

Action

MEMORANDUM

September 18, 2009

TO: County Council

FROM: Marlene L. Michaelson, Senior Legislative Analyst 

SUBJECT: Resolution to Approve the Germantown Sector Plan

Attached on © 1 to 30 is a resolution to approve the Germantown Sector Plan. The resolution makes changes to the Planning Board Draft to implement the decisions of the Council with regard to the Sector Plan. A draft of the resolution has been posted on the Council website for the past 10 days to give interested parties the opportunity to review the document and provide comments. Staff received comments on the draft from Councilmembers, the Park and Planning Department, Executive Staff, community representatives, and property owners. Those changes which Staff believes are technical or editorial in nature and convey the intent of the Council as of July 28, 2009 were incorporated into the resolution. Staff did not include comments that substantively change the Plan or do not add clarity to the text. Changes to the previous draft are highlighted and shown with double underlines for additions and double brackets for deletions.

Planning Department Staff have renumbered the properties in Town Center so that all properties considered by the Council are now numbered. A chart which indicates the changes in numbers appears on © 31 and a map of the newly numbered properties in on © 32. Attached on © 33 to 37 is a memorandum from Planning Department Staff addressing the following issues:

- Planning Department Staff reran the transportation model with all the changes approved by the Council. The result indicates that the land use and transportation are still in balance.
- The Planning Department recommends the rezoning of a small C-1 property so as not to make it a non-conforming use. This is a substantive change from the Council action thus far, but one that Council staff supports. The resolution before you includes the Planning Department recommended change (see lines 1161 to 1162).
- The Planning Department has indicated that they will have comments regarding the language at the end of the resolution about accounting for previously dedicated public use/open space (see lines 1312 to 1317).

A change in the resolution worth noting is that Staff has reworded the text regarding the Cider Barrel so it does not appear to favor relocation over an option for reusing the structure at its current location, if one can be identified. Language regarding the Cider Barrel appears at lines 289-290, 574-579, and 1096-1099.

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Resolution No.: _____
Introduced: _____
Adopted: _____

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

By: District Council

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:

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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.

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

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<u>Existing and Proposed Development</u>				
	<u>Existing</u>	<u>Approved but unbuilt</u>	<u>1989 Master Plan</u>	<u>2009 Master Plan³</u>
<u>Dwellings¹</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>Jobs²</u>	<u>23,080</u>	<u>9,260</u>	<u>53,000</u>	<u>68,870</u>

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¹ Not including bonus dwelling units that may be applicable

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² Number of jobs rounded

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

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Page 15: Modify the second column as follows:

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Zoning Strategy

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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.

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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.

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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.

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126 Page 16: Add a new bullet to the bottom of the page:
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- 128 • Locating the tallest buildings at the transit stations or within the centers and stepping down
129 heights adjacent to existing residential communities.

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132 Page 17: Amend the third paragraph as follows:
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134 The design guidelines to implement this Sector Plan and all development must address the following
135 principles:
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138 Page 18: Replace the section titled Building Form and Façade Design as follows:
139

- 140 • Building Form and Facade Design

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

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

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

161

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

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

171
172 [Retail Locate the tallest buildings in Germantown, up to 180 feet (15 stories), at the Town Center
173 transit station and adjacent properties. Other districts should have defined centers created by locating
174 the tallest buildings at transit stations.

175
176 Use minimum building heights to enhance value, efficiency, and compactness. Decrease building
177 heights stepping down from the center as a transition to adjoining residential communities and to
178 create compatible relationships. Provide varied building heights and roof designs to create a visually
179 interesting skyline.]

180
181 Locate the tallest buildings in Germantown at the Town Center's Transit Station and surrounding
182 properties along I-270, stepping down heights towards existing residential communities. Tall
183 building heights are encouraged at the transit stations and within each district to create defined
184 centers. See building heights within each district for specific height limits.

185
186 Use a minimum building height of three stories, where feasible, to enhance value, efficiency, and
187 compactness. Step down building heights towards the edges of districts adjacent to surrounding
188 residential communities to create compatible transitions. Provide varied building heights and roof
189 designs to create a visually interesting skyline.

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

193
194 Establish a parking [lot] district in the Town Center to promote urban development by consolidating
195 parking facilities.

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

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201
202 • Public Amenities

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

209
210 Germantown's transformation into a more urban place must have a significant level of amenity to
211 help enhance and establish identity and character in new public and private development. Amenities
212 will provide residents and workers greater enjoyment of new development, open spaces, and special
213 areas such as the Town Commons in front of the BlackRock Center for the Arts. A greater number
214 of amenities will help establish the Town Center as the upcounty cultural arts district and
215 complement the entertainment uses and restaurants that are coming to this area.

216
217 A placemaking approach to providing amenities is recommended, integrating historic-, cultural-, and
218 nature-oriented themes. Design character should range from sophisticated to fun and playful.

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

222 Area Wide Amenities

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

232 District Amenities

233 Town Center

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

249 West End

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

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[[Gateway

1. Start the interpretation of Germantown’s themes in the neighborhood, then lead to Seneca Creek trail signage, again highlighting the cultural and natural history of the area.]]

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 [[and, potentially, restrooms in the retrofitted carriage house]].

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

- 314 • a new urban recreation center with outdoor space to serve residents on the east side of I-270.
315
316 • a new elementary school on the Waring Station Road school site, if needed.]
317

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

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323 The Plan area covers the Montgomery County Public Schools (MCPS) high school clusters for
324 Clarksburg, Seneca Valley, and Northwest high schools. Residential development in the Plan area
325 will be predominantly multi-family dwellings, which generates a smaller number of students per
326 unit. Most development will occur in the Seneca Valley Cluster.
327

328 A number of elementary schools and middle schools in the three clusters affected by the
329 Germantown Sector Plan are projected to exceed capacity. In the fall of 2009, MCPS will submit its
330 recommended FY 2011-2016 CIP request. This request anticipates that schools that are projected to
331 be over capacity will be considered for changes that increase capacity in the future. Potential
332 projects to add capacity include: developing an undeveloped school site in the Sector Plan area
333 (Waring Station), opening William B. Gibbs, Jr. Elementary School in the Milestone community,
334 adding new elementary schools at four sites in Clarksburg, expanding Clarksburg High School,
335 constructing Clarksburg Middle School #2, and expanding either Lake Seneca or Waters Landing
336 Elementary Schools.
337

- 338 • Monitor elementary school capacity to determine when the Waring Station Elementary School
339 site is needed or explore redistricting to accommodate new students generated by future
340 development in the Sector Plan area.
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342 Fire, Rescue, and Emergency Medical Services

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344 The Germantown planning area is served by two existing fire stations: Station 29 (Germantown) is
345 within the Sector Plan boundary, and Station 22 (Kingsview) is located west of the Sector Plan
346 boundary. A third station, Station 34 (Milestone) is under construction on the east side of I-270
347 within the Sector Plan boundary. No additional fire or rescue facilities are planned for Germantown.
348

349 Adventist Health Care opened the Shady Grove Adventist Emergency Center in Germantown in
350 2007. This free-standing emergency facility within the Sector Plan boundary provides the same
351 emergency medical care that patients can receive at a hospital emergency department. The Shady
352 Grove Adventist Emergency Center will significantly improve access to emergency medical care for
353 residents of the County.
354

355 Public Safety/Police

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

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

366
367 Other civic uses within the Plan area include the BlackRock Center for the Arts, located at 12901
368 Century Boulevard in the Town Center. This 30,800 square foot facility was constructed in 2002 as
369 a centerpiece for the Germantown community by providing arts education, gallery, and performance
370 space. The Town Commons facing Century Boulevard serves as the community gathering space and
371 seating for outdoor performances.

