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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:

Revised Town Center Property Reference



 Proposed Corridor Cities Transitway and Station
 MARC Commuter Train



Sept 4 '09

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

50

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

52

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

54

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

60

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

65

66

67 Page 15: Modify the first paragraph as follows:

68

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

71

72

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

74

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

76

77

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

79

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

82

83

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

85

<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>

86

87 ¹ Not including bonus dwelling units that may be applicable

88 ² Number of jobs rounded

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

91

92

93 Page 15: Modify the second column as follows:

94

95 **Zoning Strategy**

96

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

110

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

114

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

121

122

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

124

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

127

128

129 Page 17: Amend the third paragraph as follows:
130

131 The design guidelines to implement this Sector Plan and all development must address the following
132 principles:
133

134
135 Page 18: Replace the section titled Building Form and Façade Design as follows:
136

137 • Building Form and Facade Design

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

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

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

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

165 Page 18: Revise the text under the bullet Building Heights and Transitions by deleting the first two
166 paragraphs and replacing with the following:
167

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

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

177 Locate the tallest buildings in Germantown at the Town Center’s Transit Station and surrounding
178 properties along I-270, stepping down heights towards existing residential communities. Tall building

179 heights are encouraged at the transit stations and within each district to create defined centers. See
180 building heights within each district for specific height limits.

181
182 Use a minimum building height of three stories, where feasible, to enhance value, efficiency, and
183 compactness. Step down building heights towards the edges of districts adjacent to surrounding
184 residential communities to create compatible transitions. Provide varied building heights and roof
185 designs to create a visually interesting skyline.

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

189
190 Establish a parking [lot] district in the Town Center to promote urban development by consolidating
191 parking facilities.

192
193
194 Page 20: Delete the first paragraph on the page which summarizes the public amenities and replace with
195 Appendix 20, which lists all recommended amenities:

- 196
197
198 • Public Amenities

199
200 [Public amenities will be created as part of redevelopment and will include, but are not limited to
201 fountains, seating, lighting, pavement, artwork, and extensive plantings. Together they should provide
202 options for active and passive participation, should be visible and accessible, and should consider
203 environmental function in their design. Design elements should seek to incorporate historic, cultural, and
204 natural themes to reinforce community identity.]

205
206 Germantown’s transformation into a more urban place must have a significant level of amenity to help
207 enhance and establish identity and character in new public and private development. Amenities will
208 provide residents and workers greater enjoyment of new development, open spaces, and special areas
209 such as the Town Commons in front of the BlackRock Center for the Arts. A greater number of
210 amenities will help establish the Town Center as the upcounty cultural arts district and complement the
211 entertainment uses and restaurants that are coming to this area.

212
213 A placemaking approach to providing amenities is recommended, integrating historic-, cultural-, and
214 nature-oriented themes. Design character should range from sophisticated to fun and playful.
215 Participatory elements are encouraged, such as movable artwork, splash fountains, and musical chimes.
216 Most importantly, amenities should be integral to the design of the space and not conceived as an
217 afterthought.

218
219 Area Wide Amenities

- 220
221 1. Provide improvements to public streets with streetscaping in accordance with the Germantown
222 Streetscape Plan and incorporate artwork such as special seating, paving, and lighting, where
223 appropriate.
224 2. Create special artwork integrated into all transit shelters, similar to the artwork provided at the bus
225 transfer station along Aircraft Drive.
226 3. Create a brochure for walking tour of historic sites.
227 4. Create and install public art at urban parks and transit stops. Partner with the Montgomery Council
228 on the Arts and Humanities to find local artists.
229 5. Paint “ghost images” (of historic Germantown buildings that have been lost) on newer facades.

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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 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.

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, an interpretive exhibit on the Waters Family and, potentially, restrooms in the retrofitted carriage house.

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Seneca Meadows/Milestone

1. Provide artwork in the Recreation Center 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.

327 Gibbs, Jr. Elementary School in the Milestone community, adding new elementary schools at four sites
328 in Clarksburg, expanding Clarksburg High School, constructing Clarksburg Middle School #2, and
329 expanding either Lake Seneca or Waters Landing Elementary Schools.
330

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

334 Fire, Rescue, and Emergency Medical Services

335
336
337 The Germantown planning area is served by two existing fire stations: Station 29 (Germantown) is
338 within the Sector Plan boundary, and Station 22 (Kingsview) is located west of the Sector Plan boundary.
339 A third station, Station 34 (Milestone) is under construction on the east side of I-270 within the Sector
340 Plan boundary. No additional fire or rescue facilities are planned for Germantown.

341
342 Adventist Health Care opened the Shady Grove Adventist Emergency Center in Germantown in 2007.
343 This free-standing emergency facility within the Sector Plan boundary provides the same emergency
344 medical care that patients can receive at a hospital emergency department. The Shady Grove Adventist
345 Emergency Center will significantly improve access to emergency medical care for residents of the
346 County.

