



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

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

ZONING

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

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

master or sector plans for Transit Station Development Areas.”

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

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

The TMX-2 Zone allows the creation of a contributory fund so that optional method projects may provide all or part of a project’s public use space and public amenities and

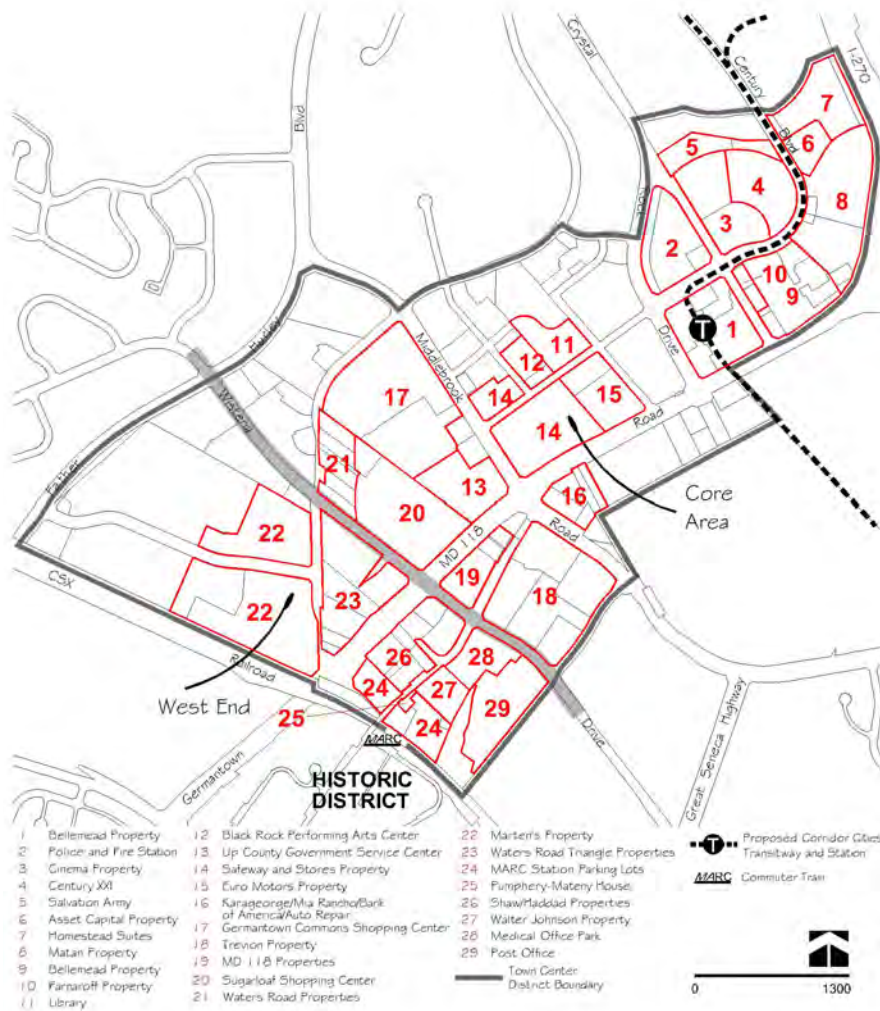
facilities off-site. The list of potential projects to be covered by the Amenity Fund appears in Appendix 20 and incorporated by reference in this Plan.

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

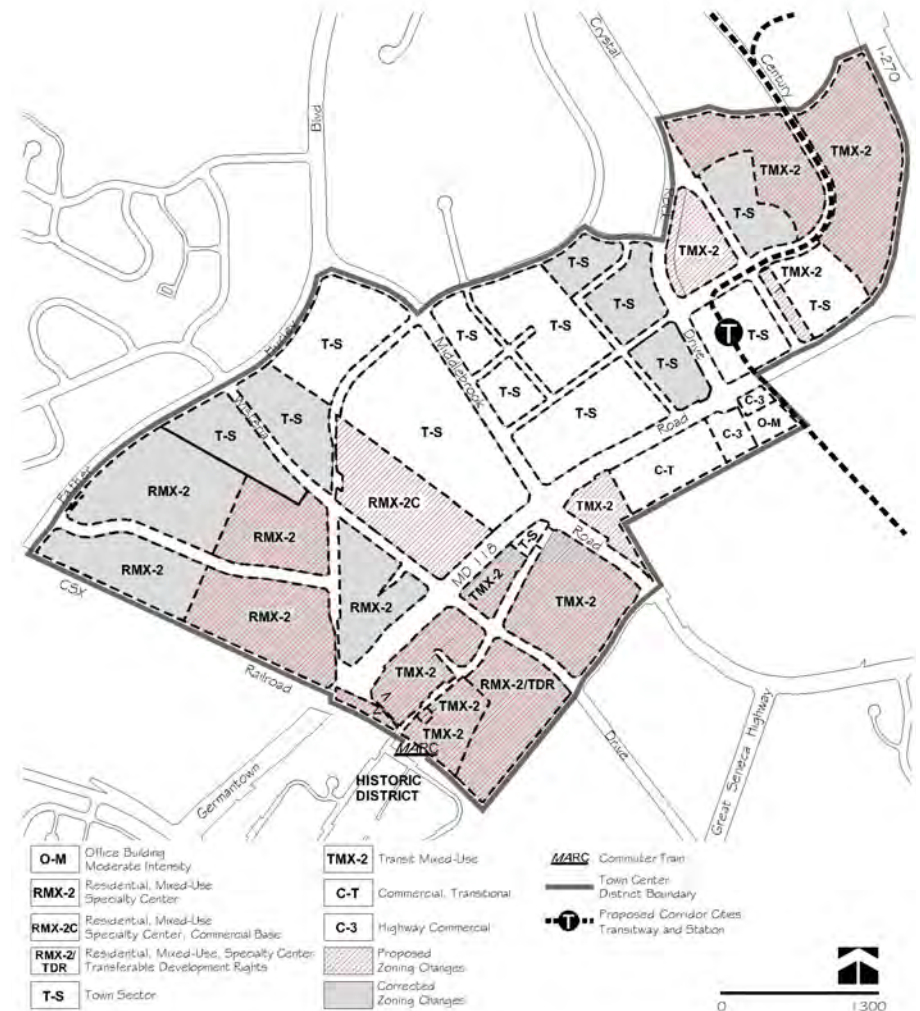
Proposed Transit Station Development Area



