

HOUSING

New transit options in the up-County create opportunities for increased housing, including affordable housing and workforce housing at future transit stations. This Plan adds housing to employment areas that previously excluded housing.

Housing Incentives

- Emphasizing mixed-use buildings and mixed-use communities that place housing above retail and other ground floor uses
- Establishing higher densities and a minimum building height of three stories means more opportunity for residential units above commercial spaces
- Lowering parking requirements, which reduces building costs and lowers residents' monthly expenses
- Requiring a mix of unit types provides diversity in the housing product
- Identifying County-owned property for affordable housing opportunities

The Germantown Planning Area was one of the first areas where the Moderately Priced Dwelling Unit (MPDU) program was implemented in 1976. Germantown contributed over a fourth of the County's stock of MPDUs through the period of the 1970s and 1980s. Except for those acquired by HOC, the price controls on these units have now lapsed; they are no longer registered MPDUs. Approximately 323 MPDUs expired between 1987 and July 2008.

Housing Within the Sector Plan Area			
	Total Units	Market Rate	MPDUs @ 12.5 %
Existing dwelling units	6,591	6,054	537
Proposed dwelling units	8,510	7,446	1,064
TOTAL	15,101	13,500	1,601

This Plan provides for approximately 15,101 dwelling units with approximately 12.5 percent of these units added to the MPDU inventory. The total number of MPDUs to be created doesn't total exactly 12.5 percent (1,880 units) because of how MPDUs are calculated in the Town Sector zone.

The Plan designates a County-owned parcel at Crystal Rock Drive and Century Boulevard for workforce housing as the police and fire facilities are updated. Workforce housing is defined as housing that is affordable to residents earning between 80 and 120 percent of the Washington, D.C. metropolitan area median income.

- Build transit and employment-oriented workforce housing that reduces the costs associated with getting to work. Ideal sites include the Town Center and locations along the CCT alignment and near the existing MARC station.

- New housing should be suitable for both young and old, and for those with all ranges of physical ability. Units will be served by elevators and have at-grade entrances, wide hallways to accommodate wheelchairs, and other features. Local and national research indicates that seniors don't plan on leaving their current homes, so new construction and renovations will be designed to allow residents to age in place. Decentralized support services will provide home assistance to allow residents to stay at home as long as possible and minimize the need to create age restricted communities.
- A commitment to no net loss of affordable housing will help preserve existing affordable and workforce housing especially the existing subsidized rental units and MPDUs such as properties owned, operated or financed by the Housing Opportunities Commission.

Senior Housing Units in Germantown		
Location	Name	Units or Beds
Within Sector Plan Area	Churchill Senior Living	121 independent 133 independent ¹ 46 assisted ¹
	New Covenant Village	88 independent ²
Outside Sector Plan Area	Willow Manor King Crossing	102 independent 110 independent
TOTAL UNITS		600

¹ approved July 2008; unbuilt

² 2007/2008 construction, now being leased

Transportation Framework

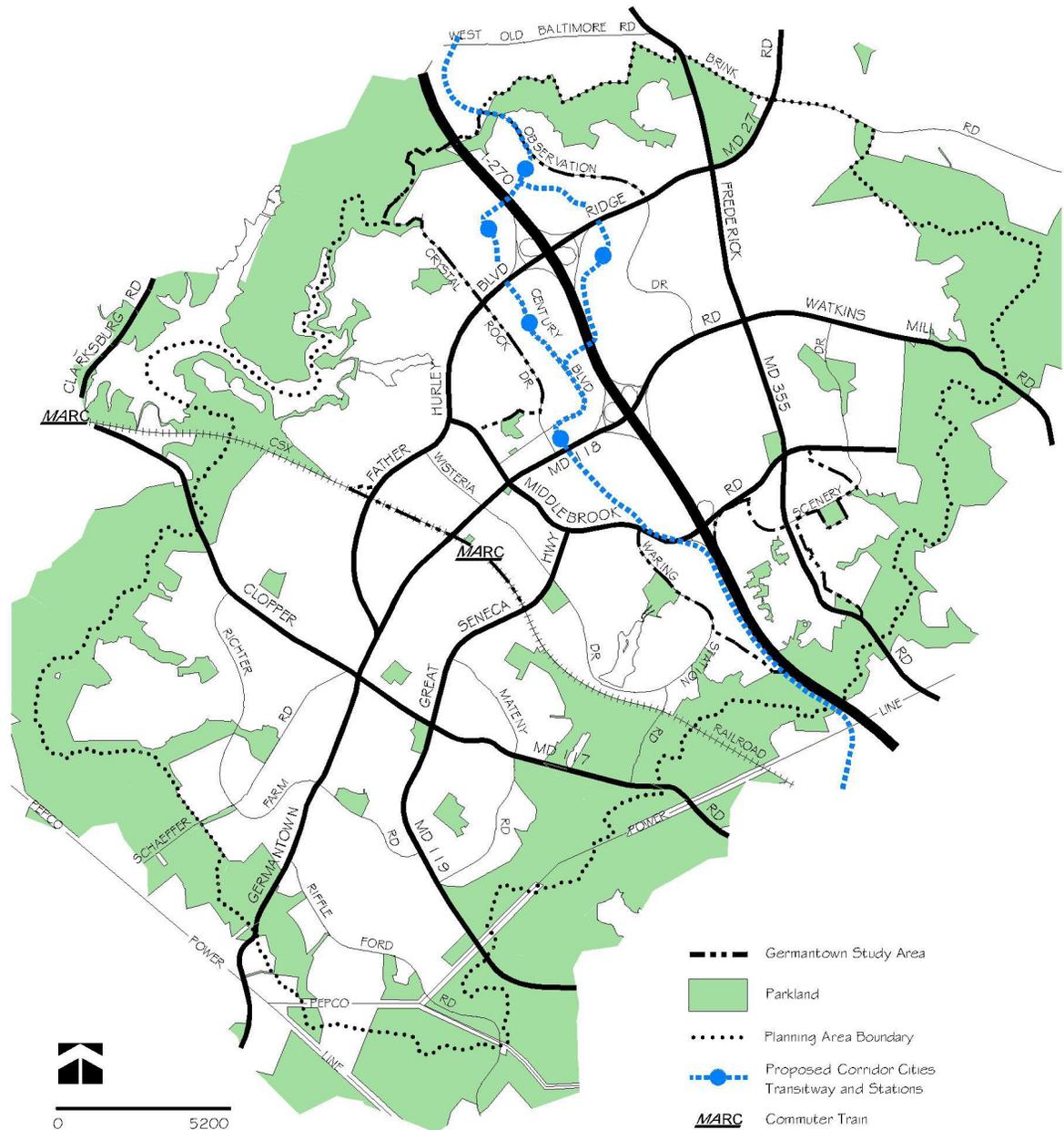
This Sector Plan is transit dependent and pedestrian-oriented. Both the overall planning framework and the design of each district emphasize public transportation, walking, and biking. The development pattern requires building the Corridor Cities Transitway (CCT) to support the recommended densities and link the centers to each other and the regional transportation system. The CCT's route and stations establish a framework that focuses the highest density at the Town Center station with lower densities at other stations. The Plan recommends a CCT loop to serve districts and increase employment on both sides of I-270. Roadway design must also accommodate transit. MARC station improvements are recommended to provide better access for pedestrians, bus patrons, and up-County commuters.

