Area Wide Guidelines

Streets

Streets form the framework of any community. The Germantown 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.

Sector Plan Goals

- interconnected urban streets
- short blocks
- tight intersection corners and marked crosswalks
- range of street types: boulevards, main streets, and local streets
- streetscape to improve the environment, and create pleasant and safe experience for all users
- CCT integrated with the street system

The street network and character have been determined in the Sector Plan and most proposed roads in the Plan area follow Road Code standards. Other roads—promenade and greenway?—will require DOT waivers. The guidelines apply to all properties and the final route and right-of-way details will be determined through project plan review.

Street Network

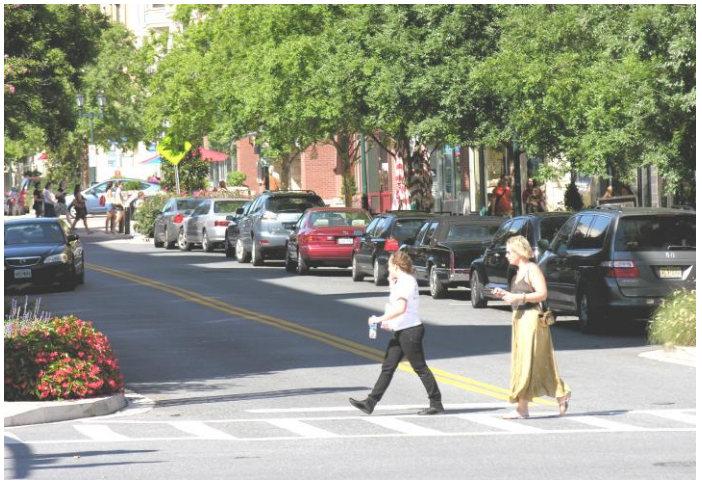
- Establish an interconnected network of urban streets that makes auto, bicycle, and pedestrian travel more convenient and efficient by providing access choices.
- Integrate alleys to development to provide service access and area for stormwater infiltration.
- Design all streets with the specified streetscape improvements.

Short Blocks

- Create a network of short blocks to promote walking, solar access and to create human scaled blocks that are intelligible, improve access, and easy to navigate.

Intersections

- Design intersections to 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.
- Achieve an effective minimum turn radii of 30 feet to accommodate vehicle turn movements.



Street Character

Establish a variety of street characters that support the emerging urban areas. Achieving context sensitive street design is key to improving community character and to encouraging walking and transit ridership.

Boulevards - Major Highways

Wide, six-lane streets with medians that carry significant through and local traffic. Improved with new streetscapes, these streets play a primary role in creating an attractive character for Germantown.

Main Streets - Arterials and Commercial District 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. Allow on street parking and special streetscape where specified.

Local Streets - Non Classified Streets

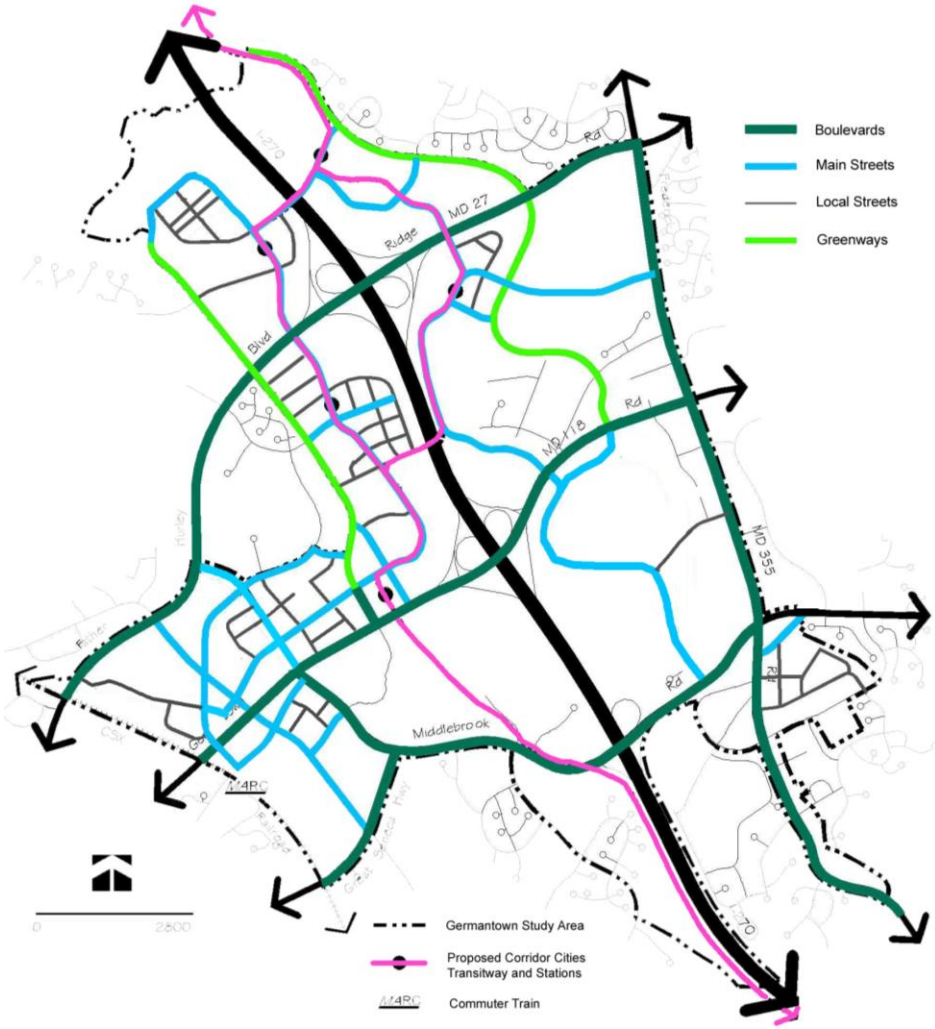
Two-lane streets with permanent on-street parking, a single row of trees, and sidewalks on both sides will provide internal circulation within each district as shown on the district maps. Final street locations are to be determined during regulatory review.

