

Design Direction

New development and construction must be compatible with and defined by historic resources that establish community identity. Design elements relating to community history of railroad and other themes should be incorporated into public spaces and new construction to reinforce community identity.

Historic Themes:

- A Native American Hunting and Gathering Ground (10,000 B.C. – 1607 A.D.)
- The Waters Family and Early Agrarian Founders (18th Century – Early 20th Century)
- Water and Steam Powered Mills (mid-18th Century – 1920s)
- The Germans Behind Germantown (1830s – 1870s)
- A Settlement that Followed Transportation (Pre-1600 – Present)

Designated historic sites should be protected and integrated into the community with compatible adjacent land uses.



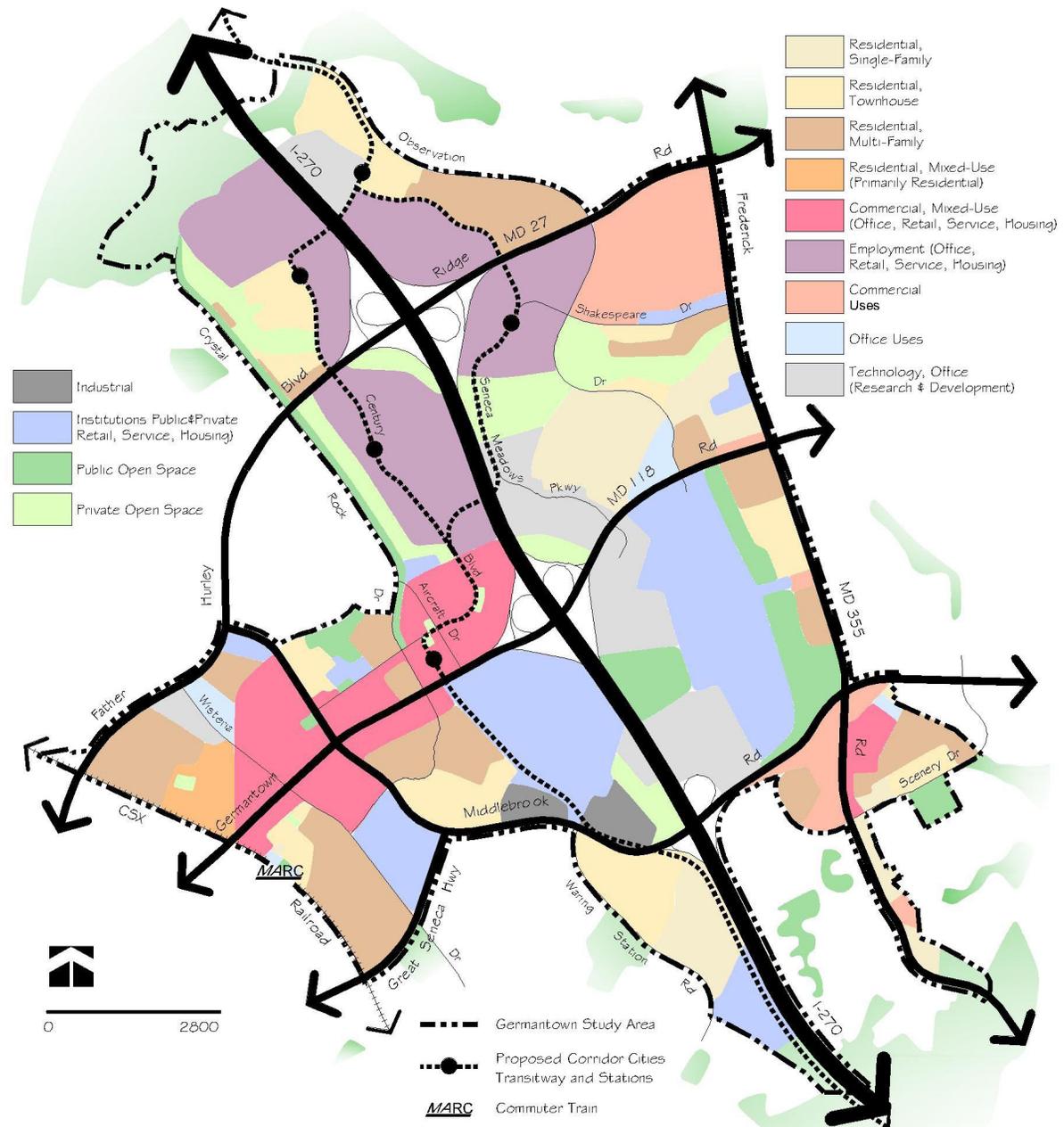
Historic Pleasant Fields / Basil Waters House is used for community events.

Germantown will be a transit-centered community. Its seven districts will emerge with strong identities, each a complete center, focused on the CCT and MARC transit stations or with a significant mixed-use core if not transit served. These centers will be connected through a range of options, including pedestrian routes, recreation trails, environmental corridors, bike facilities, or buses. People will have the option to live within each center and be offered most activities needed in their daily lives, all within the Germantown community.

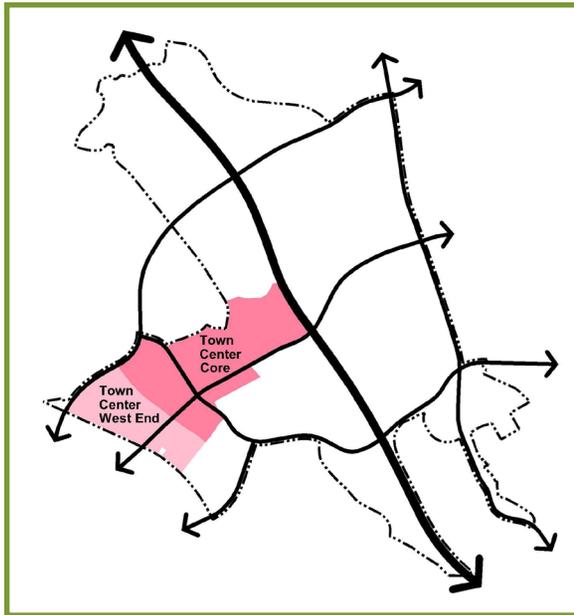
Total Development by Districts

	Commercial Sq. Ft. (x1000)	Residential Units
Town Center	5,600	2,250
West End	2,100	2,010
Gateway	1,500	1,700
Cloverleaf	2,600	2,200
North End	5,000	2,780
Seneca Meadows/Milestone	3,900	2,400
Montgomery College	2,300	720
Fox Chapel	400	1,020
TOTAL	23,300	15,100