Major changes are recommended for I-270, state highways, and other major roadways. I-270, MD 355, MD 118, MD 27, Great Seneca Highway, Father Hurley Boulevard, Crystal Rock Drive, Middlebrook Road, and Observation Drive are major transportation arteries. They tend to divide the areas through which they pass and are built at a scale and for operations that discourage pedestrians in favor of vehicle traffic. This Plan supports additional lanes for I-270 to serve through traffic better by providing lanes for transit and high-occupancy vehicles. It recommends changing other roadways to accommodate pedestrians, bicyclists, and transit.

A dense grid of local and arterial roads will disperse traffic and improve circulation, access, and the pedestrian environment. One-way pairs can also be used to improve circulation.

A detailed streetscape plan will implement this Plan and provide consistent standards for street trees, lighting, sidewalks and crossings, furnishings, bike accommodations, and on-street parking.

Proposed Corridor Cities Transitway Alignment



TRANSPORTATION

Major enhancements and changes to the transportation system are necessary to achieve the Plan's vision. It proposes a layered network of transit, roadways, bike and pedestrian facilities to support and serve the businesses, institutions, and residents of the planning area. Transportation demand management is a preferred means for maintaining transportation capacity.

Transit

Germantown will become a transit center. Along with MARC and bus service, the Corridor Cities Transitway will provide redevelopment capacity and travel options. The CCT will also be a force in shaping the Germantown community, forming and connecting distinct centers. It is vital to make pedestrian connections to these facilities.

Corridor Cities Transitway

The CCT is a pivotal infrastructure investment for Germantown and the entire north County. This Plan is focused on delivery of the transit line. The densities proposed are determined by the location of the proposed transit stops. The phasing of development is linked to delivery of the transit service. There are several key links in the CCT transit alignment:

- Century Boulevard through the Town Center will be the hub of the CCT in Germantown. Locate the Town Center transit station on the Bellmead property where station access is greatest by pedestrians and bus riders. The CCT transit line enters Germantown from the south on the west side of I-270 and follows a separate right-of-way

over Middlebrook Road. The greatest number of transit support facilities will occur at the Town Center station including bus bays and kiss-and-ride spaces.

- From the Town Center station, and through the Cloverleaf and North End districts, Century Boulevard will be a transit- and pedestrian-oriented street, with four vehicle lanes, pedestrian or bike facilities, and planted green panels on both sides.
- After crossing to the east side of I-270 to the Dorsey Mill station, the transitway will turn north in the median of Observation Drive to Clarksburg.
- An eastern segment of the CCT will cross I-270 from south of the Cloverleaf station to Seneca Meadows Parkway and the future Seneca Meadows station. The transit alignment then turns north crossing over MD 27 to the location where the western alignment and eastern alignment rejoin, just west of the Dorsey Mill station.
- The planned CCT alignment serves the west side of I-270 in the near-term and the east side of I-270 in the long-term.
- The CCT station previously considered along Middlebrook Road has been deleted.
- Transit stations along the CCT should be designed to provide convenient and safe pedestrian access and each should incorporate public art that conveys community identity and a sense of place.
- Potential CCT eastern alignments should be evaluated for ways to better serve the

Montgomery College Campus for future phases of the CCT.