Transitways - Arterials

Four lane, divided streets with the CCT transitway in the median to conveniently serve both sides of the street. The roadways require streetscape treatments that create attractive streets and encourage pedestrian use.

Greenways - Major Highways and Arterials

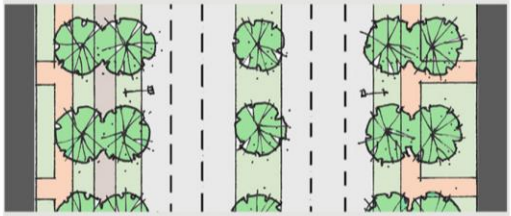
These streets combine recreation and transportation by incorporating linear parks, bikeways, and other recreational facilities within the right-of-way.

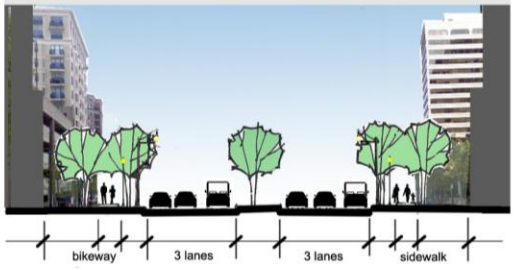


Street Standards and Guidelines

The following design characteristics for each street type are based on the Sector Plan. All streets should be context sensitive and accommodate the range of users especially pedestrians in the transit served areas. Where existing conditions and Road Code standards conflict, the Road Code allows flexibility to retrofit in a manner that minimizes impacts, such as preserving existing trees. For streets not included in this section, see the Sector Plan and Road Code for guidance. Final street locations will be determined by regulatory approval.

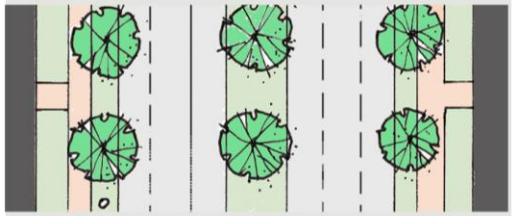
Street standards highlighted in blue on the following street type illustrations are mandated by the Road Code. Standards for building setback, tree spacing, paving and street lighting are not in the Road Code. All standards except for building setbacks are to be approved by the County Executive. The standards for Germantown's transitway and greenway are not in the Road Code. Non peak parking is encouraged to provide convenience and support for residential and non residential development and will be determined by the County Executive.

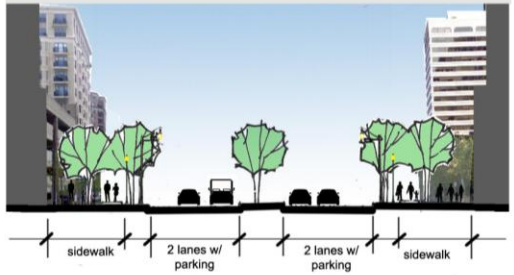




Boulevards - Highways

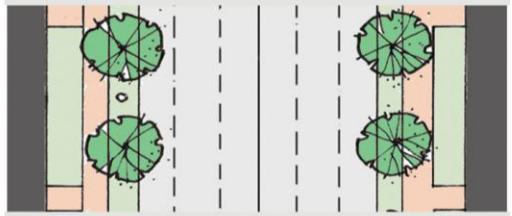
ROW	150 feet
Lanes	6 divided w/ medians
Parking	NA
Corner Turn Radii	30 feet
Medians	min. 17 feet (see Road Code)
Sidewalk widths	min. 5 feet
Bldg. Setbacak	30 feet
Tree Spacing	40-45 feet o.c.
Paving Cut-outs	Only in Mixed use Commerical
Street lighting	HIgh Mount poles, cut off fixtures

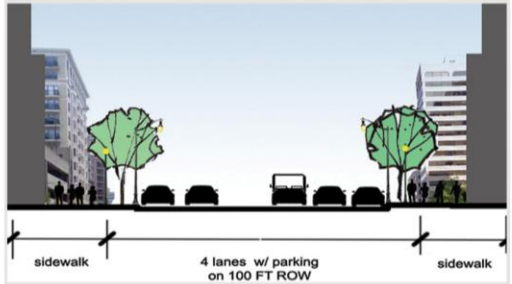




MainStreets - Arterials/Business Streets

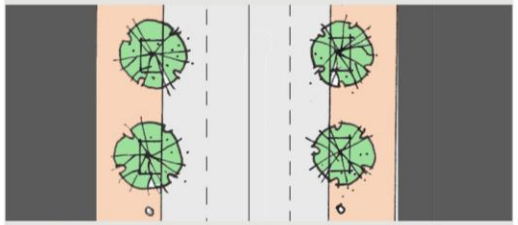
ROW	120 and 112 feet
Lanes	4 divided w/ medians
Parking	Permanent
Corner Turn Radii	effective 30 feet
Medians	min. 8 feet (see Road Code)
Sidewalk widths	min. 7 feet
Bldg. Setbacak	20 -25 feet
Tree Spacing	30-35 feet o.c.
Paving Cut-outs	Only in Mixed use Commerical
Street lighting	Washington poles and globes