372
373 Recreation Center

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

- 378
379 • Locate a future Recreation Center on residential property adjacent to Ridge Road Recreation
380 Park at the southwest corner of the intersection of Brink Road and Ridge Road. In the event
381 these properties become available, Parks staff would begin working with Department of
382 Recreation staff to determine whether the program associated with a Recreation Center would fit
383 in the area of park expansion. If this site is not feasible, the Seneca Meadows area may be an
384 appropriate alternative location.

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386 Libraries

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

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

- 395
396 • Establishing higher densities and a minimum building height of three stories, where feasible,
397 means more opportunity for residential units above commercial spaces

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400 Page 23: Revise the chart at the top of the page and delete first paragraph in the middle column as
 401 follows:
 402

Housing Within the Sector Plan Area			
	Total Units	Market Rate	MPDUs ¹
Existing dwelling units	6,214	6,029	185
Proposed new dwelling units ²	[10,854]	[9,497]	[1,357 ³]
	10,204	8,928	1,276 ³
TOTAL	16,418	[15,526]	[1,542]
		14,957	1,461

403 ¹This figure does not include units under rent control or ownership by the Housing Opportunities
 404 Commission

405 ²Approximately 650 units will be redeveloping and subject to MPDU requirements

406 ³Does not include any density bonus units that may be applicable

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 408 [This Plan provides for approximately 15,101 dwelling units, with approximately 12.5 percent of
 409 these units added to the MPDU inventory. The total number of MPDUs to be created doesn't total
 410 exactly 12.5 percent (1,880 units) because of how MPDUs are calculated in the Town Sector zone.]
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413 Page 23: Revise the first sentence of the second paragraph in the middle column as follows:

414
 415 The Plan designates a County-owned parcel at Crystal Rock Drive and Century Boulevard for
 416 workforce housing as the police and fire facilities are updated, if housing can be accommodated
 417 without impeding the operations of the police and fire stations.
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420 Page 23: Revise Senior Housing table as follows:
 421

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

422 ¹Approved July 2008, unbuilt

423 ²2007/2008 construction, now being leased

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 425
 426 Page 23: Revise the first bullet on the last column as follows:
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- 428 • New housing should be suitable for both young and old, and for those with all ranges of physical
 429 ability. Units will be served by elevators and have at-grade entrances, wide hallways to
 430 accommodate wheelchairs, and other features. [Local and national research indicates that s]
 431 Seniors should be provided with options to either age in place or move to retirement

432 communities, and planning should facilitate both options. [don't plan on leaving their current
433 homes, so new construction and renovations will be designed to allow residents to age in place.
434 Decentralized support services will provide home assistance to allow residents to stay at home as
435 long as possible and minimize the need to create age restricted communities.]
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437

438 Page 24: Modify the last sentence in the third paragraph as follows:
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440 One-way pairs [can] might also be used to improve circulation.
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442

443 Page 25: Revise the first bullet under **Bus Transit and MARC** as follows:
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- 445 • Initiate a circulator bus providing frequent service between the Town Center, MARC station, and
446 transit neighborhoods. This service may be funded by [Phase I of] the proposed urban service
447 district.
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450 Page 27: Revise the paragraph on Parking as follows:
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452 Parking policy should encourage transit ridership, require fewer parking spaces, and take advantage
453 of shared parking. A parking district for the Town Center should be established soon after the
454 adoption of this Plan. Projects should include flex cars and spaces, use structured parking where
455 feasible (or otherwise ensure that project design does not preclude future options for structured
456 parking), and screen parking from the street.
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459 Page 29: Revise the first sentence of the first full paragraph as follows:
460

461 The Montgomery County Department of Transportation's (DOT) study of Midcounty Highway
462 Extended (M-83) is expected to be completed in [early 2010] Spring 2014.
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464

465 Page 31: Revise third and fourth bullets under **Local Street Network** as follows:
466

- 467 • Extend Century Boulevard west across Wisteria Drive to [Waterford Hills Boulevard and Waters
468 Road] opposite the extension of Waterford Hills Boulevard.
- 469 • Continue Waterford Hills Boulevard (B-22) south to connect [to] with Waters Road and continue
470 further south to the extension of Century Boulevard (B-10).
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472

473 Page 32: Insert the following language prior to the text under the **Environmental Resources** heading:
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475 The Germantown Employment Area Sector Plan falls within two watersheds: the Great Seneca
476 Creek watershed and the Little Seneca Creek watershed.
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479 Page 33: Amend the sections on **Forest Resources, Open Spaces, Water Quality, and Stormwater** as
480 follows:

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482 **Forest Resources and Urban Tree Canopy**

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

488

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

494

495 Recommendations:

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- 497 • Outstanding forest resources on the Montgomery College campus and the North End should be
498 retained to prevent fragmentation of upland forests.
- 499 • Increase overall forest and tree canopy coverage from the 2008 level of 20 percent to 30-40
500 percent by 2038. [Establish additional tree canopy and vegetation in critical stream and wetland
501 buffer areas] Identify opportunities for forest restoration along streams and wetlands, and target
502 mitigation efforts to these areas during the development review process, especially where
503 forested buffers can be connected. Target unforested road sections for street plantings.
- 504 • Restore forested stream and wetland buffers on public properties and target public land
505 acquisition programs to preserve, enhance, or restore riparian buffers and special habitat areas.

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509 **Open Spaces**

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

515

516 **[Water Quality]**

517

518 **Wetland Resources**

519

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

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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.

572 Page 34: Amend the fourth paragraph as follows:

573

574 Landmark historic sites along MD 355 such as the Cider Barrel and Neelsville Church provide a
575 sense of place and wayfinding aids for residents and visitors. Explore options for use of the structure
576 on the Cider Barrel Historic site at its current location. If an appropriate use cannot be identified,
577 [[Unless an appropriate option is identified for continued use of the structure at the existing site,
578 [T]]] the [[historic]] Cider Barrel should be relocated to public property such as the police and fire
579 site, the Upcounty Regional Services Center, or along the Century Boulevard promenade.

580

581

582 Page 36: Replace the existing table with the following:

583

584 Existing and Proposed Total Development by Districts

585

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

586

587

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

589

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

592

593

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

595

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

605

606

607 Page 38: Revise the text under **Land Use** for the Town Center District as follows. (Note that there is
608 some change in the order of bullets but that is not indicated by bulleting and brackets to highlight the
609 substantive changes to the text.)
610

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

613 East of Middlebrook Road
614

- 615
616 • Redevelop properties along MD 118/I-270 [(TC-5 through TC-10)] (TC-1 through TC-5) at
617 an average density of 2.0 FAR with mixed commercial uses, including hotels. Rezone these
618 properties from the existing I-1, I-3, and TS zoning to the TMX-2 zone to allow for the mix
619 of uses and densities indicated in the Plan.
620
- 621 • Redevelop the cinema [(TC-3)] (TC-7) and Century XXI properties [(TC-4)] (TC-6) at an
622 average density of 2.0 FAR, consisting of commercial, housing, and entertainment uses.
623 Rezone TC-7 from TS to TMX-2 and TC-6 from I-1 to TMX-2 to allow the mix of uses and
624 densities recommended in the Plan.
625
- 626 • Redevelop the Police and Fire Station property [(TC-2)] (TC-8) at an average density of 2.0
627 FAR of mixed-use development, including residential uses, if they can be accommodated
628 without impeding the operation of the police and fire station properties. Expand police
629 facilities, retain the fire and rescue facility, and provide structured parking for all uses on the
630 property. Mixed-uses should include street level retail, restaurants, and a significant amount
631 of affordable or workforce housing. Rezone the property from I-3 to TMX-2 to allow for the
632 mix of uses and densities indicated in the Plan.
633
- 634 • Redevelop the Bellmead property [(TC-1)] (TC-9) with up to 2.0 FAR of mixed-use
635 development with a minimum of 70 percent residential uses and include a 0.3-acre public use
636 space at the transit station. Rezone the property from TS to TMX-2 to allow for the mix of
637 uses and densities indicated in the Plan.
638
- 639 • TC-10 is in the Town Center south of Locbury Drive. Locbury Drive is an appropriate
640 demarcation for the transition from TMX-2 to TS zoning and, therefore, this property (as
641 well as areas 15, 16, and 18) should be rezoned from the TS to TMX zone with an FAR of
642 0.5.
643
- 644 • TC-11 is directly west of Crystal Rock Drive and close to the Town Center Transit stop and
645 should be rezoned from TS to TMX-2 with an FAR of 1.0.
646
- 647 • TC-12 is an Artery multi-family housing development that is directly adjacent to the Town
648 Center Transit stop and should be rezoned from TS to TMX-2 with an FAR of 1.5.
649
- 650 • TC-13 consists of the C-3 and O-M properties along Crystal Rock Drive. The Plan confirms
651 the land uses and density allowed by the zones
652
- 653 • TC-14 retains C-T zoning as the Adventist medical facility. The Plan confirms land uses and
654 densities allowed by the C-T zone.

