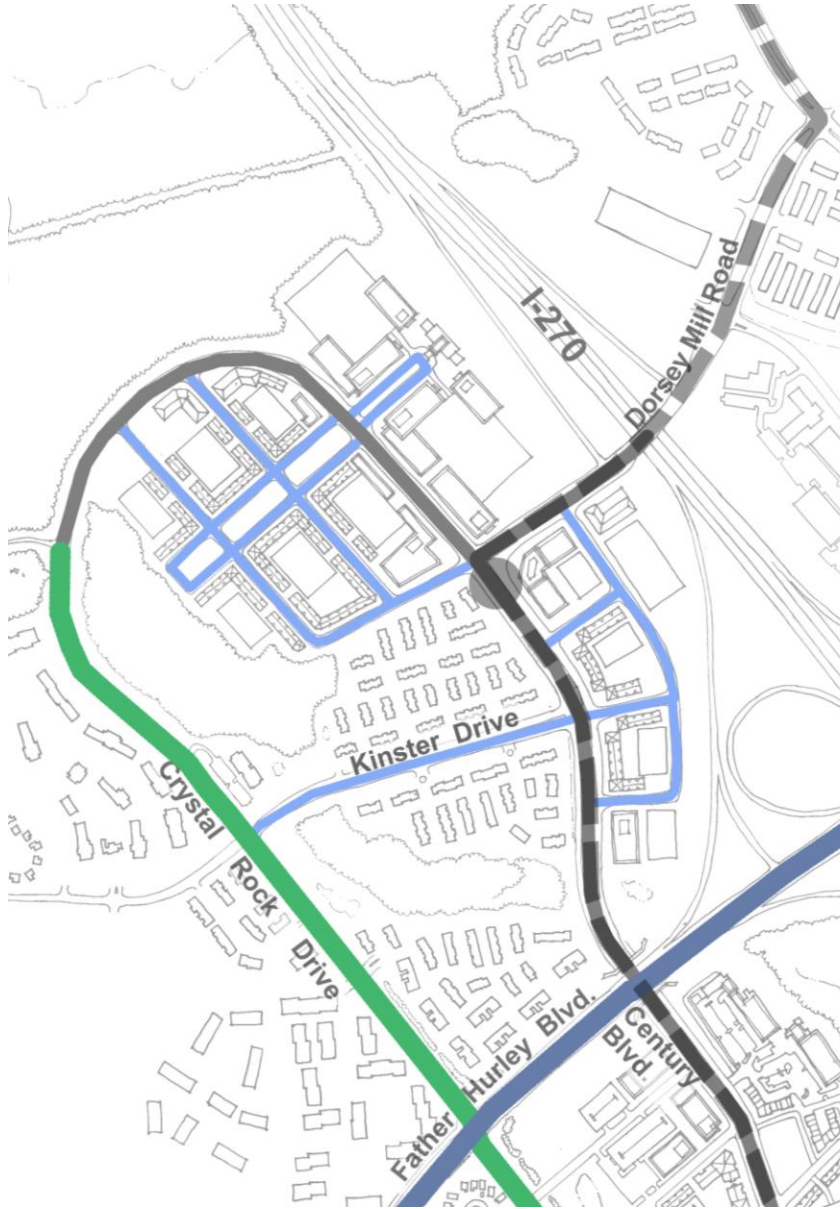
Block 5

Develop with low and highrise residential buildings to take advantage of proximity to the park.

North End – West Side Urban Design Concept



North End Street Character



Streets

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

Streetscape improvements are required along all streets and should include closely spaced street trees. The transitway should be designed as an integral element of Century Boulevard with a tree-planted median and easy pedestrian access to the center platforms. The west side North End Street Character map and the Street Standards and Guidelines Table provide detailed requirements for the district's street system.

Streets

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

Open Space


The district is bordered by significant open spaces: Black Hill Regional Park to the north, the existing stream valley to the west, and the landscaped areas of I-270 to the east. New development will include a series of plazas and gathering places along Century Boulevard, a transit station plaza, and a neighborhood greens that is privately developed for public use. The final location of open spaces will be determined by project plan approval. The following guidance applies to all properties.


- Provide extensive landscape treatment along I-270 to create a green setback along the highway and to screen parking structures.
- Contribute to the development of the Crystal Rock Greenway.
- Landscape the existing stormwater management ponds to recreate a natural, informal landscape using native species.
- Locate public use spaces, such as urban plazas, primarily along Century Boulevard where adjacent retail uses will activate the spaces. The neighborhood green should be located close to residential development.

