



October 3, 2008

**MEMORANDUM**

**TO:** Montgomery County Planning Board  
**VIA:** Glenn Kreger, Acting Chief *GK*  
Community-Based Planning Division  
**FROM:** Sue Edwards, Team Leader, I-270 Corridor *me*  
Community-Based Planning Division (301-495-4518)  
**SUBJECT:** Worksession #3 Germantown Master Plan

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**STAFF RECOMMENDATION:** Review and revise as necessary plan recommendations concerning the Town Center and properties on the west side of I-270.

**I. SCHEDULE FOR FUTURE WORKSESSIONS**

Discussion of Plan recommendations for specific properties will take place at the following worksessions:

Worksession #4	October 20, 2008	Montgomery College
Worksession #5	October 30, 2008	Properties on the east side of I-270 and staging

**II. INTRODUCTION**

This staff report covers Germantown Town Center and properties on the west side of I-270 including:

- The Town Center Core District
- The West End portion of the Town Center District
- The Gateway District
- The Cloverleaf District
- Portions of the North End District on the west side of I-270

Public Hearing comments, as discussed by the Planning Board on September 4, 2008 are included as Attachment 1.

Staff prepared Attachment 2: Density Distribution Map to illustrate the rationale for zoning and density recommendations for the transit station areas. The following principles for density allocation were discussed at Worksession #1 on September 4, 2008:

- The highest density, mix of uses, and critical mass of activity will be at the **Germantown Town Center transit station**. The property bounded by MD 118, Crystal Rock Drive, Aircraft Drive, and Century Boulevard with T-S zoning will have the highest density of 2.0 FAR.
- Properties surrounding the T-S zoned Town Center and **within ¼ mile walking distance of the Town Center transit station** will have a maximum density of 1.0 FAR. This level of density will contribute to the concentration of activity at, and liveliness of, the Town Center without detracting from the Town Center as the focal point of activity.
- The **MARC station area** and the **Cloverleaf and Seneca Meadows CCT stations** are appropriate for increased intensity and a broader mix of uses, with maximum densities ranging between 0.5 FAR near the edges of the ¼ mile walking radius and 1.0 FAR nearest to the transit stations.
- Density at future **Manekin and Dorsey Mill CCT** stations will be higher than currently allowed, but held to a maximum of 0.75 FAR to ensure compatibility with existing lower density residential uses.

Attachment 3 depicts the proposed Road Network; individual roadway segments and bikeway segments (Attachment 4) are discussed within each District.

### III. TOWN CENTER DISTRICT

#### Town Center Core

The Town Center Core consists of approximately 213 acres located between I-270 to the east, MD 118 to the south, Wisteria Drive to the west and a northern boundary following Father Hurley Boulevard, Locbury Drive, and Crystal Rock Drive. The future Town Center transit station is the center of this area and will contain the highest densities and most diverse land uses.

This Plan expands the recommendations of the 1989 Germantown Master Plan to create a civic, cultural and entertainment focus with a mix of office and housing choices close to shopping, transit and jobs. These recommendations are illustrated in the three-dimensional drawing included as Attachment 5.

#### Property Recommendations

Attachment 6 arrays properties keyed to Attachment 7 containing information on the property name, acreage, current zone, proposed zone and density recommendation with a reference to the public hearing comments (Attachment 1). A second set of properties identified as the Town Center Core Extended is shown in Attachment 8 with property details shown in Attachment 9.

In the Town Center Core (Attachment 8), objections have been raised for the following properties:

- Police and Fire Station (Property #2)
- Century XXI/Savitar (Property #4)
- Matan (Property #8)
- Bud Wildman property near the corner of MD 118 and Middlebrook Road (Property #16a)

The County Executive cautions that allowing more intense, mixed-use development in the vicinity of the current Police and Fire stations in Germantown will impede response times and increase the potential for responder and civilian vehicle collisions. There are numerous other locations in the County where higher density has occurred within proximity to police and fire facilities that can be managed with proper signage and preemptive signals. The Executive also disagrees with providing workforce housing on the police and fire property citing that residential development is incompatible with public safety operations. Staff feels that workforce housing dedicated for public safety employers could minimize incompatibility.

The Planning Board will need to determine appropriate density for Town Center properties not within the T-S zoned Transit Center. Both the Savitar and Matan properties are requesting 1.5 FAR; staff recommendation is 1.0 FAR. Comments by these property owners did not add information that would affect the initial staff recommendation.

Bud Wildman operates an auto repair and leasing facility (currently zoned C-3) on Middlebrook Road within ¼ mile of the future Town Center transit station. He has been negotiating purchase of an adjoining parcel currently in use as a dentist office through special exception.

Staff recommends TMX for all these properties for future consolidation within ¼ mile walking distance of the future Town Center transit station. Mr. Wildman requests that the TMX grandfathering provisions be extended to the property he will purchase in the future. As currently written, the TMX zone would not allow this extended grandfathering provision.