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- 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

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

- 704
- 705 • Redevelop the Sugarloaf Shopping Center [(TC-20) (TC-28) at an average density of 0.6
706 FAR of mixed uses, with a retail emphasis that includes housing; the optional method of
707 development is recommended. The existing C-1 and C-2 zoning should be changed to RMX-
708 2C to allow for the mix of uses and densities indicated in the Plan. Provide a public street
709 through the property from Germantown Town Commons to Wisteria Drive.
- 710
- 711 • The MD 118 properties (TC-29) are currently zoned O-M and C-T and are recommended to
712 be rezoned to TMX-2 to create a consistent zoning pattern with non-residential development
713 limited to 1.0 FAR. Access to these properties will be from Wisteria Drive or Walter
714 Johnson Road; no access will be granted from MD 118.
- 715
- 716 • [Develop t] The Trevion property [(TC-18)] (TC-30) should be rezoned from the existing C-
717 O zoning to TMX-2 to allow for the mix of uses and densities indicated in the Plan. It should
718 be developed at an average density of 1.0 FAR of mixed uses with an employment emphasis
719 that achieves at least 65 percent office uses, a hotel and some service retail, and a maximum
720 of 35 percent residential uses located along the Wisteria Drive end of the site.
- 721
- 722

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

- 724
- 725 • [Keeping people on the sidewalk of Century Boulevard is important. No open space should
726 compete with this objective.] Develop Century Boulevard as a Promenade, an active street with
727 wide sidewalks to accommodate sidewalk cafes and restaurants, from Matan property east of
728 Aircraft Drive to Sugarloaf Shopping Center property west of Middlebrook Road. Open spaces
729 should support this objective. Small gathering spaces along the pedestrian route allow[s] for
730 people to gather for coffee or a meal and then continue along the street, patronizing local
731 businesses. Establish a series of parks, open spaces, and other public gathering places along
732 Century Boulevard, anchored by a green area at the eastern end of the Promenade [bend of
733 Century Boulevard] and a new park with an urban play area adjacent to the Upcounty Regional
734 Services Center.
- 735
- 736 • Design buildings to architecturally respond to views and vistas and landmark sites. Landmark
737 sites are properties that terminate significant views down a street.
- 738
- 739

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

741

742

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

- 744
- 745 • [Allow buildings up to 180 feet (15 stories) immediately adjacent to the transit station at Century
746 Boulevard, and up to 143 feet (12 stories) along MD 118. Reduce the sense of building bulk and
747 mass along Century Boulevard by limiting building heights to three to four stories at street level
748 with building stepbacks for upper floors.]
- 749

- 750 • Allow building heights up to 180 feet at the Transit Station, surrounded by buildings up to 143
751 feet for properties extending over to I-270. The Trevion property and properties fronting MD
752 118 between Wisteria Drive and Aircraft Drive should have building heights up to 100 feet.
753 Along Century Boulevard, limit building heights to 60 feet to maintain sufficient light and air
754 along the Promenade. Ensure compatibility with adjacent residential community by stepping
755 down building heights at the edges of the district. Achieve a pedestrian scale throughout the
756 district by setting back upper floors to reduce a sense of building bulk and mass.
757

758
759 Page 40: Add a new bullet before **Transportation**:

- 760
761 • Building setbacks from I-270 should maintain existing setback of 200 feet from the current right-
762 of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing
763 building line.
764

765
766 Page 40: Add a new first bullet under **Transportation** as follows:

- 767
768 • Construct street improvements according to the “urban area” standards in the County’s Road
769 Construction Code.
770

771
772 Page 41: Revise the first sentence under **The West End** as follows:

773
774 This Plan recommends transformation of the West End neighborhood within the Town Center
775 District from parking lots into green buildings, varied public spaces, and streets made active by
776 residents, workers, and commuters.
777

778
779 Page 41: Revise the text under **Land Use** for the West End as follows:

780
781 North of MD 118

- 782
783 • The industrial properties (TC-31) will retain TS zoning under this Plan. These properties are
784 adjacent to other TS properties outside the Sector Plan boundaries.
785
786 • The Fairfield residential property (TC-32) is covered by existing development approvals under
787 RMX-2. This Plan confirms this zone and density for this property.
788
789 • Redevelop the Martens [(TC-22)] (TC-33) and the Waters Road Triangle [(TC-23)] (TC-34)
790 properties with a maximum of 420,000 square feet of employment and retail and 400 dwelling
791 units with TDRs. Density should be distributed to permit up to 200,000 square feet of
792 commercial uses and 300 units on the Martens property and up to 220,000 square feet of
793 commercial uses and 100 units on the Waters Road Triangle properties. The residential
794 component may be increased with an offsetting decrease in commercial density so that the
795 maximum density does not exceed 0.8 FAR. The Martens property should retain its RMX-2
796 zoning, while the Waters Road Triangle properties should be rezoned to RMX-2C to ensure that
797 existing businesses are conforming uses.

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

801 South of MD 118

- 802
- 803
- 804 • Redevelop the County-owned MARC station parking lot (TC-35) with street level retail facing
805 MD 118 and a parking structure for MARC riders set into the slope of the property. The
806 property should be rezoned from R-200 to TMX-2 at an average density of 0.35 FAR to allow
807 for the mix of uses [[and densities]] indicated in the Plan and to maintain compatibility with the
808 nearby historic district. The parking structure's siting, height, and design should be compatible
809 with the nearby historic district. Maintain the surface parking and bus [station] transfer area on
810 the southeastern end of the property.
- 811
- 812 • Maintain and improve the station area's existing public use space that bridges the CSX tracks.
- 813
- 814 • Improve the existing stormwater management pond as a feature, providing trail access and
815 opportunities for wildlife viewing.
- 816
- 817 • Rezone the historic Pumphrey Mateny House (TC-36) from O-M to TMX-2 with an average
818 FAR of 0.5 to allow for the mix of uses and densities indicated in the Plan.
- 819
- 820 • Create two additional single-family detached lots on County-owned property east of the
821 Pumphrey-[Mateney] Mateny House fronting Walter Johnson Drive (TC-38) to create a
822 compatible setting for the historic property. The property should be rezoned from O-M to TMX-
823 2 to allow for the mix of uses and densities indicated in the Plan.
- 824
- 825 • Redevelop properties south of MD 118 between the MARC station and Wisteria Drive [(TC-26)]
826 (TC-37) with mixed uses up to 0.5 FAR. Orient commercial uses to MD 118 and single-family
827 attached residential uses along Walter Johnson Drive. The property should be rezoned from O-
828 M to TMX-2 to allow for the mix of uses and densities indicated in the Plan.
- 829
- 830 • The Walter Johnson property (TC-39) should be rezoned from O-M to TMX-2 to allow for the
831 mix of uses and densities indicated in the Plan. This area is suitable for multi-family and
832 attached housing with the FAR limited to 0.5.
- 833
- 834 • Redevelop the Medical Office Park [(TC-28)] (TC-40) as mixed-use with a residential emphasis,
835 up to 18 units per acre. The property should be rezoned from R-200 to TMX-2 to allow a mix of
836 uses.
- 837
- 838 • If the post office [(TC-29)] (TC-41) relocates, redevelop the site for residential uses at 18 units
839 per acre. The property should be rezoned from R-200 to TMX-2 so the zoning will be consistent
840 with that of the surrounding properties.
- 841

