

Resolution No.: 16-1126  
Introduced: September 22, 2009  
Adopted: September 22, 2009

**COUNTY COUNCIL FOR MONTGOMERY COUNTY, MARYLAND  
SITTING AS THE DISTRICT COUNCIL FOR THAT PORTION  
OF THE MARYLAND-WASHINGTON REGIONAL DISTRICT  
WITHIN MONTGOMERY COUNTY, MARYLAND**

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By: District Council

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**SUBJECT:** Approval of Planning Board Draft Sector Plan for the Germantown Employment Area

1. On February 10, 2009 the Montgomery County Planning Board transmitted to the County Executive and the County Council the Planning Board Draft Sector Plan for the Germantown Employment Area.
2. The Planning Board Draft Sector Plan for the Germantown Employment Area amends the approved and adopted 1989 Germantown Master Plan; The General Plan (On Wedges and Corridors) for the Physical Development of the Maryland-Washington Regional District in Montgomery and Prince George's Counties; the Master Plan of Highways within Montgomery County; the Countywide Bikeways Functional Master Plan; and the Countywide Park Trails Plan.
3. On March 27, 2009, the County Executive transmitted to the County Council his fiscal analysis of the Sector Plan for the Germantown Employment Area.
4. On May 12, 2009, the County Council held a public hearing regarding the Planning Board Draft Sector Plan for the Germantown Employment Area. The Sector Plan was referred to the Planning, Housing, and Economic Development Committee for review and recommendation.
5. On June 15, June 22, June 29, and July 7, 2009 the Planning, Housing, and Economic Development Committee held worksessions to review the issues raised in connection with the Revised Planning Board Draft Sector Plan for the Germantown Employment Area (February 2009).
6. On July 14, 2009 and July 28, 2009 the County Council reviewed the Planning Board Draft Sector Plan for the Germantown Employment Area and the recommendations of the Planning, Housing, and Economic Development Committee.

**Action**

The County Council for Montgomery County, Maryland, sitting as the District Council for that portion of the Maryland-Washington Regional District in Montgomery County, Maryland, approves the following resolution:

The Planning Board Draft Sector Plan for the Germantown Employment Area, dated February 2009, is approved with revisions. County Council revisions to the Planning Board Draft Sector Plan for the Germantown Employment Area are identified below. Deletions to the text of the Plan are indicated by [brackets], additions by underscoring.

General: All page references are to the February 2009 revised Planning Board Draft Plan.

Page 14: Modify the wording in the fourth and fifth paragraphs as follows:

The Montgomery College District includes the College, as well as other commercial, industrial, and residential uses. Montgomery College is recognized as one of the nation's leading two-year educational institutions. The Germantown campus continues to increase its enrollment and the scope of its technology education and workforce training programs. The College also intends to create a business park with a private partner.

The Fox Chapel District [area] is anchored by a neighborhood shopping center on MD 355 that serves surrounding residential communities. Other commercial uses along MD 355 include banks, specialty grocers, restaurants, and gas stations. The Plumgar Recreation Center on Scenery Drive is a County-owned recreation center with an adjoining ballfield.

Page 15: Modify the first paragraph as follows:

This Plan's land use recommendations provide for [up to 23 million] over 24 million square feet of commercial development with approximately [69,700] 68,800 jobs and [15,100] 16,400 housing units.

Page 15: Modify the first sentence of the second paragraph as follows:

Within the area of the Sector Plan, this results in a ratio of [4.6] 4.19 jobs for each housing unit.

Page 15: Modify the third bullet in the left column as follows:

- Limit the average density to [between 0.5 and 0.75] 1.0 FAR for transit-served properties north of MD 27 that adjoin existing residential communities.

Page 15: Replace the table at the bottom of the page:

<u>Existing and Proposed Development</u>				
	<u>Existing</u>	<u>Approved but unbuilt</u>	<u>1989 Master Plan</u>	<u>2009 Master Plan<sup>3</sup></u>
<u>Dwellings<sup>1</sup></u>	<u>6,214</u>	<u>263</u>	<u>6,379</u>	<u>16,418</u>
<u>Commercial (sf)</u>	<u>8,077,085</u>	<u>3,241,729</u>	<u>18,552,310</u>	<u>24,104,248</u>
<u>Jobs<sup>2</sup></u>	<u>23,080</u>	<u>9,260</u>	<u>53,000</u>	<u>68,870</u>

<sup>1</sup> Not including bonus dwelling units that may be applicable

<sup>2</sup> Number of jobs rounded

<sup>3</sup> Approximately 650 dwelling units and 3,339,000 s.f. of non-residential space would be demolished and redeveloped

Page 15: Modify the second column as follows:

**Zoning Strategy**

This Plan recommends various changes in zoning to better achieve the Plan’s vision for a transit-oriented mixed-use neighborhood. Single use zones are replaced by mixed-use zones and in many locations the Town Sector (TS) zone is replaced with the Transit Mixed-Use Zone (TMX-2). The TMX-2 zone requires consistency with the master plan, the provision of amenities, and the purchase of building lot termination rights, while also providing the flexibility to achieve the Sector Plan recommended mix of uses and densities, without the limits on population and percentage of commercial and industrial development that are in the TS zone. The TMX zone requires that [on] sites be located in a Transit Station Development Area, which is defined by the Zoning Ordinance as “an area near a metro transit station, or along an existing or proposed transit right-of-way, which is not located within a central business district, which has been designated as a Transit Station Development Area by an approved and adopted master plan or sector plan.” A map of the area designated by the Plan as the Transit Station Development Area appears in the Implementation section. TMX permits a broad range of uses that can provide the variety to create a cohesive transit-served community with employment and housing options.

The Plan’s vision is best implemented through the TMX Zone’s optional method of development that ensures new projects are consistent with the Sector Plan and accompanied by appropriate facilities and amenities.

The Land Use recommendations for each district are shown in maps that indicate potential locations for residential, commercial, and industrial uses. These maps present guides for the Planning Board to consider when reviewing development applications, but are not to be considered rigid requirements for uses at specific locations. The diagrams showing roads on new locations are meant to convey connectivity, and not necessarily their precise alignments. Stars are used as “floating symbols” which show the **general** location of public facilities and/or open space.

Page 16: Add a new bullet to the bottom of the page:

- Locating the tallest buildings at the transit stations or within the centers and stepping down heights adjacent to existing residential communities.