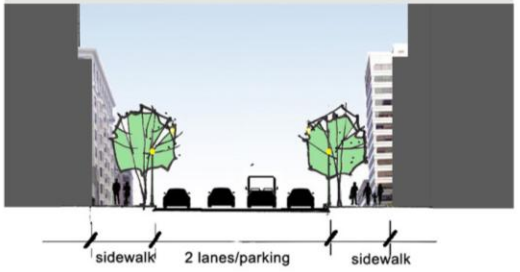




Main Streets - Arterials/Business Streets

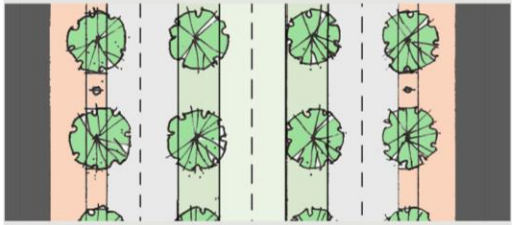
ROW	100 and 80 feet
Lanes	4 undivided
Parking	Permitted
Corner Turn Radii	25 feet
Medians	None
Sidewalk widths	min. 6 feet
Bldg. Setbacak	20 - 25 feet
Tree Spacing	30-35 feet o.c.
Paving Cut-outs	Only in Mixed use Commerical
Street lighting	Washington poles and globe

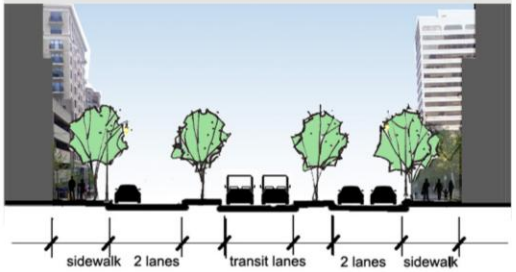




Main Streets - Business Streets

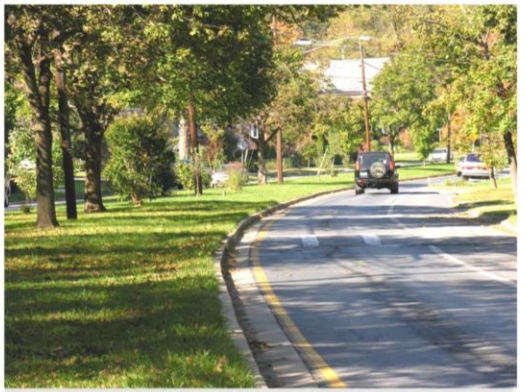
ROW	70 -60 feet
Lanes	2 undivided
Parking	Permanent
Corner Turn Radii	25 feet
Medians	No median
Sidewalk widths	min. 8 feet
Bldg. Setbacak	20 - 25 feet
Tree Spacing	30-35 feet o.c.
Paving Cut-outs	Yes
Street lighting	Washington poles and globe

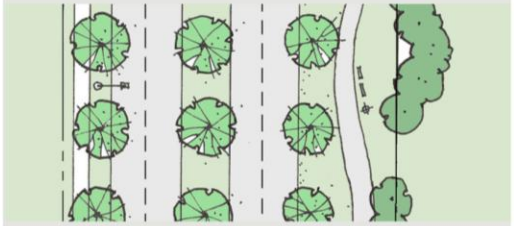


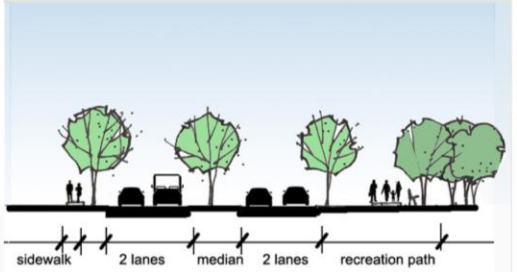


Transitways

ROW	134 feet
Lanes	2 divided w/ medians
Parking	Permitted Non Peak hour
Corner Turn Radii	25 feet
Medians	min. 50 feet for transitway
Sidewalk widths	min. 8 feet
Bldg. Setbacak	20 - 25 feet
Tree Spacing	30-35 feet o.c.
Paving Cut-outs	Only in Mixed use Commerical
Street lighting	Washington poles and globe