842 Page 41: Revise the third bullet under **Urban Form** as follows:
843

- 844 • [Increase maximum building heights along MD 118 from 40 feet (three stories) at the County's
845 commuter parking lot to 100 feet (eight stories) at Middlebrook Road adjacent to the Core
846 Neighborhood of the Town Center.]
- 847
- 848 • Allow building heights along MD 118 to gradually increase from 40 feet at the County's
849 commuter parking lot to 100 feet at Middlebrook Road. Building heights in the west end
850 generally should not exceed 60 feet and should step down adjacent to existing residential
851 communities.

852
853 Page 41: Delete the fourth bullet under **Urban Form**.

- 854
- 855
- 856 • [Terminate the western vista of Century Boulevard on the Martens property with a building that
857 marks the view.]

858
859 Page 42: Add a new first bullet under **Transportation** as follows:
860

- 861
- 862 • Designate the Town Center District as an Urban Area for purposes of the Road Construction
863 Code.

864
865 Page 42: Revise the first bullet under **Transportation** as follows:
866

- 867
- 868 • Extend Century Boulevard from Wisteria Drive to [Waters Road to improve access to the MARC
869 station. Provide a street connection to] an extension of Waterford Hills Boulevard to create a
870 street network and improve access to the Core Neighborhood.

871
872 Page 43: Revise the first sentence under **The Gateway District** as follows:
873

874
875 This Plan does not recommend changes in land uses in the 382-acre Gateway District [from today's]
876 where today there are commercial and industrial uses.

877
878 Page 44: Revise the third bullet under **Land Use** as follows:
879

- 880
- 881 • New housing at 25 dwelling units per acre should be developed on the Rolling Hills property
882 close to the MARC station. The property should be rezoned from the existing combination of R-
883 H, PD-9, R-30 and C-T to RMX-1 to provide incentives for redevelopment and increasing
884 affordable housing opportunities through moderately priced dwelling units and workforce
885 housing. Environmental buffers within the site should be protected.

886
887

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

889

- 890 • ~~[[Orient high-rise residential buildings o]]~~ On the Rolling Hills property ~~[[with]]~~ locate high-rise
891 residential buildings on lower site elevations to avoid incompatible relationships with the nearby
892 historic district while still placing density close to the MARC station. Provide a range of unit
893 types, including single-family attached units. Placing high density buildings toward the center of
894 the property allows for lower density buildings at the perimeter. Building heights should not
895 exceed 90 feet and should step down towards the perimeter of the site. Provide off-site
896 pedestrian access to the station and upgrade the adjacent stormwater management pond as a
897 feature.

898

899

900 [[Page 45: Amend the last sentence on the page:

901

902 From I-270, the Cloverleaf District will appear as a compact transit neighborhood with [125-foot]
903 100-foot buildings [(up to 10 stories)] (eight stories) visible from the highway [and 143-foot high
904 buildings (12 stories) clustered at the transit station].]

905

906

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

908

- 909 • Concentrate mixed-use development at the transit station at an average density of 1.0 FAR,
910 stepping down toward existing residential communities along Crystal Rock Drive. The entire
911 Cloverleaf District is recommended to be rezoned from I-3 to TMX-2 to create opportunity for
912 mixed-use development near the future Cloverleaf CCT station.
- 914 • Create a center, clustering density at the transit station. If multiple ownership patterns occur,
915 encourage high density at the transit station through density transfer between adjoining
916 properties.
- 918 • Allow a ratio of land uses that are 50 to 60 percent commercial uses and 40 to 50 percent
919 residential uses for each property to create a mixed-use neighborhood.
- 921 • Orient employment uses [and a hotel] along I-270 designed to take advantage of visibility from
922 I-270.
- 924 • Concentrate a limited amount of street level retail near the transit station that may include
925 activating uses such as a small grocery store. [Provide a small grocery store for the convenience
926 of nearby residents.]
- 928 • Provide a half-acre green common at the heart of the neighborhood along Century Boulevard for
929 visibility and access. This green is to be privately developed and maintained for public use; the
930 exact location will be determined at time of development.
- 932 • Provide a series of urban open spaces and wide sidewalks along Century Boulevard and
933 Cloverleaf Center Drive near the transit station, with a plaza directly beside the transit station
934 with seating, lighting, shelter, and other amenities.

935

- 936 • Require extensive landscape plantings in the open space setbacks along I-270 that create an
937 attractive setting for signature office development.

938
939
940 Page 46: Amend the third bullet in the middle column as follows:

- 941
942 • [Maintain the 100-foot building setback along I-270.]
943
944 • Building setbacks from I-270 should maintain the existing setback of 200 feet from the current
945 right-of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the
946 existing building line.
947

948
949 Page 46: Amend the fourth bullet in the middle column as follows:

- 950
951 • Allow building height of 143 feet (12 stories) clustered around [at] the transit station to define
952 the [focus the neighborhood] center, transitioning to lower building [with] heights [decreasing
953 toward] along Crystal Rock Drive. [Permit building height of 100 feet (eight stories) along I-
954 270, consistent with predominant heights in this northwestern end of the I-270 Corridor.] Permit
955 up to 125 feet along I-270 with a variety of heights ranging from 6 to 10 stories.
956

957
958 Page 46: Add a new first bullet under **Transportation** as follows:

- 959
960 • Designate the Cloverleaf District as an Urban Area for purposes of the Road Construction Code.
961

962
963 Page 46: Revise the third bullet under **Transportation** as follows:

- 964
965 • Provide a [130-foot wide] 134-foot-wide right-of-way for Century Boulevard to accommodate
966 the CCT within a 50-foot median and two travel lanes on either side of the transitway.
967

968
969 Page 48: Revise the text under **Land Use** for the North End District as follows:

970 West of I-270

- 971
972
973 • Create a center that clusters density at the Manekin CCT station. If multiple ownership patterns
974 occur, encourage higher density at the transit station through density transfers within adjoining
975 properties.
976
977 • [In Stage 1, d] Develop the Symmetry/Totah property (NE-1) at an average density of [0.75] 1.0
978 FAR and a mix of uses with a minimum of 60 percent employment and a maximum of 40
979 percent residential. Permit a limited amount of street level retail near transit and along Century
980 Boulevard. Design employment uses and a hotel to take advantage of the site's visibility from I-
981 270.
982
983 • [Development of the Symmetry/Totah property in Stage 2 may proceed up to 1.0 FAR if the
984 Town Center has achieved an average density of up to 1.5 FAR.]

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- 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.