Land Use Concept



Town Center / West End Land Use

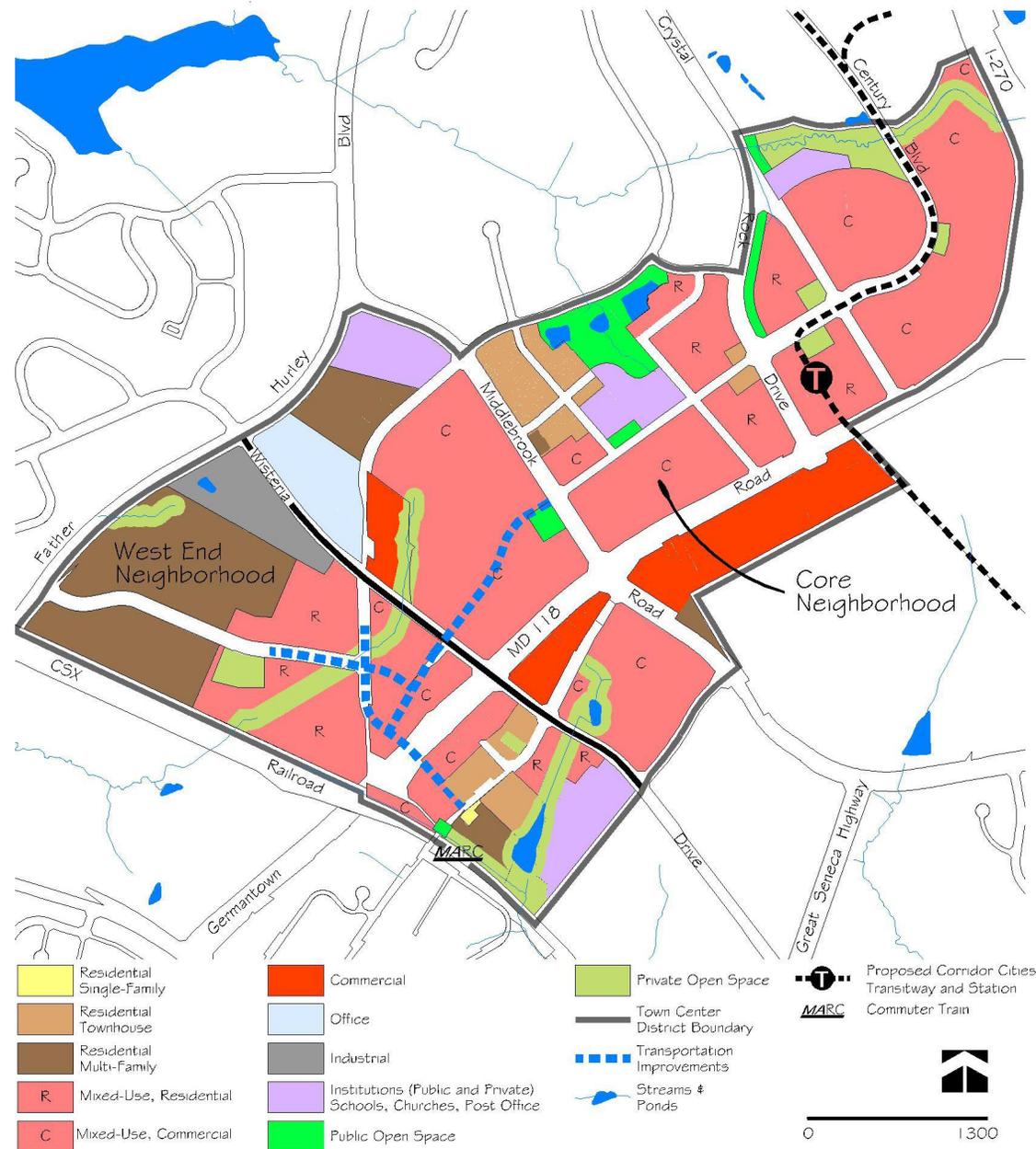


THE TOWN CENTER DISTRICT

The Town Center stretches from I-270 to the CSX tracks and Wisteria Drive and comprises the Core Neighborhood and the West End. This is Germantown's downtown where many civic and entertainment uses intersect with the highest density of streetfront retail, housing, offices, commercial, and employment sites.

Town Center Core

Germantown's civic focus will be the 213-acre Town Center Core neighborhood located between Wisteria Drive and I-270. This area will have a mix of uses such as offices, restaurants, hotels, housing, and civic facilities close to shopping, transit, and jobs. Many large properties in the Town Center are in single ownership and can accommodate a significant amount of new development or mixed-use redevelopment.



The Town Center includes cinemas, restaurants, and hotels as well as such civic facilities as the new Germantown Library, the Upcounty Regional Services Center, and the BlackRock Center for the Arts that contribute to Germantown's identity as the up-County cultural center. Adding residential and commercial uses with an emphasis on cultural, entertainment, and street level retail uses will create synergy among diverse uses.

Land Use

- Orient new residential, retail, and restaurant uses along Century Boulevard to create an active main street character. The use along MD 118 will remain primarily office.

East of Middlebrook Road

- o Redevelop the Bellmead property (TC-1) with up to 2.0 FAR of mixed-use development with a minimum of 70 percent residential uses and include a 0.3 acre public use space at the transit station.
- o Redevelop the Police and Fire Station property (TC-2) at an average density of 2.0 FAR of mixed-use development including

residential uses. Expand police facilities, retain the fire and rescue facility, and provide structured parking for all uses on the property. Mixed-uses should include street level retail, restaurants, and a significant amount of affordable or workforce housing.

- o Redevelop properties along MD 118/I-270 (TC-5 through TC-10) at an average density of 2.0 FAR with mixed commercial uses including hotels.
- o Redevelop the cinema (TC-3) and Century XXI properties (TC-4) at an average density of 2.0 FAR consisting of housing and entertainment uses.
- o Allow up to 1.0 FAR on the Safeway (TC-14) and EuroMotors (TC-15) properties between Century Boulevard and MD 118. Redevelopment should be primarily commercial uses with street level retail. Retain a grocery store as street level retail.

West of Middlebrook Road

- o Redevelop the Germantown Commons Shopping Center (TC-17) at up to 0.5 FAR with a maximum of 40 percent residential uses.

Create a new private street pattern that is walkable and street-oriented. Provide a public street connection through the property to connect to the Sugarloaf Shopping Center.

- o Develop the Trevion property (TC-18) at an average density of 1.0 FAR of mixed uses with an employment emphasis that achieves at least 65 percent office uses, a hotel and some service retail, and a maximum of 35 percent residential uses located along the Wisteria Drive end of the site.
- o Redevelop the Sugarloaf Shopping Center (TC-20) at an average density of 0.6 FAR of mixed uses with a retail emphasis that includes housing; the optional method of development is recommended. Provide a public street through the property from Germantown Town Commons to Wisteria Drive.
- o Redevelop properties along the southeast side of Loebury Drive Extended (TC-21) at an average density of 0.5 FAR if assembled under optional method development.

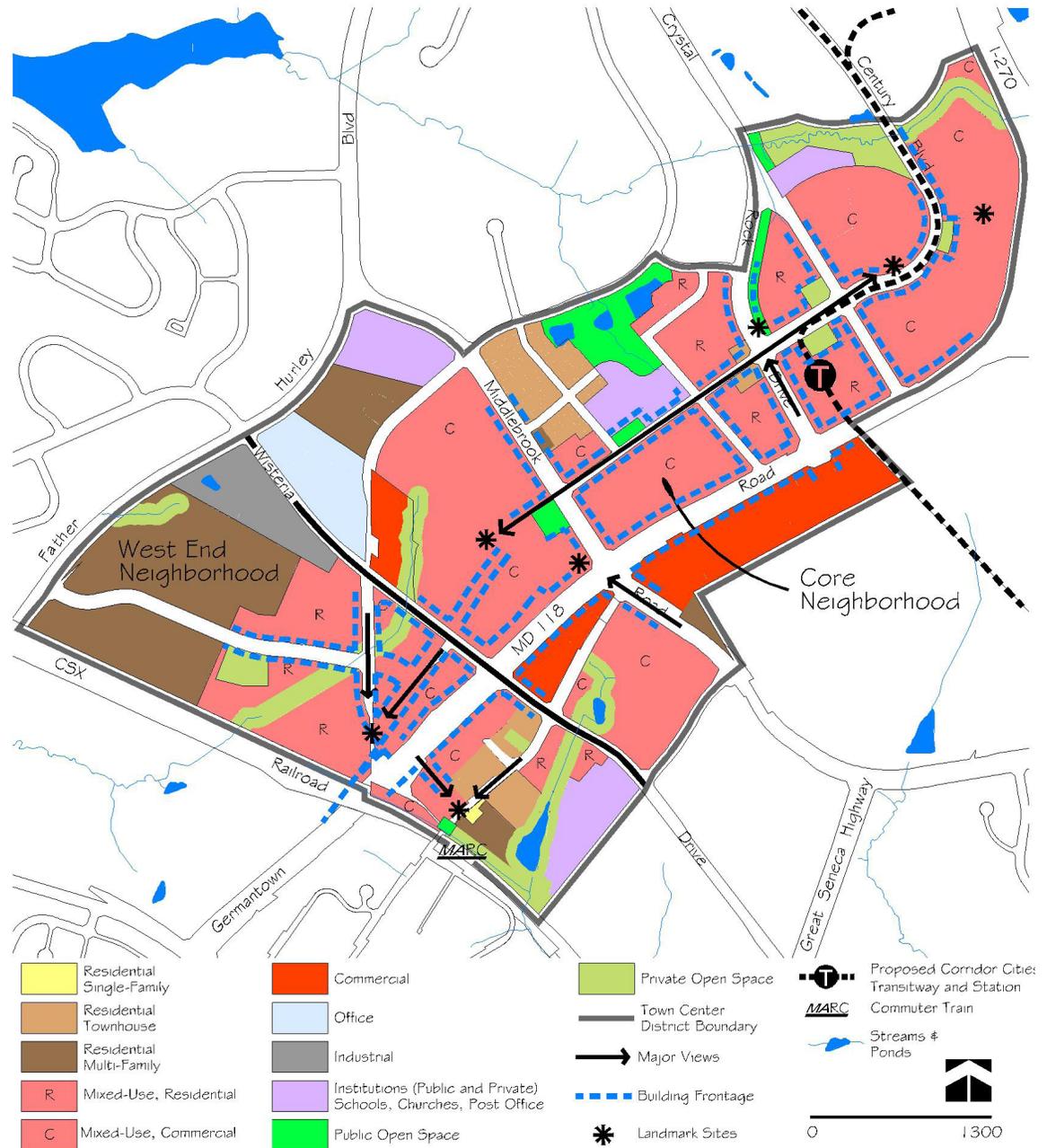


Urban Form

- Create a continuous building line along Century Boulevard. Establishing this building wall is critical. Requirements for amenity or open space should not interfere with this objective. Public use space should not be located in the front building setbacks with no tie to pedestrian circulation.

Amenity requirements are best provided by creating intimate spaces fronted with active uses. For individual buildings this can mean a small, active, publicly accessible space frequently at the side of a building and connected to a mid-block pedestrian connection. In this way, the retail activity still has street presence next to the sidewalk as well as a second frontage onto the small plaza or mid-block connection thereby doubling exposure and allowing for gathering space off the main pedestrian thoroughfare.
- Keeping people on the sidewalk of Century Boulevard is important. No open space should compete with this objective. Small gathering spaces along the pedestrian route allows for people to gather for coffee or a meal and then continue along the street patronizing local businesses. Establish a series of parks, open spaces, and other public gathering places along Century Boulevard, anchored by a green area at the bend of Century Boulevard and a new park with an urban play area adjacent to the Upcounty Regional Services Center.
- Improve the function and public enjoyment of

Town Center Urban Form



the public common at the BlackRock Center for the Arts with additional seating, public art, and event programming. The space should be managed by the proposed urban maintenance district.