A second alternative is to extend C-3 to all parcels mentioned by Mr. Wildman which is inconsistent with the density principle of extending TMX zoning where existing or future transit occurs.

### Urban Design Recommendations

Design recommendations (Attachment 10) for the Town Center Core District apply to overall building height especially where adjoining residential neighborhoods: management and maintenance of the Town Commons as the “front yard” of the BlackRock Center for the Arts.

The Draft Plan recommends that building heights be allowed up to 15 stories creating a compact focus at the transit station. Major employment uses along I-270 should be in eight-story buildings to maintain the focus of building heights at the transit station.

MD 118 will be the main boulevard lined with mid-rise office buildings of six to eight stories. Century Boulevard should become the walkable pedestrian-oriented street, a promenade of wide sidewalks, and urban open spaces lined with lively uses such as sidewalk cafes, and shopping. Building heights along Century Boulevard should be in the range of three to five stories to ensure light and air with step backs in the façade above three stories. Century Boulevard from Crystal Rock Drive to its extension intersecting Waters Road will be a narrow street with a 70-foot right-of-way. The building step backs will ensure sufficient light and air along this important promenade.

This Plan recommends several urban open spaces at key locations along the promenade of Century Boulevard connecting various destinations such as the Upcounty Regional Services Center, the BlackRock Center for Arts, the Germantown Library, the transit station and the cinemas. One of the most important urban spaces is the existing Town Commons in front of the BlackRock Center for the Arts.

This open space is under used, lacks amenities and is minimally maintained by the County. Management and maintenance of this key asset should be delegated to the M-NCPPC to become a more successful and active civic space in the heart of the Town Center. The M-NCPPC Parks Department, however, does not want to add more maintenance responsibilities in the Germantown area due to lack of funds and staffing. The Planning Board should determine if this urban open space should be managed by M-NCPPC's Parks Department or another County entity such as an Urban Service District.

Staff recommends the following in order to address community concerns and achieve a sense of place at the Town Center:

1. Provide a generalized building height map in feet to give more massing and form guidance in the Plan. Add an additional building height guideline to address community concerns over tall buildings and achieve a sense of focus to the Town Center.
2. Specify transitional, three to four-story building heights at the edges of district's adjoining existing residential communities to achieve a compatible relationship.
3. Improve the programming and management of the Town Commons in front of BlackRock Center for the Arts to create a more attractive, usable and programmed urban space improving the sense of place and community.
4. Recommend M-NCPPC or other entity such as the Urban Service District to provide maintenance and management of the Town Commons in front of BlackRock Center for the Arts.

### Transportation Recommendations

The majority of transportation comments (Attachment 11) specific to the Town Center Core District were submitted by the County Executive (comment #46). The Executive's comments generally support: (1) removing the Middlebrook Road CCT station; and (2) additional local street network such as Bowman Mill Road, Waterford Hills Drive, and Century Boulevard extended.

In most cases, the Executive disagreed with: (1) street classification for Wisteria Drive, Aircraft Drive, Century Boulevard, and Middlebrook Road; (2) Aircraft Drive and Crystal Rock Drive as a one-way pair; (3) instances where streetscape and road design features are specified; (4) proposed reduction of planned travel lanes on Crystal Rock and reconstruction to create a greenway; and (5) prohibition of intersection widening on MD 118 in the Town Center.

The staff recommendation for item #5 was revised on September 25 to read:  
Discourage further widening of MD 118 intersections in the Town Center unless needed for pedestrian safety, improved bus access or bicycle access and safety.

Staff will revise the recommendation for Aircraft Drive and Crystal Rock Drive to an operational study to implement the one-way pairs in conjunction with the Town Center CCT station design. Staff will show the CCT station location within the Bellmead property. Staff affirms the recommendations of the Public Hearing Draft in all other comments.

Staff is also forming recommendations to present to the Board on October 6 concerning:

- Relocating the commuter parking lot at the Transit Center to the North End when the CCT is constructed.
- Extending the Town Center Policy Area and Urban Area Designation within the Road Code to coincide with the Master Plan's Town Center analysis area.
- Not supporting an increase in the Critical Lane Volume to 1800 in the (expanded) Town Center Policy Area as presented in the September 25, 2008 areawide transportation discussions.
- Proposed signed shared use path (DB-25) along MD 118.
- Proposed Countywide shared use path off road (Class I) along Middlebrook Road (SP-71).

### **West End Portion of the Town Center District**

The 110-acre West End surrounds the walking-distance area of the historic train station now operating as the MARC commuter rail station. The adjoining Germantown Historic District is designated immediately south of the CSX rail lines and just beyond this Plan's boundaries. The Germantown Historic District and the Pumphrey-Mateny House designated historic resource on Walter Johnson Road, however, inform the land use and density recommendations of the Plan.