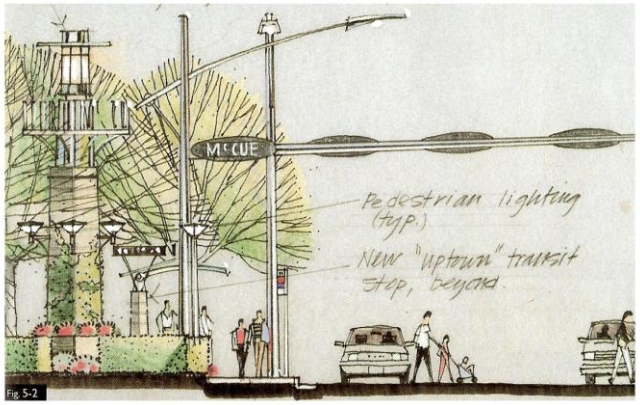
Greenways - Arterials

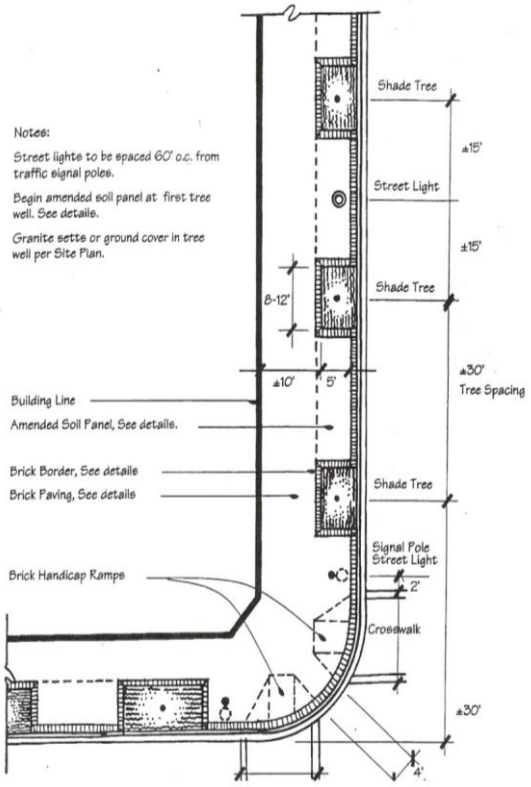
ROW	120 feet (Crystal Rock Drive)
Lanes	4 undivided
Parking	Permitted Non Peak hour
Corner Turn Radii	25 feet
Medians	No median
Sidewalk widths	min. 8 feet
Bldg. Setbacak	20 - 25 feet
Tree Spacing	40-45 feet o.c.
Paving Cut-outs	None, use lawn panel
Street lighting	HIgh mount poles, cut off fixtures

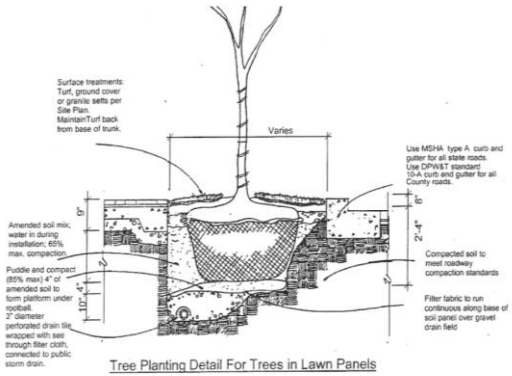
Streetscape

The character of the proposed streetscape supports for the Plan's mixed-use communities and results in a unified, attractive appearance. The guidelines offer general streetscape recommendations. For more specific, detailed requirements for paving, lighting and street trees and other furnishings, see the Germantown Streetscape Plan. Proposed developments must provide streetscape that includes:

- Provide details for close tree spacing, layout, and planting as shown in Typical Sidewalk Layout when pavement cut-outs are used. In all other cases, plant trees in lawn panels.
- Locate public utilities in conduit under the public sidewalk in urban areas or in alleys.
- Accommodate stormwater management within the right-of-way in the median, in curb extensions or in allleys. Sidewalk runoff should be managed with infiltration areas between tree pits. In all cases, the street tree root zone must be protected from street runoff contaminants.
- Provide special paving that incorporates artwork, historic plaques, or other unique features for sidewalks along the Promenade and other designated special places.
- Reduce energy costs by using LED lighting fixtures with color ranges that achieve natural lighting.
- Furnish the sidewalk zone with specified trash receptacles, benches, tables and chairs, and bike racks.
- Streetscape maintenance should be provided by the Urban District.







Typical tree spacing, crosswalks, and planting with a continuous soil panel for the Germantown Town Center and the other transit station areas.

Open Space

The Sector Plan recommends a hierarchy of open spaces that encourage social gathering and recreation, provide safety, and consider maintenance.

Sector Plan Goals and Objectives

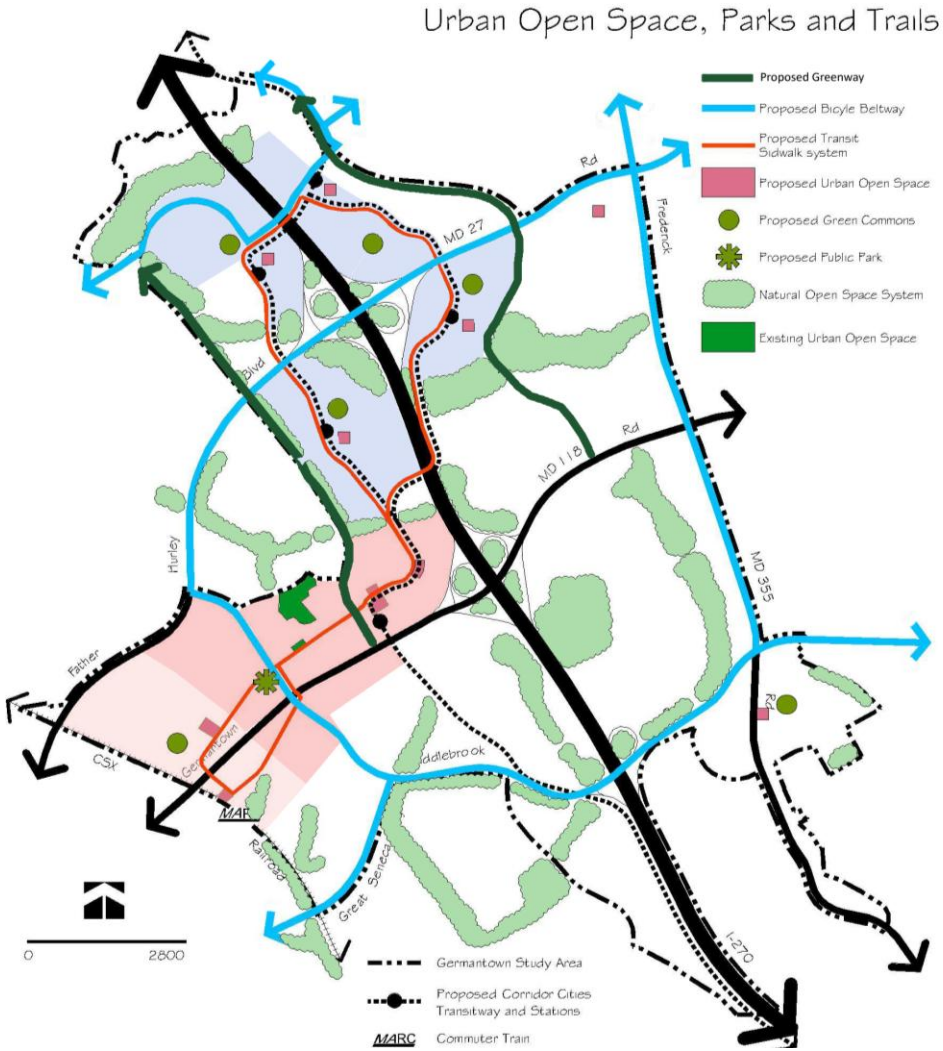
- **varied urban spaces in each district**
- **transit station plazas in all transit-served districts**
- **recreation and neighborhood greens in each district**
- **urban open spaces along the Promenade**
- **greenway recreation areas**
- **urban open spaces with adequate amenities**
- **connections to open spaces and other destinations**