- Create a new public park west of Middlebrook Road adjacent to the Upcounty Regional Services Center. It should be programmed with family-oriented activities and serve as a gathering space.

This park is needed to activate the extension of Century Boulevard to attract families to the civic and retail uses intended for the Upcounty Regional Services Center and properties west of Middlebrook Road. Options to secure this new park include exchanging 1.2 acres of M-NCPPC's Germantown Square Urban Park at MD 118 and Middlebrook Road for approximately one acre of land currently occupied by M&T Bank at the Town Commons Shopping Center, or by redevelopment of the Town Commons Shopping Center. If the land exchange is unsuccessful, redevelopment of the Town Commons Shopping Center must provide the public park in a manner that is visible and accessible from Century Boulevard.

- Incorporate open space along the east side of Crystal Rock Drive to create a linear open space with a heart smart trail extending from MD 118 to the trail access to Black Hill Regional Park.

- Allow buildings up to 180 feet (15 stories) immediately adjacent to the transit station at Century Boulevard, and up to 143 feet (12 stories) along MD 118. Reduce the sense of building bulk and mass along Century Boulevard by limiting building heights to a pedestrian scale at street level with building setbacks for upper floors.
- Building design should create vistas along Century Boulevard and at intersections with Crystal Rock Drive, Aircraft Drive, and Century Boulevard.
- Provide streetscape improvements in accordance with the streetscape plan for all new, redeveloped, or public properties. Include improvements to the intersections of Century Boulevard with Crystal Rock Drive and Aircraft Drive to promote pedestrian use and safety.
- Reclassify Crystal Rock Drive from a major highway to a commercial business district street. Reconstruct it as a four-lane divided street with a linear greenway on the eastern side of the existing right-of-way between MD 118 and Father Hurley Boulevard. This greenway connects the Town Center with regional park facilities via the trail access to Black Hill Regional Park.
- Locate the Town Center's transit station within the Bellmead Property near the Transit Plaza. Provide up to 200 parking spaces internal to the property. Submit transit station plans as part of site development proposals to integrate the facilities.
- Extend Locbury Drive from Middlebrook Road to Wisteria Drive to improve access and circulation.
- Provide no further expansion of MD 118 intersections in the Town Center unless needed for pedestrian safety or improved bus and bicycle access and safety to ensure a pedestrian friendly street.

Transportation

- Study Aircraft Drive and Crystal Rock Drive during the design stage of the Town Center CCT station as a one way pair to improve access and circulation for the transit station. Restrict additional widening along MD 118 unless needed for pedestrian safety, improved bus access, or bicycle access and safety.
- Extend Century Boulevard with a 70-foot right-of-way with on-street parking through the Germantown Commons and Sugarloaf Shopping Centers to Wisteria Drive to improve circulation within the Town Center.

THE WEST END

This Plan recommends transformation of the West End neighborhood from parking lots into green buildings, varied public spaces, and streets made active by residents, workers, and commuters. The



The historic train station now used for MARC passenger service.

110-acre West End neighborhood should develop with a range of housing and commercial uses and significant pedestrian traffic generated by the MARC station. It will be less dense than the Town Center Core Neighborhood and have more varied housing types with historic district references.

Land Use

- Encourage a mix of land uses including residential, commercial, and retail extending from the MARC station to Wisteria Drive.
- Encourage suitable adaptive uses for the Pumphrey-Mateney House (TC-25).

North of MD 118

- Redevelop the Martens (TC-22) and the

Waters Road Triangle (TC-23) properties with a maximum of 420,000 square feet of employment and retail and 400 dwelling units with TDRs. Density should be distributed to permit up to 200,000 square feet of commercial uses and 300 units on the Martens property and up to 220,000 square feet of commercial uses and 100 units on the Waters Road Triangle properties.

- Orient residential and retail uses to the intersection of Waterford Hills Boulevard and Waters Road. Locate parking and commercial uses along the CSX railroad and on the high ground along MD 118.

South of MD 118

- Redevelop the County-owned MARC station parking lot with street level retail facing MD 118 and a parking structure for MARC riders set into the slope of the property. The parking structure's siting and design should be compatible with the nearby historic district. Maintain the surface parking and bus station on the southeastern end of the property.
- Maintain and improve the station area's existing public use space that bridges the CSX tracks.
- Improve the existing stormwater management pond as a feature, providing trail access and opportunities for wildlife viewing.
- Create two additional single-family detached lots on County-owned property east of the Pumphrey-Mateney House fronting Walter

Johnson Drive to create a compatible setting for the historic property.

- Redevelop properties south of MD 118 between the MARC station and Wisteria Drive (TC-26) with mixed uses up to 0.5 FAR. Orient commercial uses to MD 118 and single-family attached residential uses along Walter Johnson Drive.
- Redevelop the Medical Office Park (TC-28) as mixed-use with a residential emphasis, up to 18 units per acre.
- If the post office (TC-29) relocates, redevelop the site for residential uses at 18 units per acre.

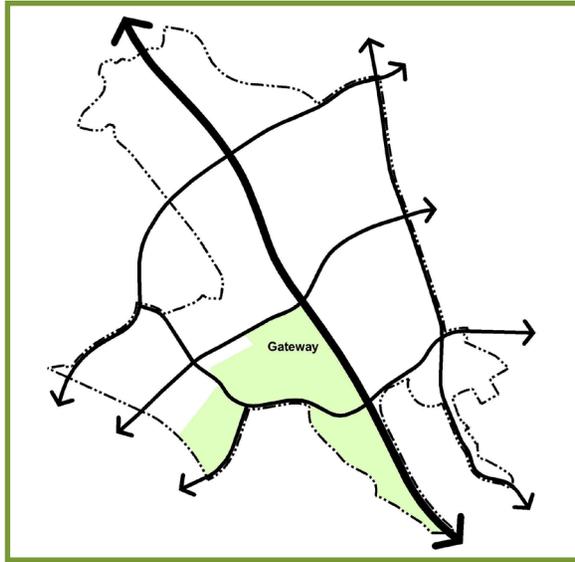
Urban Form

- Create street-oriented development within the Waters Road Triangle (TC-23) and Martens (TC-22) properties and along Waters Road with a main street character of on-street parking, wide sidewalks, and ground floor retail activity.
- Orient commercial development to be visible and accessible along MD 118 and Wisteria Drive.
- Increase maximum building heights along MD 118 from 40 feet (three stories) at the County's commuter parking lot to 100 feet (eight stories) at Middlebrook Road adjacent to the Core Neighborhood of the Town Center.
- Terminate the western vista of Century Boulevard on the Martens property with a building that marks the view.

- Enhance the existing, regional stormwater management facility near the post office with native plantings and develop a nature-oriented trail for passive recreation connected to adjoining sidewalks. Provide seating areas for viewing wildlife.
- Front new single-family attached and multifamily residential development along Walter Johnson Drive creating a corridor of residential uses from the MARC Station to Wisteria Drive. Use architectural detailing and materials that are compatible with the Pumphrey-Mateney House.
- Create compatible new development within the MARC station area, Historic District, and Pumphrey-Mateney House by appropriate scale and massing.
- Develop the historic setting of the Madeline V. Waters House as publicly accessible open space with interpretive material describing the importance of the site and the Waters family. Preserve existing and replant new trees to recreate the original alley.
- Enhance the old alignment of MD 118, currently developed as urban open space and a pedestrian bridge to the MARC station, as an amenity for new residents with more seating, public art, and landscaping.
- Provide streetscape improvements in accordance with the streetscape plan.

Transportation

- Extend Century Boulevard from Wisteria Drive to Waters Road to improve access to the MARC station. Provide a street connection to Waterford Hills Boulevard to create a street network and improve access to the Core Neighborhood.
- Abandon the existing cul-de-sac end of Waters Road. Design a new intersection of Bowman Mill Drive with MD 118 to promote pedestrian safety and access to the MARC station.
- Provide an attractive pedestrian connection through the Waters Road Triangle properties making direct access to Waters Road as part of the proposed transit station area pedestrian network.
- Install sidewalks along Walter Johnson Drive to Middlebrook Road to connect the Core Neighborhood to the MARC station.
- Delete the public street connection shown on the 1989 Plan from Walter Johnson Drive to Bowman Mill Drive. Provide a private connection instead.
- Provide a signed shared on-road bikeway on Waterford Hills Boulevard to Waters Road and along Bowman Mill Road to the MARC station.