347 Public Safety/Police

348
349
350 Montgomery County Police District 5 has occupied the site at 20000 Aircraft Drive since 1992.
351 Expansion of this facility is programmed in the CIP to increase administrative and public space as well as
352 parking and evidence storage space.

353 Government Services

354
355
356 The Upcounty Regional Services Center occupies approximately 250,000 square feet of office and clinic
357 space at the corner of Middlebrook Road and MD 118. Built in 1974, this facility is expected to serve
358 the service needs for the Germantown planning area.

359
360 Other civic uses within the Plan area include the BlackRock Center for the Arts, located at 12901
361 Century Boulevard in the Town Center. This 30,800 square foot facility was constructed in 2002 as a
362 centerpiece for the Germantown community by providing arts education, gallery, and performance space.
363 The Town Commons facing Century Boulevard serves as the community gathering space and seating for
364 outdoor performances.

365 Recreation Center

366
367
368 The Department of Recreation determined the need for a new community recreation center to serve
369 portions of Germantown east of I-270. The Plumgar Neighborhood Recreation Center will be improved,
370 but cannot be expanded due to site constraints.

- 371
372 • Locate a future Recreation Center on residential property adjacent to Ridge Road Recreation Park at
373 the southwest corner of the intersection of Brink Road and Ridge Road. In the event these properties
374 become available, Parks staff would begin working with Department of Recreation staff to determine
375 whether the program associated with a Recreation Center would fit in the area of park expansion. If
376 this site is not feasible, the Seneca Meadows area may be an appropriate alternative location.

378 Libraries

379
 380 The Germantown Branch Library was constructed in March 2007 to serve residents and workers in the
 381 upcounty area. This 44,000 square foot library is expected to be sufficient to serve existing and future
 382 Library patrons. A new Clarksburg Library will be constructed for the Clarksburg community.

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 385 Page 23: Amend the second bullet on the page as follows:
 386

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

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 391 Page 23: Revise the chart at the top of the page and delete first paragraph in the middle column as follows:
 392

<u>Housing Within the Sector Plan Area</u>			
	<u>Total Units</u>	<u>Market Rate</u>	<u>MPDUs¹</u>
<u>Existing dwelling units</u>	<u>6,214</u>	<u>6,029</u>	<u>185</u>
<u>Proposed new dwelling units²</u>	<u>10,854</u>	<u>9,497</u>	<u>1,357³</u>
<u>TOTAL</u>	<u>16,418</u>	<u>15,526</u>	<u>1,542</u>

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

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

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

397
 398 [This Plan provides for approximately 15,101 dwelling units, with approximately 12.5 percent of these
 399 units added to the MPDU inventory. The total number of MPDUs to be created doesn't total exactly
 400 12.5 percent (1,880 units) because of how MPDUs are calculated in the Town Sector zone.]
 401
 402

403 Page 23: Revise the first sentence of the second paragraph in the middle column as follows:
 404

405 The Plan designates a County-owned parcel at Crystal Rock Drive and Century Boulevard for workforce
 406 housing as the police and fire facilities are updated, if housing can be accommodated without impeding
 407 the operations of the police and fire stations.

408
 409
 410 Page 23: Revise Senior Housing table as follows:
 411

<u>Senior Housing in Germantown Planning Area</u>	
<u>Project Name</u>	<u>Units or beds</u>
<u>Churchill Senior Living</u>	<u>121 independent</u> <u>133 independent¹</u> <u>46 assisted¹</u>
<u>New Covenant Village</u>	<u>88 independent²</u>
<u>Willow Manor</u>	<u>102 independent</u>
<u>Kings Crossing</u>	<u>110 independent</u>
<u>TOTAL UNITS</u>	<u>600</u>

412 ¹Approved July 2008, unbuilt

413 ²2007/2008 construction, now being leased

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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).

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

463

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

466

467

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

470

471

Forest Resources and Urban Tree Canopy

472

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

477

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

482

483

Recommendations:

484

485 • Outstanding forest resources on the Montgomery College campus and the North End should be
486 retained to prevent fragmentation of upland forests.

487

488 • Increase overall forest and tree canopy coverage from the 2008 level of 20 percent to 30-40 percent
489 by 2038. [Establish additional tree canopy and vegetation in critical stream and wetland buffer areas]
490 Identify opportunities for forest restoration along streams and wetlands, and target mitigation efforts
491 to these areas during the development review process, especially where forested buffers can be
492 connected. Target unforested road sections for street plantings.

493

494 • Restore forested stream and wetland buffers on public properties and target public land acquisition
495 programs to preserve, enhance, or restore riparian buffers and special habitat areas.

496

497

Open Spaces

498

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

503

504

[Water Quality]

505

506

Wetland Resources

507

508 • Most of the wetlands in the study area are concentrated in the headwaters and floodplains of Middle
509 Great Seneca and in many of the feeder tributaries along the eastern portion of the Little Seneca
510 watershed. In total, wetlands account for about 88 acres, or just below four percent, of the total
511 acreage of the study area. Surveyed wetlands include the Germantown Bog, which is a Wetland of
512 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.