Open Space Concept

The Plan's open space concept creates a system of parks and open spaces linked by bikeways, sidewalks, and pathways to meet the increasing demand for indoor and outdoor recreational space. The Plan recommends several public urban parks in the Town Center to serve the entire plan area.

In the Town Center, the location of urban open spaces are identified, but in other transit-served districts, the Plan recommends floating facilities that will be landed as elements in proposed developments. Specific sizes and amenities for privately developed public use space will be determined by regulatory review unless specified in the Plan. Public sector 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.

The open space hierarchy is recommended in the Sector Plan and is intended to accompany new development with varied recreation options. These guidelines apply to all properties and the final location, size, and facilities will be determined through project plan review.



Open Space Hierarchy

Spaces	Urban Parks
	Civic Greens
	Stream Valley Parks and Natural Areas
	Neighborhood Greens
	Urban Plazas
	Transit Station Plazas
Connections	Promenade
	Greenway Recreation
	Transit Sidewalk Loop

Urban Parks

Town Center Urban Park and Proposed Urban Play Park

Germantown has two urban parks, the existing Town Center Urban Park and the planned Urban Play Park. They are both publically owned, managed, and maintained. They serve multi-age population including children and the elderly.

The existing Town Center Urban Park is dedicated and undergoing facility planning. The proposed family-oriented Urban Play Park's facility planning and design should consider the following:

- Include at-grade sidewalk access and hard surface walkways within the park to ensure access and circulation. Sidewalks should be a minimum of 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. Incorporate enlivening interactive elements such as musical chime sculptures, splash fountains, climbing walls and boulders. Fences may be appropriate.
- Provide seating areas including moveable tables and chairs to promote social gathering.
- Provide amenities that make the park unique including special paving, benches, fountains, and artwork integrated into the park design.
- Incorporate landscaping that offers seasonal change and color. Provide shade with trees and structures such as arbors and gazebos.
- Integrate lighting for safety and to avoid glare following standards developed by the Illuminating Engineering Society of North America (IES).

Civic Green

BlackRock Center's Town Commons

Germantown's civic green is the level lawn in front of the BlackRock Center for the Arts that serves the entire planning area. This space provides an opportunity for community events and programs, social gathering, and informal play.

- Provide programmed activities coordinated with the Recreation Department, schools, and BlackRock Center for the Arts with multiple outdoor programs each season.

Interactive splash fountain

Town Common Civic Green, Germantown

Stream Valley Parks

Germantown's extensive network of stream valleys and natural areas provide wildlife habitat, protects water quality, mitigates urban heat buildup and improves air quality. This existing green infrastructure also should provide opportunities for recreation and scenic views.

- Connect stream valley parks to adjacent communities and the surrounding greenbelt regional parks with trails, bikeways, and sidewalks.

- Seek opportunities to retain, establish or enhance connections between natural areas.

Neighborhood Greens

Neighborhood greens are small, level lawn areas serving the community where they are located. They will be privately developed as public use space for informal lounging, play, and exercise. These spaces are shown as floating symbols on the Open Space, Park, and Trails Concept.

- Locate neighborhood greens in mixed-use or residential developments as central open spaces, defined by streets, and developed as focal points. Do not locate on the edge of communities or along high speed roadways that are incompatible with play areas.

- Provide a usable lawn area that supports multiple activities.

- Include a periphery sidewalk, at least six feet wide that connects the neighborhood green to the surrounding sidewalk network. Incorporate internal, hard surface walkways that define areas and provide convenient access.

- Provide seating, including moveable tables and chairs, in secure sites with identified maintenance responsibilities. Shade seating areas with trees and structures such as arbors and gazebos.

- Incorporate artwork and other amenities that give each neighborhood green a distinct character and identity.

- Provide program activities through the Urban District to meet community needs for events and social gathering.