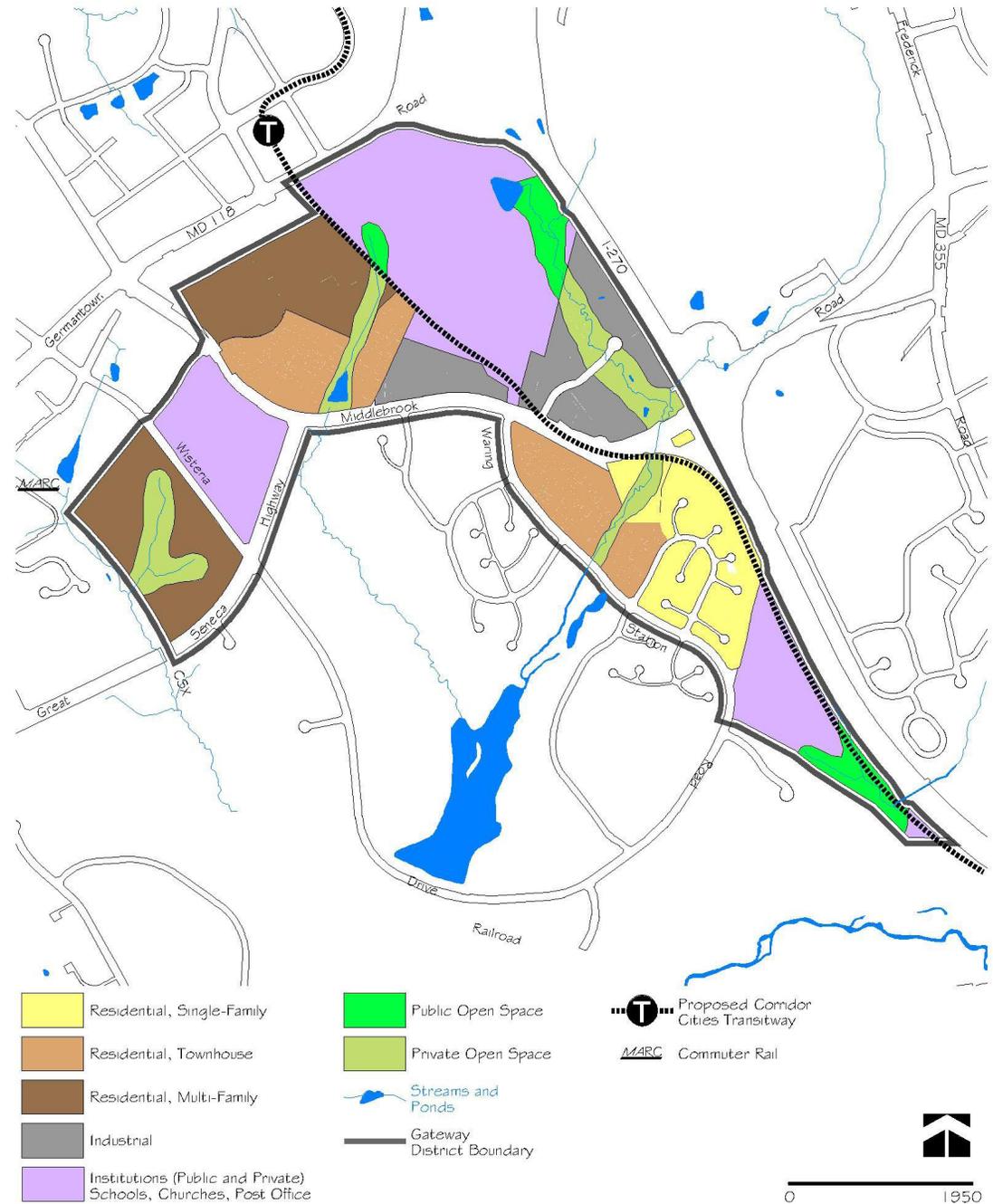
THE GATEWAY DISTRICT

This Plan does not recommend changes in land uses in the 382-acre Gateway District from today's commercial and industrial uses. The auto dealerships along I-270 are unlikely to redevelop. The federal Department of Energy, the largest property in the district, has no plans for relocation or expansion.

The property most likely to redevelop is Rolling Hills, a multifamily garden apartment community adjacent to Wisteria Drive and Great Seneca Highway (GA-5). Rolling Hills apartments will redevelop as a high density multifamily residential neighborhood with high rise apartments and structured parking clustered around green swaths protecting streams.

Rolling Hills will contain a mix of unit sizes and housing types as well as a limited amount of on-site service retail to create an energetic community. New residents will be able to walk directly to the MARC station, past a water feature currently used for stormwater management.

Gateway District Land Use



Land Use

- Retain industrial and commercial uses along the north side of Middlebrook Road, south of Great Seneca Highway.
- Orient future employment uses along I-270 and encourage signature office development.
- New housing at 25 dwelling units per acre should be developed on the Rolling Hills property close to the MARC station. Environmental buffers within the site should be protected.
- Rebuild Seneca Valley High School (GA-4) on-site with innovative academic, recreational, and environmental features that invite community interaction

Urban Form

- Through redevelopment, create a building line along the north side of Middlebrook Road with connected service driveways in the rear of

the properties.

- Provide streetscape improvements in accordance with the streetscape plan. The streetscape plan should include gateway improvements along Middlebrook Road and replanting the hillside adjacent to residential communities along the south side of Middlebrook Road.
- Orient high-rise residential buildings on the Rolling Hills property with lower site elevations to avoid incompatible relationships with the nearby historic district while still placing density close to the MARC station. Provide a range of unit types including single-family attached units. Placing high density buildings toward the center of the property allows for lower density buildings at the perimeter. Provide off-site pedestrian access to the station and upgrade the adjacent stormwater management pond as a feature.



Industrial uses including automobile sales facilities along Middlebrook Road and adjacent to I-270

Transportation

- Eliminate the proposed CCT station along Middlebrook Road where properties are unlikely to redevelop, thereby improving travel times to the Town Center.
- Study future CCT alignments that will better serve the east side of Germantown.
- Consolidate driveways to minimize curb cuts and turning movements.
- Create a continuous bikeway along the north side of Middlebrook Road.
- Provide safe pedestrian crossings at Wisteria Drive and Great Seneca Highway and at Crystal Rock Drive and Middlebrook Road.
- Rebuild Wisteria Drive as a four-lane divided roadway with landscaping and a pedestrian refuge in the median.



Department of Energy campus adjacent to I-270

Cloverleaf District Land Use



THE CLOVERLEAF DISTRICT

Cloverleaf is a 130-acre mixed-use, transit-oriented neighborhood that offers a range of workplace, recreation, housing, entertainment, hotel, and retail uses served by the Corridor Cities Transitway. This Plan recommends redevelopment into a mixed-use area and the use of new technology for more sustainable development including improved urban stormwater management practices such as permeable pavement to reduce imperviousness.

Cloverleaf is connected by road and transit to the Town Center and will be connected across I-270 to the Seneca Meadows District by transit and pedestrian facilities. From I-270, the Cloverleaf District will appear as a compact transit neighborhood with 125-foot buildings (up to 10 stories) visible from the highway and 143-foot high buildings (12 stories) clustered at the transit station.



- Mixed-Use, Employment
- Public Open Space
- Private Open Space
- Urban Open Space
- Cloverleaf District Boundary
- Transportation Improvements
- Streams & Ponds
- T Proposed Corridor Cities Transitway and Stations



Land Use

- Concentrate mixed-use development at the transit station at an average density of 1.0 FAR, stepping down toward existing residential communities along Crystal Rock Drive.
- Create a center, clustering density at the transit station. If multiple ownership patterns occur, encourage high density at the transit station through density transfer between adjoining properties.
- Allow a ratio of land uses that are 50 to 60 percent commercial uses and 40 to 50 percent residential uses to create a mixed-use neighborhood.
- Orient employment uses and a hotel along I-270 designed to take advantage of visibility from I-270.
- Concentrate street level retail near the transit station. Provide a small grocery store for the convenience of nearby residents.
- Provide a half-acre green common at the heart of the neighborhood along Century Boulevard for visibility and access. This green is to be privately developed and maintained for public use.
- Provide a series of urban open spaces and wide sidewalks along Century Boulevard and Cloverleaf Drive near the transit station, with a plaza directly beside the transit station with seating, lighting, shelter, and other amenities.
- Require extensive landscape plantings in

the open space setbacks along I-270 that create an attractive setting for signature office development.

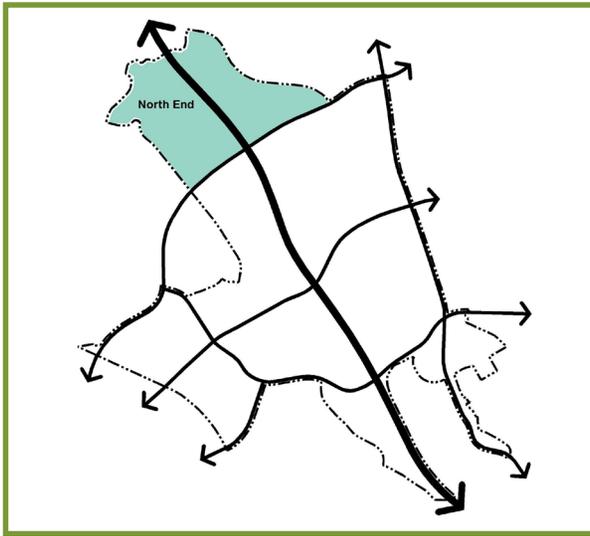
Urban Form

- Create a continuous building line along Century Boulevard activated with restaurants and retail with occasional setbacks or eddies to provide plazas and gathering places activated with restaurants and retail.
- Establish a street-oriented development pattern throughout the neighborhood with parking areas internally within the blocks.
- Maintain the 100-foot building setback along I-270.
- Allow building height of 143 feet (12 stories) at the transit station to focus the neighborhood center, with heights decreasing toward Crystal Rock Drive. Permit building height of 125 feet (eight stories) along I-270, consistent with predominant heights in this northwestern end of the I-270 Corridor.
- Create buildings along Century Boulevard and Cloverleaf Drive with pedestrian scale bases and building setbacks for upper floors.
- Use native plant materials to landscape the stormwater management areas along Crystal Rock Drive and to reforest the area from Aircraft Drive to Father Hurley Boulevard.
- Provide streetscape in accordance with the streetscape plan.