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

034

- 035 • [Locate a 25,000 square foot community recreation center and an urban park near the transit
036 station.] This area would be appropriate for a community recreation center if the site develops
037 with a residential component and an alternative location for the recreation center in the vicinity is
038 not identified.
- 039
- 040 • [Building heights of up to 143 feet (12 stories) are appropriate at the transit station to create a
041 focus for the mixed-use neighborhood. Building heights will be reduced toward adjacent
042 residential neighborhoods to the south and north.] Allow building heights up to 143 feet
043 clustered at transit station to create a defined center. Allow 100 foot building heights along I-
044 270. Step down building heights towards existing residential neighborhoods to the north, south
045 and east. Establish a three- to four-story building base with stepbacks for upper floors.
- 046
- 047 • [Locate] Concentrate a limited amount of street level retail [uses along streets] near the transit
048 station. Big box retailers, if proposed, should have active store fronts with multiple entrances
049 and smaller retail uses facing [the street] Seneca Meadows Parkway and Observation Drive.
- 050
- 051 • [Permit building heights up to 100 feet (eight stories) and maintain the 100-foot setback along
052 both sides of I-270 to ensure that density and focus of taller buildings occurs at the transit
053 station.]
- 054
- 055 • Building setbacks from I-270 should maintain existing setback of 200 feet from the current right-
056 of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing
057 building line.
- 058
- 059 • New development along MD 355 should establish a building line, fronting the roadway with
1060 parking located behind buildings.
- 1061
- 1062 • [Provide an urban park and recreation center adequate to serve the employees and residents of
1063 the Seneca Meadows District.] Dedicate a one-half acre urban park (adjacent to the future
1064 recreation center if it is to be located in this area). Either dedicate additional land for the
1065 community recreation center or integrate the center into the ground floors of a mixed-use
1066 building if this area is selected as the location for the center.
- 1067
- 1068

1069 Page 53: Revise the text under **Land Use** for the Montgomery College District as follows:

1070

- 1071 • Expand Montgomery College's academic facilities to [1.9] 1.1 million square feet and provide
1072 up to one million square feet for a technology park linking the business and academic
1073 communities. Private sector facilities on the campus will be subject to site plan review;
1074 academic facilities are subject to the Mandatory Referral process under the Regional District Act.
- 1075
- 1076 • The existing combination of I-3 and R-60 zoning on the College property will probably not serve
1077 the College's goals to partner with private biotechnology, medical, and/or technology businesses
1078 that may help support the College's mission. This Sector Plan recommends rezoning the entire
1079 property to the I-3 zone (for development under the standard or optional method), which appears
1080 to provide the greatest flexibility to meet the College's needs. Current revisions being
1081 considered for the Life Science Center (LSC) zone could also make this zone appropriate for the

082 College property. Once the zone is amended, additional analysis should determine whether the I-
083 3 or LSC zone would better serve the College's needs. If this determination is made after the
084 Sectional Map Amendment, and rezoning is advised, a government-sponsored Local Map
085 Amendment may be appropriate.

- 086
- 087 • Preserve [50] 46 acres of high priority forest along I-270 and other high priority forest within the
088 site.
- 089
- 090 • Develop technology, medical, and office uses with signature architecture that takes advantage of
091 visibility from I-270. Use structured parking whenever feasible to reduce impervious surface
092 area and improve water quality in the Gunners Branch watershed. If structured parking is not
093 appropriate in the early phases of development, project design should not preclude adding
094 structured parking at a later time.
- 095
- 096 • Explore options for use of the structure on the Cider Barrel historic site at its existing location. If
097 no reuse opportunity is identified, [[R]] relocate the Cider Barrel [[historic site]] to another
098 location in the Sector Plan area [[(unless continued use of the structure is identified for the
099 existing site)]]]. Additional guidance appears in Appendix 12.
- 100
- 101

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

- 103
- 104 • Incorporate structured parking into buildings where feasible and pave surface parking areas with
105 permeable materials.
- 106
- 107 • Buildings must have a minimum of three stories where feasible with floorplates no greater than
108 25,000 square feet for non-residential uses. Medical facilities such as hospitals are exempt from
109 this guideline.
- 110
- 111 • Permit building height up to 100 feet (eight stories) and [maintain the 100-foot setback along I-
112 270] cluster new development to ensure a dense and cohesive campus.
- 113
- 114 • Building setbacks from I-270 should maintain existing 200 feet from the current right-of-way or
115 100 feet from an interchange ramp. If the I-270 right-of-way is widened, setbacks may be
116 reduced to maintain the existing building line.
- 117
- 118

1119 Page 53: Revise the first bullet under **Transportation** as follows:

- 1120
- 1121 • The College's planned expansion and technology park require additional access and
1122 transportation capacity. Extend Observation Drive as a four-lane 80-foot right-of-way arterial
1123 roadway with a shared use path through the Montgomery College property connecting MD 118
1124 with Middlebrook Road. The road will be located on the [east side] west and south sides of the
1125 campus with future connections to MD 355.
- 1126
- 1127

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

129

- 130 • [Extend Goldenrod Lane outside of the protected forest area to connect Observation Drive and
131 introduce a network of new streets with short blocks, 250 to 350 feet long, to create a pedestrian-
132 friendly place with wide sidewalks.]

133

134

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

136

- 137 • The Fox Chapel Shopping Center and adjacent residential uses [(FC-1)] should be redeveloped
138 as a mixed-use village center of commercial and residential uses. Rezoning these properties
139 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
140 RMX-2C/TDR zone can best accomplish the Plan's goal for a single mixed-use development. If
141 the properties submit a joint plan of development [are assembled], allow development on FC-1
142 and FC-4 of up to 0.3 FAR for commercial uses and 22 dwelling units per acre [for the Fox
143 Chapel Shopping Center], and on the Middlebrook Mobile Home Park (FC-5) allow residential
144 development of 22 units per acre and 0.3 FAR on the portion of the site along MD 355 and
145 approximately 220 feet in depth (formerly zoned C-1). The joint plan of development should
146 demonstrate how properties will be connected to the bus transit center in the Fox Chapel District
147 to be built by the private sector and how the plan will achieve the Sector Plan objective to
148 provide connections between the residential and commercial portions of the area.
- 149
- 150 • If properties [are not assembled] do not submit a joint plan of development, [commercial]
151 density should not exceed 0.3 FAR and five dwelling units per acre for FC-1 and FC-4 and the
152 portion of Middlebrook Mobile Home Park along MD and five dwelling units per acre for the
153 remainder of the Middlebrook Mobile Home Park (FC-5).
- 154
- 155 • [Retain the residential character of the MD 355 gateway into Germantown by allowing existing
156 R-200 properties (FC-8) to have by-right accessory housing units.]
- 157
- 158 • Rezone the strip of land to the east of the property zoned C-1 from R-90 to C-1 to facilitate
159 access from Plummer Drive for the southern portion of C-1.
- 160
- 161 • Rezone the Middlebrook Inn property (FC-10) from R-90 to C-1 to allow continued operation of
162 the restaurant as a permitted use.
- 163

164

165

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

167

- 168 • Building heights should not exceed 60 feet along MD 355, stepping down in height to [[45]] 50
169 feet along the eastern edge of the district to be compatible with existing residential neighbors.

170

171

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

173

174 Existing zones such as RMX-2, RMX-2C, and I-3 with an option for mixed uses [, as well as the
175 Town Sector Zone] contain development standards appropriate for transit served and pedestrian-
176 scaled areas.

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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:

² 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:

³ 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.

226 Correct the spelling for Frederick Road and revise its footnote as follows: This Plan recommends a
227 250' right-of-way for Frederick Road (MD 355) pending completion of the Midcounty Highway
228 Extended (M-83) and Countywide Bus Rapid Transit facility planning [study] studies [by the County
229 Council]. Following completion of these studies, the Council may by resolution set a smaller
230 minimum right-of-way, but not less than 150'.

231
232 Add Locbury Drive as a Business District Street (B-5) between Wisteria Drive and Middlebrook
233 Road with a minimum 80' right-of-way, 2 travel lanes, a 25 mph target speed and a cross-section
234 TBD.