Page 17: Amend the third paragraph as follows:

The design guidelines to implement this Sector Plan and all development must address the following principles:

Page 18: Replace the section titled Building Form and Façade Design as follows:

- Building Form and Facade Design

[BuildingsReduce building bulk and mass through building design and facade treatment to improve light on the street, minimize shadows, and create a pedestrian scale along the street. Reduce building bulk by encouraging narrow building footprints and upper floor setbacks over 60 feet (four to five stories) from street level. Orient buildings along the street with articulated facades and architectural elements that de-emphasize horizontal mass and bulk. Use building form and details that are compatible with adjacent residential communities.

To achieve the building line where the street activity can frame the sidewalk, the height of the building walls fronting the sidewalk should have a minimal setback, if any, and be at least three floors high with active uses on each floor. There should be a maximum amount of windows to provide interest along pedestrian spaces and to improve the visibility of those spaces. This design approach animates the street even in the nighttime hours when interior light cascades onto public spaces.]

Building design and facade treatment can reduce building bulk and mass to improve light on the street, minimize shadows, and create a pedestrian scale along the street. Reduce building bulk by encouraging narrow building footprints and setting back upper floors over 60 feet (four to five stories) from the street level. Orient buildings along the street with articulated facades and architectural elements that de-emphasize horizontal mass and bulk. Use building forms that are compatible with adjacent residential communities.

Establish a building line to frame the sidewalk and define the street by placing the building adjacent to the sidewalk with a minimal setback, except where outdoor cafes or other outdoor space are proposed. On the first floor of buildings with activating uses, provide significantly sized windows to create an interesting pedestrian experience and improve visibility of the first floor uses. Interior lighting should animate the street and public spaces during nighttime hours.

Page 18: Revise the text under the bullet Building Heights and Transitions by deleting the first two paragraphs and replacing with the following:

[Retail Locate the tallest buildings in Germantown, up to 180 feet (15 stories), at the Town Center transit station and adjacent properties. Other districts should have defined centers created by locating the tallest buildings at transit stations.

Use minimum building heights to enhance value, efficiency, and compactness. Decrease building heights stepping down from the center as a transition to adjoining residential communities and to create compatible relationships. Provide varied building heights and roof designs to create a visually interesting skyline.]

Locate the tallest buildings in Germantown at the Town Center's Transit Station and surrounding properties along I-270, stepping down heights towards existing residential communities. Tall building heights are encouraged at the transit stations and within each district to create defined centers. See building heights within each district for specific height limits.

Use a minimum building height of three stories, where feasible, to enhance value, efficiency, and compactness. Step down building heights towards the edges of districts adjacent to surrounding residential communities to create compatible transitions. Provide varied building heights and roof designs to create a visually interesting skyline.

Page 18: Amend the first sentence of the last paragraph on the page as follows:

Establish a parking [lot] district in the Town Center to promote urban development by consolidating parking facilities.

Page 20: Delete the first paragraph on the page which summarizes the public amenities and replace with Appendix 20, which lists all recommended amenities:

- Public Amenities

[Public amenities will be created as part of redevelopment and will include, but are not limited to fountains, seating, lighting, pavement, artwork, and extensive plantings. Together they should provide options for active and passive participation, should be visible and accessible, and should consider environmental function in their design. Design elements should seek to incorporate historic, cultural, and natural themes to reinforce community identity.]

Germantown's transformation into a more urban place must have a significant level of amenity to help enhance and establish identity and character in new public and private development. Amenities will provide residents and workers greater enjoyment of new development, open spaces, and special areas such as the Town Commons in front of the BlackRock Center for the Arts. A greater number of amenities will help establish the Town Center as the upcounty cultural arts district and complement the entertainment uses and restaurants that are coming to this area.

A placemaking approach to providing amenities is recommended, integrating historic-, cultural-, and nature-oriented themes. Design character should range from sophisticated to fun and playful.

Participatory elements are encouraged, such as movable artwork, splash fountains, and musical chimes. Most importantly, amenities should be integral to the design of the space and not conceived as an afterthought.

#### Area Wide Amenities

1. Provide improvements to public streets with streetscaping in accordance with the Germantown Streetscape Plan and incorporate artwork such as special seating, paving, and lighting, where appropriate.
2. Create special artwork integrated into all transit shelters, similar to the artwork provided at the bus transfer station along Aircraft Drive.
3. Create a brochure for walking tour of historic sites.
4. Create and install public art at urban parks and transit stops. Partner with the Montgomery Council on the Arts and Humanities to find local artists.
5. Paint “ghost images” (of historic Germantown buildings that have been lost) on newer facades.

#### District Amenities

##### Town Center

1. Dedicate, design, and build the new Urban Park after land exchange based on the Department of Parks’ Concept and Facility Planning protocol.
2. Create a vibrant interactive art/play feature for Town Center to be located in new Urban Park. Consider using patterns or symbols in paving or structures that reflect any of the identified historic themes relating to Germantown’s past. Consider incorporating interactive play equipment such as trampolines set at grade level, musical chimes, or other interactive facilities.
3. Renovate the Town Commons in front of BlackRock Center for the Arts to create a more useable and attractive gathering place. Include sculpture, making use of existing “black rock” that is in storage, and provide more interactive artwork.
4. Provide streetscaping that includes artwork in the paving and along the sidewalks to help establish the special character of Century Boulevard as the main promenade in the Town Center.
5. Add a statue of baseball great Walter Johnson along Century Boulevard, exact location to be determined.
6. Design the Crystal Rock Greenway cultural walk with signed or brochure-guided interpretive experience, highlighting themes of Germantown’s history.

##### West End

1. Design and construct transit station park improvements such as seating, special paving and lighting, landscaping, and transit themed artwork. Such artwork could feature historic photographs of the B&O Railroad or the train crossing the viaduct.
2. Employ then and now photographs around the MARC train station to show the historic character of that area. Use 3-D stereoptics side by side (where you look through telescopes) to see an image of what the area used to look like versus today.
3. Restore the scale at Liberty Mill.
4. Designate the farmers’ market near the historic district.

Cloverleaf

1. Provide artwork in the green common provided as an integral part of the community.

North End

1. Work with the American Indian Heritage Education Association to interpret the Native American role in the establishment of the Sector Plan area through a public art project.
2. Improve the trailhead at the Waters House Special Park with a kiosk, and an interpretive exhibit on the Waters Family.

Seneca Meadows/Milestone

1. Provide artwork in the Recreation Center or neighborhood green to achieve a place specific center that reflects Germantown's history and culture.