Transportation

- Create a network of new local streets with 250-350 feet long, walkable blocks lengths. Allow on-street parking and design the streets with pedestrian-scale elements such as neck downs at intersections.
- Provide a CCT bridge and pedestrian connection over I-270 connecting to the median of Seneca Meadows Parkway.
- Provide a 130-foot wide right-of-way for Century Boulevard to accommodate the CCT within a 50-foot median and two travel lanes on either side of the transitway.

North End District Land Use



THE NORTH END DISTRICT

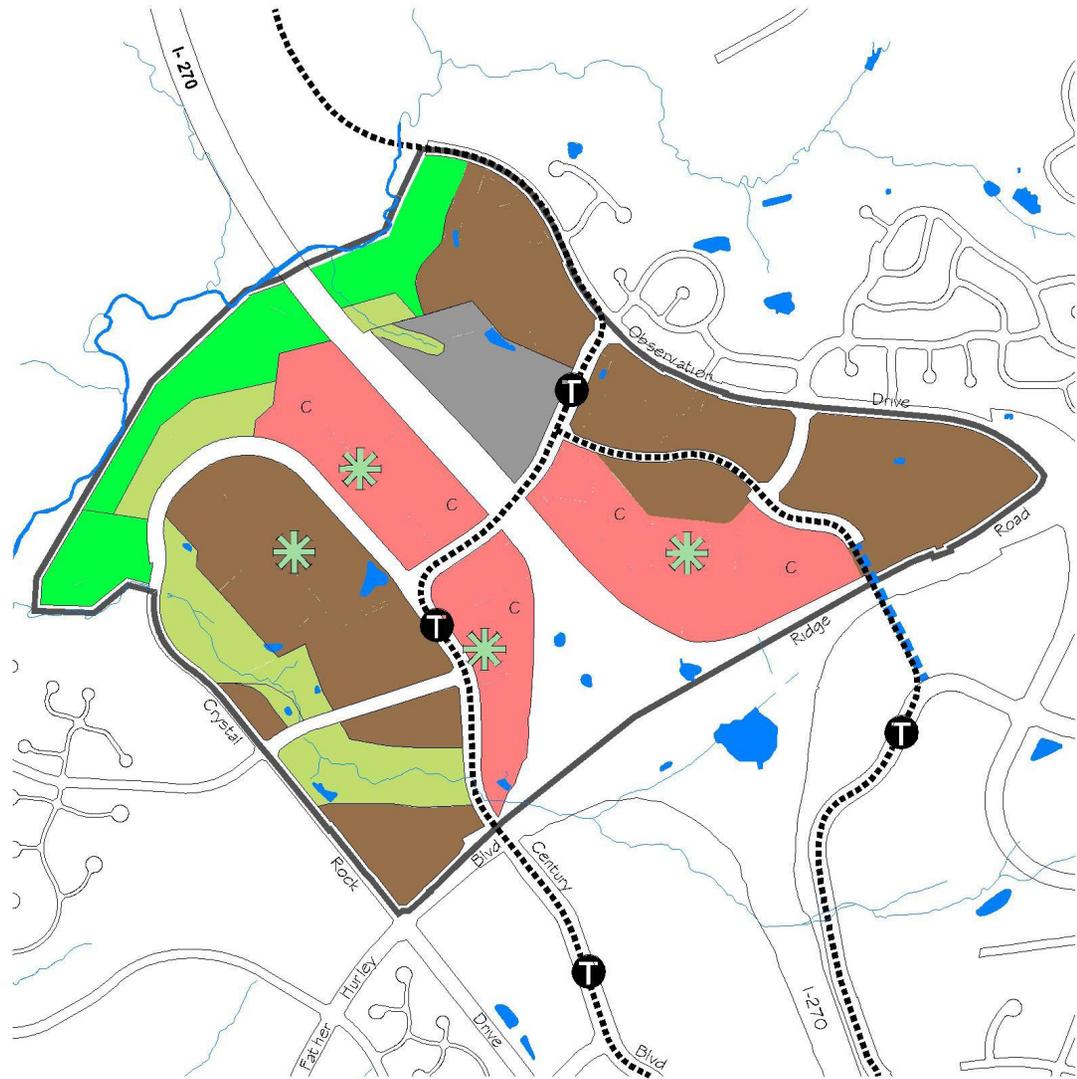
This 280-acre district extends across both sides of I-270 bounded on the north by Black Hill Regional Park and the North Germantown Greenway. It will showcase views and access to both natural areas. The west side of I-270 will evolve from a small residential community amid undeveloped land to an employment location highlighted by additional residential, retail, and hospitality uses. Tall buildings focused on the Manekin CCT station will mark sites visible from I-270.

East of I-270, redevelopment will be within walking distance of the Dorsey Mill CCT station. The Milestone Business Park will be expanded with new residential and retail uses. Six-story



Multi-story office building in the Milestone North Business Park.

office buildings will surround an urban courtyard within walking distance of existing and future residential units near Observation Drive.



- Residential, Multi-Family
- C Commercial, Mixed-Use (Office, Retail, Service, Housing)
- Industrial
- Public Open Space
- Private Open Space
- * Urban Open Space
- North End District Boundary
- Streams and Ponds
- T Proposed Corridor Cities Transitway and Stations
- Transportation Improvements

0 1500

Land Use

West of I-270

- Create a center that clusters density at the Manekin CCT station. If multiple ownership patterns occur, encourage higher density at the transit station through density transfers within adjoining properties.
- In Stage 1, develop the Symmetry/Totah property (NE-1) at an average density of 0.75 FAR and a mix of uses with a minimum of 60 percent employment and a maximum of 40 percent residential. Permit a limited amount of street level retail near transit and along Century Boulevard. Design employment uses and a hotel to take advantage of the site's visibility from I-270.
- Development of the Symmetry/Totah property in Stage 2 may proceed up to 1.0 FAR if the Town Center transit station properties have achieved an average density of up to 1.5 FAR.
- Orient signature office buildings and employment uses along I-270 on the Lerner property (NE-2). Allow up to 1.5 million square feet of employment uses, a hotel, and up to 110,000 square feet of retail space. Allow a 1,425 residential population as defined in the Town Sector Zone with a mix of highrise and low-rise residential units.

East of I-270

- In Stage 1, develop the Milestone North property at an average density of 0.75 FAR with a mix of research and development,

employment, technology, street level retail, restaurants, and new housing. Orient up to 225 new multifamily housing units to the existing residential areas. Residential uses are not to exceed 20 percent of total development on this site.

- Development of the Milestone North property (NE-6) in Stage 2 may proceed to 1.0 FAR if the Town Center transit station properties have achieved an average density of 1.5 FAR.

Urban Form

- Line the east side of Century Boulevard across from the existing Cloverleaf North residential community with 72-foot (six stories) tall buildings. Reduce the sense of building bulk and mass along Century Boulevard and Cloverleaf Drive by limiting building heights to three to four stories at street level with setbacks to upper floors.
- Permit building heights of 143 feet (12 stories) and maintain the 100-foot setback along I-270. Create buildings with a three- to four-story base and setback upper floors.
- Develop the east side of Century Boulevard with wide sidewalks that can accommodate sidewalk cafes and seating areas.
- Terminate vistas with the forested Germantown greenbelt as Century Boulevard turns into Crystal Rock Drive.
- Provide a 0.75-acre common in the residential portion of the Lerner property to be privately developed and maintained for public use.



Boat dock and recreation facility at Black Hill Regional Park

- Provide an urban plaza directly adjacent to the transit station with seating, lighting, shelter, and other amenities.
- Provide streetscape improvements in accordance with the streetscape plan.