Bus Transit and MARC

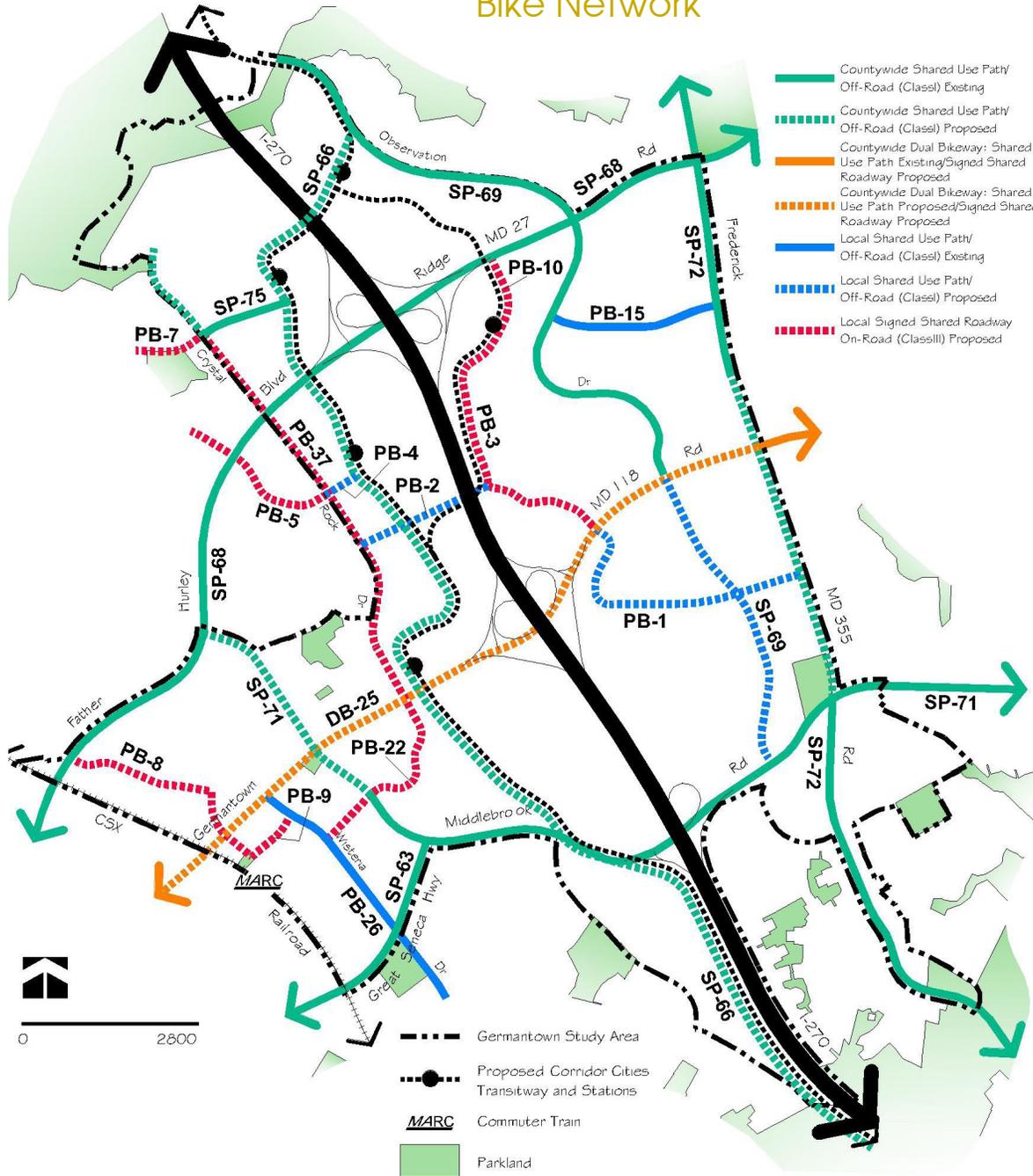
- Initiate a circulator bus providing frequent service between the Town Center, MARC station, and transit neighborhoods. This service may be funded by Phase I of the proposed urban service district.



MetroRapid bus rapid transit in Los Angeles, CA

- Expand access to MARC service for patrons who walk to the station by concentrating residential development near the station. Include additional MARC parking in garages where MARC surface parking exists complying with design guidelines for location and height to minimize impact to the adjoining Germantown Historic District.

Bike Network



Bike and Pedestrian Routes

Germantown's existing and planned bicycle facilities include shared use paths, shared use roads, and park trails. In addition to bicycle facilities, sidewalks and trails will connect transit stations, residential, and commercial areas. Redevelopment must reinforce pedestrian-oriented design, particularly in the centers. In certain neighborhoods, specific pedestrian paths are recommended to connect to the Town Center and to other transit station areas.

- Remove the Park Access Road recommended in the 1989 Plan from Crystal Rock Drive to Black Hill Regional Park; retain unpaved trail sections.
- Extend the natural surface trail along the Seneca Greenway from the trailhead parking lot on MD 355 to the proposed Upcounty Corridor Trail.
- Install a missing bikeway connection from Pinnacle Drive to Celebration Way in the Town Center.
- Provide a Bicycle Beltway that connects Germantown to parks and trails to the north, south and east. Close the gap between Middlebrook Road east of MD 355 and Brink Road by building the bikeway along the master plan alignment for M-83, or an alternative if M-83 is not built.