Montgomery College District

1. Consider the adaptive reuse of the Cider Barrel. New uses could include a local wine retailers' consortium, farmers' market concession, or local crafts and foods stand.

Fox Chapel

1. Incorporate seating, special paving, landscaping, and pedestrian scaled lighting into the design of the shopping center.

Page 20: Delete existing text under Community Facilities (middle column) and replace with the following):

[Completing new community facilities are recommended to support the additional workers and residents of Germantown. These facilities include:

- the Town Center urban park in the Town Center
- a family-oriented public park in the Town Center
- improvements to the Town Common at BlackRock to transform it into a community gathering place
- development of the District 5 Police and Fire Station with additional space for police activities and workforce housing
- a new urban recreation center with outdoor space to serve residents on the east side of I-270.
- a new elementary school on the Waring Station Road school site, if needed.]

Community facilities analyzed for this Plan include public schools; fire, rescue, and emergency medical services; public safety; government services; recreation centers; and libraries.

### Public Schools

The Plan area covers the Montgomery County Public Schools (MCPS) high school clusters for Clarksburg, Seneca Valley, and Northwest high schools. Residential development in the Plan area will be predominantly multi-family dwellings, which generates a smaller number of students per unit. Most development will occur in the Seneca Valley Cluster.

A number of elementary schools and middle schools in the three clusters affected by the Germantown Sector Plan are projected to exceed capacity. In the fall of 2009, MCPS will submit its recommended FY 2011-2016 CIP request. This request anticipates that schools that are projected to be over capacity will be considered for changes that increase capacity in the future. Potential projects to add capacity include: developing an undeveloped school site in the Sector Plan area (Waring Station), opening William B. Gibbs, Jr. Elementary School in the Milestone community, adding new elementary schools at four sites in Clarksburg, expanding Clarksburg High School, constructing Clarksburg Middle School #2, and expanding either Lake Seneca or Waters Landing Elementary Schools.

- Monitor elementary school capacity to determine when the Waring Station Elementary School site is needed or explore redistricting to accommodate new students generated by future development in the Sector Plan area.

### Fire, Rescue, and Emergency Medical Services

The Germantown planning area is served by two existing fire stations: Station 29 (Germantown) is within the Sector Plan boundary, and Station 22 (Kingsview) is located west of the Sector Plan boundary. A third station, Station 34 (Milestone) is under construction on the east side of I-270 within the Sector Plan boundary. No additional fire or rescue facilities are planned for Germantown.

Adventist Health Care opened the Shady Grove Adventist Emergency Center in Germantown in 2007. This free-standing emergency facility within the Sector Plan boundary provides the same emergency medical care that patients can receive at a hospital emergency department. The Shady Grove Adventist Emergency Center will significantly improve access to emergency medical care for residents of the County.

### Public Safety/Police

Montgomery County Police District 5 has occupied the site at 20000 Aircraft Drive since 1992. Expansion of this facility is programmed in the CIP to increase administrative and public space as well as parking and evidence storage space.



### Government Services

The Upcounty Regional Services Center occupies approximately 250,000 square feet of office and clinic space at the corner of Middlebrook Road and MD 118. Built in 1974, this facility is expected to serve the service needs for the Germantown planning area.

Other civic uses within the Plan area include the BlackRock Center for the Arts, located at 12901 Century Boulevard in the Town Center. This 30,800 square foot facility was constructed in 2002 as a centerpiece for the Germantown community by providing arts education, gallery, and performance space. The Town Commons facing Century Boulevard serves as the community gathering space and seating for outdoor performances.

### Recreation Center

The Department of Recreation determined the need for a new community recreation center to serve portions of Germantown east of I-270. The Plumgar Neighborhood Recreation Center will be improved, but cannot be expanded due to site constraints.

- Locate a future Recreation Center on residential property adjacent to Ridge Road Recreation Park at the southwest corner of the intersection of Brink Road and Ridge Road. In the event these properties become available, Parks staff would begin working with Department of Recreation staff to determine whether the program associated with a Recreation Center would fit in the area of park expansion. If this site is not feasible, the Seneca Meadows area may be an appropriate alternative location.

### Libraries

The Germantown Branch Library was constructed in March 2007 to serve residents and workers in the upcounty area. This 44,000 square foot library is expected to be sufficient to serve existing and future Library patrons. A new Clarksburg Library will be constructed for the Clarksburg community.

Page 23: Amend the second bullet on the page as follows:

- Establishing higher densities and a minimum building height of three stories, where feasible, means more opportunity for residential units above commercial spaces

Page 23: Revise the chart at the top of the page and delete first paragraph in the middle column as follows:

<b>Housing Within the Sector Plan Area</b>			
	<u>Total Units</u>	<u>Market Rate</u>	<u>MPDUs<sup>1</sup></u>
<u>Existing dwelling units</u>	<u>6,214</u>	<u>6,029</u>	<u>185</u>
<u>Proposed new dwelling units<sup>2</sup></u>	<u>10,204</u>	<u>8,928</u>	<u>1,276<sup>3</sup></u>
<b>TOTAL</b>	<b><u>16,418</u></b>	<b><u>14,957</u></b>	<b><u>1,461</u></b>

<sup>1</sup>This figure does not include units under rent control or ownership by the Housing Opportunities Commission

<sup>2</sup>Approximately 650 units will be redeveloping and subject to MPDU requirements

<sup>3</sup>Does not include any density bonus units that may be applicable

[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.]

Page 23: Revise the first sentence of the second paragraph in the middle column as follows:

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, if housing can be accommodated without impeding the operations of the police and fire stations.

Page 23: Revise Senior Housing table as follows:

<b>Senior Housing in Germantown Planning Area</b>	
<u>Project Name</u>	<u>Units or beds</u>
<u>Churchill Senior Living</u>	<u>121 independent</u> <u>133 independent<sup>1</sup></u> <u>46 assisted<sup>1</sup></u>
<u>New Covenant Village</u>	<u>88 independent<sup>2</sup></u>
<u>Willow Manor</u>	<u>102 independent</u>
<u>Kings Crossing</u>	<u>110 independent</u>
<b>TOTAL UNITS</b>	<b><u>600</u></b>

<sup>1</sup>Approved July 2008, unbuilt

<sup>2</sup>2007/2008 construction, now being leased

Page 23: Revise the first bullet on the last column as follows:

- 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 s] Seniors should be provided with options to either age in place or move to retirement communities, and planning should facilitate both options. [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.]