Neighborhood Green, Carlyle Alexandria, Virginia

Octavia Boulevard Green, San Francisco, California

Urban Plazas

Urban plazas are small spaces designed for outdoor enjoyment and social gathering; they are privately developed and maintained for public use. Each district should have a series of urban plazas integrated into development. The Plan's incentive zoning requires public use spaces in exchange for higher density.

- Locate public use spaces in highly visible locations and animate them with adjacent uses such as retail or restaurants.
- Disperse urban plazas throughout the district and avoid eroding the building line with too many open spaces along the street.
- Design space to be welcoming to the public and not viewed as private area. Railings, fences, or gates are not permitted. Avoid privatization of public use spaces.
- Provide seating areas that include moveable tables and chairs in secure sites with identified maintenance responsibilities. Locate urban plazas to receive sunlight but also provide shade with trees or structures.
- Provide extensive landscaping using large 5 ½ inch caliper shade trees.
- Provide amenities such as fountains, special paving, and other elements, and 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 and incorporate historic, nature-oriented, or cultural themes into the design.
- Use quality materials such as special pavers.
- Integrate lighting for safety and to avoid glare using IES lighting standards.
- Provide programming through the Urban District.

Urban Plaza, Bethesda Row

Urban Plaza, Market Commons, Clarendon, Virginia

Transit Station Plazas

Transit districts should have a transit plaza at each station with comfortable seating and shelters to promote transit ridership, ensure safety, and accommodate rider comfort. The transit plaza is not the station platform.

- Require private development to provide and maintain transit station plazas.
- Locate transit plazas along the sidewalk adjacent to development and close to the transit platform. Access to the transit platform by marked crosswalks.
- Integrate transit plazas with the design of the adjacent development, providing wider sidewalks and building setbacks to accommodate pedestrians.
- Design each transit plaza as a unique place with seating, shelter, and amenities that invite use.
- Include place-making artwork in the transit plaza designs, including the work of local artists.
- Design CCT station platforms with standard components for shelters, seating, and information systems that give identity to the transit line. Components should be of high quality and attractive design. Provision of the station platforms and furnishings is the responsibility of the Maryland Transit Authority.

Promenade

The Century Boulevard Promenade should be developed as 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 (between 22 and 25 feet measured from the street curb to the building line), special paving, seating, extensive street furnishings, and artwork.

Transit art by Nikolai Pakhomov, Germantown Transit Station

Germantown Transit Station

Example of Promenade, Silver Spring, MD

Transit Sidewalk Loop

This continuous sidewalk system connects to all transit stations and helps users find their way to transit. It will be a specially marked sidewalk with a special pavement that separates it from other sidewalks. See Urban Open Space, Parks, and Trails Concept.

Greenways

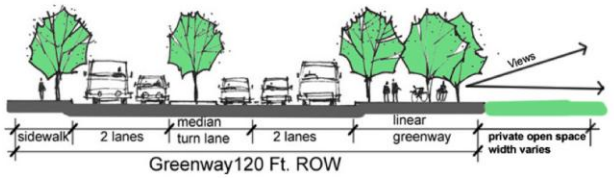
Greenway streets provide a linear recreational facility such as bike trails, a heart smart exercise trail, and walks along informal groves of trees. Germantown's two designated greenways, along Crystal Rock Drive along Observation Drive, will be created through the Capital Improvements Program with adjacent private sector participation.

The **Crystal Rock Greenway** will connect the Town Center to Black Hills Regional Park.

- Create the greenway by rebuilding the existing roadway to create a 40-foot-wide linear park along the east side of the right-of-way.
- Provide an eight-foot wide pathway that meanders through a linear park 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 recreation facilities such as a skateboard facility, a heart smart exercise trail, and benches along the pathway sited for views of the adjacent open space in the Cloverleaf District, and provide historic or nature interpretative signage.
- Landscape extensively with a variety of shade trees that maintain good visibility for safety while shading the pathway. Create tree groupings that define areas and provide seasonal change.
- Provide pedestrian scaled lighting along the entire pathway to accommodate night use and ensure safety.
- Incorporate artwork in special paving for the linear pathway, benches, lighting, and sculpture and fountains.

The **Observation Drive Greenway** will connect Montgomery College with Milestone Regional Shopping Center.

- Provide an eight-foot wide bikeway along the eastern side of the roadway within the 80-foot right of way.
- Provide seating along the right-of-way at adjacent open spaces such as the Germantown Bog. Benches should be oriented to the views of those open spaces.



Buildings

Community character, defined by building arrangements, massing, heights, and facade design, should create an urban identity that encourages walking, transit use, and social interaction. The Plan's fundamental vision of street-oriented development should be achieved by framing the street with building walls, entrances, and activating uses. Avoid the suburban character created by low-rise buildings set back from the street with parking in front.

Sector Plan Goals

- **street-oriented development**
- **massing and height to emphasize centers, stepping down toward residential neighbors**
- **streets active with uses retail and restaurants**
- **integrated urban residential uses**
- **historic and cultural themes distinctive to Germantown**
- **visually interesting rooftops**
- **sustainable building design such as green roof tops, cisterns, and urban storm water management.**

The building recommendations reflect the Sector Plan's goals to create a walkable urban environment. These guidelines apply to all properties and the final location, size, and details will be determined through project plan review.