The Historic Preservation Unit within the Design Division submitted the following comments extracted here from Attachment 12:

The MARC train runs along the old Metropolitan Branch of the B & O Railroad established in 1873. The Germantown Historic District grew along that rail line. This area requires a delicate balance, offering opportunities for growth to accomplish goals of neighborhoods and businesses within walking distance of transit stops yet requiring preservation of a significant historic community.

As shown within Attachment 12, a band of public open space (approximately 100-150 feet wide) parallel to the tracks would buffer the Historic District from future development. The intensity of use would be distributed eastward with the lowest density/intensity adjacent to the Pumphrey-Mateny House and the highest density/intensity toward Wisteria Drive.

Other guidance in Attachment 12 states that:

“the topography at the MARC station is challenging. The land on the north side of the tracks currently occupied by a parking lot is at a higher elevation than the Historic District located south of the tracks. This elevated area north of the tracks and immediately adjacent is culturally sensitive...Appropriate height and setback requirements to control massing and scale of the low-scale development adjacent to the greenspace will guide context-sensitive development north of the tracks and enhance the visual connections and transition between the Historic District and new development”.

These principles modify the staff recommendation for the County-owned surface parking lot behind the Pumphrey-Matney House to be no taller than the ridgeline of the historic house (estimated at 30 feet). Appropriate for this space would be active retail uses or office space in scale and massing that is compatible with the Pumphrey-Matney House. New construction that is divided into separate structures that duplicate the massing of historic houses, including the Pumphrey-Matney and Historic District dwellings, would preserve the context of these resources.

A better solution is a parking structure for the County-owned surface parking lot (number #24 on Attachment 13) at the northeast quadrant of Bowman Mill Drive and MD 118. This structure may be constructed with MEDCO or similar bond financing in order to achieve the multiple goals of protecting historic resources, adding active and diverse land uses elsewhere in the district and expanding MARC commuter parking in fee-supported parking structures. This would be the only MARC parking lot to charge a fee.

#### Property Recommendations

Attachment 13 arrays properties keyed to information on the property name, acreage, current zone, proposed zone and density recommendation (Attachment 14). For these disputed properties, staff prepared a response.

In the West End portion of the Town Center District, the following properties are disputed:

- Trevion (Property #18)
- JBG/Martens property (Property #22)
- The Mark Wildman portion of the Waters Road Triangle properties (Property #23a)
- The Perrine portion of the MD 118 properties (Property #27)

Staff recommends:

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| <ul style="list-style-type: none"><li>• Trevion: maintain TMX at 1.0 FAR or retain C-O</li><li>• JBG/Martens: add increment of additional commercial but oppose free-standing retail</li><li>• Mark Wildman: uphold current zoning, continue to analyze road segment options</li><li>• Perrine property: Latest TMX zone includes height limit of 42 feet under standard method</li></ul> |
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## Urban Design Recommendations

The historic center of the West End has been the older historic community just outside the planning area boundary and the MARC commuter rail station located south of MD 118 and on edge of the district. Density and building heights should step down to three to five story buildings in the West End in order to achieve a compatible transition to the adjacent Historic District. Buildings along MD 118 also should step down to four to five-story commercial buildings.

South of MD 118 along Walter Johnson Drive, residential development of three to four-story townhouses and walk-up apartments will create a residential enclave and provide a pedestrian walkway connecting the MARC station to the Core neighborhood's lively mixed-use center. Open space within this predominately residential area will be in an expanded park space at the MARC station and within the preserved open space of the Madeline V. Walters House (no longer existing).

The focus within the area north of MD 118 will be at the intersection of Waterford Hills Drive and Waters Road. Mixed-use, five-story development will line the streets and a small urban plaza will be provided at the corner of this intersection. A green, more passive open space will be provided with the redevelopment of the existing stormwater management pond to include a walkway around the pond, attractive landscaping and play equipment.

Extending Century Boulevard west of Middlebrook Road is a key recommendation to improve circulation and provide a more direct and convenient link from the Core neighborhood to the MARC station. The street is proposed to have a straight alignment connecting with Waters Road. This alignment is still in discussion. Variation in block sizes and shapes adds distinct character and avoids monotonous repetition.

The Century Boulevard connection with Waters Road needs to be set back from MD 118 a minimum of 300 feet to achieve a safe offset between intersections. The property owner's concerns with a safe intersection setback from MD 118 can be addressed. Final alignment will be determined by the Optional Method of Development or by the Preliminary Plan review.

Staff recommends the following in order to address community concerns and achieve a sense of place at the West End portion of the Town Center:

1. Provide a generalized building height map in feet to give more massing and form guidance in the Plan. Add an additional building height guideline to address community concerns over tall buildings and achieve a sense of focus to the District.
2. Specify transitional, three to four-story building heights at the edges of district's adjoining existing residential communities to achieve a compatible relationship.
3. Support the Draft Plan's proposed street network within the West End.