Street Character

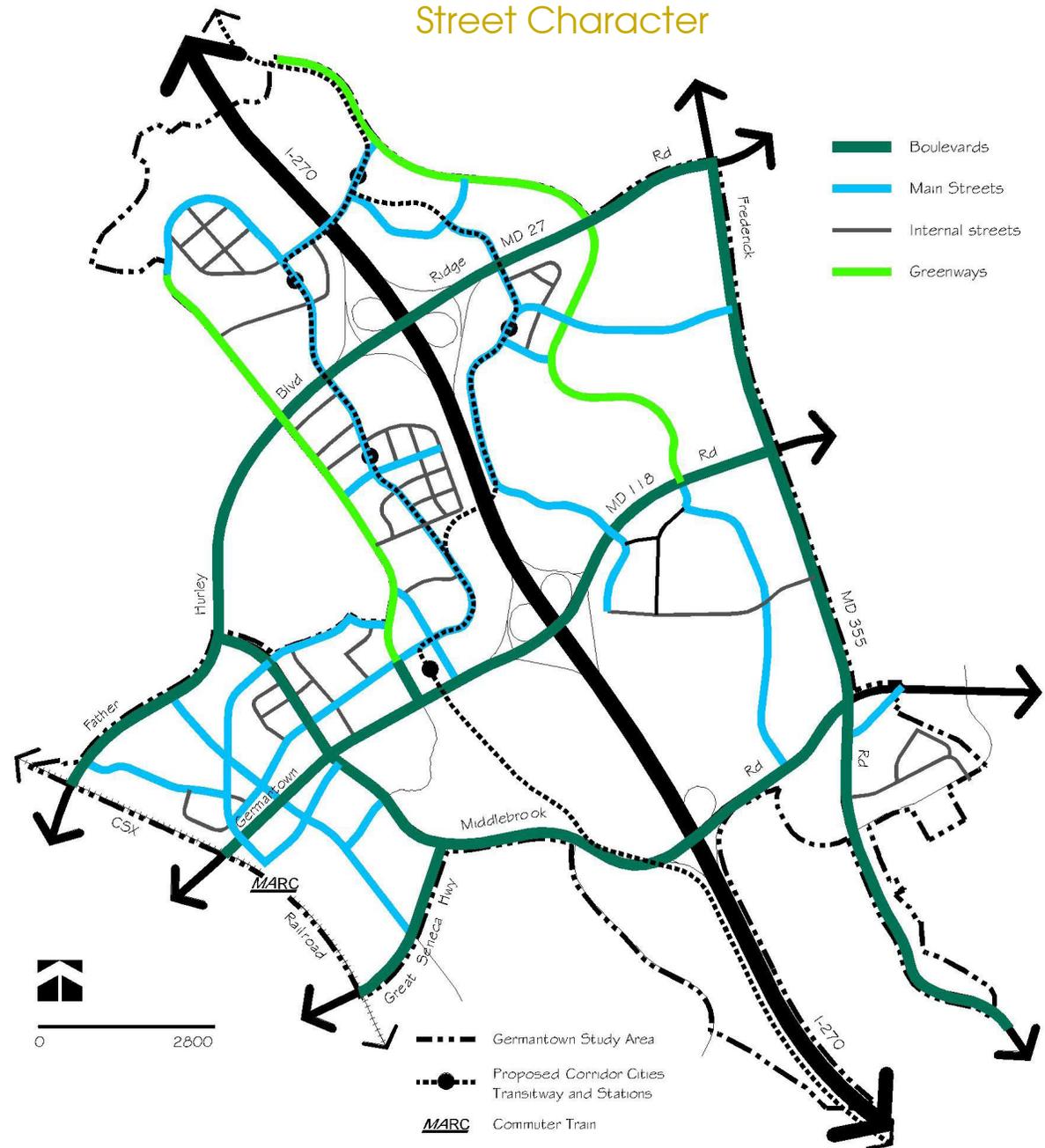
- Pedestrian-friendly Intersection Design

Widening street intersections is inconsistent with creating Germantown as a transit-served, pedestrian-scaled community; intersections in the Town Center generally should not be widened unless needed for pedestrian safety, improved bus access or bicycle access and safety. Elsewhere, if lane widening is required for transportation capacity notably in the vicinity to I-270 interchanges, do not exceed 60-foot crossings without a landscaped median for pedestrian refuge. Crosswalks should be marked and should provide adequate crossing time to accommodate pedestrians of all ages and abilities safely.

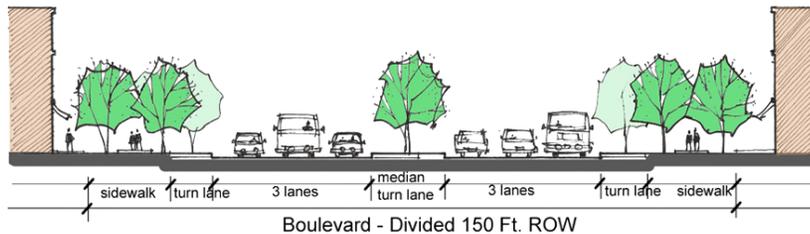
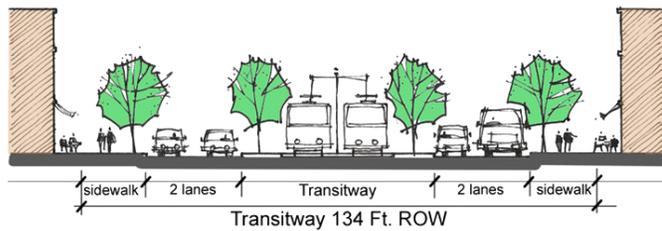
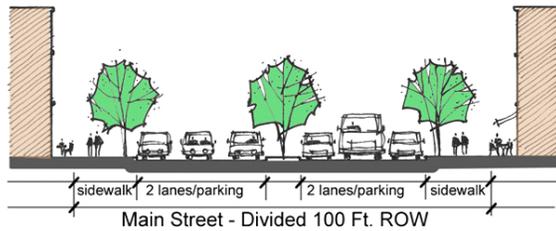
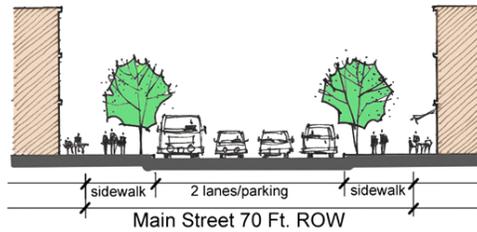
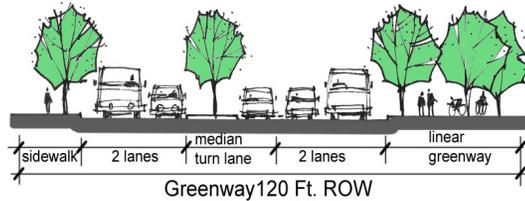
- Parking

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

Street Character



Street Cross Sections



Street Network

The street network is proposed to serve regional and through traffic with highways, but also to fill in a complete network of local roads, accommodate exclusive transit routes, and create pedestrian and bike routes that create a range of transportation alternatives. The goal is to create as close to a grid pattern as possible to allow local traffic options for getting places without using main roads. A sound grid pattern of streets also allows for other means of transport.