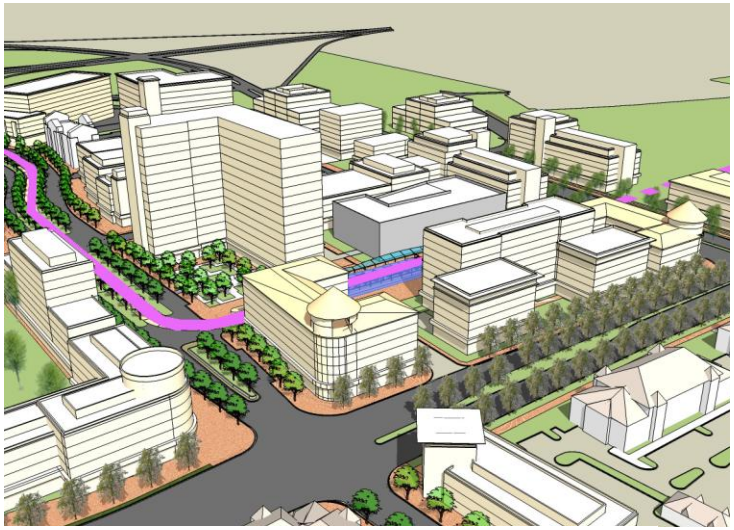
Emphasize centers and step down towards residential neighbors.

Building Form

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.

- Locate buildings along both sides of a street to create building walls that define the street corridor and sidewalk.
- Locate primary entrances along the street. Entrances to retail or commercial uses should be at sidewalk level.
- Develop blocks with alleys to locate service areas and loading from the rear of the building.
- 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 public sidewalk.



Street oriented development, view of Town Center looking east from Crystal Rock Drive

Parking

Parking, in general, should not be seen from the street in an urban, pedestrian-oriented environment.

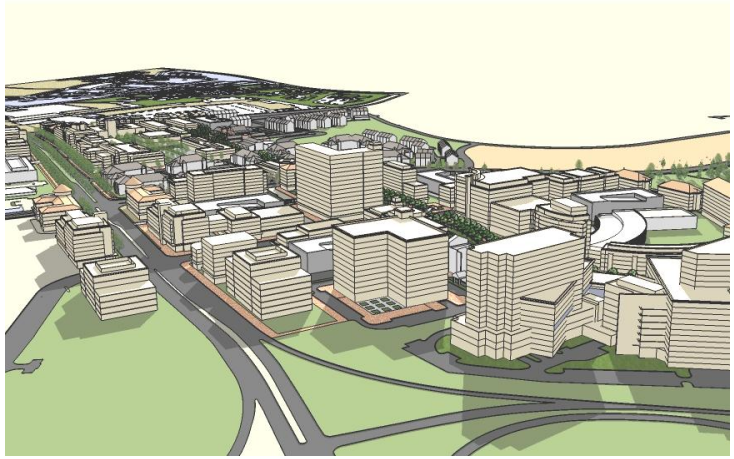
- Provide parking in mid-block locations behind buildings with driveway access from side streets or alleys, where feasible.
- Design structured parking, if visible from the street, with facades that are compatible with adjacent buildings. Ramps and parked vehicles should not be visible. Locate primary entries from side streets. Lighting should avoid glare and excessive brightness to be compatible with adjacent development.
- Surface parking should behind buildings and screened with hedges, fencing, or low walls.

Parking structures should not look like a parking garage.

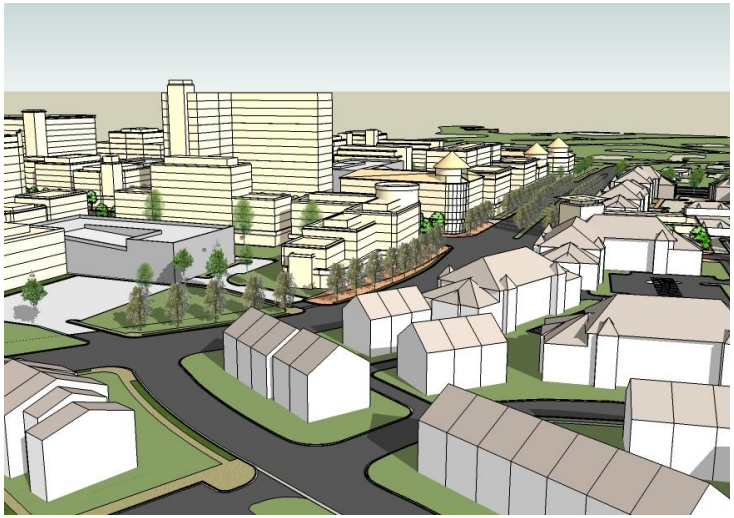
Massing and Height

Germantown's seven districts should each have an identifiable center created by clustering density in a core area with building heights stepping down toward adjacent residential areas.

- In districts served by transit, cluster development around stations, placing the greatest density and tallest buildings closest to the station. In districts without transit, create a center by closely arranging taller buildings in a core area.
- Arrange buildings to create social gathering places and urban open spaces along the street.
- Design buildings at street corners to facilitate pedestrian movement with, for example, chamfered corners.
- Fill out blocks with two- to four-story base buildings. Set back taller, high rise towers behind the base to reduce shadows and mitigate building mass.
- Design slender floor plates for buildings over five stories to avoid massive, bulky forms. Minimize long shadows.
- Set back towers from the street to help disperse winds, avoid accelerating drafts, and protect pedestrians. Buildings over 150 feet tall must submit a wind analysis by a certified expert and demonstrate that the 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.
- In the short term, construct buildings of at least two to three stories, where feasible, if market conditions do not result in buildings that use the allowable density.
- Vary building heights along a street to achieve more visual interest and distinct building character, avoiding the monotony of continuous building heights.
- Step down building heights adjacent to residential communities to a maximum of 50 feet, including bonus density to achieve compatible transitions.