## Transportation Recommendations

Attachment 11 contains the following recommendations from the Transportation Division:

- Extend Century Boulevard west to connect with Waters Road
- Reclassify Middlebrook Road as a Business Street
- Extend Bowman Mill Road into the Martens property by eliminating the B-2 terminus
- Create Wisteria Drive as a boulevard
- Complete Locbury Drive from Wisteria Drive to Middlebrook Road
- Evaluate options to connect Waterford Hills Boulevard to Waters Road
- Proposed local signed shared roadway on-road (Class III) along Crystal Rock Drive (PB-22)

## **IV. GATEWAY DISTRICT**

Land uses in the 382-acre Gateway District will likely change very little from the commercial and industrial uses currently in place. The Department of Energy is the largest site and is not proposed for redevelopment. The rebuilt and renovated Rolling Hills apartments will be clustered around green swaths protecting stream valleys with multi-story apartment buildings, structured parking, recreation and other on-site amenities (see Attachment 15 aerial photograph and Attachment 16 property information).

In the Gateway District, the following property is disputed:

- Rolling Hills Apartments (Property #3)

Rolling Hills Apartments exists today as 483 apartments--all two bedroom two bath units--built in the early 1980s on 40.5 acres situated between Crystal Rock Drive, Wisteria Drive, and Great Seneca Highway. Redevelopment would require stream buffer protection, increased stormwater management and afforestation/reforestation. A portion of the property is within ¼ mile walking distance of the MARC station.

Market rents for these units are currently \$1,100-\$1,200 per month. The property is covered with a mix of zones as follows: R-H multi-family high rise (29.85 acres); PD-9 (10 acres); R-30 (0.4 acres) and C-T (0.25 acres). The owner requests a PD-35 zone with a density of 35 units per acre and a theoretical yield of 1,700 units.

The Public Hearing Draft contained a recommendation for partial redevelopment of the property (790 units) and retaining approximately 240 units that are at the edge of the planning area adjacent to Great Seneca Highway. The zone recommendation in the Public Hearing Draft is RMX-1/TDR with a recommended density of 18 units/acre. In discussions with the property owner, staff agreed to remove the TDR recommendation.

The owner has further refined this request to show a concept plan for 1700 units consisting of 12 buildings ranging in height between four and eight stories. The owner states that structured parking would be below ground and would therefore not affect building height.



The unit mix would be:

Efficiency (250 units)	15%
1 BR/1 BA (700 units)	41%
2 BR/2 BA (622 units)	36%
3 BR/2 BA (128 units)	8%

If allowed future redevelopment of the entire property, the owner proposes to provide a diversity of housing to include 12.5 percent MPDUs and 10 percent work force housing units, distributed evenly throughout the site. The 137 work force housing units and 196 MPDUs provide a total of 333 affordable units and 1,367 market rate units. The density calculation for this proposal is 1.08 FAR.

Staff has examined the public objectives of providing affordable housing close to transit, creating neighborhoods of diverse housing types, protecting environmental features, and respecting the adjoining Germantown Historic District. The owner's revised proposal for Rolling Hills Apartments supplies a larger number of affordable units including workforce housing (333 units) than the initial proposal but does not replace the number of unregulated affordable units there today. The height and massing of buildings prepared by the property owner does not illustrate parking.

Staff proposes an increase to 20 units/acre with high rise (eight-story) buildings closest to the MARC station with 990 units possible with bonus density. The buildings should be situated to show the narrower end walls toward the Historic District. The staff proposal includes a variety of unit types including high-value townhouses along Wisteria Drive. Consideration of the higher range of density should depend upon providing workforce housing.

As greater density is realized on this property, more consideration should be given to modifying the characteristics of this segment of Great Seneca Highway which has a posted speed of 50 mph.

#### Urban Design Recommendations

- Support DOE historic designation
- Heights and massing of buildings at Rolling Hills

The Public Hearing Draft Plan seeks a balance between locating density close to transit and creating compatible relationships with existing single-family communities and the Historic District. The Rolling Hills site is located towards the edge of the planning area along the CSX tracks adjacent to lower single-family detached communities.

Revisions to the design guidelines are suggested in order to address compatibility needs with the Historic District given the need to cluster development close to the MARC station. The additional language requiring that the development be arranged in a compatible manner and not be higher than eight stories is needed. A range in the unit type is an added recommendation to ensure diversity of unit type and income levels.

Any option that increases density above current levels should also evaluate reclassifying Great Seneca Highway from the CSX to its termination with Middlebrook Road. Ultimately, surrounding land uses will include a retail center, a neighborhood park, Seneca Valley High School and Rolling Hills Apartments.