235
236 Add Locbury Drive as a Primary Residential Street (P-2) between Middlebrook Road and Crystal
237 Rock Drive with a minimum 70' right-of-way, 2 travel lanes, and an "As built" cross-section.

238
239 Revise the Proposed ROW (ft.) for Observation Drive between Dorsey Mill Road and Germantown
240 Road from 100 to 150.

241
242
243 Pages 70-72: Revise the following in the Bikeway Network table as follows:

244
245 Revise the bikeway on Crystal Rock Drive between Wisteria Drive and Germantown Road to a dual
246 bikeway: a shared use path and a signed shared roadway.

247
248 Add this footnote to the bikeway on Crystal Rock Drive between Germantown Road and Kinster
249 Drive: ¹Evaluate the feasibility of bike lanes in this segment.

250
251 Revise the bikeway on Kinster Drive between Century Boulevard and Crystal Rock Drive to a dual
252 bikeway: a shared use path and a signed shared roadway.

253
254 Revise the bikeway on Observation Drive between Little Seneca Creek and Middlebrook Road to a
255 dual bikeway: a shared use path and a signed shared roadway.

256
257 Revise the bikeway on Shakespeare Boulevard between Observation Drive and Frederick Road to a
258 dual bikeway: a shared use path and a signed shared roadway.

259
260 Revise the bikeway on Wisteria Drive between Germantown Road and Waring Station Road to a
261 dual bikeway: a shared use path and a signed shared roadway.

262
263
264 Page 73: Delete the third paragraph and replace as follows:

265
266 [This Plan recommends that an urban service district be established in two segments: Phase I
267 encompasses the expanded Town Center and the West End. It should be established concurrently
268 with adoption of this Plan. Phase II extends the urban service district to the remainder of the Sector
269 Plan area including the Cloverleaf, Manekin, Dorsey Mill, and Seneca Meadows transit stations. It
270 should be established concurrent to Phase II of the Plan.]

271
272 This Plan recommends that an urban service district be established as soon as feasible, but
273 recognizes that additional development will most likely need to precede the creation of the urban

274 district to provide a source of funding. It may be advisable to create the district in two phases to
275 provide the necessary focus on Town Center.

276
277
278 Page 74: Delete the following language from the fourth bullet:

- 279
280 • defining the area served by a circulator bus [(Phase I and Phase II)]

281
282
283 Page 74: Amend the first full paragraph on the page as follows:

284
285 [A parking lot district may be considered for the Town Center District. If determined to be feasible,
286 the parking lot district would own and manage parking structures that would satisfy parking
287 requirements for public and private development in the Town Center.]

288
289 Parking policy should encourage transit ridership, require fewer parking spaces, and take advantage
290 of shared parking. A parking district for the Town Center should be established soon after the
291 adoption of this Plan. The parking district would manage parking facilities that would satisfy
292 parking requirements for public and private development in the Town Center.

293
294
295 Page 74: Insert the following paragraph after the second full paragraph (before the **Capital Projects**
296 section):

297
298 The Comprehensive Ten-Year Water Supply and Sewerage System Plan is the County's program for
299 providing community water and sewer service. The Sector Plan recommends all properties be approved
1300 for community water and sewer service.

1301
1302
1303 General

1304
1305 All illustrations and tables included in the Plan are to be revised to reflect District Council changes to
1306 the Planning Board Draft (February 2009). The photographs and captions of existing and approved
1307 development presented at the County Council worksessions to illustrate the recommendations in the text
1308 should be included to achieve clarity. Maps showing the existing zoning should be added to Sector
1309 Plan. Maps that identify the location of various properties should be relocated so that they are near the
1310 text describing the property.

1311
1312 Several recommended rezonings in this Sector Plan will impact projects that are in the middle of
1313 multiple phase development projects. The Planning Department should determine how to adjust the
1314 public open space and public use requirements if the property owner dedicated open space in the first
1315 stage of development that was meant to meet the open space requirements for the full build-out of the
1316 project. This may mean a change in development review practices or may require a zoning text
1317 amendment.

1318
1319 Two zoning text amendments will need to be adopted to implement the recommendations of this Plan.
1320 The first would allow the minimum acreage for the TS zone to be reduced to less than 1,500 acres if the
1321 reduction is the result of a sectional map amendment. The second zoning text amendment should amend

322 the grandfathering provisions of the TMX zone to include properties being rezoned from the TS zone to
323 the TMX zone and to clarify which approved plans are grandfathered.

324
325 The text and graphics are to be revised as necessary to achieve clarity and consistency, to update factual
326 information, and to convey the actions of the District Council. All identifying references pertain to the
327 Planning Board Draft (February 2009).

328
329
330 This is a correct copy of Council action.

331
332
333
334 _____
Linda Lauer, Clerk of the Council

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336
337 f:\michaelson\lplan\lmstrpln\germantn\resolution\draft5.doc

Germantown Town Center District

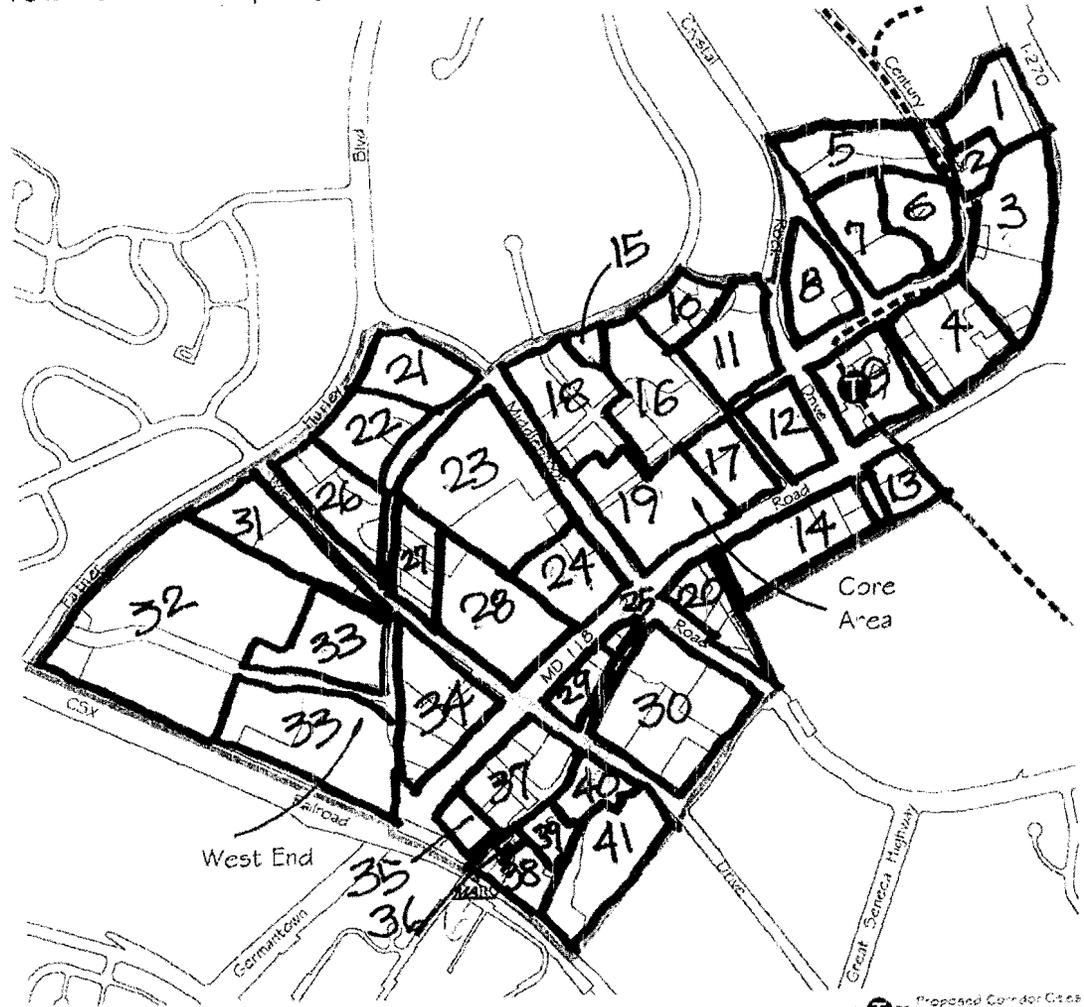
Conversion Key from Property Identification Map