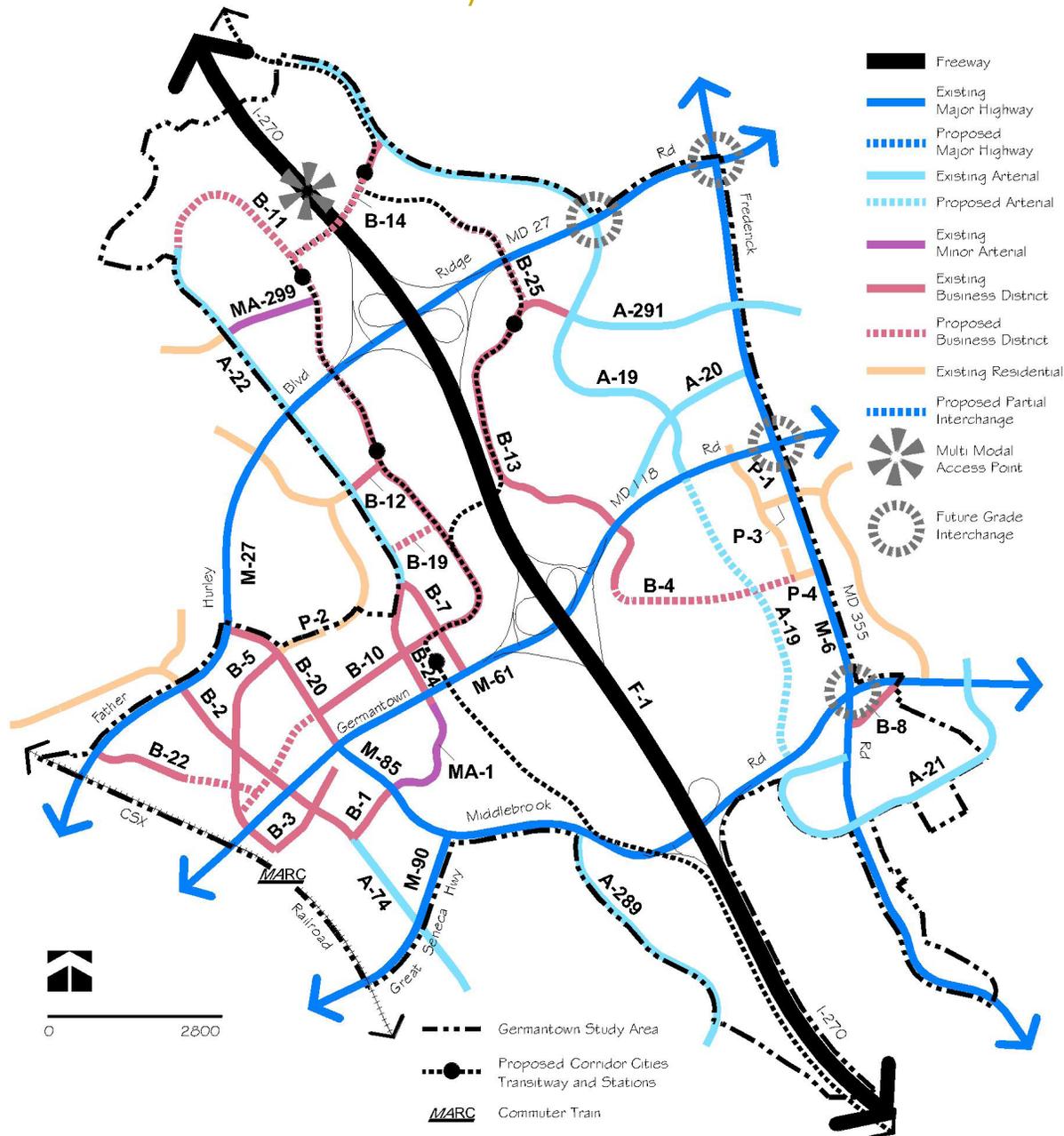
Highways

This Plan supports the planned widening I-270 to a 12-lane facility with some preferential treatment to transit vehicles and high-occupancy vehicles. The Maryland State Highway Administration is studying options that include express toll lanes.

Along the MD 355 corridor, traffic congestion will be severe at intersections with Ridge Road (MD 27) and other east-west routes. This Plan carries forward the 1989 Plan recommendation for a grade-separated interchange at MD 27 and adds grade-separated interchanges at Middlebrook Road and MD 118.

An urban network alternative to grade-separated interchanges is also possible. This pattern of at-grade, one-way couplets around a town square feature is applied where major highways meet. Preliminary analyses indicate that this approach could provide capacity comparable to the proposed grade-separated interchanges. The urban network has a lower capital cost,

Roadway Network



but requires a substantial and coordinated redevelopment. The Plan recommends that the urban network concept be studied further, either as a supplement to this Plan or as part of a project planning study.