Page 24: Modify the last sentence in the third paragraph as follows:

One-way pairs [can] might also be used to improve circulation.

Page 25: Revise the first bullet under **Bus Transit and MARC** as follows:

- 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.

Page 27: Revise the paragraph on Parking as follows:

Parking policy should encourage transit ridership, require fewer parking spaces, and take advantage of shared parking. A parking district for the Town Center should be established soon after the adoption of this Plan. Projects should include flex cars and spaces, use structured parking where feasible (or otherwise ensure that project design does not preclude future options for structured parking), and screen parking from the street.

Page 29: Revise the first sentence of the first full paragraph as follows:

The Montgomery County Department of Transportation's (DOT) study of Midcounty Highway Extended (M-83) is expected to be completed in [early 2010] Spring 2014.

Page 31: Revise third and fourth bullets under **Local Street Network** as follows:

- Extend Century Boulevard west across Wisteria Drive to [Waterford Hills Boulevard and Waters Road] opposite the extension of Waterford Hills Boulevard.
- Continue Waterford Hills Boulevard (B-22) south to connect [to] with Waters Road and continue further south to the extension of Century Boulevard (B-10).

Page 32: Insert the following language prior to the text under the **Environmental Resources** heading:

The Germantown Employment Area Sector Plan falls within two watersheds: the Great Seneca Creek watershed and the Little Seneca Creek watershed.

Page 33: Amend the sections on **Forest Resources, Open Spaces, Water Quality, and Stormwater** as follows:

### **Forest Resources and Urban Tree Canopy**

In the Sector Plan area, forests cover about 340 acres, or approximately 14 percent of the total study area. Approximately 172 acres of urban tree canopy exists within the study area that does not meet the definition of a forest. If the forest and tree areas are combined, the total amount of forest and urban tree canopy is 512 acres; about 20% of the Sector Plan area is covered by trees.

Watershed tree cover greater than 45% has been correlated with good to excellent stream health, as measured by biological indicators. An analysis of the Sector Plan area shows that canopy coverage of at least 31 percent is achievable. Achieving this goal depends on retaining substantial areas of remaining existing forest, including most of the forest on the Lerner and Montgomery College properties.

#### Recommendations:

- Outstanding forest resources on the Montgomery College campus and the North End should be retained to prevent fragmentation of upland forests.
- Increase overall forest and 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] Identify opportunities for forest restoration along streams and wetlands, and target mitigation efforts to these areas during the development review process, especially where forested buffers can be connected. Target unforested road sections for street plantings.
- Restore forested stream and wetland buffers on public properties and target public land acquisition programs to preserve, enhance, or restore riparian buffers and special habitat areas.

### **Open Spaces**

- Through landscaping and forest requirements and tree plantings, [C] create an open space system that connects destinations, preserves existing natural areas, incorporates green functions, and provides opportunities for non-motorized transportation and recreation. Require tree protection plans, including soil enhancement and other techniques, to maximize planting success.

### **[Water Quality]**

#### **Wetland Resources**

- Most of the wetlands in the study area are concentrated in the headwaters and floodplains of Middle Great Seneca and in many of the feeder tributaries along the eastern portion of the Little Seneca watershed. In total, wetlands account for about 88 acres, or just below four percent, of the total acreage of the study area. Surveyed wetlands include the Germantown Bog, which is a Wetland of Special State Concern.

Recommendations:

- 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).

**Water Quality and Stormwater Management**

Water quality conditions have been monitored as part of the Montgomery County Countywide Stream Protection Strategy (CSPS). Baseline monitoring done in the 1990s indicated largely good to fair water quality in subwatersheds within the Sector Plan area. Subsequent CSPS monitoring indicated declining water quality.

Recommendations:

- 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, including restoration of the headwater stream reaches of Gunners Branch on the east side and south of the Montgomery College property, and retrofitting the stormwater management pond near the Hughes property. 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. Where development proposals contain extensive areas of impervious surfaces, reduce the amount of imperviousness by using higher buildings, clustering uses, and underground or structured parking. Refer to the County's stormwater management regulations and guidelines for other 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.

Page 34: Amend the fourth paragraph as follows:

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. Explore options for use of the structure on the Cider Barrel Historic site at its current location. If an appropriate use cannot be identified, the [The] 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.

Page 36: Replace the existing table with the following:

Existing and Proposed Total Development by Districts

	<u>Commercial Sq Ft</u>	<u>Residential Units</u>
<u>Town Center</u>	<u>6,825,137</u>	<u>4,334</u>
<u>Gateway</u>	<u>1,831,155</u>	<u>2,713</u>
<u>Cloverleaf</u>	<u>2,931,507</u>	<u>2,223</u>
<u>North End</u>	<u>4,303,595</u>	<u>3,493</u>
<u>Seneca Meadows/Milestone</u>	<u>4,729,892</u>	<u>1,742</u>
<u>Montgomery College</u>	<u>3,011,132</u>	<u>726</u>
<u>Fox Chapel</u>	<u>471,830</u>	<u>1,187</u>
<u>TOTAL</u>	<u>24,104,248</u>	<u>16,418</u>

Page 37: Revise the first sentence under **The Town Center District** as follows:

The Town Center District stretches from I-270 to the CSX tracks and Wisteria Drive and comprises the Core Neighborhood and the West End.

Page 37: Add the following language to the text at the end of the page:

The Plan recommends changing the zoning on several Town Center properties from TS to TMX-2 zoning to better achieve the Plan recommended vision of a mixed-use, transit-oriented community. The TMX-2 zone requires consistency with the master plan, the provision of amenities, and the purchase of building lot termination rights, while also providing the flexibility to achieve the Sector Plan recommended mix of uses and densities. Properties rezoned from TS to TMX-2 may move forward with additional development or redevelopment within the guidance of the Plan and will not be required to amend the development plan required by the TS Zone or adhere to the TS limits on population. To achieve more than standard density (0.5 FAR), these properties must go through project plan approval by the Planning Board.

Page 38: Revise the text under **Land Use** for the Town Center District as follows. (Note that there is some change in the order of bullets but that is not indicated by bulleting and brackets to highlight the substantive changes to the text.)