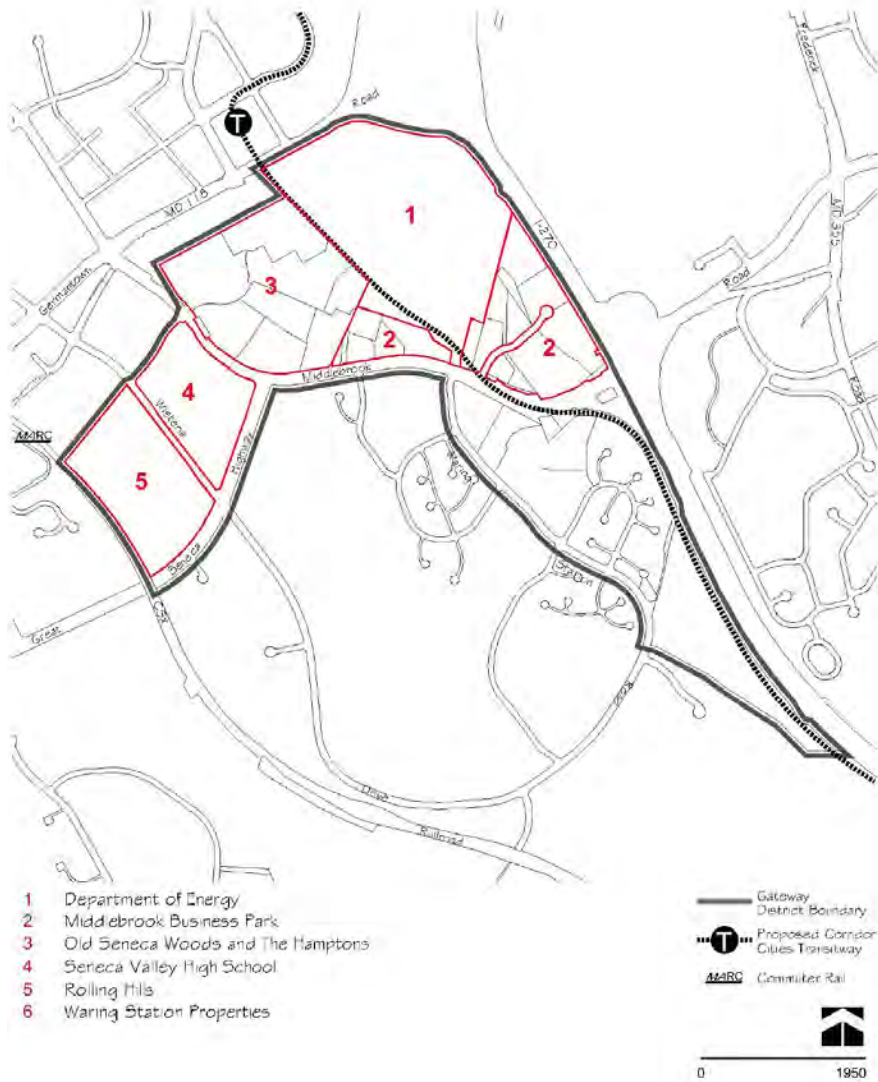
Town Center Property Reference



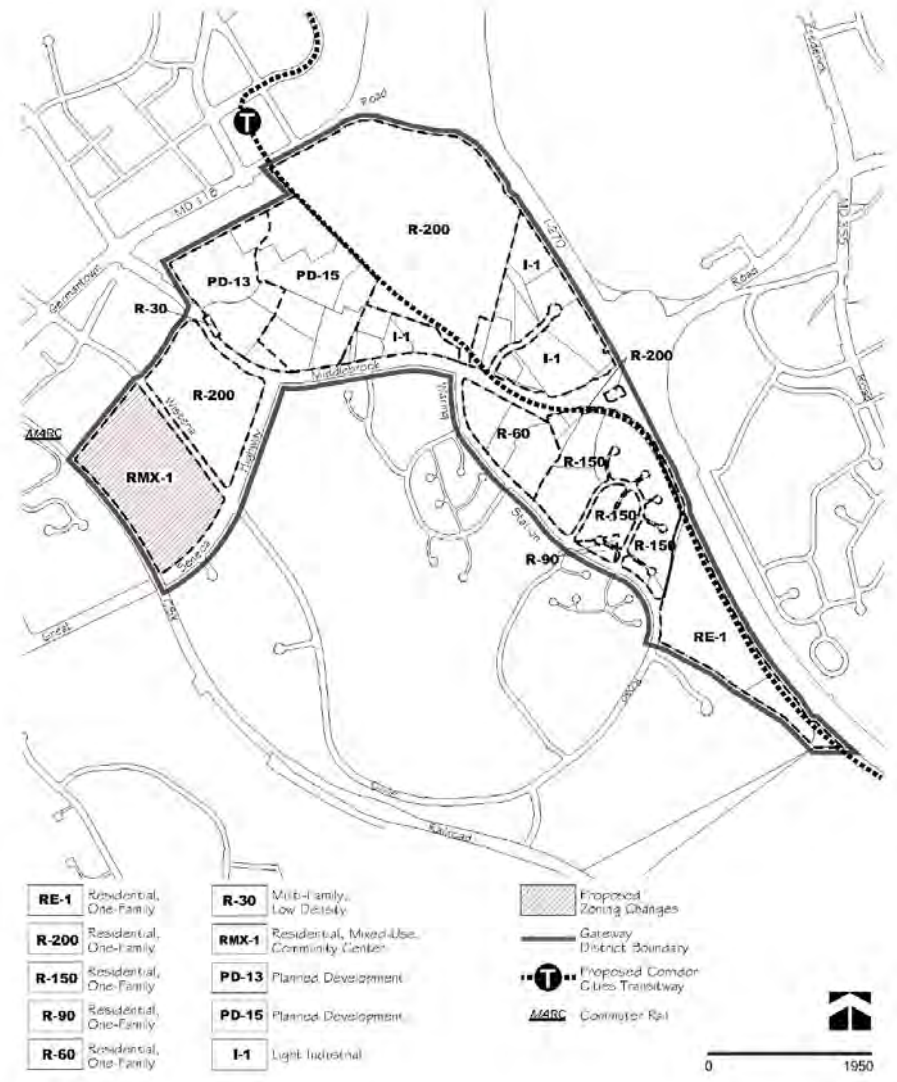
Town Center Zoning



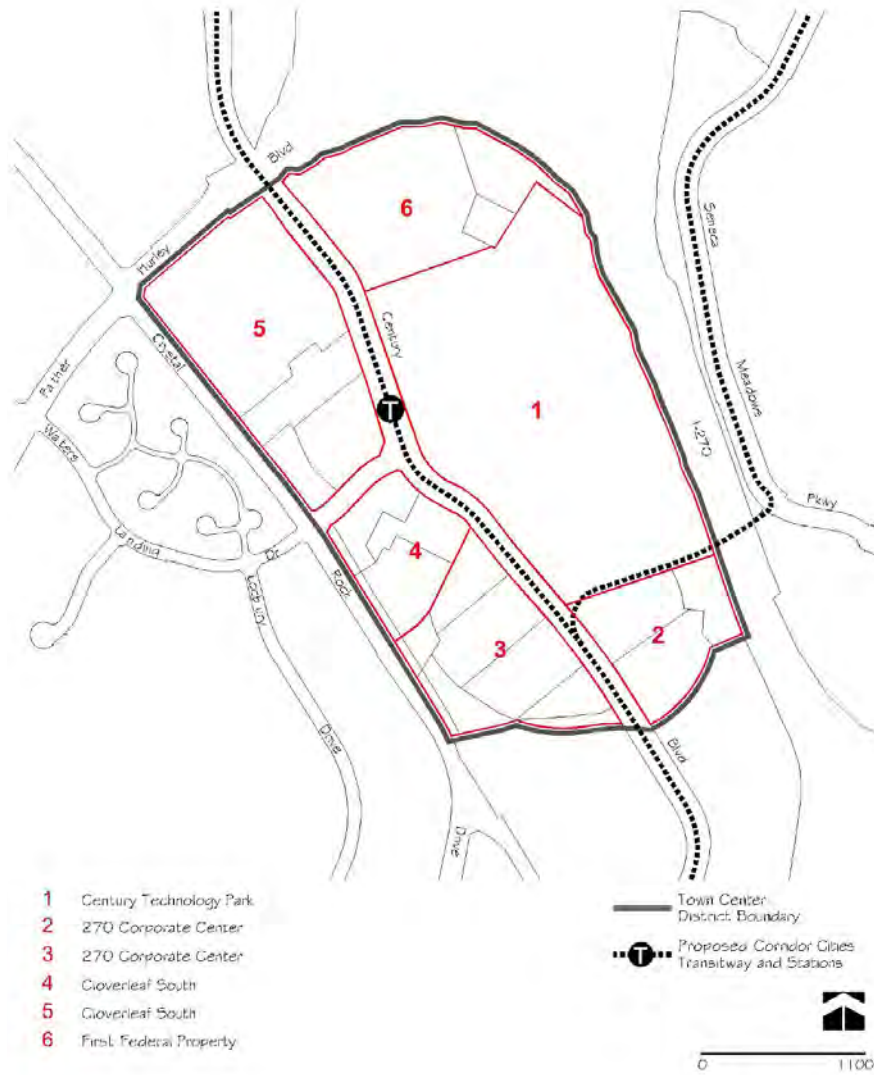
Gateway District Property Reference