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

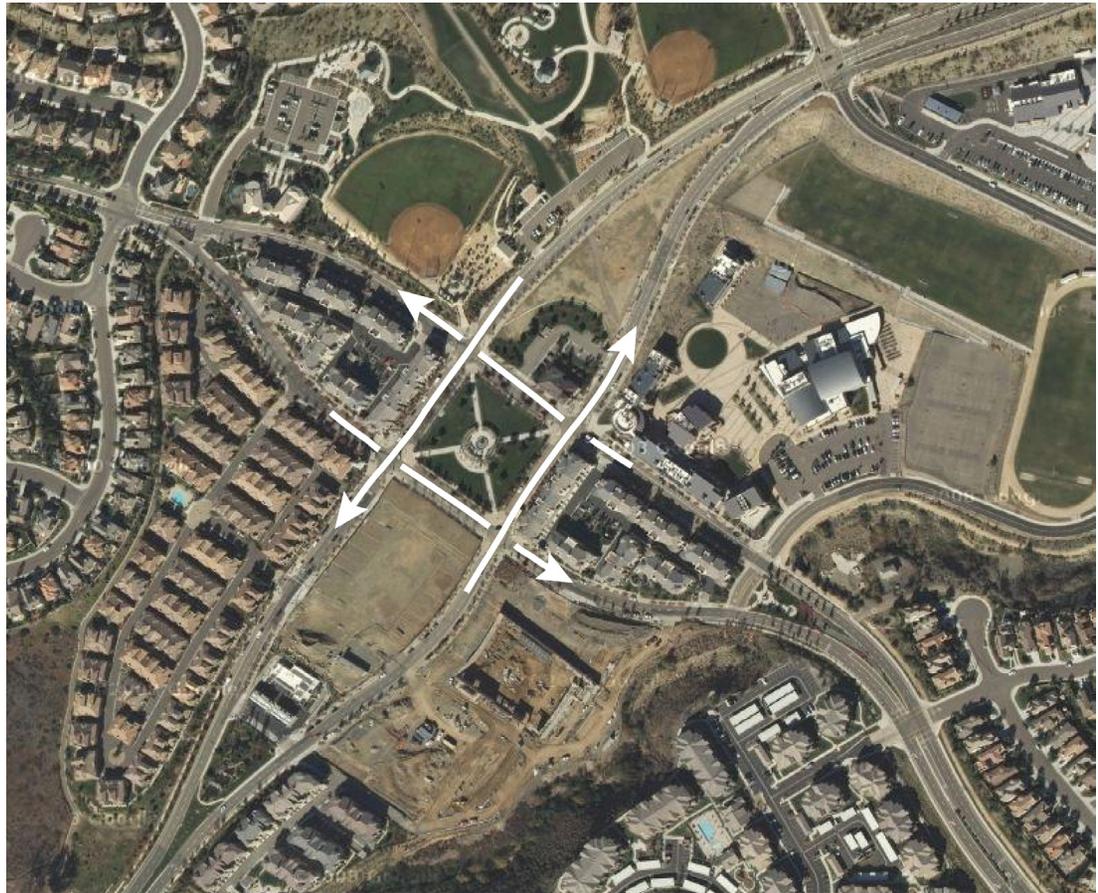
One alternative to a new right-of-way for Midcounty Highway is improving MD 355. MC-DOT has found that the current 150-foot right-of-way and maintaining existing development would not meet capacity need. The study will be expanded to examine a 250-foot right-of-way. Staging in this Plan will link the ultimate right-of-way width to the County Council's decision on the Midcounty Highway study.

Arterial Road Network

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

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

- Direct access for the Dorsey Mill transit station to and from the north along I-270. This access can be provided by either direct access ramps at the Dorsey Mill Road interchange or a revision to the Father Hurley Boulevard interchange. The new access would improve intermodal connection between future managed lanes and bus service on I-270 and the future transit service supplied by the CCT along Century Boulevard. This access would also reduce congestion at the junction of Father Hurley Boulevard with Crystal Rock Drive, reduce commercial use of Kinster Drive, and provide better access to businesses along Century Boulevard.
- A crossing of I-270 will be created for the Corridor Cities Transitway on Dorsey Mill Road which will improve multi-modal access, east-west travel, and traffic distribution.
- Connect Observation Drive through the Montgomery College campus from MD 118



An urban transportation network of four one-way streets around a village green designed by Calthorpe Associates for San Eljio Hills, CA.

to Middlebrook Road. Use the existing right-of-way of Observation Drive within an 80-foot right-of-way to include a four-lane roadway (with off-peak parking) and a continuous shared use, north-south bike and pedestrian path.

- Reclassify the following major highways to controlled major highways to reflect their existing and anticipated character and function. The existing street tree location, spacing, maintenance, and replacement should be maintained for these roadways:
 - o Great Seneca Highway
 - o Father Hurley Boulevard
 - o Ridge Road
 - o Frederick Road

Local Street Network

Creating a grid pattern provides vehicle travel alternatives at a scale that can also serve walkers and cyclists. The Germantown grid is designed to facilitate transit connections. The Plan's recommendations to reclassify many local roads from industrial to business reflects the changing character of Germantown and provides the opportunity to create design speeds, lane widths, and streetscaping that serve both vehicles and pedestrians.

- Add Walter Johnson Road (B-3) to the Sector Plan along with Bowman Mill Road (B-16) to facilitate MARC station access.
- Remove Blunt Road's proposed cul-de-sac and connect it to Middlebrook Road.