1. Provide a new housing development with up to 20 dwelling units per acre on the Rolling Hills property without requiring TDRs.
2. Cluster the majority of Rolling Hills development close to the MARC station arranged in a manner that achieves compatibility with the nearby Historic District. Narrow end walls should face the Historic District.
3. Allow up to eight-story residential buildings near the MARC station, redevelop the remaining site area with a low rise, high density unit type and provide single family attached along Wisteria Drive to achieve a range of unit types. Provide off-site pedestrian access to the station.
4. Study the appropriate roadway classification of Great Seneca Highway north of the CSX tracks from major highway to examine slower speeds that are context sensitive to the surrounding land uses.

#### Transportation Recommendations

- Construct Wisteria Drive as a four-lane divided roadway to create pedestrian refuge in the vicinity of Rolling Hills Apartments and Seneca Valley High School.
- Maintain classification of Great Seneca Highway as a major highway but lower the speed limit through the Road Code.
- New local signed on-road shared bikeway (Class III) as PB-9 and PB-8.

**V. CLOVERLEAF DISTRICT**

Departing the CCT at the Cloverleaf center, workers and residents will enter a 130-acre mixed use, transit oriented neighborhood that offers a choice of workplace, recreation, housing, entertainment, hotel and retail uses. Attachment 17 identifies the key properties on an aerial photograph and Attachment 18 provides property data.

The area is currently developed with low intensity flex and industrial space with surface parking. The most noticeable property (55 acres) is the Fairchild property now owned by Trammel Crow and marketed as Century Technology Campus. The property owner and Master Plan envision replacing the current configuration with a cohesive neighborhood of vertically mixed-use buildings, retail at ground level, unique housing types, a hotel, and office space.

The sole comment received in the Cloverleaf District is:

- Century Technology Park (Property #1)

Topic	Property Owner position	Staff Position
Zone	TMX	TMX
FAR	1.0	1.0
Commercial	2.4 million square feet including a hotel and 400,000 s.f. retail	1.45 million square feet including a hotel and 110,000 s.f. retail
Residential	950 multifamily units, 130 townhouses	975 du in multifamily buildings
Mix	40-50% commercial, 40-50% residential	60% commercial 40% residential
Design	Non-specific block lengths Step backs from lower floors can be as little as 1-2 feet	250-300' specified for walkable block lengths Stepback of 10 feet above 3 <sup>rd</sup> floor
Height	Flexibility to set height	12 stories at transit station, 8 stories along I-270
Features	Market should decide retail uses	Small grocery store Town commons adjacent to transit station
Other	Roadway is infeasible Cost of structured parking Urban service district requirement in staging	Transit and roadway crossing from Century Boulevard to Seneca Meadows Parkway <sup>1</sup>

<sup>1</sup>Staff agrees to remove the roadway portion of this crossing but retains CCT crossing.

For the Century Technology Park property, staff supports a mix between commercial and residential that supports the employment focus of this Plan. This property has superb visibility along I-270 for corporate and technology users as well as business-oriented commercial development such as a conference hotel. The staff concept which limits residential to 975 multifamily units (assuming 1,200 sf unit size) provides housing options for technology workers, young families, empty nesters and active adults. Diminishing the focus of employment development would weaken the Plan.

## Urban Design Recommendations

The core area of the Cloverleaf District is located at the intersection of Cloverleaf Drive and Century Boulevard just south of the future CCT transit station. Building heights should be allowed up to 12 stories adjacent to the transit station to create a focus and taper down to four to five stories towards the residential neighborhoods to the west.

The Plan should better address the need for compatible transitions to existing residential neighborhoods to the west by specifying transitional building heights at four to five stories. Lower building heights are not necessary given distance new development will have from existing residential areas. The distance is created by the greenway along Crystal Rock Drive and by existing stormwater management areas.

Along I-270, major employment uses should be located in signature office buildings up to eight stories in height to maintain the focus of the district at the transit station. The eight-story building height is consistent with the majority of buildings along the I-270 Corridor with the exception of the taller buildings at Washingtonian Center in Gaithersburg.

The Draft Plan recommends buildings to line Century Boulevard and Cloverleaf Drive with three-story bases with 10-foot step backs to upper stories. The guideline is needed to ensure that a pedestrian scale is achieved along the sidewalk and the sufficient light and air reaches the sidewalk. The step back guideline, however, should provide a range of acceptable lower story building base levels such as three to four-stories rather than restrict the building base to three stories. This will result in a more varied building base line and add more visual interest to the architecture facades while still achieving the intent of the step back.

The Draft Plan recommends that block lengths should be walkable, short blocks ranging between 250 to 300 feet. Flexibility in block lengths also is desirable and the Plan allows for this. The Plan identifies a network of streets that will create desirable block sizes and walkable neighborhoods. Block lengths will vary and final location of the street network will be determined through Optional Method of Development or during the Preliminary Plan Review.