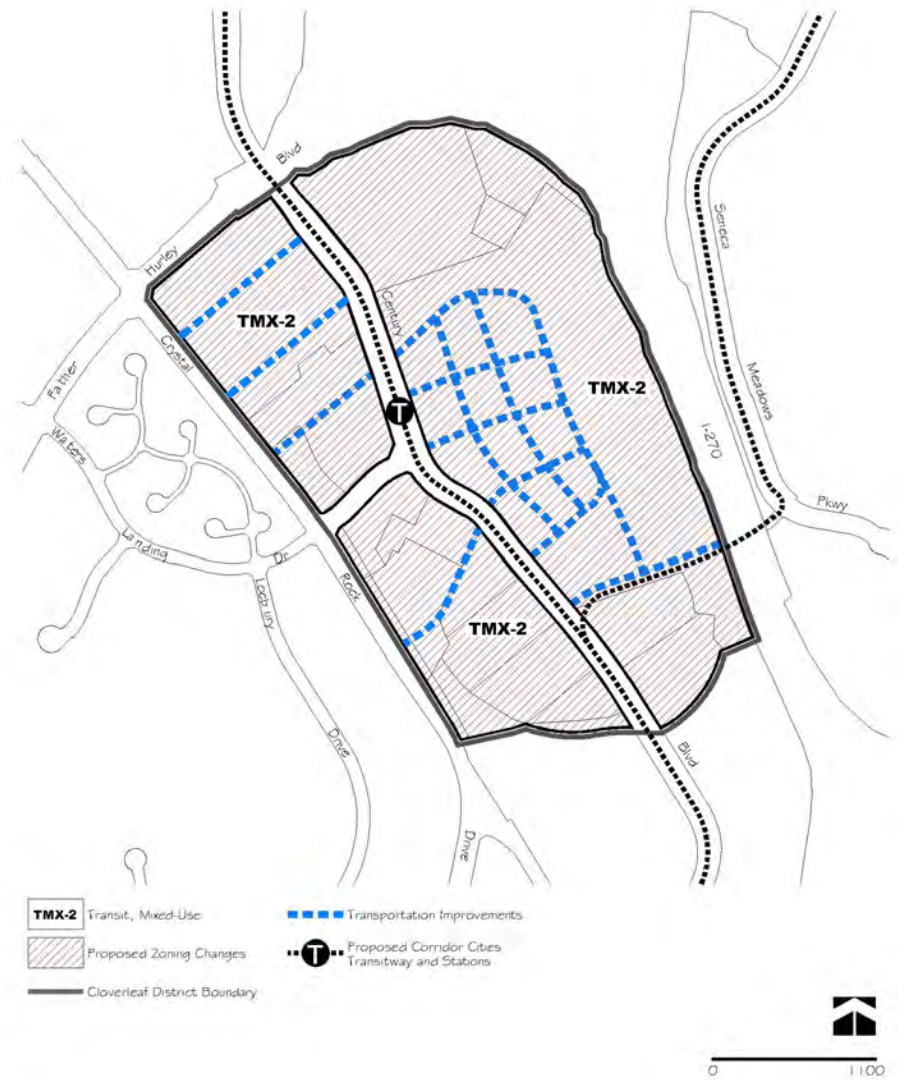
Gateway District Zoning



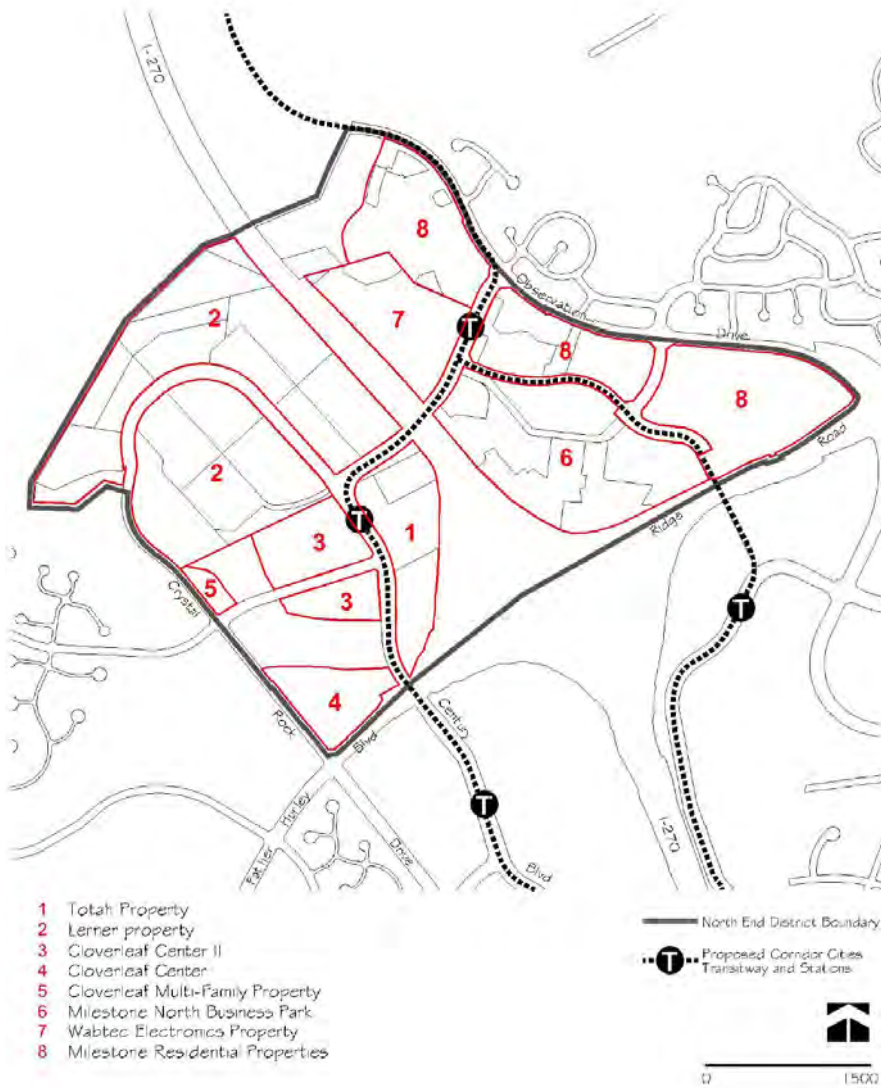
Cloverleaf District Property Reference



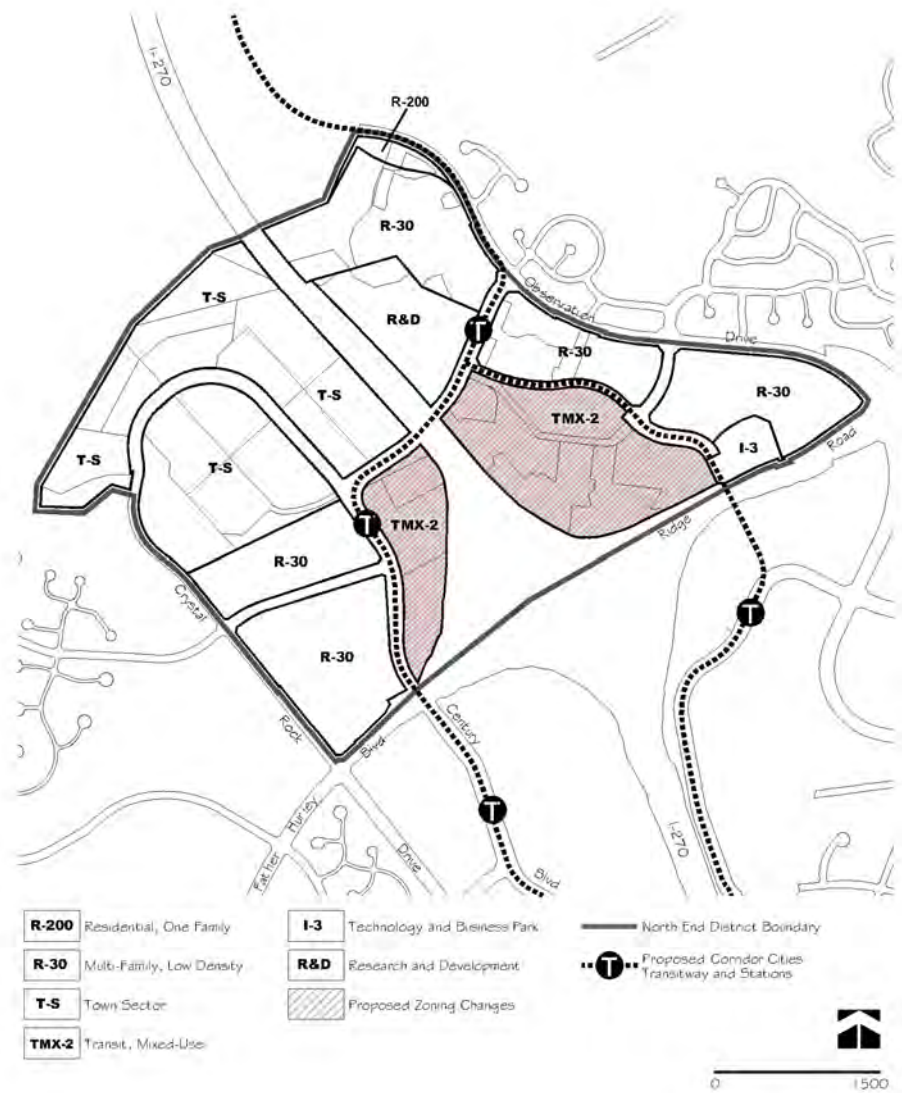
Cloverleaf District Zoning