- 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

- Redevelop properties along MD 118/I-270 [(TC-5 through TC-10)] (TC-1 through TC-5) at an average density of 2.0 FAR with mixed commercial uses, including hotels. Rezone these properties from the existing I-1, I-3, and TS zoning to the TMX-2 zone to allow for the mix of uses and densities indicated in the Plan.
- Redevelop the cinema [(TC-3)] (TC-7) and Century XXI properties [(TC-4)] (TC-6) at an average density of 2.0 FAR, consisting of commercial, housing, and entertainment uses. Rezone TC-7 from TS to TMX-2 and TC-6 from I-1 to TMX-2 to allow the mix of uses and densities recommended in the Plan.
- Redevelop the Police and Fire Station property [(TC-2)] (TC-8) at an average density of 2.0 FAR of mixed-use development, including residential uses, if they can be accommodated without impeding the operation of the police and fire station properties. 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. Rezone the property from I-3 to TMX-2 to allow for the mix of uses and densities indicated in the Plan.
- Redevelop the Bellmead property [(TC-1)] (TC-9) 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. Rezone the property from TS to TMX-2 to allow for the mix of uses and densities indicated in the Plan.
- TC-10 is in the Town Center south of Lochbury Drive. Lochbury Drive is an appropriate demarcation for the transition from TMX-2 to TS zoning and, therefore, this property (as well as areas 15, 16, and 18) should be rezoned from the TS to TMX zone with an FAR of 0.5.
- TC-11 is directly west of Crystal Rock Drive and close to the Town Center Transit stop and should be rezoned from TS to TMX-2 with an FAR of 1.0.
- TC-12 is an Artery multi-family housing development that is directly adjacent to the Town Center Transit stop and should be rezoned from TS to TMX-2 with an FAR of 1.5.
- TC-13 consists of the C-3 and O-M properties along Crystal Rock Drive. The Plan confirms the land uses and density allowed by the zones
- TC-14 retains C-T zoning as the Adventist medical facility. The Plan confirms land uses and densities allowed by the C-T zone.

- TC-15 is a stormwater management parcel and not likely to redevelop, but is recommended to be rezoned to the TMX zone with a 0.5 FAR to create a consistent zoning pattern.
- TC-16 is the site of the library, the BlackRock Performing Arts Center, and the Town Commons. Although no change in use is recommended for these properties, the zoning should be changed to TMX-2 (limited to 0.5 FAR) to provide a consistent zoning pattern.
- TC-17 is Euromotors and the retail and commercial space along Century Boulevard. This property should be rezoned from TS to TMX-2 with an average density of 1.5 FAR to allow the land uses and density indicated in the Plan.
- TC-18 is an Artery townhouse development. This property is developed as single-family attached residences and is not likely to redevelop, but the Plan recommends rezoning the property to TMX-2 with an FAR of 1.0 to maintain a consistent zoning pattern south of Locbury Drive.
- Allow up to [1.0] 1.5 FAR on the Safeway [(TC-14)] (TC-19) and EuroMotors [(TC-15)] TC-17) properties between Century Boulevard and MD 118. Redevelopment should be [primarily] a mix of commercial and residential uses with street level retail. Retain a destination anchor store (such as a grocery store) as street level retail. Rezone the properties from TS to TMX-2 to allow the mix of uses and densities indicated in the Plan.
- TC-20 at the corner of MD 118 and Middlebrook Road encompasses several small commercial businesses. These properties should be rezoned from C-3 and R-30 to TMX-2 with an FAR of 1.0 to allow the densities and uses indicated in the Plan.

#### West of Middlebrook Road

- TC-21, TC-22, TC-26, and TC-31 are all zoned TS. They are north of Locbury Drive, currently developed residential, and adjacent to existing residential development. No change in zoning is recommended.
- [Redevelop the] The Germantown Commons Shopping Center [(TC-17)] (TC-23) and Upcounty Government Center (TC-24) should be rezoned from the existing TS zoning to TMX-2 zoning with [at] up to [0.5] 1.0 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.
- The Germantown Square Urban Park (TC-25) should be rezoned to TMX-2 with an average density of 1.0 FAR to provide a consistent zoning pattern and density with adjoining properties. The Plan recommends relocating park use of this property to a site near the Upcounty Regional Services Center to create a family-style park. In the event that the land exchange occurs, this property may be combined with adjoining uses under the TMX-2 zone.
- Redevelop properties along the southeast side of Locbury Drive Extended [(TC-21)] (TC-27) at an average density of 0.5 FAR if assembled under optional method development. The



existing C-2 zoning should be changed to RMX-2C to allow for the mix of uses and densities indicated in the Plan.

- Redevelop the Sugarloaf Shopping Center [(TC-20) (TC-28)] 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. The existing C-1 and C-2 zoning should be changed to RMX-2C to allow for the mix of uses and densities indicated in the Plan. Provide a public street through the property from Germantown Town Commons to Wisteria Drive.
- The MD 118 properties (TC-29) are currently zoned O-M and C-T and are recommended to be rezoned to TMX-2 to create a consistent zoning pattern with non-residential development limited to 1.0 FAR. Access to these properties will be from Wisteria Drive or Walter Johnson Road; no access will be granted from MD 118.
- [Develop t] The Trevion property [(TC-18)] (TC-30) should be rezoned from the existing C-O zoning to TMX-2 to allow for the mix of uses and densities indicated in the Plan. It should be developed 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.

Page 39: Revise the second bullet and add an additional bullet as follows:

- [Keeping people on the sidewalk of Century Boulevard is important. No open space should compete with this objective.] Develop Century Boulevard as a Promenade, an active street with wide sidewalks to accommodate sidewalk cafes and restaurants, from Matan property east of Aircraft Drive to Sugarloaf Shopping Center property west of Middlebrook Road. Open spaces should support this objective. Small gathering spaces along the pedestrian route allow[s] 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 eastern end of the Promenade [bend of Century Boulevard] and a new park with an urban play area adjacent to the Upcounty Regional Services Center.
- Design buildings to architecturally respond to views and vistas and landmark sites. Landmark sites are properties that terminate significant views down a street.

Page 39: Revise the graphic to show the correct location of the stream buffer.

Page 40: Delete first bullet, second column and replace with the following:

- [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 three to four stories at street level with building stepbacks for upper floors.]

- Allow building heights up to 180 feet at the Transit Station, surrounded by buildings up to 143 feet for properties extending over to I-270. The Trevion property and properties fronting MD 118 between Wisteria Drive and Aircraft Drive should have building heights up to 100 feet. Along Century Boulevard, limit building heights to 60 feet to maintain sufficient light and air along the Promenade. Ensure compatibility with adjacent residential community by stepping down building heights at the edges of the district. Achieve a pedestrian scale throughout the district by setting back upper floors to reduce a sense of building bulk and mass.