New ID	Old ID	Property Name	Zoning
1	7	Homestead Suites	TMX-2
2	6	Asset Capital property	TMX-2
3	8	Matan property	TMX-2
4	9, 10	Beilmead, industrial, gas station properties	TMX-2
5	5	Salvation Army	TMX-2
6	4	Century XXI	TMX-2
7	3	Cinema and parking	TMX-2
8	2	Police and fire	TMX-2
9	1	Transit Center	TMX-2
10	D	Condominium residential	TMX-2
11	B	Artery multi-family	TMX-2
12	A	Artery multi-family	TMX-2
13	None	Gas station/O-M property	C-3, O-M
14	None	Daycare/medical facilities	C-3, C-T
15	F	Stormwater management facility	TMX-2
16	E, 11, 12	Library, Park, BlackRock	TMX-2
17	15	Euromotors and commercial	TMX-2
18	G	Artery Townhouses	T-S
19	14	Artery retail	TMX-2
20	16	Karageorge/Mi Rancho/auto repair	TMX-2
21	H	Mother Seton church	T-S
22	I	Residential	T-S
23	17, N	Germantown Commons, gas station	TMX-2
24	13, M	Upcounty Govt Center, bank	TMX-2
25	N	Germantown Square urban park	TMX-2
26	J	Daycare, vet, office	T-S
27	21	Waters Road properties	TMX-2
28	20	Sugarloaf shopping center	TMX-2
29	19	MD 118 properties/Saul Center	TMX-2
30	18	Trevion	TMX-2
31	K	Light industrial	T-S
32	None	Fairfield residential	RMX-2
33	22	Martens property	RMX-2
34	23	Waters Road Triangle properties	RMX-2C
35	24	MARC station parking lot	TMX-2
36	25	Pumphrey Mateney house	TMX-2
37	26	Convenience store , Haddad, copy center properties	TMX-2
38	24	Portion of County owned property	TMX-2
39	27	Walter Johnson Dr property	
40	28	Medical offices	TMX-2
41	29	Post Office	TMX-2

M:Germantown/0 after Council.New ID for Town Center.090309

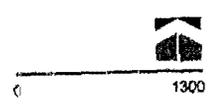
Revised
Town Center Property Reference

32



Proposed Corridor Cities
Transitway and Station
MARC Commuter Train

Town Center
District Boundary



Sept 4 '09



MONTGOMERY COUNTY PLANNING DEPARTMENT
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

September 17, 2009

To: Marlene Michaelson, Senior Legislative Analyst
Montgomery County Council

From: Sue Edwards, Team Leader, North Central Transit Corridor
Vision Division

Subject: Sector Plan for the Germantown Employment Area

We appreciate the opportunity that Council staff provided to Planning staff in reviewing multiple drafts of the Germantown Sector Plan Resolution.

At this time, we wish to add three items for Council consideration:

- Results of regional transportation modeling of the Council recommended land uses;
- Rationale for rezoning of the Middlebrook Inn at 19201 Frederick Road;
- Implications of previous dedication of public use space when properties are rezoned from TS to TMX-2

Results of the Policy Area Mobility Review

Council requested Transportation Planning staff to analyze whether land uses recommended by Council would adversely affect the regional transportation network and the Policy Area Mobility review (PAMR) based on the year 2030.

Attached are two charts illustrating: (1) the results of the Council land use recommendations; and (2) the results of the Planning Board land use recommendations.

According to Transportation Planning staff, the PAMR results are generally comparable in both charts. Policy areas that **do not** fall within the tan area of the PAMR chart are considered “in balance” from a transportation/land use perspective. Both Germantown East and Germantown West fall well into the green area of the PAMR chart under the Council’s proposed land use recommendations. Therefore, the Plan (as recommended by the Council) is “in balance”.

Another important consideration is the Plan’s impact on **adjacent** policy areas. In this case, both Clarksburg and Gaithersburg fall in either the green or white areas of the PAMR chart under the Council’s scenario. This result indicates that a balance in transportation and land use is achieved in these areas as well.

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Under the Council's recommendations, Germantown West is forecast to operate at:

- * Relative Transit Mobility of 65 percent (LOS D –between 60 and 75 percent)
- * Relative Arterial Mobility of 58 percent (LOS C – between 55 and 70 percent)

Similarly, Germantown East is forecast to operate at:

- * Relative Transit Mobility of 64 percent (LOS D – between 60 and 75 percent)
- * Relative Arterial Mobility of 62 percent (LOS C – between 55 and 70 percent)

The current Growth Policy requires that all policy areas have a Relative Arterial Mobility of at least 40 percent, or LOS D conditions, regardless of the less of transit service provided. The PAMR results derived from the analysis of the Council's scenario meet this threshold.

Middlebrook Inn

Planning staff requests consideration of rezoning of the Middlebrook Inn at 19201 Frederick Road in the Fox Chapel District from R-90 to C-1. The property consists of 1.03 acres with an enclosed area of approximately 2,500 feet and approximately 350 linear feet of frontage on Frederick Road. This property is triangular in shape and the rear property line borders an existing residential community for just 40 feet.

The adjoining property (FC-9) to the north, MCT Federal Credit Union, requested rezoning from R-90 to C-1 which the Council has recommended. In a May 28, 2009 letter from the Credit Union legal counsel, the MCT Credit Union also requested rezoning of Outlot A (under different ownership from the Credit Union) from R-90 to C-1. The Council has favorably received this request as well.

The operation of this restaurant predates the 1989 Germantown Master Plan which treated the business as a non-conforming use in the R-90 zone. This has created a severe hardship for this small business in obtaining building permits for improvements as well as the owner's attempt to sell the property due to illness. This property owner was not represented by legal counsel during the Planning Board or Council review sessions. Planning staff discussed the potential rezoning with the owner but did not seek to resolve the non-conformity in the way Council staff addressed the Mark Wildman property (rezoned to RMX-2C) in the West End neighborhood..

The July 10, 2009 Council staff report (page 28) states the rationale used during the 1989 Germantown Master Plan "The Council discussed the fact that existing businesses were an integral part of the Germantown Plan and directed that the [newly created] RMX zone be amended to ensure that the structures on the Waters Triangle site not become non-conforming."

Planning staff believes that similar consideration for resolving this non-conforming use, though not in the RMX zone, should be granted to this property owner who did not have the benefit of legal counsel. The property owner is expected to attend the September 22, 2009 County Council meeting.