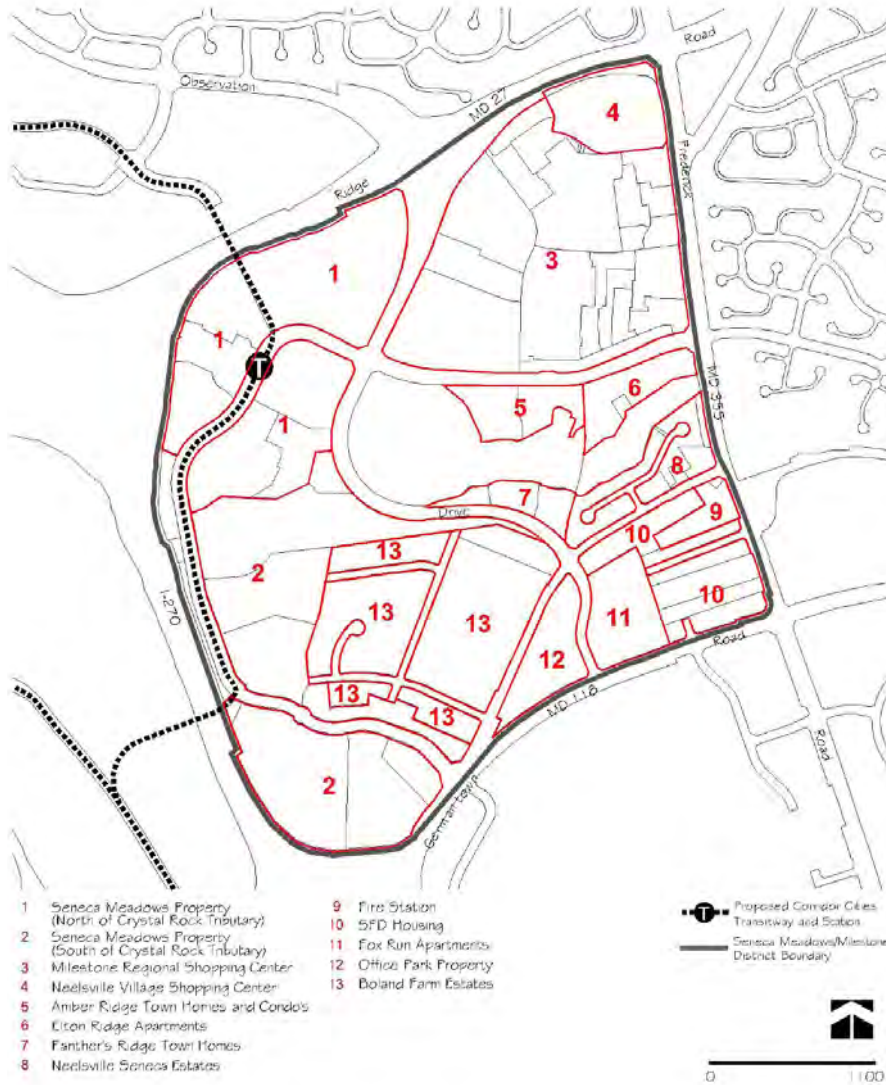
North End District Property Reference



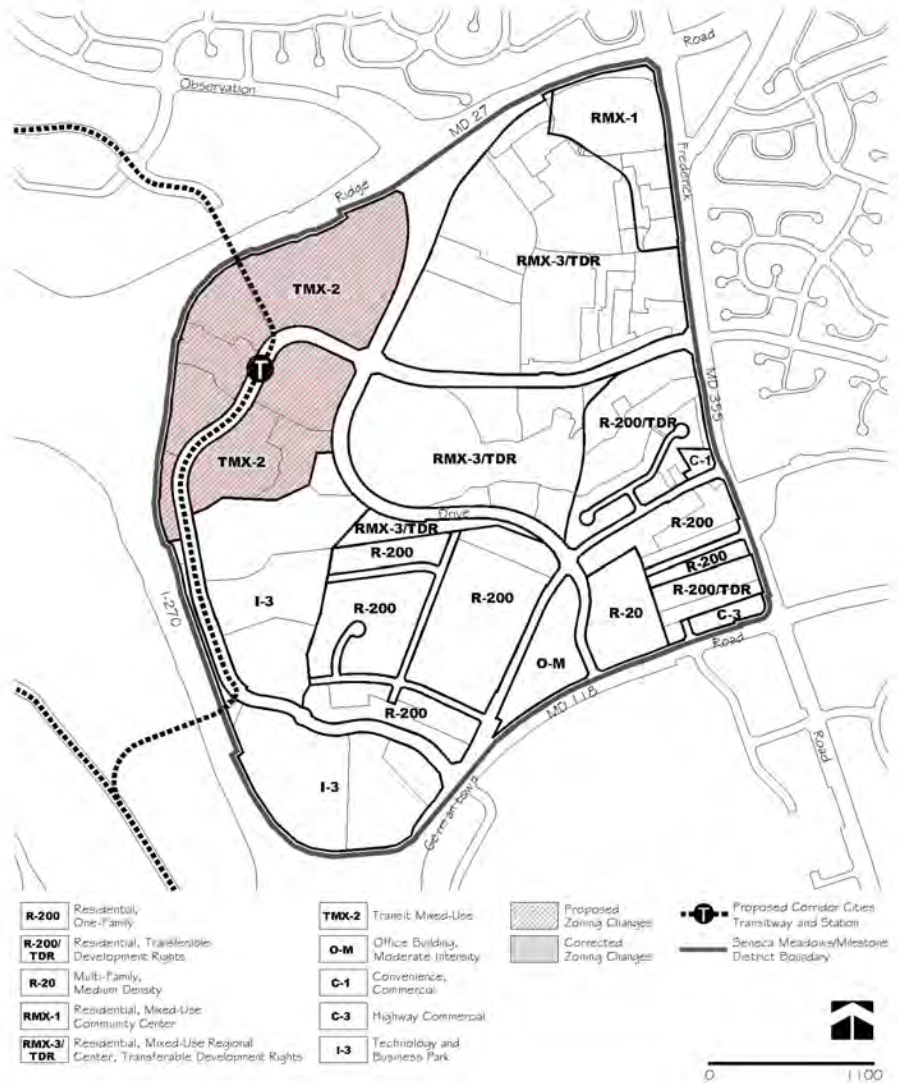
North End District Zoning



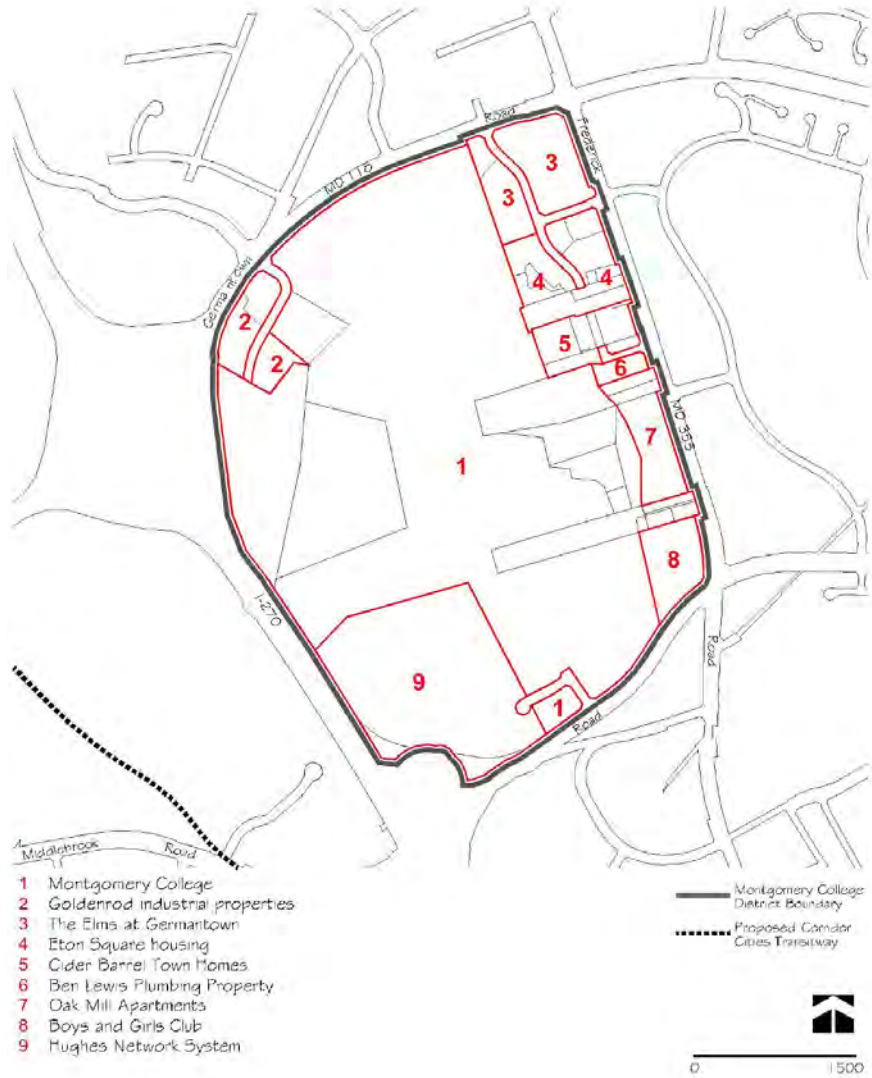
Seneca Meadows/Milestone District Property Reference