Page 40: Add a new bullet before **Transportation**:

- Building setbacks from I-270 should maintain existing setback of 200 feet from the current right-of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing building line.

Page 40: Add a new first bullet under **Transportation** as follows:

- Construct street improvements according to the “urban area” standards in the County’s Road Construction Code.

Page 41: Revise the first sentence under **The West End** as follows:

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

Page 41: Revise the text under **Land Use** for the West End as follows:

North of MD 118

- The industrial properties (TC-31) will retain TS zoning under this Plan. These properties are adjacent to other TS properties outside the Sector Plan boundaries.
- The Fairfield residential property (TC-32) is covered by existing development approvals under RMX-2. This Plan confirms this zone and density for this property.
- Redevelop the Martens [(TC-22)] (TC-33) and the Waters Road Triangle [(TC-23)] (TC-34) 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. The residential component may be increased with an offsetting decrease in commercial density so that the maximum density does not exceed 0.8 FAR. The Martens property should retain its RMX-2 zoning, while the Waters Road Triangle properties should be rezoned to RMX-2C to ensure that existing businesses are conforming uses.

- 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 (TC-35) with street level retail facing MD 118 and a parking structure for MARC riders set into the slope of the property. The property should be rezoned from R-200 to TMX-2 at an average density of 0.35 FAR to allow for the mix of uses indicated in the Plan and to maintain compatibility with the nearby historic district. The parking structure's siting, height, and design should be compatible with the nearby historic district. Maintain the surface parking and bus [station] transfer area 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.
- Rezone the historic Pumphrey Mateny House (TC-36) from O-M to TMX-2 with an average FAR of 0.5 to allow for the mix of uses and densities indicated in the Plan.
- Create two additional single-family detached lots on County-owned property east of the Pumphrey-[Mateny] Mateny House fronting Walter Johnson Drive (TC-38) to create a compatible setting for the historic property. The property should be rezoned from O-M to TMX-2 to allow for the mix of uses and densities indicated in the Plan.
- Redevelop properties south of MD 118 between the MARC station and Wisteria Drive [(TC-26)] (TC-37) with mixed uses up to 0.5 FAR. Orient commercial uses to MD 118 and single-family attached residential uses along Walter Johnson Drive. The property should be rezoned from O-M to TMX-2 to allow for the mix of uses and densities indicated in the Plan.
- The Walter Johnson property (TC-39) should be rezoned from O-M to TMX-2 to allow for the mix of uses and densities indicated in the Plan. This area is suitable for multi-family and attached housing with the FAR limited to 0.5.
- Redevelop the Medical Office Park [(TC-28)] (TC-40) as mixed-use with a residential emphasis, up to 18 units per acre. The property should be rezoned from R-200 to TMX-2 to allow a mix of uses.
- If the post office [(TC-29)] (TC-41) relocates, redevelop the site for residential uses at 18 units per acre. The property should be rezoned from R-200 to TMX-2 so the zoning will be consistent with that of the surrounding properties.

Page 41: Revise the third bullet under **Urban Form** as follows:

- [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.]
- Allow building heights along MD 118 to gradually increase from 40 feet at the County's commuter parking lot to 100 feet at Middlebrook Road. Building heights in the west end generally should not exceed 60 feet and should step down adjacent to existing residential communities.

Page 41: Delete the fourth bullet under **Urban Form**.

- [Terminate the western vista of Century Boulevard on the Martens property with a building that marks the view.]

Page 42: Add a new first bullet under **Transportation** as follows:

- Designate the Town Center District as an Urban Area for purposes of the Road Construction Code.

Page 42: Revise the first bullet under **Transportation** as follows:

- Extend Century Boulevard from Wisteria Drive to [Waters Road to improve access to the MARC station. Provide a street connection to] an extension of Waterford Hills Boulevard to create a street network and improve access to the Core Neighborhood.

Page 43: Revise the first sentence under **The Gateway District** as follows:

This Plan does not recommend changes in land uses in the 382-acre Gateway District [from today's] where today there are commercial and industrial uses.

Page 44: Revise the third bullet under **Land Use** as follows:

- New housing at 25 dwelling units per acre should be developed on the Rolling Hills property close to the MARC station. The property should be rezoned from the existing combination of R-H, PD-9, R-30 and C-T to RMX-1 to provide incentives for redevelopment and increasing affordable housing opportunities through moderately priced dwelling units and workforce housing. Environmental buffers within the site should be protected.

Page 44: Revise the second bullet in the second column as follows:

- [Orient high-rise residential buildings o] On the Rolling Hills property [with] locate high-rise residential buildings on 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. Building heights should not exceed 90 feet and should step down towards the perimeter of the site where the edge of the property faces the historic district. Provide off-site pedestrian access to the station and upgrade the adjacent stormwater management pond as a feature.

Page 46: Revise the text under **Land Use** for the Cloverleaf District as follows:

- 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. The entire Cloverleaf District is recommended to be rezoned from I-3 to TMX-2 to create opportunity for mixed-use development near the future Cloverleaf CCT station.
- 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 for each property 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 a limited amount of street level retail near the transit station that may include activating uses such as a small grocery store. [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; the exact location will be determined at time of development.
- Provide a series of urban open spaces and wide sidewalks along Century Boulevard and Cloverleaf Center 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.

Page 46: Amend the third bullet in the middle column as follows:

- [Maintain the 100-foot building setback along I-270.]
- Building setbacks from I-270 should maintain the existing setback of 200 feet from the current right-of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing building line.

Page 46: Amend the fourth bullet in the middle column as follows:

- Allow building height of 143 feet (12 stories) clustered around [at] the transit station to define the [focus the neighborhood] center, transitioning to lower building [with] heights [decreasing toward] along Crystal Rock Drive. [Permit building height of 100 feet (eight stories) along I-270, consistent with predominant heights in this northwestern end of the I-270 Corridor.] Permit up to 125 feet along I-270 with a variety of heights ranging from 6 to 10 stories.

Page 46: Add a new first bullet under **Transportation** as follows:

- Designate the Cloverleaf District as an Urban Area for purposes of the Road Construction Code.

Page 46: Revise the third bullet under **Transportation** as follows:

- Provide a [130-foot wide] 134-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.