- Extend Century Boulevard west across Wisteria Drive to Waterford Hills Boulevard and Waters Road.
- Continue Waterford Hills Boulevard (B-22) south to connect to Century Boulevard (B-10).
- Extend Waters Road (B-5) to connect to Germantown Road.
- Connect Crystal Rock Drive and Century Boulevard with two new roads (B-17 and B-19).
- Reclassify Kinster Road (MA-299) and the southwestern portion of Crystal Rock Road (MA-1) as minor arterial roadways to reflect their arterial function in a predominantly residential setting.
- Extend Cider Press Place (MA-4) to connect to Observation Drive and MD 355.
- Reclassify the following industrial roads to business streets to reflect their anticipated commercial and mixed-use character and function.
 - o Aircraft Drive
 - o Century Boulevard
 - o Cloverleaf Center Drive
 - o Crystal Rock Road
 - o Dorsey Mill Road
 - o Goldenrod Lane
 - o Seneca Meadows Road (formerly Goldenrod Lane)
- Evaluate a circulation pattern during the design of the Town Center transit station that converts Crystal Rock Drive into a one-way street northbound between MD 118 and

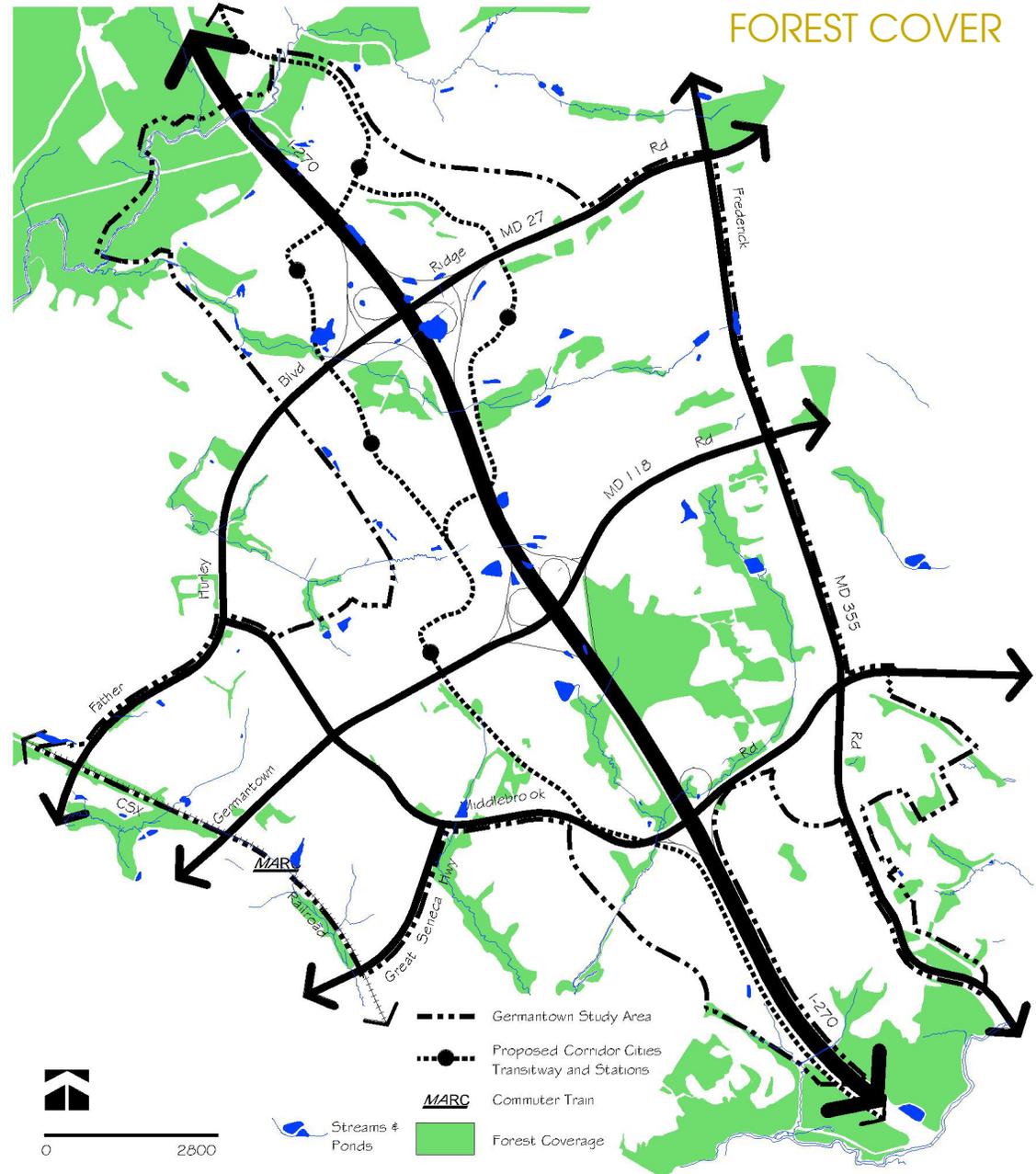
Aircraft Drive, and converts Aircraft Drive into a one-way street southbound between Crystal Rock Drive and MD 118. Channel northbound traffic on Crystal Rock Drive to allow for a longer queue for traffic from I-270 and achieve bus door access on the right side adjacent to the Transit Center as buses circulate around the Bellmead property and transit station.

ENVIRONMENTAL RESOURCES

The 1989 Germantown Master Plan created an expansive greenbelt border protecting the important major streams. The Plan protected streams in the interior of Germantown, including the Town Center and the employment corridor addressed in this Plan, through stream buffers and regulation but with no other specific recommendations for protecting the tributaries that are the lifeblood of those streams.