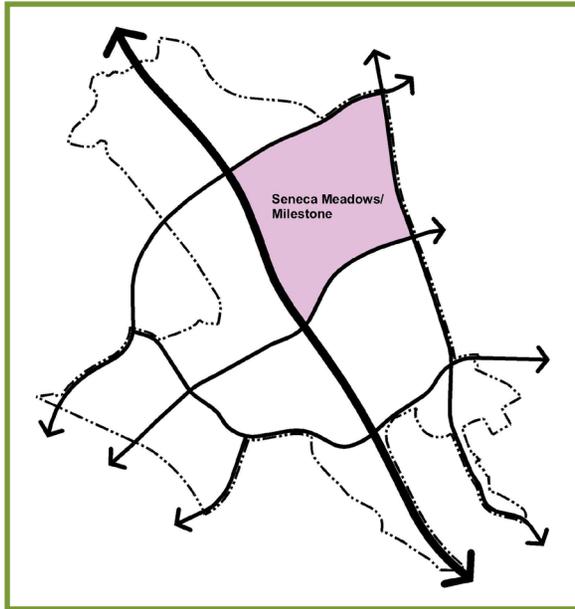
Environment

- Preserve forest adjacent to Black Hill Regional Park on the north side of Century Boulevard as it curves into Crystal Rock Drive and use all available means to incorporate it into the existing park, or place in a conservation easement.
- Expand stream restoration and water quality protection efforts on the Milestone Tributary to maintain the water quality and wetland functions of this tributary to Seneca Lake, an important drinking water supply.

Transportation

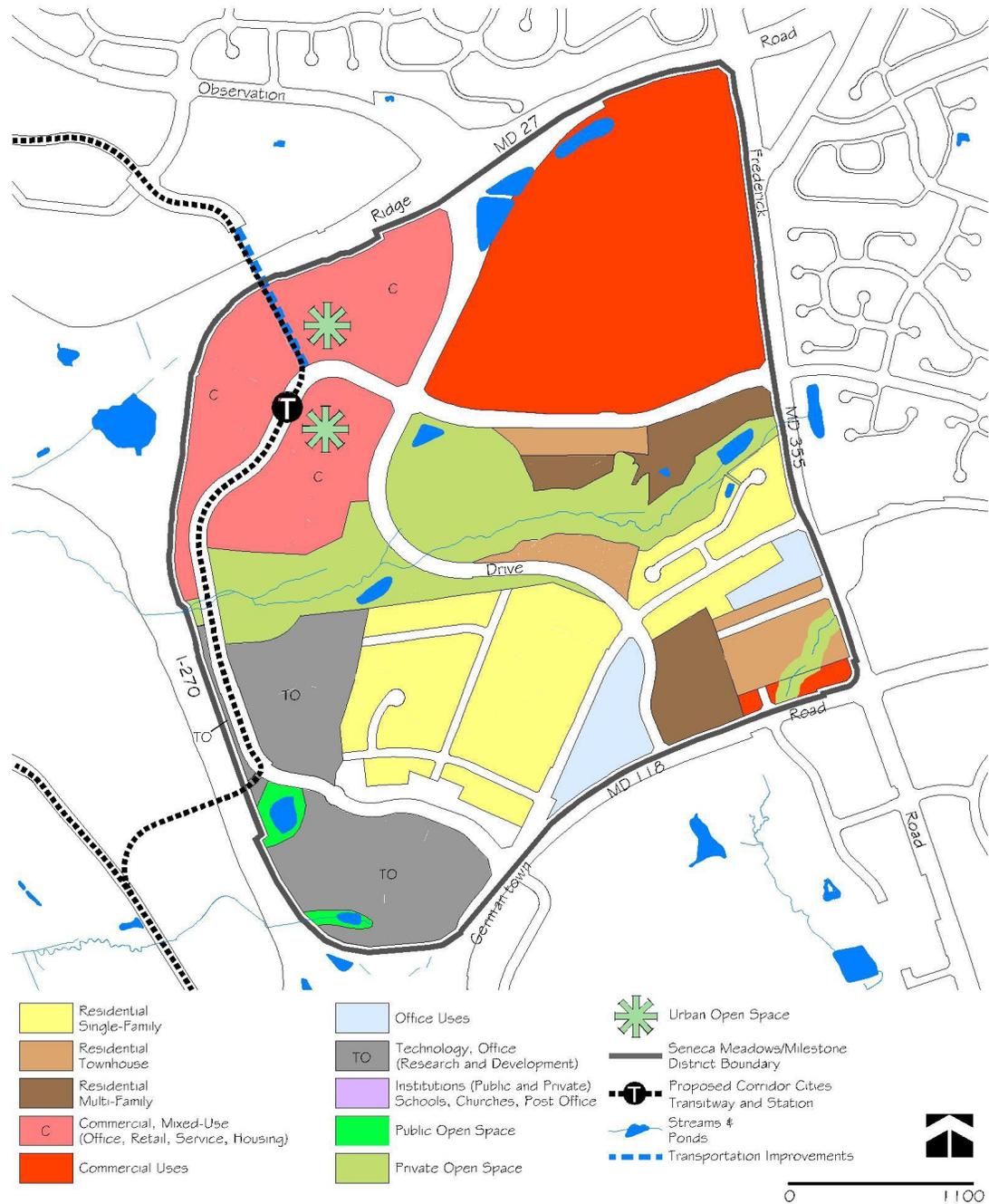
- Provide a dedicated street crossing over I-270, an extension of Dorsey Mill Road connecting the east and west sides of I-270 with four travel lanes and the CCT.
- Provide a transit station in the Century Boulevard median near Dorsey Mill Road. Park-and-ride facilities should be supplied on both the west and east sides of I-270 near the Manekin and Dorsey Mill stations with at least 250 public spaces at each station incorporated into private development projects.
- Incorporate direct access to the Dorsey Mill station to and from north 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 will create multi-modal options between future managed lanes and bus services on I-270 and CCT transit service along Century Boulevard. This access should also reduce congestion at the junction of Father Hurley Boulevard with Crystal Rock Drive, reduce commercial traffic use of Kinster Drive, and provide better access to businesses along Century Boulevard.
- Introduce a network of new streets with short blocks, such as 250 to 350 feet in length.
- Extend Crystal Rock Drive to Dorsey Mill Road as a four-lane business street.
- Maintain Kinster Drive as a two-lane divided minor arterial roadway with on-street parking. Should future demand increase, the road could be redesigned to a four-lane divided roadway with off peak parking within the existing right-of-way.

Seneca Meadows/Milestone District Land Use



THE SENECA MEADOWS/MILESTONE DISTRICT

The Seneca Meadows District illustrates the office and industrial development that is possible within current I-3 zoning. Development has been in the form of one, two, and three story buildings with surface parking. A significant portion of the district has been retained in green space, conservation areas, and stream buffers. A future CCT station along Seneca Meadows Parkway will be the focal point of activity in the 390-acre area. In the interim, a mixed-use retail and office center will provide services to existing businesses and workers in the office park. A new urban recreation center located in a multi-use building will offer educational and recreational activities for workers and residents.



Land Use

- Concentrate mixed-use development at the transit station with an average density of 1.0 FAR on the Seneca Meadows property north of the Crystal Rock Tributary (SM-1). To ensure the area retains an employment profile, develop with a minimum of 70 percent employment uses that include limited street level retail and a maximum of 30 percent residential uses. Street level retail must conform to the Plan's urban design guidance.
- Provide industrial, office, and technology uses south of the Crystal Rock Tributary with signature office development along I-270.
- Support the Milestone Regional Shopping Center (SM-3) and Neelsville Village Center (SM-4) as the Germantown-Clarksburg destination retail center. Redevelopment is unlikely given the fragmented ownership. If ownership consolidates, a coordinated redevelopment option may be proposed that meets the existing RMX zone density standards of 0.5 FAR. With redevelopment, add residential uses and urban open space in a compact urban form with structured parking.
- Design stormwater management, in coordination with the Montgomery County Department of Permitting Services and the Montgomery County Department of Environmental Protection, to protect the Germantown Bog.

Urban Form

- Locate a 25,000 square foot community

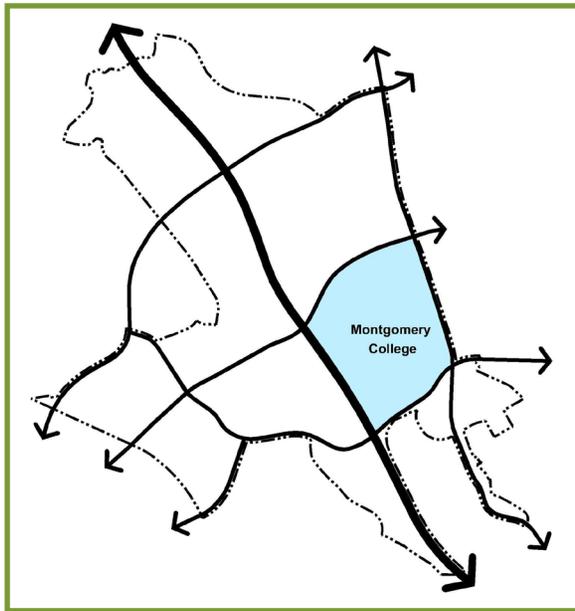
recreation center and an urban park near the transit station.