Major Places

 Transit Plaza


Major Open Spaces

 I-270 Landscape Open Space

 Stream Valley Open Space

 Black Hill Regional Park

Neighborhood Places

 Neighborhood Commons/Open Spaces

 Urban Plazas

Connections

 Greenway

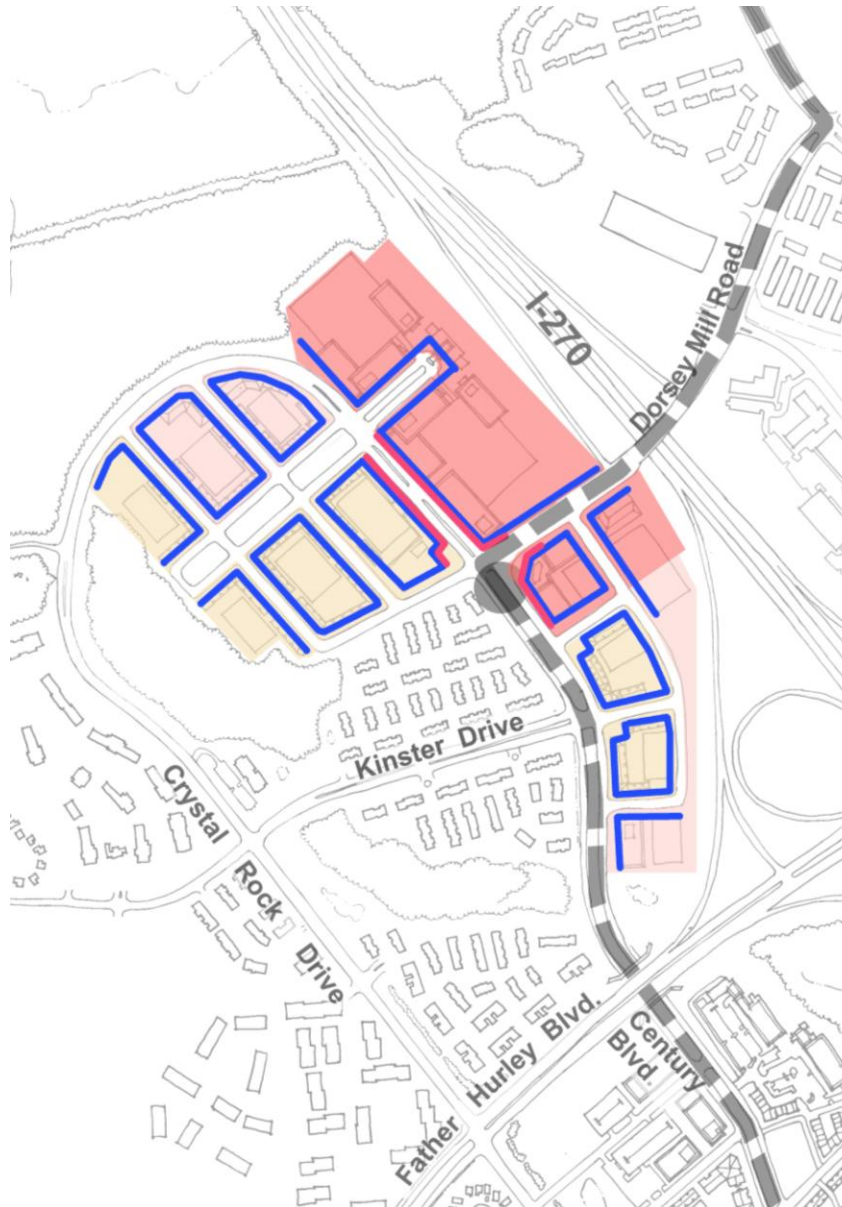
 Bicycle Beltway

 Transit Sidewalk Loop

North End Open Space Concept



North End Building Lines, Heights, Retail



Building Lines, Building Heights, and Retail

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

Building heights should create a focus with the tallest buildings located at the transit station. Allow up to 10 stories along I-270 in key locations with the majority of buildings at eight stories to be determined by project plan approval. Building heights along Century Boulevard across from the existing residential should be predominately four stories stepping up to 10 stories at the intersection of Dorsey Mill Road.

Building Lines

- Building lines along streets

Building Heights

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

Retail

- Retail Locations

URBAN DESIGN GUIDELINES

For the Germantown Employment Area Sector Plan

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

8787 Georgia Avenue
Silver Spring, Maryland 20910



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MontgomeryPlanning.org