The Draft Plan recommends a series of urban open spaces within each district to provide for the recreational needs of residents and workers. In the Cloverleaf District, plazas and gathering places are recommended along Century Boulevard to be activated by adjacent restaurants, shops and businesses. A ½ acre town commons is recommended in the heart of the neighborhood and a greenway is recommended along Crystal Rock Drive.

The town commons should be more specifically located along Century Boulevard. This will improve its visibility, ensure that it is located along a major pedestrian route and avoid its possible location along I-270. The exact location of the ½ acre commons should be determined through Optional Method of Development or the Preliminary Plan.

The Cloverleaf District's proposed greenway, the linear recreation area along Crystal Rock Drive provides an important transitional and compatibility function separating the existing residents to the west from the new development along Century Boulevard. This greenway also provides better access to the surrounding greenbelt to the north and to the Town Center's main promenade to the south also provides an important transitional compatibility function. The greenway should be planted with attractive, large trees and other landscape screening to ensure a compatible transition from the Cloverleaf District's new development to the existing residential neighbors.

Staff recommends the following in order to address community concerns and achieve a sense of place in the Cloverleaf District:

1. Revise the 10-foot building step back along Century Boulevard but maintain this guideline along Cloverleaf Drive the main promenade within the district.
2. Create a building wall along Century Boulevard with step backs in the upper floors over three to four stories and establish a 10-foot step back in the upper floors over three to four stories along Cloverleaf Drive to ensure sufficient light and air along this promenade.
3. Support eight-story building heights along I-270. Create transitional, four to five-story, building heights at the edges of the district adjacent to the greenway along Crystal Rock Drive and existing residential communities to achieve a compatible relationship.
4. Locate the proposed town commons in a visible site along a main pedestrian route. Allow for flexibility in block lengths of 250-300 feet.

#### Transportation Recommendations

- Location of greenway along Crystal Rock still in discussion
- Grid of street shown in Draft Master Plan
- Proposed Countywide shared use off-road path (Class I) along Century Boulevard (PB-4)
- Proposed local signed shared roadway on-road (Class I) along Crystal Rock Drive

#### Sustainability Recommendations

The Century Technology Park/Trammell Crow property may provide the first opportunity to implement the sustainability goals contained in the Draft Master Plan. Attachment 19 contains Environmental Planning staff recommendations for resource protection and forest conservation (for the Milestone Tributary that primarily affects the North End District) and sustainability recommendations applicable throughout.

The sustainability recommendations include:

- Stop increasing greenhouse gas emissions by 2010 and reduce these emissions to 80 percent of 2005 emissions by 2050.
- Minimize loss of pervious surface so that new development is 80 percent pervious and 20 percent impervious. This can be accomplished by removing surface parking and other actions detailed in Attachment 19.

- Use environmentally sensitive design and traditional stormwater techniques such as green roofs, bioinfiltration, innovative stormwater features, green streets, etc.
- Establish a tree canopy coverage goal of 30-40 percent within the area covered by the Germantown Draft Master Plan.
- Establish community character with native vegetation.
- Support noise compatible site design where development is proposed adjacent to noise generators or roadways of arterial classification or greater.

## **VI. NORTH END DISTRICT**

This 280-acre district extends across both sides of I-270 bounded on the north by Black Hill Regional Park. Areas adjoining the park are identified as high quality forest dominated by mature oak and beech trees (see Attachment 19 for more detail). The district is largely undeveloped; the developed portions are primarily single-family attached and garden style multifamily residences. A future CCT station, the Manekin transit station, will be built in the median of Century Boulevard.

The Churchill Town Sector (T-S) zone extends over portions of the district and must conform with the proportions of different land uses and population density. Staff extensively reviewed the T-S zone provisions in recommending land use. The memo prepared by Leslie Saville is included as Attachment 20. The memo also addresses queries made by a property owner concerning zoning text changes to the T-S zone that consider the population density of age-restricted units, among other things. These issues will be discussed in regards to the Lerner property.

Attachment 21 depicts the properties in the North End District; Attachment 22 provides the details of properties, staff recommendations, and public hearing testimony as follows:

- Totah/Symmetry property (Property #1)
- Lerner property (Property #2)

### Totah/Symmetry Property

The Totah/Symmetry property is located adjacent to I-270 at the Father Hurley Boulevard interchange. The future Century Boulevard separates the vacant Totah/Symmetry property from the existing residential communities to the west.

The staff recommendation and property owner objection cover several aspects: (1) recommended density under the TMX zone; (2) flexibility to exchange density within blocks after development approval; (3) height of buildings visible from I-270; (3) forgiving exactions below 1.0 FAR; and (4) distribution of infrastructure costs.