Page 48: Revise the text under **Land Use** for the North End District as follows:

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, d] Develop the Symmetry/Totah property (NE-1) at an average density of [0.75] 1.0 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 has 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] Residential development may include a mix of high-rise and low-rise residential units, provided the total density for the site does not exceed 0.7 FAR.

- Area NE-1 should be rezoned from the I-3 zone to the TMX-2 zone to allow a mix of uses and densities at the Manekin CCT station, and NE-2 should be rezoned from TS to TMX-2 to create a mixed-use transit-oriented community. NE-3, NE-4, and NE-5 should retain their existing R-30 zoning as stable existing neighborhoods.

East of I-270

- [In Stage 1, d] Develop the Milestone North property at an average density of [0.75] 1.0 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.]
- Area NE-6 should be rezoned from the I-3 zone to the TMX-2 zone to allow a mix of uses at the Dorsey Mill CCT station. NE-7 should retain its R&D zoning and NE-8 should retain its existing R-30 zoning as transition to the adjoining North Germantown Greenway Park.

Page 48: Revise the second bullet under **Urban Form** and add another bullet as follows:

- [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.]
- For the west side of I-270, permit building heights of 143 feet, clustered at the transit station and along I-270. For the east side of I-270, permit buildings up to 125 feet along I-270. Throughout the district, provide a three to four story base and set back upper floors. Step down building heights towards existing residential communities.
- Building setbacks from I-270 should maintain the existing setback of 200 feet from the current right-of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing building line.

Page 51: Add a new bullet under **Land Use** for the Seneca Meadows District as follows:

- Rezone portions of the Seneca Meadows property (SM-1) from I-3 to TMX-2 to allow a mix of uses at the Seneca Meadows CCT station.

Page 51: Revise the section under **Urban Form** as follows:

- [Locate a 25,000 square foot community recreation center and an urban park near the transit station.] This area would be appropriate for a community recreation center if the site develops

with a residential component and an alternative location for the recreation center in the vicinity is not identified.

- [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.] Allow building heights up to 143 feet clustered at transit station to create a defined center. Allow 100 foot building heights along I-270. Step down building heights towards existing residential neighborhoods to the north, south and east. Establish a three- to four-story building base with stepbacks for upper floors.
- [Locate] Concentrate a limited amount of street level retail [uses along streets] near the transit station. Big box retailers, if proposed, should have active store fronts with multiple entrances and smaller retail uses facing [the street] Seneca Meadows Parkway and Observation Drive.
- [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.]
- Building setbacks from I-270 should maintain existing setback of 200 feet from the current right-of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing building line.
- 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.] Dedicate a one-half acre urban park (adjacent to the future recreation center if it is to be located in this area). Either dedicate additional land for the community recreation center or integrate the center into the ground floors of a mixed-use building if this area is selected as the location for the center.

Page 53: Revise the text under **Land Use** for the Montgomery College District as follows:

- Expand Montgomery College's academic facilities to [1.9] 1.1 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; academic facilities are subject to the Mandatory Referral process under the Regional District Act.
- The existing combination of I-3 and R-60 zoning on the College property will probably not serve the College's goals to partner with private biotechnology, medical, and/or technology businesses that may help support the College's mission. This Sector Plan recommends rezoning the entire property to the I-3 zone (for development under the standard or optional method), which appears to provide the greatest flexibility to meet the College's needs. Current revisions being considered for the Life Science Center (LSC) zone could also make this zone appropriate for the College property. Once the zone is amended, additional analysis should determine whether the I-3 or LSC zone would better serve the College's needs. If this determination is made after the Sectional Map Amendment, and rezoning is advised, a government-sponsored Local Map Amendment may be appropriate.



- Preserve [50] 46 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 whenever feasible to reduce impervious surface area and improve water quality in the Gunners Branch watershed. If structured parking is not appropriate in the early phases of development, project design should not preclude adding structured parking at a later time.
- Explore options for use of the structure on the Cider Barrel historic site at its existing location. If no reuse opportunity is identified, [R] relocate the Cider Barrel [historic site] to another location in the Sector Plan area. Additional guidance appears in Appendix 12.

Page 53: Revise the top 3 bullets in the second column and add an additional bullet as follows:

- Incorporate structured parking into buildings where feasible and pave surface parking areas with permeable materials.
- Buildings must have a minimum of three stories where feasible 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] cluster new development to ensure a dense and cohesive campus.
- Building setbacks from I-270 should maintain existing 200 feet from the current right-of-way or 100 feet from an interchange ramp. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing building line.

Page 53: Revise the first bullet under **Transportation** as follows:

- The College's planned expansion and technology park require 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] west and south sides of the campus with future connections to MD 355.

Page 53: Delete the second bullet under **Transportation**.

- [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.]

Page 55: Revise the text under **Land Use** for the Fox Chapel District as follows:

- The Fox Chapel Shopping Center and adjacent residential uses [(FC-1)] should be redeveloped as a mixed-use village center of commercial and residential uses. Rezoning these properties from the existing C-1 (on FC-1 and FC-4) and R-200, R-90, R-30, and C-1 (on FC-5) to the RMX-2C/TDR zone can best accomplish the Plan's goal for a single mixed-use development. If the properties submit a joint plan of development [are assembled], allow development on FC-1 and FC-4 of up to 0.3 FAR for commercial uses and 22 dwelling units per acre [for the Fox Chapel Shopping Center], and on the Middlebrook Mobile Home Park (FC-5) allow residential development of 22 units per acre and 0.3 FAR on the portion of the site along MD 355 and approximately 220 feet in depth (formerly zoned C-1). The joint plan of development should demonstrate how properties will be connected to the bus transit center in the Fox Chapel District to be built by the private sector and how the plan will achieve the Sector Plan objective to provide connections between the residential and commercial portions of the area.
- If properties [are not assembled] do not submit a joint plan of development, [commercial] density should not exceed 0.3 FAR and five dwelling units per acre for FC-1 and FC-4 and the portion of Middlebrook Mobile Home Park along MD and five dwelling units per acre for the remainder of 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.]
- Rezone the strip of land to the east of the property zoned C-1 from R-90 to C-1 to facilitate access from Plummer Drive for the southern portion of C-1.
- Rezone the Middlebrook Inn property (FC-10) from R-90 to C-1 to allow continued operation of the restaurant as a permitted use.