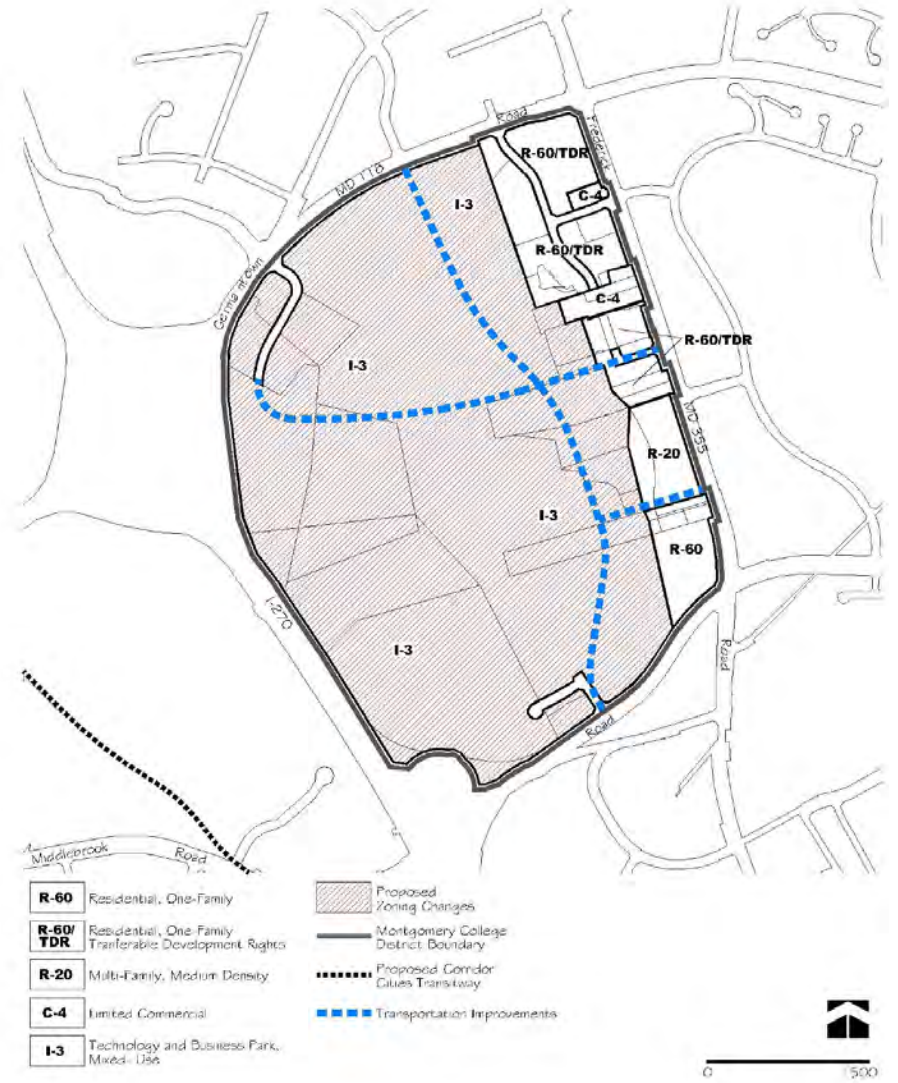
Seneca Meadows/Milestone District Zoning



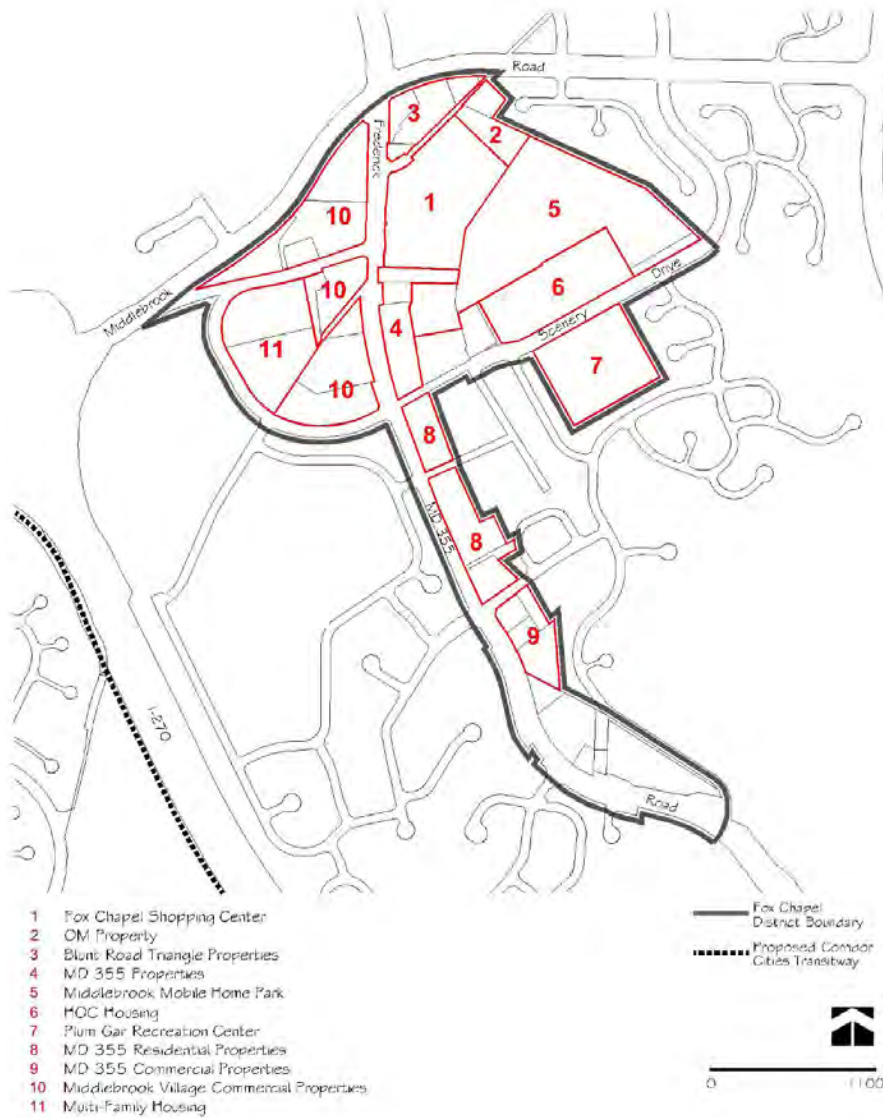
Montgomery College District Property Reference



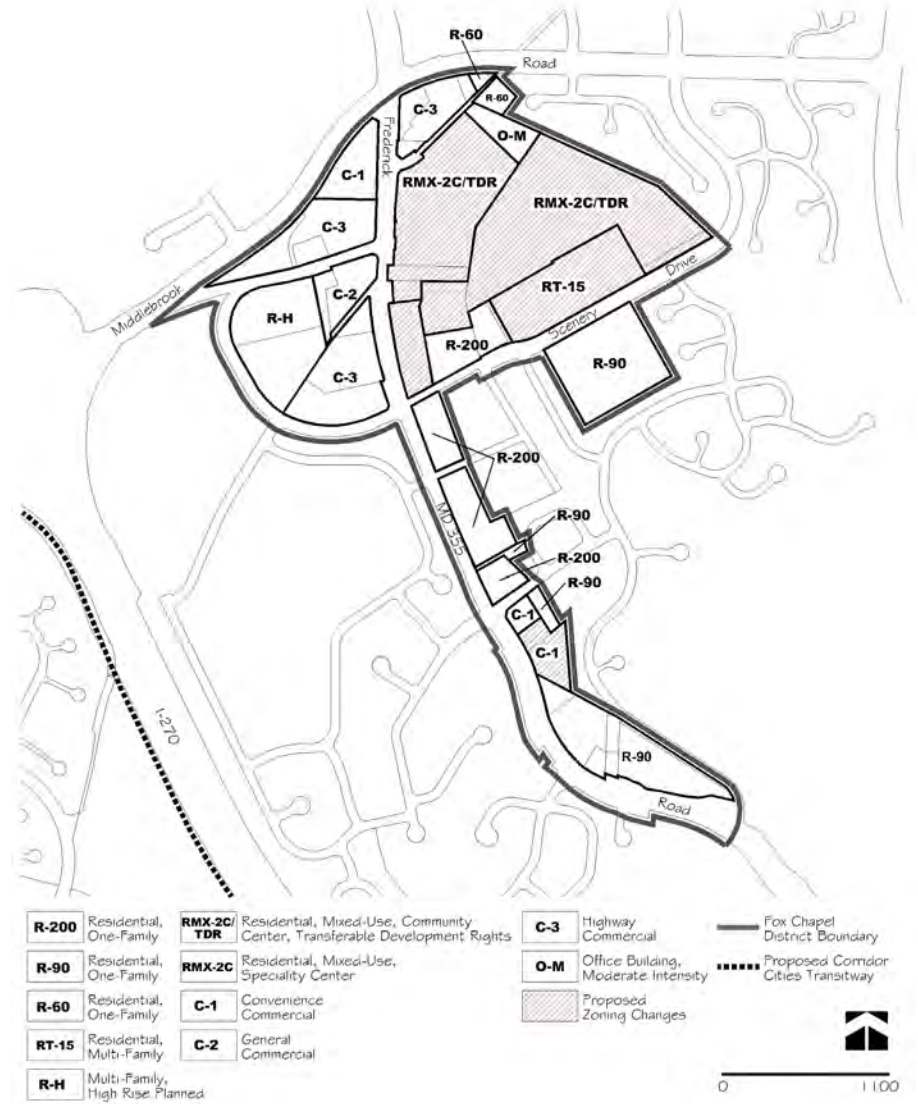
Montgomery College District Zoning



Fox Chapel District Property Reference



Fox Chapel District Zoning



STAGING PLAN

The general purpose of staging in master plans is to ensure that infrastructure keeps pace with development. Other goals of staging include:

- encouraging development to occur in certain districts, such as the Germantown Town Center
- promoting certain types of use to occur first, such as employment in Germantown
- limiting the extent of interim uses that provide economic return on a property but may take on a permanence that impedes implementing the master plan vision.