Staff confirms the 0.75 FAR recommendation in order to retain the focus of mixed-use development on the Town Center. The density recommendation is also based on ensuring compatibility with the adjoining residential communities that were built with the expectation that employment sites such as the Totah/Symmetry property would develop in the future. Staff accepts the need for flexibility of mix and density as long as principles of the highest density to occur nearest the transit station and a minimum of 60 percent commercial and a maximum of 40 percent residential is reached.

Urban design recommendations affirm the desirability of eight-story buildings as consistent with existing multi-story buildings along I-270. Transitional heights of four to five stories are suggested adjacent to existing residential neighborhoods. Interim levels of development will be subject to design guidelines for building placement, walkability, surface parking, etc.

The TMX zone, in discussion to date, sets the limit for standard method as 0.5 FAR. Optional method projects will be required to file a project plan and proportionally meet the zone's requirements for enhanced streetscape, amenities, and the building lot termination provisions

### Urban Design Recommendations

The North End District lies at the northwest end of Germantown adjacent to the surrounding greenbelt. It should not have the same level of development, 1.0 FAR, as properties within the Town Center. There are transportation capacity concerns and nearby residential compatibility that also suggest less density in this area.

Germantown's jobs need to be assured by setting the minimum amount of non residential uses. Along the I-270 Corridor, the employment corridor of the 1989 Master Plan, established I-3 zoning allowing up to .5 FAR for employment uses. The Draft Plan maintains this amount of employment and adds additional housing uses to the mix by establishing a minimum of 60 percent non residential uses and a maximum of 40 percent residential uses. Flexibility to provide a greater level of employment uses or less residential uses is possible.

The Draft Plan achieves compatible building height recommendations along Century Boulevard with the six-story height limit and building step backs for buildings over three to four stories. An additional building height limit of four to five stories should be placed along Crystal Rock Drive to ensure that compatible relationships are achieved.

Along I-270, the signature office building heights are recommended to be eight stories in height to maintain the focus of building height closer to the center of Germantown. Given the North End District's location at the northern edge of Germantown adjacent to the surrounding greenway, Clarksburg and Agricultural Reserve beyond, taller building heights are not recommended.

1. Revise the 10-foot building step back along Century Boulevard but maintain this guideline along Cloverleaf Drive, the main promenade within the district.

2. Create a building wall along Century Boulevard with step backs in the upper floors over three to four stories and establish a 10-foot step back in the upper floors over three to four stories along Cloverleaf Drive to ensure sufficient light and air along this promenade.
3. Establish eight-story building heights along I-270. Provide an additional building height guideline to address community concerns over tall buildings.
4. Create transitional, four to five-story, building heights at the edges of the district adjacent to the greenway along Crystal Rock Drive and existing residential communities to achieve a compatible relationship.
5. Locate the proposed town commons in a visible site along a main pedestrian route and ensuring that it will not be located along I-270.
6. Allow for flexibility in block lengths of 250-300 feet.
7. Maintain the Draft Plan's recommended 10-foot building step back guideline but allow for three to four-story bases.

Lerner Enterprises Property

The Lerner Enterprises property at the northmost edge of the Master Plan study area has been in continuous ownership since the 1980's. The property received an extension of Adequate Public Facilities from the Planning Board in September 2007 and has been zoned, subdivided, and site planned in accordance with the 1989 Germantown Master Plan for 1.3 million square feet of commercial development.

The memo from Leslie Saville (Attachment 20) thoroughly researches the history and application of the Town Sector zone in Germantown to answer the following questions:

*Should the Town Sector zone area minimum of 1,500 acres be changed?*

Staff feels the 1,500-acre minimum, also applied to the Town Sector zone for Montgomery Village, is an appropriate land mass to allow for self-sufficiency, diversity, urban density, transportation facilities, and public utilities as described in Sec. 59-C-7.21. Approximately 1,200 acres of the Churchill Town Sector is outside of the Master Plan study area and would be impacted by any changes to the zone.

*Should the commercial maximum of ten percent of the total area be increased?*

Staff has detected several errors in previous development plan summaries that leave open sufficient expansion of commercial land use.

*Should the industrial and major employment area maximum of six percent be increased?*

The maximum limit has already been increased beyond the five percent established in 1999. To date, there has been no industrial or major employment built in the Churchill Town Sector zone.



*Should the open area minimum of ten percent be changed?*

The current minimum is ten percent land area for open space. In the Churchill Town Sector, about 48 percent of the land is open space but not all of the open area is available for public use. Lake Churchill owned by WSSC is approximately 17 percent of land area; homeowner associations and private recreation facilities control about 15 percent; and public parks consist of just over 15 percent.