- Building heights of up to 143 feet (12 stories) are appropriate at the transit station to create a focus for the mixed-use neighborhood. Building heights will be reduced toward adjacent residential neighborhoods to the south and north. Establish a three- to four-story building base with stepbacks for upper floors.
- Locate limited retail uses along streets. Big box retailers, if proposed, should have active store fronts with multiple entrances and smaller retail uses facing the street.
- Permit building heights up to 100 feet (eight stories) and maintain the 100-foot setback along both sides of I-270 to ensure that density and focus of taller buildings occurs at the transit station.
- New development along MD 355 should establish a building line, fronting the roadway with parking located behind buildings.
- Provide an urban park and recreation center adequate to serve the employees and residents of the Seneca Meadows District. Either dedicate additional land for the recreation center or integrate the center into the ground floors of a mixed-use building.
- Provide an urban plaza with seating, lighting, shelter, and other amenities adjacent to the transit station.
- Provide streetscape improvements in accordance with the streetscape plan.

Transportation

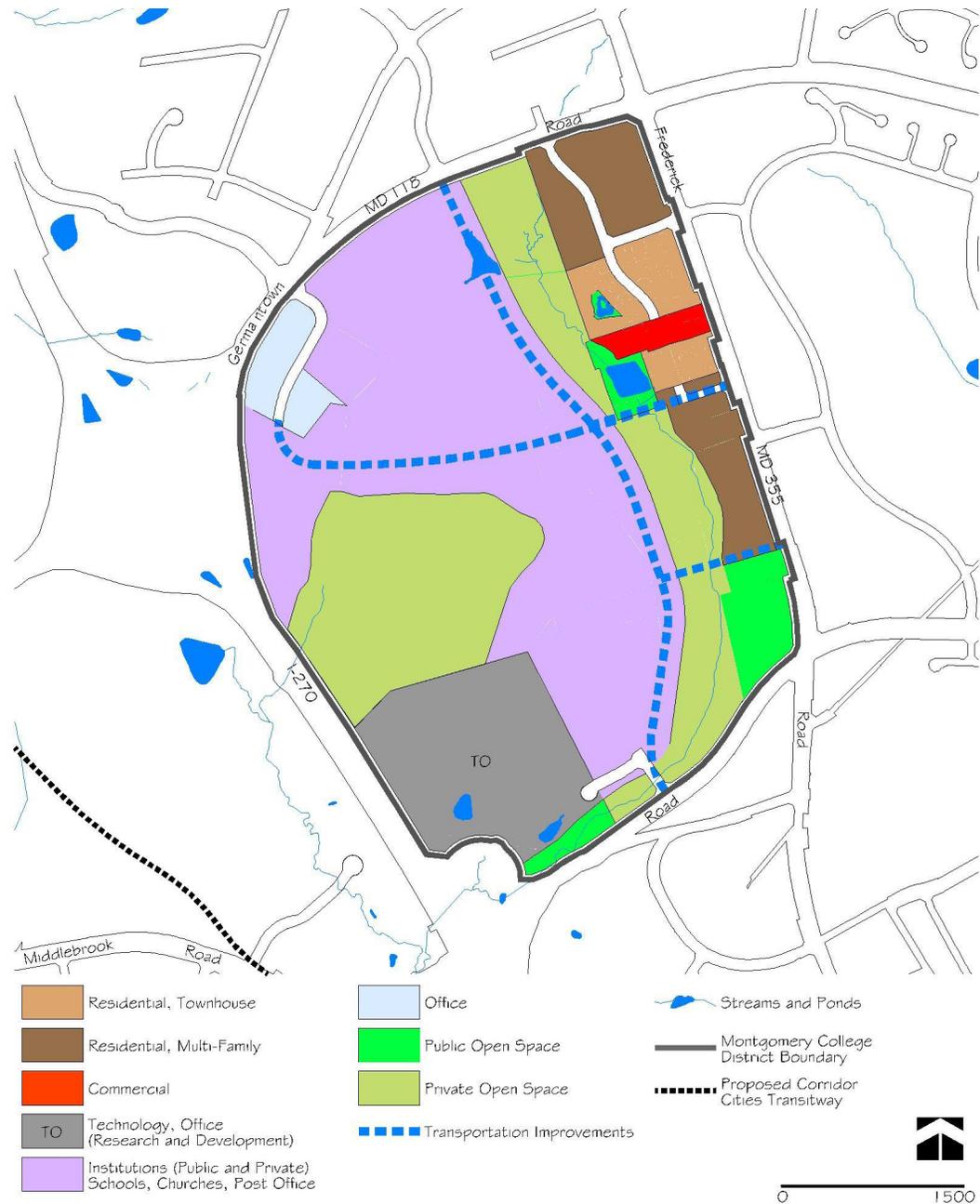
- Create a network of new streets with short block lengths in the mixed-use neighborhood around the transit center.
- Provide a bridge over I-270 accommodating the CCT and a pedestrian connection to the median of Seneca Meadows Parkway.
- Expand the street network (B-25) with a bridge over MD 27/Ridge Road that accommodates the CCT, pedestrians, and bicyclists.
- Provide a local, signed, shared on-road bikeway along Seneca Meadows Parkway.
- In the absence of the CCT, expand bus service along Observation Drive to link the Milestone North center and Montgomery College with Clarksburg to the north.

Montgomery College District Land Use



THE MONTGOMERY COLLEGE DISTRICT

The education and technology uses in the 334-acre Montgomery College District are an important community resource. The expanded campus will be an active center serving 20,000 students. It should develop in a compact pattern that inspires inviting gathering spaces, walking, and biking. A compact pattern will reserve land for the College's future expansion and protect the site's natural features—a large stand of upland forest and two tributaries to Gunners Branch. The campus development plan fosters links between business and education in the I-270 Technology Corridor.



Land Use

- Expand Montgomery College's academic facilities to 1.9 million square feet and provide up to one million square feet for a technology park linking the business and academic communities. Private sector facilities on the campus will be subject to site plan review.
- Preserve 50 acres of high priority forest along I-270 and other high priority forest within the site.
- Develop technology, medical, and office uses with signature architecture that takes advantage of visibility from I-270. Use structured parking to reduce impervious surface area and improve water quality in the Gunners Branch watershed.
- Relocate the Cider Barrel historic site to another location in the Sector Plan area. Additional guidance appears in Appendix 12.

Urban Form

- Design the campus expansion and orient buildings to create a compact educational village that promotes interaction between buildings, synergy between public and private uses, reduces the amount of disturbed land, and creates an appealing and safe environment.
- Provide a network of streets with extensive pedestrian connections that create a walkable campus and technology park.
- Provide an open space buffer along the existing residential community to the east.
- Use building placement and site design to create smaller usable outdoor spaces characteristic of urban areas.

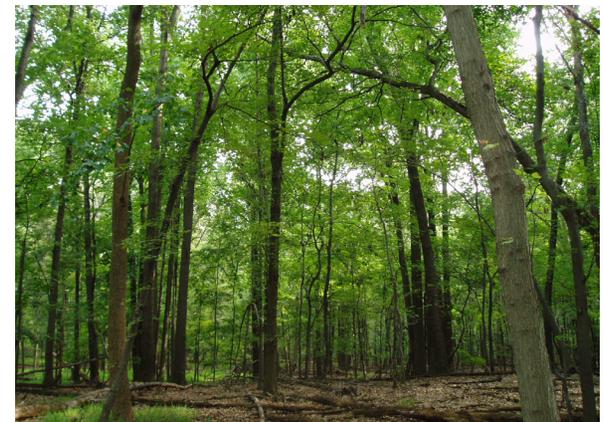
- Incorporate structured parking into buildings and pave surface parking areas with permeable materials.
- Buildings must have a minimum of three stories with floorplates no greater than 25,000 square feet for non-residential uses. Medical facilities such as hospitals are exempt from this guideline.
- Permit building height up to 100 feet (eight stories) and maintain the 100-foot setback along I-270 to ensure a dense and cohesive campus.

Transportation

- The College's planned expansion and technology park requires additional access and transportation capacity. Extend Observation Drive as a four-lane 80-foot right-of-way arterial roadway with a shared use path through the Montgomery College property connecting MD 118 with Middlebrook Road. The road will be located on the east side of the campus with future connections to MD 355.
- Extend Goldenrod Lane outside of the protected forest area to connect Observation Drive and introduce a network of new streets with short blocks, 250 to 350 feet long, to create a pedestrian-friendly place with wide sidewalks.
- Extend Cider Press Place to connect MD 355 with the extension of Observation Drive.