The staging plan prioritizes development based on the following principles.

- Staging should implement the Plan’s basic elements:
 - o increase employment
 - o provide mixed land uses at transit locations
 - o strengthen the Germantown Town Center
 - o enhance community identity
 - o create sustainable development opportunities.
- A limited amount of interim uses are allowed when they are linked to public objectives such as creating transit-serviceable densities, workforce housing, or providing new housing units that contribute to the Town Center’s vitality.
- Community form is as important as the amount of development. Minimum building heights of 36 feet (three occupiable floors) will be required to encourage higher future

- densities. No single purpose retail buildings will be allowed in the Town Center, West End, Gateway, Cloverleaf, or North End Districts. Single purpose office buildings are acceptable. Selected single purpose retail at lower heights may be permitted in the Seneca Meadows District when site plan review is required.
- Phased implementation of an urban service district (or development district) is anticipated.
 - Projects that are 60 percent workforce or employer sponsored housing are not subject to staging.
 - Academic facilities at Montgomery College are

not subject to staging because these projects are reviewed as mandatory referrals.

The following tables reflect how the recommended development will be sequenced, including development in the pipelines (i.e., projects with Adequate Public Facility approvals), interim development, and Stages 1 and 2. Each stage will be initiated or “triggered” once all of the triggers have been met for that stage. After a stage has been triggered, individual developments within that stage can proceed with filing development applications.

| Baseline Development: Pipeline and Interim Uses 4.9 million (20,000 jobs) and 1,660 du | | | |
|---|---------------------------------|-----------------------------------|----------------------------------|
| District | Approved Dev. APF Amount (s.f.) | Proposed Amount Commercial (s.f.) | Proposed Amount Residential (du) |
| Town Center | | 653,357 | 392 |
| West End | | 57,017 | 142 |
| Gateway | | 118,204 | 113 |
| Cloverleaf | | 302,883 | 428 |
| North End | 2,294,438 | 101,806 | 244 |
| Seneca Meadows | 947,291 | 236,242 | 161 |
| Montgomery College | | 194,247 | 0 |
| Fox Chapel | | 31,100 | 142 |
| Total New Development | 3,241,729 | 1,694,856 | 1,662 |
| Total with APF | 3,241,729 | 4,936,585 | 0 |

Before Stage 1, all of the following must occur:

- Council adopts Sectional Map Amendment.
- Phase 1 of the urban service district is established covering the Town Center and West End.
- An annual monitoring program is developed for non-driver mode share, vehicle miles travelled.
- Funding for urban parks is included in the six-year Capital Improvements Program (CIP).
- Funding for a MARC parking garage is included in the six-year CIP or Comprehensive Transportation Priorities (CTP).
- An alternative park and ride location outside of the Town Center is selected.
- The Bowman Mill Drive connection to MD 118 is open to traffic.

Stage 1 3.9 million s.f. (12,000 jobs) and 2,200du

| | Amount Commercial (s.f.) | Amount Residential (du) |
|--------------------|--------------------------|-------------------------|
| Town Center | 784,028 | 471 |
| West End | 171,052 | 213 |
| Gateway | 354,611 | 169 |
| Cloverleaf | 908,649 | 642 |
| North End | 305,417 | 366 |
| Seneca Meadows | 708,725 | 241 |
| Montgomery College | 582,741 | 0 |
| Fox Chapel | 93,299 | 213 |
| Total | 3,908,522 | 2,315 |

Before Stage 2, all of the following must occur:

- Funding for the CCT segment between Metropolitan Grove and Germantown Transit Station is included in the six-year CIP or CTP.
- A funding agreement is in place for CCT alignment and stations between the Town Center and Dorsey Mill stations (using public or private funding sources).
- Determine need for a sector plan amendment when decision on M-83 is reached.
- Non-driver mode share is increased to 21 percent in the previous 12 months.
- Observation Drive from MD 118 to Middlebrook Road is constructed and open to traffic.
- The Goldenrod Lane connection to Observation Drive and Cider Press Drive to MD 355 are constructed and open to traffic.
- Century Boulevard to Dorsey Mill Drive is constructed and open to traffic.
- Funding for Dorsey Mill bridge across I-270 is included in the six-year CIP or CTP.

Stage 2 7.4 million s.f. (22,500 jobs) and 3,600du

| | Amount Commercial | Amount Residential (du) |
|--------------------|-------------------|-------------------------|
| Town Center | 1,176,043 | 708 |
| West End | 342,104 | 355 |
| Gateway | 709,922 | 284 |
| Cloverleaf | 1,817,298 | 1,073 |
| North End | 610,834 | 612 |
| Seneca Meadows | 1,417,450 | 403 |
| Montgomery College | 1,165,483 | 0 |
| Fox Chapel | 186,598 | 355 |
| Total | 7,425,732 | 3,790 |

ROAD NETWORK

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

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

- “CM” designates a Controlled Major Highway,

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

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

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

- “MA” is a new category, Minor Arterial, a road functioning as an arterial, but with adjacent land uses that make traffic calming appropriate.
- “B” designates Business District roads. This Plan converts industrial roads in the entire planning area to business roads, reflecting the type of development now anticipated.
- “P” designates Primary Residential roadways that are residential roads.

| Facility & Segment From | To | Master Plan Road # | Proposed ROW (ft) | Lanes ¹ | Bike Routes | Target Speed | Cross-Section |
|--|-----------------|--------------------|-------------------|--------------------|-------------|--------------|---------------|
| Aircraft Dr | | | | | | | |
| Germantown Rd | Century Blvd | B-7 | 100 | 4 | | 25 | TBD |
| Century Blvd | Crystal Rock Dr | B-7 | 100 | 4 | | 25 | TBD |
| Blunt Rd | | | | | | | |
| Frederick Rd (MD 355) | Middlebrook Rd | B-8 | 60 | 2 | | 30 | TBD |
| Bowman Mill Rd | | | | | | | |
| Walter Johnson Dr | Germantown Rd | B-16 | 60 | 2 | PB-8 | 25 | 2005.01 |
| Boland Farm Rd | | | | | | | |
| Frederick Rd | Observation Dr | A-20 | 80 | 4 | | 35 | 2004.08 |
| Observation Dr | Sunnyview Dr | P-27 | 80 | 2 | | | As built |
| Century Blvd | | | | | | | |
| Proposed Dorsey Mill Rd Extension (B-14) | Kinster Dr | B-10 | 130* | 4-D | SP-66 | 30 | TBD |
| Kinster Dr | Aircraft Dr | B-10 | 130* | 4-D | SP-66 | 30 | TBD |