*Should the population density provision be changed to add a new category reflecting the smaller household size of seniors?*

The population density in the Town Sector zone cannot exceed 15 persons per acre. The population density is not based on census or actual household population but on population factors contained in Sec. 59-C-7.25:

One family dwelling	3.7 persons
Townhouses	3.0 persons
Multi-family dwellings < 5 stories	3.0 persons
Multi-family dwelling > 5 stories	2.0 persons

Adding a category for senior housing would be inconsistent with the current allocation that is based on dwelling types not on the type of resident in the dwelling.

*Should the MPDU provision be changed?*

In the Town Sector zone, the affordable housing provision differs markedly from the provisions of Chapter 25A. In the Town Sector zone, all MPDU population is in excess of the stated maximum population. The Town Sector zone does not provide for a bonus density so MPDU yield is assumed to be 12.5 percent. Standardizing the Town Sector zone to Chapter 25A could result in excess population above the stated maximum of the zone. Clarification is recommended but should be mindful of any unintended results.

*Should the limits on reclassification be changed?*

Once the Town Sector zone is granted (Sec. 59-C-7.28), properties cannot be reclassified for 50 years. The Town Sector was granted in Montgomery Village in 1965 and Churchill in 1968; reclassification is possible in 2015 and 2018 respectively. Any amendment to the zone should be part of the comprehensive revision of the Zoning Ordinance or a study of the complete town sector area rather than the part studied in this Master Plan. The two town sector communities, Montgomery Village and Churchill should be included in the discussion of any amendments.

## Lerner Property Proposals

Topic	Property Owner Position	Staff Position
Zone	Amended T-S or other mixed use zone	T-S
FAR	Approximately 1.0	0.75
Commercial	1.2 million square feet office; 128,400 s.f. retail; 225,000 s.f. hotel	1.5 million square feet including limited retail and hotel
Residential	1,182 age restricted units; 300 non-age restricted units	570 du in mixed height multifamily buildings
Mix	45% commercial, 55% residential	60% commercial 40% residential
Height	6-12 stories along I-270; some high rise adjacent to park	8 stories along I-270
Features	Age 45 and up independent living and continuing care Live and work Life care except for skilled nursing care Sustainability and green features, walkable	Transitional heights to adjoining residences Town commons near transit station Walkable
Natural Resources	Previously dedicated 64 acres Black Hill Regional Park. Proposes a privately owned, publically accessible wooded area or park traversed by nature trails and other natural amenities.	High priority watershed for Milestone Tributary and the portions of other watersheds draining to Seneca Lake. Designate 25 acres of high priority forest dominated by mature oak and beech trees.
Other	Phase 1: some office, some retail, 1/3 housing; Phase 2 some office, remaining portion of active adult; Phase 3 remaining office, non-age restricted residential	Office development in Stage 1; limit residential development to Stage 3 to assure viability of Town Center

Staff recommends approaching the development of the Lerner Enterprises property in two increments. For the first increment, staff concludes that the Town Sector Zone must remain in place and that the limit for future residential development of the Lerner property is 570 units until the zone can be comprehensively modified in 2015-2018. This would allow the employment focus of the Master Plan to be realized and create a residential community of almost 3,000 units existing or proposed. This timing also allows the vitality of the Town Center to take hold and create a locus of employment, housing, shopping, cultural features, and other elements of a thriving “city”.

A second increment could be conceived as part of a comprehensive rezoning when the T-S zone is examined. Currently the Town Sector zone does not create public amenities or respond to public policy objectives such as workforce housing. In this second increment, the property owner could support these objectives and partner with others in the Town Center. The remaining development program could proceed under a new zone after 2018.

### Transportation Recommendations

- Remove Park Access Road
- Classify Kinster Drive as two lane divided roadway with park
- Proposed Countywide shared use path off-road (Class I) along Crystal Rock Drive

### Natural Resource Recommendations

- Designate the Milestone Tributary and portions of other watersheds draining to Seneca lake as the highest priority for protection and restoration
- Protect 25 acres of high priority forest as essential to the protection of key natural resources that make Germantown a sustainable community

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#### Attachments:

1. Public Hearing Comments, discussed by Planning Board on September 4, 2008
2. Proposed Density at Transit Stations Map
3. Existing and Proposed Classified Road Network
4. Existing and Proposed Bikeways
5. Town Center 3-D Illustration
6. Town Center Core (aerial)
7. Town Center Core (property data)
8. Town Center Core Extended (aerial)
9. Town Center Core Extended (property data)
10. Urban Design Response to Public Testimony
11. Transportation Comments
12. Historic Preservation Unit, Design Division Response to Public Testimony
13. West End Portion of Town Center District (aerial)
14. West End Portion of Town Center District (property data)
15. Gateway District (aerial)
16. Gateway District (property data)
17. Cloverleaf District (aerial)
18. Cloverleaf District (property data)
19. Environmental Planning Memorandum
20. Memorandum from Leslie Saville discussing the Town Sector Zone
21. North End District (aerial)
22. North End District (property data)