Development proposed in this Sector Plan—mixed-uses oriented to transit stops—can achieve many environmental objectives. New centers, connections, and green spaces and buildings will enhance and connect with the existing greenbelt, forests, and stream valley parks. Development within these centers should be designed and built using exemplary green building standards to integrate the natural and built environments. A green Germantown will manage its stormwater, forest resources, and water quality to achieve an environmentally, socially, and fiscally sustainable community.

The Maryland Economic Growth, Resource Protection, and Planning Act of 1992 directs that this Sector Plan, through its links to subdivision and zoning regulations, protect streams and their buffers, 100-year floodplains, steep slopes, and habitats of threatened and endangered species.



Environmental Framework

- Germantown's greenbelt, forest stands, and wetlands will shape the pattern of new development and provide significant natural resources.
- A connected system of public and private open spaces will serve both recreation and open space functions as well as protecting significant areas of forest, wetlands, water supply recharge areas, and wildlife habitat.
- Protection of water quality in tributaries of Little Seneca Lake requires special attention to the effects of development on stream buffers and enhancing water quality. Little Seneca Lake is an important regional recreational resource and emergency drinking water supply for the Washington Region. Stormwater must be managed with techniques that intercept, retain, infiltrate, treat, and re-use stormwater at multiple points throughout the development. Stormwater management should be dispersed rather than concentrated in regional stormwater facilities.
- Developing Germantown in an urban pattern will provide the opportunity for creative green design and building options that enhance environmental quality.

Forest Resources

- Outstanding forest resources on the Montgomery College campus and the North End should be retained to prevent fragmentation of upland forests.
- Increase tree canopy coverage from the 2008 level of 20 percent to 30-40 percent by 2038. Establish additional tree canopy and vegetation in critical stream and wetland buffer areas, especially where forested buffers can be connected.

Open Spaces

- Create an open space system that connects destinations, preserves existing natural areas, incorporates green functions, and provides opportunities for non-motorized transportation and recreation.

Water Quality

- Protect wetlands and their associated buffers — including springs and seeps — by using conservation easements during the development review process. Restore and/or enhance such wetlands by ensuring adequate hydrology to support the wetlands and their functions.
- Restore forested stream and wetland buffers in combination with land acquisition programs to preserve, enhance, or restore riparian buffers and special habitat areas.
- Direct wetland mitigation within the study area using the criteria identified in the *Seneca Creek Environmental Resources Inventory* (M-NCPPC 2007).
- Implement stormwater retrofit and stream restoration projects to help manage or remediate impacts of uncontrolled impervious areas. See the Great Seneca and Muddy Branch Watershed Study (MCDEP 2008) for a list of priority restoration and retrofit projects. Project implementation must be coordinated with the County's Department of Environmental Protection.

Stormwater

- Minimize stormwater runoff using site design techniques such as vegetated riparian buffers, urban tree canopy, and minimizing impervious surfaces. Refer to the County's stormwater management regulations and guidelines for specific recommendations.
- Minimize impacts with comprehensive

stormwater management approaches including green roofs, rain gardens, innovative stormwater outfalls, green streets, cisterns, rain barrels, grass swales, street trees, vault retention and infiltration systems, and stream restoration to the fullest extent possible during the development review process.

- Use biofiltration swales adjacent to streets that are outside of high pedestrian, transit served areas.

Green Design and Buildings

- Reduce parking requirements for high density, transit-oriented development to reduce the area of impervious surfaces. Use innovative stormwater management methods or technologies to allow a high percentage of surface water to infiltrate the soil.
- Design new buildings to reduce carbon emissions through energy efficiency, on-site sources of renewable energy, and recycling of waste materials from construction and demolition to the fullest extent possible as part of compliance with County law to achieve LEED certification level or equivalent.
- Provide a safe, attractive, and continuous network of sidewalks and bikeways throughout the study area.
- Develop streets that are designed to give priority to pedestrians and bicyclists.
- Support transportation recommendations for transit and parking and the highest possible mode share split and a reduction in vehicle miles travelled
- Locate new residential neighborhoods away from noise sources such as highways and support noise-compatible site design for projects adjacent to existing and proposed noise generators, including arterial roads and highways.

HISTORIC RESOURCES

Germantown’s historic resources contribute to community identity and quality of place. Historic buildings and the historic district are linked to the rest of Germantown through pedestrian paths, active use, and cultural events. New construction and public spaces must be compatible with historic resources and incorporate historic themes and design elements.

Community Identity

Enhance and celebrate historic and cultural facilities.

Historic sites contribute to community identity and bolster the quality of place envisioned for Germantown’s future.

Landmark historic sites along MD 355 such as the Cider Barrel and Neelsville Church provide a sense of place and wayfinding aids for residents and visitors. The historic Cider Barrel should be relocated to public property such as the police and fire site, the Upcounty Regional Services Center, or along the Century Boulevard promenade.

Cultural Activity

Cultural events and activating uses, including weekend markets and holiday events, enliven the areas in and around the MARC station in the heart of the Germantown Historic District. Rail transport has been an essential part of Germantown’s history and will continue to be important to its future. The compact community envisioned for

Germantown will be compatible with the historic railroad community resources. The introduction of mixed-use activity near the train station will enhance community life in and near the MARC station to serve commuters’ and residents’ needs.

Other historic approaches include the following:

- Dedicating the historic Pleasant Fields/Basil Waters House as a center for community events and educational exhibits.
- Connecting transit station activity centers to designated historic sites and cultural features in parks.
- Establishing pedestrian connections between residential areas and the MARC station can promote train use, decrease the need for parking, and increase the visibility of the historic district.
- Protecting historic sites by integrating these resources into the community with compatible land uses.



Pumphrey-Mateney House: Historic site near the MARC station



Neelsville Presbyterian Church along MD 355