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

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

| Facility & Segment From | To | Master Plan Road # | Proposed ROW (ft) | Lanes ¹ | Bike Routes | Target Speed | Cross-Section |
|---|--|--------------------|-------------------|--------------------|-------------|--------------|---------------|
| Aircraft Dr | Crystal Rock Dr | B-10 | 130* | 4-D | | 30 | TBD |
| Crystal Rock Dr | Waters Rd | B-10 | 70 | 2 | | 25 | 2005.02 |
| Cider Barrel Rd | | | | | | | |
| Germantown Rd | Gunners Dr | P-1 | 70 | 2 | | | 2003.11 |
| Cider Press Pl | | | | | | | |
| Observation Dr Extension | Frederick Rd (MD 355) | MA-4 | 70 | 2 | | 25 | 2004.25 |
| Cloverleaf Center Dr | | | | | | | |
| Century Blvd | Crystal Rock Rd | B-12 | 112 | 4-D | PB-4 | 35 | 2005.04 |
| Crystal Rock Dr | | | | | | | |
| Proposed Dorsey Mill Rd Extension (B-14) | Black Hill Park Access | B-11 | 100 | 4 | | 35 | 2005.03 |
| Black Hill Park Access | Kinster Dr | B-11 | 100 | 4 | SP-75 | 35 | 2005.03 |
| Kinster Dr | Aircraft Dr | A-22 | 120 | 4-D | PB-37 | 35 | TBD |
| Aircraft Dr | Germantown Rd | B-24 | 120 | 4-D | PB-22 | 25 | TBD |
| Germantown Rd | Middlebrook Rd | MA-1 | 80 | 2 | PB-22 | 25 | As built |
| Middlebrook Rd | Wisteria Dr | B-1 | 80 | 4 | PB-22 | 25 | TBD |
| Dorsey Mill Rd | | | | | | | |
| Proposed Crystal Rock Dr extension (B-11) | Proposed Observation Dr extension (A-19) | B-14 | 150 | 4 | SP-66 | 30 | TBD |
| Father Hurley Blvd | | | | | | | |
| CSX | Crystal Rock Dr | CM-27 | 120 | 4-D | SP-68 | 40 | 2008.09 |
| Crystal Rock Dr | I-270 | CM-27 | 120 | 6-D | SP-68 | 40 | 2008.09 |
| Fredrick Rd (MD 355) | | | | | | | |
| Great Seneca Creek | Little Seneca Creek | CM-6 | 250** | 6-D | SP-72 | 40 | TBD |
| Germantown Rd (MD 118) | | | | | | | |
| CSX Railroad Tracks | I-270 west side ramps | M-61 | 150 | 6-D | DB-25 | 35 | 2008.02 |
| * Includes right-of-way for Corridor Cities Transitway. | | | | | | | |
| ** 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. | | | | | | | |

| Facility & Segment From | To | Master Plan Road # | Proposed ROW (ft) | Lanes ¹ | Bike Routes | Target Speed | Cross-Section |
|----------------------------------|--------------------------|--------------------|-------------------|--------------------|-------------|--------------|---------------|
| I-270 west side ramp | Frederick Rd (MD 355) | M-61 | 150 | 6-D | DB-25 | 40 | 2008.04 |
| Goldenrod La | | | | | | | |
| Germantown Rd | Observation Dr Extension | B-4 | 80 | 4 | PB-1 | 25 | TBD |
| Great Seneca Hwy (MD 119) | | | | | | | |
| CSX Railroad Bridge | Middlebrook Rd | CM-90 | 150 | 6-D | SP-63 | 40 | 2008.04 |
| Gunners Branch Dr | | | | | | | |
| Frederick Rd (MD 355) | Frederick Rd (MD 355) | P-4 | | | | | |
| I-270 | | | | | | | |
| Great Seneca Creek | Little Seneca Creek | F-1 | 300 | 12-D | | | |
| Kinster Dr | | | | | | | |
| Century Blvd (B-10) | Crystal Rock Dr | MA-299 | 100 | 2-D | SP-75 | 25 | As built |
| Middlebrook Rd | | | | | | | |
| Father Hurley Blvd | Germantown Rd | B-20 | 112 | 4-D | SP-71 | 25 | 2005.04 |
| Germantown Rd | Crystal Rock Dr | M-85 | 150 | 6-D | SP-71 | 40 | 2008.09 |
| Crystal Rock Dr | Frederick Rd (MD 355) | M-85 | 150 | 6-D | SP-71 | 40 | 2008.09 |
| Observation Dr | | | | | | | |
| Little Seneca Creek | Dorsey Mill Rd | A-19 | 150* | 4-D | SP-69 | 35 | TBD |
| Dorsey Mill Rd | Germantown Rd | A-19 | 100 | 4-D | SP-69 | 35 | 2004.10 |
| Germantown Rd | Middlebrook Rd | A-19 | 80 | 4 | SP-69 | 25 | 2004.08 |
| Oxbridge Dr | | | | | | | |
| Cider Barrel Rd | Frederick Rd (MD 355) | P-3 | 70 | 2 | | | As built |
| Ridge Rd (MD 27) | | | | | | | |
| I-270 | Frederick Rd | CM-27 | 150 | 6-D | SP-68 | 40 | 2008.04 |
| Scenery Dr | | | | | | | |
| Middlebrook Rd | Frederick Rd | A-21 | 100 | 4 | | 35 | 2004.07 |

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

| Facility & Segment From | To | Master Plan Road # | Proposed ROW (ft) | Lanes ¹ | Bike Routes | Target Speed | Cross- Section |
|--|---------------------------------|-----------------------|----------------------|--------------------|----------------|-----------------|-------------------|
| Seneca Meadows Pkwy | | | | | | | |
| Germantown Rd | CCT east leg | B-13 | 100 | 4-D | PB-3 | 30 | 2005.04 |
| CCT east leg | Observation Dr | B-13 | 130* | 4-D | PB-3 | 30 | TBD |
| Shakespeare Blvd | | | | | | | |
| Observation Dr | Frederick Rd | A-291 | 100 | 4-D | PB-15 | 35 | 2004.09 |
| Walter Johnson Dr | | | | | | | |
| Bowman Mill Road | 500 feet west of Middlebrook Rd | B-3 | 80 | 2 | PB-9 | 25 | 2005.02 |
| Waring Station Rd | | | | | | | |
| Middlebrook Rd | Summer Oak Dr | A-289 | 80 | 4 | | 35 | 2004.07 |
| Waters Road | | | | | | | |
| Germantown Rd | Waterford Hills Blvd | B-5 | 80 | 2 | PB-8 | 25 | 2005.01 |
| Waterford Hills Blvd | Wisteria Dr | B-5 | 80 | 2 | | 25 | 2005.02 |
| Waterford Hills Blvd (Fairfield Rd) | | | | | | | |
| Father Hurley Blvd | Century Blvd (B-10) | B-22 | 112 | 4-D | PB-8 | 25 | 2005.04 |
| Wisteria Dr | | | | | | | |
| Father Hurley Blvd | Germantown Rd | B-2 | 100 | 4-D | | 25 | TBD |
| Germantown Rd | Crystal Rock Dr | B-2 | 100 | 4-D | PB-26 | 25 | TBD |
| Crystal Rock Dr | Great Seneca Hwy | A-74 | 100 | 4-D | PB-26 | 30 | 2004.09 |
| New Road | | | | | | | |
| Century Blvd | Crystal Rock Dr | B-17 | 70 | 2 | | 35 | 2005.02 |
| New Road | | | | | | | |
| Century Blvd | Crystal Rock Dr | B-19 | 70 | 2 | PB-2 | 35 | 2005.02 |
| New Road | | | | | | | |
| Seneca Meadows Pkwy | Milestone Center Dr | B-25 | 130* | 2 | PB-10 | 35 | TBD |

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

BICYCLE SYSTEM

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

This Plan also proposes that the existing Seneca Greenway Trail have the natural surface trail extended. A hard surface trail should be provided connecting from the trailhead parking lot on MD 355 to the proposed Upcounty Corridor. The access roadway from Century Boulevard to Black Hill Regional Park should be removed due to environmental concerns, although an unpaved trail connection should be retained. The table below contains information from the Montgomery County Countywide Bikeway Plan for the study area.

Although this Sector Plan doesn't recommend

specific sidewalks and pedestrian facilities, they are an important part of connectivity to transit stations, residential, and commercial areas. One connection that is of particular interest is a missing connection from Pinnacle Drive to Celebration Way.

As part of the Road Code, design elements should foster pedestrian-oriented design, particularly in the Plan's urban areas. In certain neighborhoods, specific pedestrian pathways are recommended to facilitate access to the Town Center and Transit Station Development Areas.