Page 55: Add a new bullet at the bottom of the first column:

- Building heights should not exceed 60 feet along MD 355, stepping down in height to 50 to 60 feet along the eastern edge of the district to be compatible with existing residential neighbors.

Page 56: Revise the second sentence under **Zoning** as follows:

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.

Page 56: Revise the third column as follows:

The list of potential projects to be covered by the Amenity Fund appears [in Appendix 20 and incorporated by reference in this Plan] on page \*\*\*.

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

Page 56: Revise the Proposed Transit Station Development Area to show a more comprehensive map of the areas identified for TMX zoning.

Pages 57 to 63: Revise zoning maps to reflect the zoning changes made by the County Council.

Pages 64 to 65: Delete pages 64 to 65, which describe the Planning Board recommended staging plan.

Pages 66-69: In the Road Network table add a superscript “2” for the Target Speed column headers, and add the following footnote:

<sup>2</sup> Target Speed listed reflects the ultimate target speed for each roadway segment upon buildout, and the characteristics of the road design are to be set in a context-sensitive manner.

Pages 66-69: In the Road Network table add a superscript “3” for the Cross-Section column headers, and add the following footnote:

<sup>3</sup> The Cross-Section refers to a specific standard in Executive Regulation 31-08 in 2008. If the regulation is amended, the cross-section should be an adopted standard most closely resembling the initial standard.

Pages 66-69: Revise the following in the Road Network table as follows:

Revise the Proposed ROW (ft.) for Century Boulevard from 130\* to 134\* for the first three segments.

Revise the western limit for the fourth segment of Century Boulevard from Waters Road to Waterford Hills Boulevard.

Add this footnote for Cider Press Place: An alternative route connecting Observation Drive to MD 355 in the vicinity may be selected, as long as it is a 2-lane minor arterial with direct access to and from northbound and southbound MD 355.

Revise the Proposed ROW (ft.) for Father Hurley Boulevard between Crystal Rock Drive and I-270 from 120 to 150.

Correct the spelling for Frederick Road and revise its footnote as follows: This Plan recommends a 250’ right-of-way for Frederick Road (MD 355) pending completion of the Midcounty Highway Extended (M-83) and Countywide Bus Rapid Transit facility planning [study] studies [by the County Council]. Following completion of these studies, the Council may by resolution set a smaller minimum right-of-way, but not less than 150’.

Add Locbury Drive as a Business District Street (B-5) between Wisteria Drive and Middlebrook Road with a minimum 80' right-of-way, 2 travel lanes, a 25 mph target speed and a cross-section TBD.

Add Locbury Drive as a Primary Residential Street (P-2) between Middlebrook Road and Crystal Rock Drive with a minimum 70' right-of-way, 2 travel lanes, and an "As built" cross-section.

Revise the Proposed ROW (ft.) for Observation Drive between Dorsey Mill Road and Germantown Road from 100 to 150.

Pages 70-72: Revise the following in the Bikeway Network table as follows:

Revise the bikeway on Crystal Rock Drive between Wisteria Drive and Germantown Road to a dual bikeway: a shared use path and a signed shared roadway.

Add this footnote to the bikeway on Crystal Rock Drive between Germantown Road and Kinster Drive: <sup>1</sup>Evaluate the feasibility of bike lanes in this segment.

Revise the bikeway on Kinster Drive between Century Boulevard and Crystal Rock Drive to a dual bikeway: a shared use path and a signed shared roadway.

Revise the bikeway on Observation Drive between Little Seneca Creek and Middlebrook Road to a dual bikeway: a shared use path and a signed shared roadway.

Revise the bikeway on Shakespeare Boulevard between Observation Drive and Frederick Road to a dual bikeway: a shared use path and a signed shared roadway.

Revise the bikeway on Wisteria Drive between Germantown Road and Waring Station Road to a dual bikeway: a shared use path and a signed shared roadway.

Page 73: Delete the third paragraph and replace as follows:

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

This Plan recommends that an urban service district be established as soon as feasible, but recognizes that additional development will most likely need to precede the creation of the urban district to provide a source of funding. It may be advisable to create the district in two phases to provide the necessary focus on Town Center.

Page 74: Delete the following language from the fourth bullet:

- defining the area served by a circulator bus [(Phase I and Phase II)]

Page 74: Amend the first full paragraph on the page as follows:

[A parking lot district may be considered for the Town Center District. If determined to be feasible, the parking lot district would own and manage parking structures that would satisfy parking requirements for public and private development in the Town Center.]

Parking policy should encourage transit ridership, require fewer parking spaces, and take advantage of shared parking. A parking district for the Town Center should be established soon after the adoption of this Plan. The parking district would manage parking facilities that would satisfy parking requirements for public and private development in the Town Center.

Page 74: Insert the following paragraph after the second full paragraph (before the **Capital Projects** section):

The Comprehensive Ten-Year Water Supply and Sewerage System Plan is the County's program for providing community water and sewer service. The Sector Plan recommends all properties be approved for community water and sewer service.

### **General**


All illustrations and tables included in the Plan are to be revised to reflect District Council changes to the Planning Board Draft (February 2009). The photographs and captions of existing and approved development presented at the County Council worksessions to illustrate the recommendations in the text should be included to achieve clarity. Maps showing the existing zoning should be added to Sector Plan. Maps that identify the location of various properties should be relocated so that they are near the text describing the property.

Several recommended rezonings in this Sector Plan will impact projects that are in the middle of multiple phase development projects or may redevelop. The Planning Board should give any project, which was part of a comprehensive development, full credit for the public use space previously donated in determining the public use space requirements for the new zone. If that project's prior contribution of public space meets the requirement for the new zone, the project would have met its requirement. The Planning Board should adjust public space requirements if the property owner already provided public space in a previous stage of development that met the public space requirements for the full build-out of the project. This would allow a change in development review practices for that project or may require a zoning text amendment.

Two zoning text amendments will need to be adopted to implement the recommendations of this Plan. The first would allow the minimum acreage for the TS zone to be reduced to less than 1,500 acres if the reduction is the result of a sectional map amendment. The second zoning text amendment should amend the grandfathering provisions of the TMX zone to include properties being rezoned from the TS zone to the TMX zone and to clarify which approved plans are grandfathered.

The text and graphics are to be revised as necessary to achieve clarity and consistency, to update factual information, and to convey the actions of the District Council. All identifying references pertain to the Planning Board Draft (February 2009).

This is a correct copy of Council action.

  
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Linda M. Lauer, Clerk of the Council