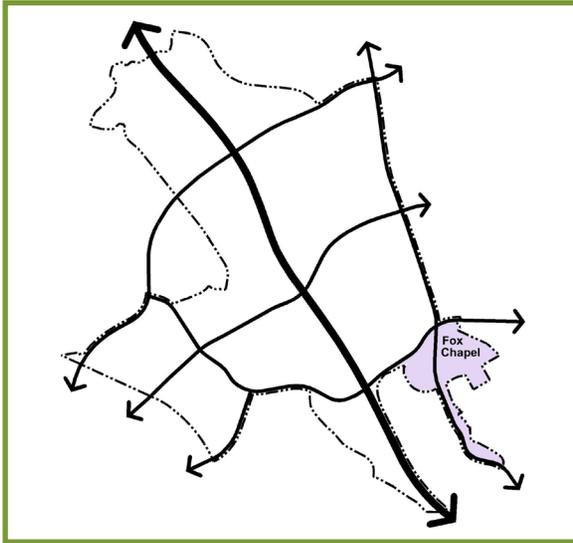


Academic buildings at the Germantown campus of Montgomery College



High quality forest in the Montgomery College District

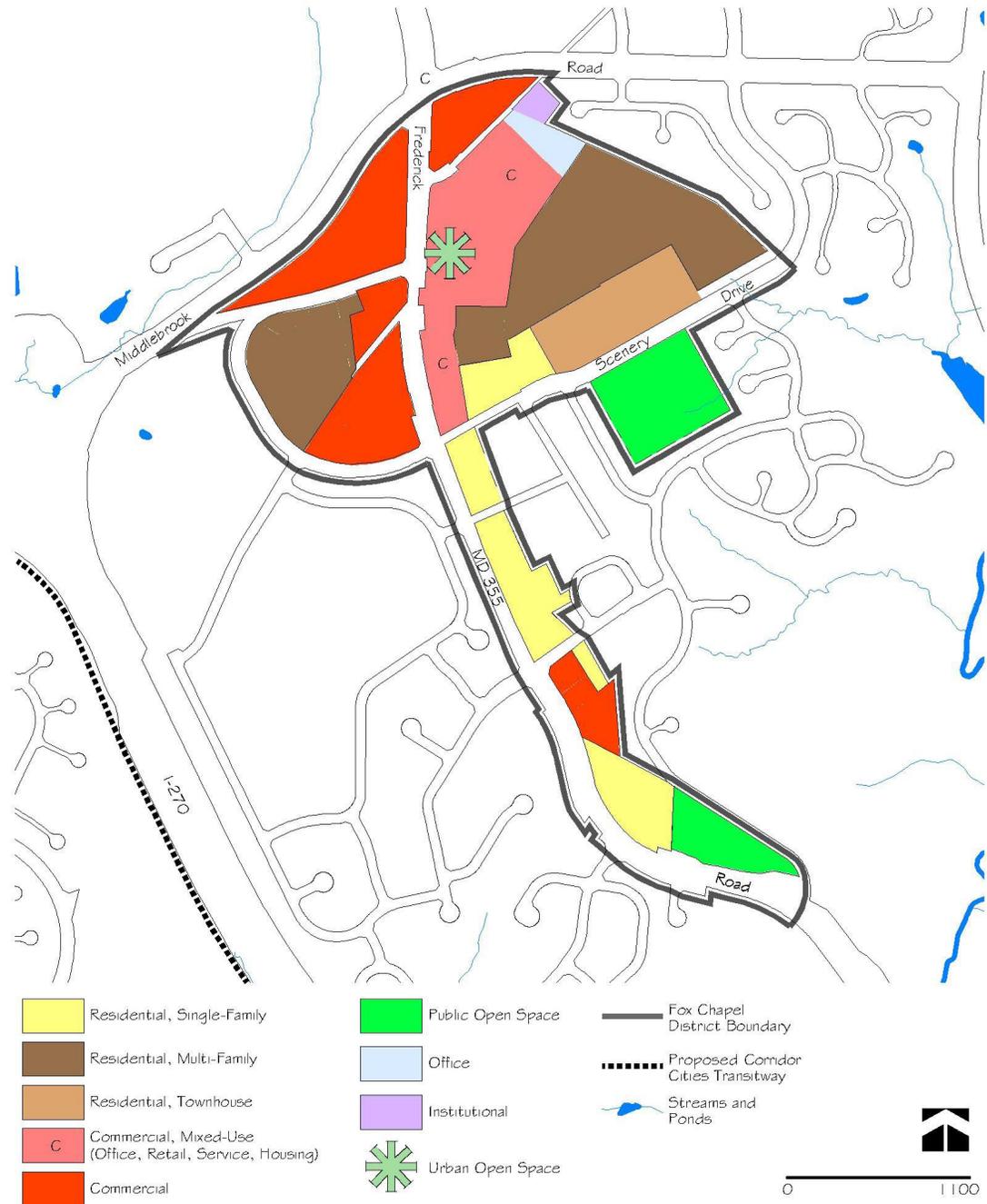
Fox Chapel District Land Use



THE FOX CHAPEL DISTRICT

The 115-acre Fox Chapel District will become the commercial hub at the intersection of MD 355 and Middlebrook Road with a bus transit center providing the transit link to other parts of Germantown. Retail, housing, and recreation opportunities will flow between MD 355 and Scenery Drive including an improved Plumgar Recreation Center (FC-7) and greater density at the Seneca Crossing community (FC-6). This vision can best be accomplished by cooperation among property owners and a coordinated development plan.

Gateway and streetscape treatment along MD 355 will improve pedestrian safety and the pedestrian experience along Montgomery County's main street. At-grade, one-way couplets could replace grade-separated at the MD 355 and Middlebrook Road intersection. This option should be studied by state and County transportation departments.



Land Use

- The Fox Chapel Shopping Center (FC-1) should be redeveloped as a mixed-use village center of commercial and residential uses. If properties are assembled, allow development up to 0.3 FAR for commercial uses and 22 dwelling units per acre for the Fox Chapel Shopping Center and the Middlebrook Mobile Home Park (FC-5).
- If properties are not assembled, commercial density should not exceed 0.3 FAR and five dwelling units per acre for the Middlebrook Mobile Home Park (FC-5).
- Retain the residential character of the MD 355 gateway into Germantown by allowing existing R-200 properties (FC-8) to have by-right accessory housing units.

Urban Form

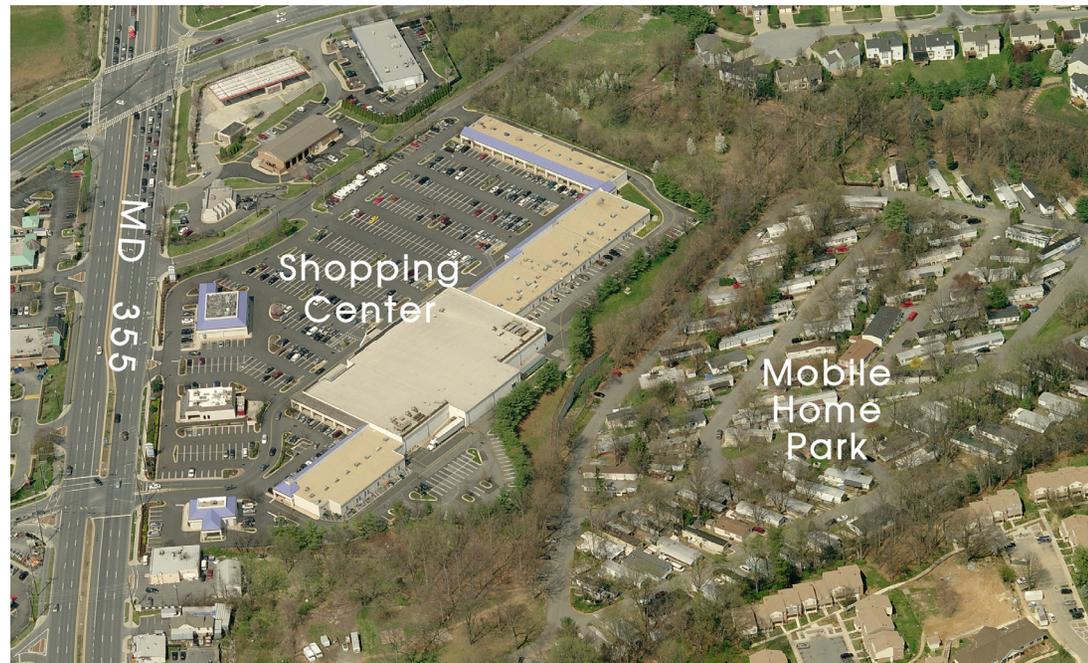
- If properties along the east side of MD 355 are assembled, create a new set of development blocks that parallel MD 355 and are lined with buildings. Provide urban open space defined by streets or buildings and place parking within the interior of the block.
- If non-assembled properties develop, redevelop commercial sites along MD 355 with street-oriented commercial development, wrapping corner properties, and placing parking and service areas in the rear of the property, screened from adjacent residential areas. Encourage rear connections along alleys.

- Establish a consistent building setback from MD 355, provide an eight-foot wide sidewalk along commercial development, and implement the streetscape plan.
- Orient multifamily units toward MD 355 and the site's interior to achieve a compatible transition to R-200 residential property to the east. Preserve existing woodland on the east side of the Middlebrook Mobile Home Park site to buffer the adjacent residential community and provide a pedestrian connection to the Fox Chapel Shopping Center.
- Accessory apartments developed along MD 355 should locate all parking behind the

existing homes. No new driveways or parking areas should be permitted in front yards.

Transportation

- Connect the Middlebrook Mobile Home Park site to MD 355 with a connected street system through commercially zoned properties held by same owner. Preserve the trees along the eastern end of the site for a compatible transition with existing R-200 residences.
- Connect Blunt Road with Middlebrook Road.
- Improve MD 355 with streetscape improvements in accordance with the streetscape plan.





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

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

ZONING

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

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

master or sector plans for Transit Station Development Areas."

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

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

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

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

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

Proposed Transit Station Development Area