| Facility & Segment | | Master Plan | Proposed Type |
|---|------------------------|---------------|--|
| From | To | Bike Route #2 | |
| Bowman Mill Rd | | | |
| Walter Johnson Dr | Waters Rd (B-5) | PB-8 | Local Signed Shared Roadway / On-Road (Class 3) Proposed |
| Cider Press Pl | | | |
| Observation Dr Extension | Frederick Rd (MD 355) | PB-1 | Local Signed Shared Roadway / On-Road (Class 3) Proposed |
| Century Blvd | | | |
| Proposed Dorsey Mill Rd (B-14) | Aircraft Dr | SP-66 | Countywide Shared use path |
| Cloverleaf Center Dr | | | |
| Century Blvd | Crystal Rock Dr | PB-4 | Local Shared Use Path/Off-Road (Class 1) |
| Corridor Cities Transitway | | | |
| Shady Grove Metro Station | Clarksburg Town Center | SP-66 | Countywide Shared use path |
| Corridor Cities Transitway (eastern crossing) | | | |
| Century Blvd | Seneca Meadows Pkwy | PB-2 | Local Shared Use Path/Off-Road (Class 1) Proposed |
| 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 | Proposed Type |
|---|-----------------------------------|-------------------|--|
| From | To | Bike Route Number | |
| Crystal Rock Dr | | | |
| Wisteria Dr | Germantown Rd | PB-22 | Local Signed Shared Roadway / On-Road (Class 3) Proposed |
| Germantown Rd | Kinster Dr | PB-37 | Local Shared use roadway |
| Kinster Dr | Black Hill Regional Bikeway Trail | SP-75 | Shared use path |
| Father Hurley Blvd | | | |
| Wisteria Dr | I-270 | SP-68 | Countywide Shared use path |
| Frederick Rd (MD 355) | | | |
| Little Seneca Creek | Boland Farm Rd | SP-72 | Countywide Shared Use Path/Off-Road (Class 1) Existing |
| Boland Farm Rd | Middlebrook Rd | SP-72 | Countywide Shared Use Path/Off-Road (Class 1) Proposed |
| Middlebrook Rd | Seneca Creek Park | SP-72 | Countywide Shared Use Path/Off-Road (Class 1) Existing |
| Germantown Rd (MD 118) | | | |
| CSX tracks | Frederick Rd (MD 355) | DB-25 | Countywide Dual Bikeway; Shared Use Path Proposed / Signed Shared Roadway Proposed |
| Goldenrod La | | | |
| Germantown Rd | Observation Dr Extension | PB-1 | Local Signed Shared Roadway / On-Road (Class 3) Proposed |
| Great Seneca Hwy (MD 117) | | | |
| Middlebrook Rd | CSX tracks | SP-63 | Countywide Shared Use Path/Off-Road (Class 1) Existing |
| Kinster Dr | | | |
| Century Blvd | Crystal Rock Dr | SP-75 | Countywide Shared Use Path/Off-Road (Class 1) Existing |
| Middlebrook Rd (CO 141) | | | |
| Father Hurley Blvd | Crystal Rock Dr | SP-71 | Countywide Shared Use Path/Off-Road (Class 1) Proposed |
| Crystal Rock Dr | Frederick Rd (MD 355) | SP-71 | Countywide Shared Use Path/Off-Road (Class 1) Existing |
| Observation Dr | | | |
| Little Seneca Creek | Dorsey Mill Rd | SP-69 | Countywide Shared Use Path/Off-Road (Class 1) Existing |
| Dorsey Mill Rd | Germantown Rd | SP-69 | Countywide Shared Use Path/Off-Road (Class 1) Existing |
| 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 | Proposed Type |
|---|-----------------------|-------------------------------|--|
| From | To | | |
| Germantown Rd | Middlebrook Rd | SP-69 | Local Shared Use Path/Off-Road (Class 1) Proposed |
| Ridge Rd (MD 27) | | | |
| I-270 | Frederick Rd (MD 355) | SP-68 | Countywide Shared Use Path/Off-Road (Class 1) Existing |
| Seneca Meadows Rd | | | |
| Observation Dr | Germantown Rd | PB-3 | Local Signed Shared Roadway/On-Road (Class 3) Proposed |
| Shakespeare Blvd | | | |
| Observation Dr | Frederick Rd (MD 355) | PB-15 | Local Shared Use Path/Off-Road (Class 1) Existing |
| Walter Johnson Dr | | | |
| CSX tracks | Wisteria Dr | PB-9 | Local Signed Shared Roadway/On-Road (Class 3) Proposed |
| Waterford Hills Blvd | | | |
| Waters Rd (B-5) | Father Hurley Blvd | PB-8 | Local Signed Shared Roadway/On-Road (Class 3) Proposed |
| Waters Rd | | | |
| Waterford Hills Blvd | Germantown Rd | PB-8 | Local Signed Shared Roadway/On-Road (Class 3) Proposed |
| Wisteria Dr | | | |
| Germantown Rd | Waring Station Rd | PB-26 | Local Shared Use Path/Off-Road (Class 1) Existing |
| New Road (B-19) | | | |
| Crystal Rock Dr | Century Blvd | PB-2 | Local Signed Shared Roadway/On-Road (Class 3) Proposed |
| New Road (B-25) | | | |
| Seneca Meadows Rd | Ridge Rd | PB-10 | Local Signed Shared Roadway/On-Road (Class 3) Proposed |
| SP=Shared Use Path; DB=Dual Bikeway, which is a shared use path signed shared roadway; PB=Proposed Bikeway; SR=Shared Roadway | | | |

IMPLEMENTATION MECHANISMS

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

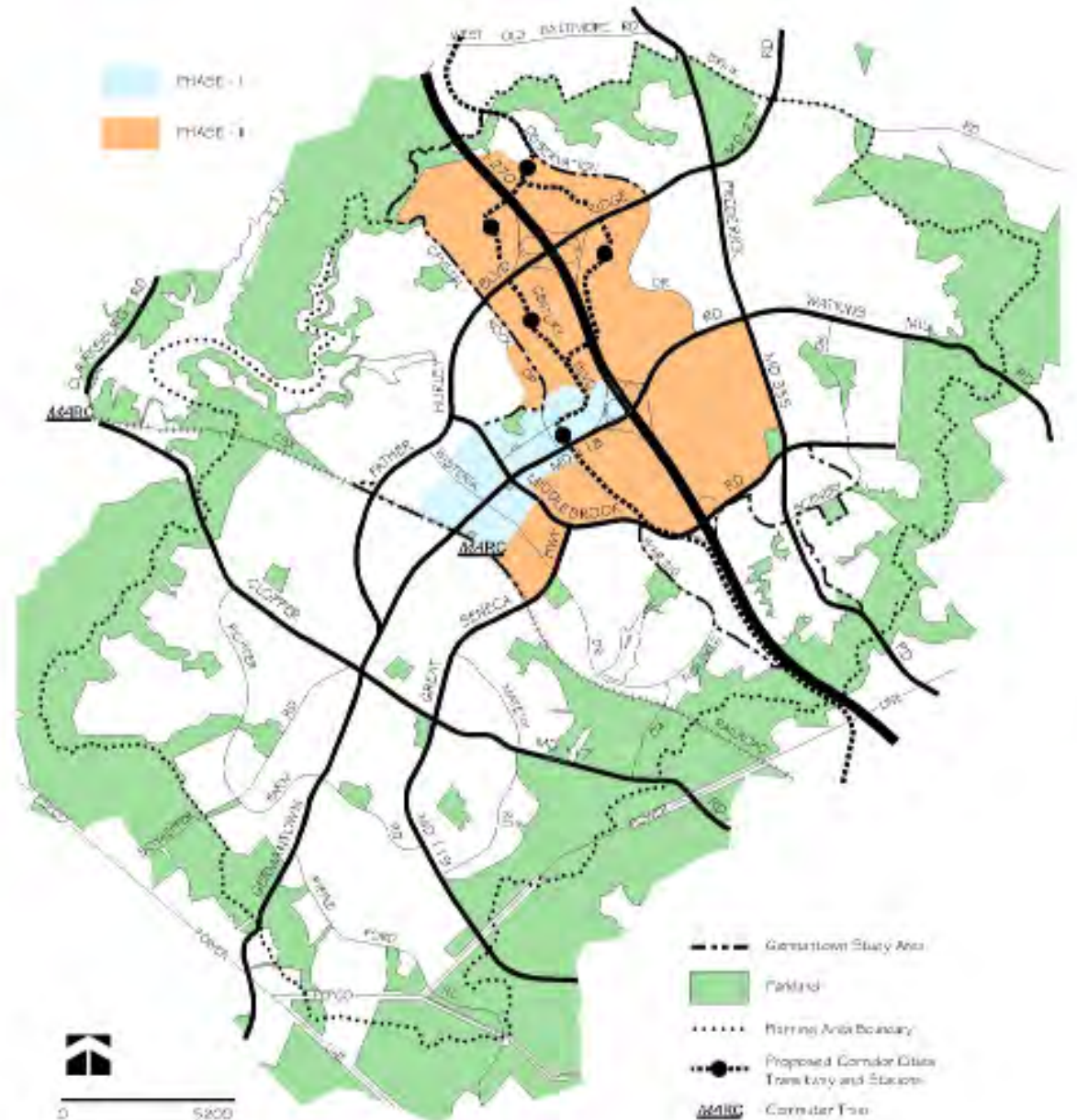
Establishing an urban service district is a critical aspect of implementation. The need for such a service district has been in public discussion since 1992. As recently as 2004-2005, County Executive staff proposed a service district with limited responsibilities.

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

Responsibilities of the urban service district may include:

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

Proposed Urban Service District



- enhanced streetscape materials, installation, and maintenance
- pedestrian lighting fixtures and maintenance
- comprehensive treatment for wayfinding, signs, banners, and promotions
- defining the area served by a circulator bus (Phase I and Phase II)
- enhanced public safety patrols
- expanded landscape, street tree, flower, and shrub maintenance.

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 use 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 M-NCPPC hold forums to discuss proposed items for the six-year CIP.

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

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

IMPLEMENTATION PLAN

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

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

- detailed design guidelines for transit station areas, including the MARC rail area
- urban design guidance for the MD 355 Corridor
- the Germantown streetscape plan.

germantownForward



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