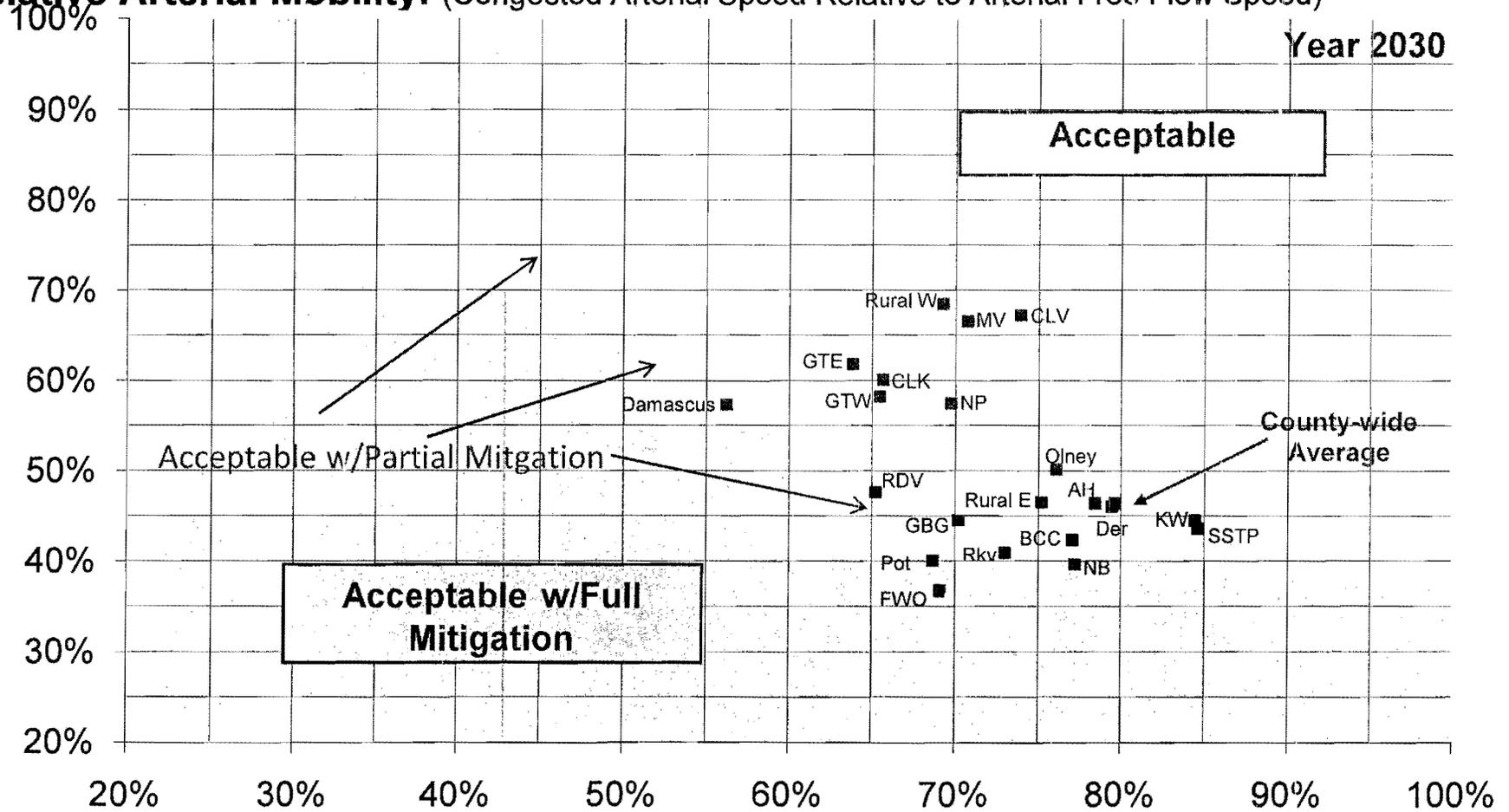
Implications on previous dedication of public use space when properties are rezoned from TS to TMX-2

Planning Board Chairman Royce Hanson and legal staff will be preparing additional comments on this issue raised by the Artery Corporation.

M:/germantown.0 after council.resolution request.091709

Germantown MP PAMR Chart - Council Recommended

Relative Arterial Mobility: (Congested Arterial Speed Relative to Arterial Free Flow Speed)

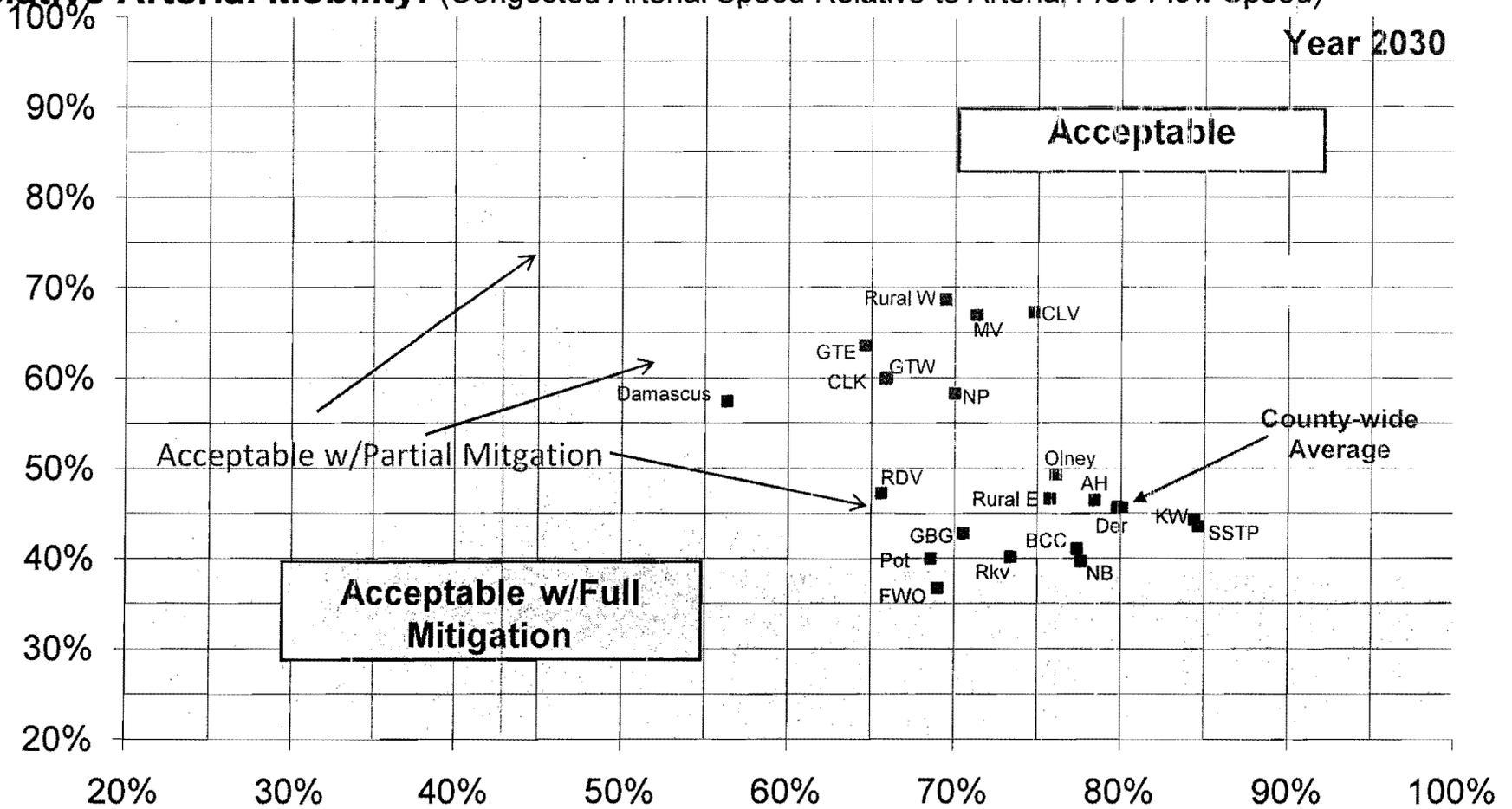


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Relative Transit Mobility: (Overall Transit Speed Relative to Overall Speed Using Arterials)

Germantown MP PAMR Chart - Alt 2c

Relative Arterial Mobility: (Congested Arterial Speed Relative to Arterial Free Flow Speed)



Relative Transit Mobility: (Overall Transit Speed Relative to Overall Speed Using Arterials)

27