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



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

Facades

Building façades and entrances define the public realm and contribute to community character. In Germantown, they should create a visually interesting and active public realm and be compatible with adjacent residential neighborhoods.

- Design buildings with a base, middle and top, maintaining a continuous cornice or horizontal line along the street.
- Create active streets by placing entrances close together with no more than 50 feet between entrances. Not all streets should be developed as active streets.
- Define the two- to four-story building bases with facades that include marked entrances; a change in materials, textures, or color; recesses and projections; and a cornice lines or other horizontal element.
- First floor retail, commercial, hotel, and residential lobbies should be at sidewalk level. Ressidential units should have slightly raised first floors for privacy.
- Parking structures fronting a street should have ground floor commercial uses with facades that express a commercial building with no vehicles or ramps seen from the street.
- Design facades that include place-making elements drawn from historic or cultural themes identified in the Sector Plan.
- Commercial buildings, in general, should look different from residential buildings ultilizing materials such as more glazing to reflect the building's use and provide natural lighting for office workers.
- Design signage as an integral element of the building. Pole mounted signs are not permitted. All commercial signage along streets should be monument type signage on a base or placed within a landscaped setting. The top of the sign should be no higher than six feet.

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

Transparent ground floor, Carlyle, Alexandria, Virginia

Street Level Retail

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, with parking on the street, behind the buildings, within parking structures, or underground.

- Cluster retail, restaurant, and entertainment uses along identified retail streets shown for each district. Retail in other locations is not precluded but should not detract from the synergy of the designated retail streets.
- Activate the street by closely spacing retail entrances, approximately 30 to 50 feet between entrances. Locate entrances at street level, avoiding steps. Use façade treatment, such as awnings, to increase legibility, emphasize storefronts, and enliven the street.
- Achieve a significant amount of transparency, between 60 to 70 percent for the ground floor, along retail streets to help activate and enliven the public sidewalk. Highly reflective or dark glass is not permitted.
- Large floor plate retailers should have liner retail shops along the sidewalk to avoid long blank walls.
- Drive through restaurants or retailers should not be permitted within the Core Neighborhood of Town Center.
- 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.

Setback buildings for urban space, Bethesda Row, Bethesda

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

Residential Buildings

Germantown's 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 create outdoor recreation and social gathering opportunities.
- Include activating uses at the ground floor if located along a primary retail street
- Meet recreational needs within multifamily buildings by providing exercise rooms, gyms, and common spaces such as lounges and meeting rooms, and roof top sundecks and pools
- Place primary front entrances along the street with rear garage entrances for resident convenience. Locate residential lobbies to activate the street.
- 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 over ground floor retail, Rockville, Town Center

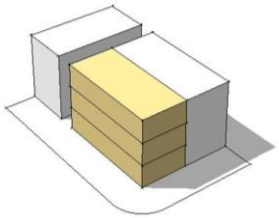
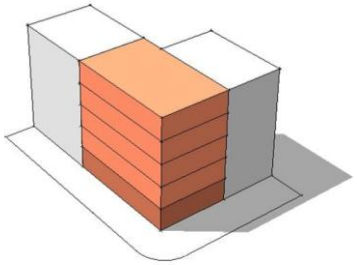
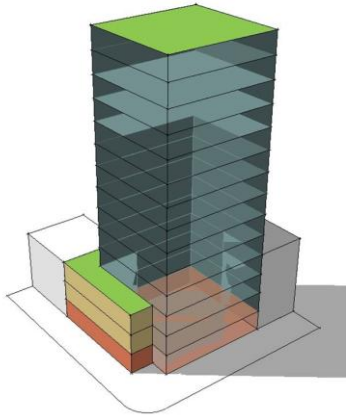
Building Roof Tops

Varied roof designs create visually interesting skyline. 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 should create attractive, visually interesting roofs that also provide environmental benefits.

- Encourage varied roof designs such as sloped, flat, stepped, or angled to achieve visual interest and character.
- 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 stormwater runoff by providing green roof areas for buildings that can support green roofs with special plant material or collect storm water in cisterns and recycle. Use cisterns for roofs that need to be developed for recreational purposes.

Varied roof lines on residential development, Clarendon, Virginia

Varied building heights and roof lines, Clarendon, Virginia

 	 	 
Base 1: Transition Buildings	**Base 2: Mixed –Uses**	**Tower and base: Mixed Uses**
▪ Residential buildings preferred ▪ 3 stories ▪ 35 feet high (50 feet maximum with housing bonus)	▪ Ground floor retail ▪ Office or residential above ▪ 3-5 stories ▪ 60 feet high	▪ 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

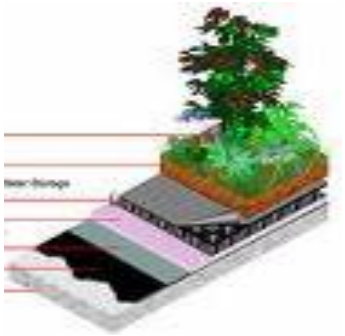
Green Buildings

Recent County legislation requires new public and private buildings to achieve a LEED Silver rating.

- Filter or reuse stormwater, and reduce heat gain by such measures as green roofs, cisterns, or other technologies to capture stormwater.
- Integrate roof top wind power or hydro generators, if feasible
- Integrate solar panels.
- Provide Zipcars, pedestrian orientation, bike parking, and showers.

Green roof

Roof solar cells



Green roof detail

Wind generator