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. Unless an appropriate option is identified for continued use of the structure at the existing site, [T] the historic Cider Barrel should be relocated to

563 public property such as the police and fire site, the Upcounty Regional Services Center, or along the
564 Century Boulevard promenade.

565
566
567 Page 36: Replace the existing table with the following:
568

	<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>

569
570
571 Page 37: Revise the first sentence under **The Town Center District** as follows:
572

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

575
576
577 Page 37: Add the following language to the text at the end of the page:
578

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

588
589
590 Page 38: Revise the text under **Land Use** for the Town Center District as follows. (Note that there is some
591 change in the order of bullets but that is not indicated by bulleting and brackets to highlight the substantive
592 changes to the text.)
593

- 594
- 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.

595
596
597 East of Middlebrook Road

- 598
- 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.

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- 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 Locbury Drive. Locbury 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.

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- 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.

704 Page 39: Revise the second bullet and add an additional bullet as follows:
705

- 706 • [Keeping people on the sidewalk of Century Boulevard is important. No open space should compete
707 with this objective.] Develop Century Boulevard as a Promenade, an active street with wide
708 sidewalks to accommodate sidewalk cafes and restaurants, from Matan property east of Aircraft
709 Drive to Sugarloaf Shopping Center property west of Middlebrook Road. Open spaces should
710 support this objective. Small gathering spaces along the pedestrian route allow[s] for people to
711 gather for coffee or a meal and then continue along the street, patronizing local businesses. Establish
712 a series of parks, open spaces, and other public gathering places along Century Boulevard, anchored
713 by a green area at the eastern end of the Promenade [bend of Century Boulevard] and a new park
714 with an urban play area adjacent to the Upcounty Regional Services Center.
715
- 716 • Design buildings to architecturally respond to views and vistas and landmark sites. Landmark sites
717 are properties that terminate significant views down a street.
718
719

720 Page 39: Revise the graphic to show the correct location of the stream buffer.
721
722

723 Page 40: Delete first bullet, second column and replace with the following:
724

- 725 • [Allow buildings up to 180 feet (15 stories) immediately adjacent to the transit station at Century
726 Boulevard, and up to 143 feet (12 stories) along MD 118. Reduce the sense of building bulk and
727 mass along Century Boulevard by limiting building heights to three to four stories at street level with
728 building setbacks for upper floors.]
- 729
- 730 • Allow building heights up to 180 feet at the Transit Station, surrounded by buildings up to 143 feet
731 for properties extending over to I-270. The Trevion property and properties fronting MD 118
732 between Wisteria Drive and Aircraft Drive should have building heights up to 100 feet. Along
733 Century Boulevard, limit building heights to 60 feet to maintain sufficient light and air along the
734 Promenade. Ensure compatibility with adjacent residential community by stepping down building
735 heights at the edges of the district. Achieve a pedestrian scale throughout the district by setting back
736 upper floors to reduce a sense of building bulk and mass.
737
738

739 Page 40: Add a new bullet before **Transportation**:
740

- 741 • Building setbacks from I-270 should maintain existing setback of 200 feet from the current right-of-
742 way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing building
743 line.
744
745

746 Page 40: Add a new first bullet under **Transportation** as follows:
747

- 748 • Construct street improvements according to the “urban area” standards in the County’s Road
749 Construction Code.
750
751

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

753

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

757

758

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

760

761

North of MD 118

762

763 • The industrial properties (TC-31) will retain TS zoning under this Plan. These properties are
764 adjacent to other TS properties outside the Sector Plan boundaries.

765

766 • The Fairfield residential property (TC-32) is covered by existing development approvals under
767 RMX-2. This Plan confirms this zone and density for this property.

768 • Redevelop the Martens [(TC-22)] (TC-33) and the Waters Road Triangle [(TC-23)] (TC-34)
769 properties with a maximum of 420,000 square feet of employment and retail and 400 dwelling units
770 with TDRs. Density should be distributed to permit up to 200,000 square feet of commercial uses and
771 300 units on the Martens property and up to 220,000 square feet of commercial uses and 100 units on
772 the Waters Road Triangle properties. The residential component may be increased with an offsetting
773 decrease in commercial density so that the maximum density does not exceed 0.8 FAR. The Martens
774 property should retain its RMX-2 zoning, while the Waters Road Triangle properties should be
775 rezoned to RMX-2C to ensure that existing businesses are conforming uses.

776

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

779

780 South of MD 118

781

782 • Redevelop the County-owned MARC station parking lot (TC-35) with street level retail facing MD
783 118 and a parking structure for MARC riders set into the slope of the property. The property should
784 be rezoned from R-200 to TMX-2 to allow for the mix of uses and densities indicated in the Plan..
785 The parking structure's siting, height, and design should be compatible with the nearby historic
786 district. Maintain the surface parking and bus [station] transfer area on the southeastern end of the
787 property.

788

789 • Maintain and improve the station area's existing public use space that bridges the CSX tracks.

790

791 • Improve the existing stormwater management pond as a feature, providing trail access and
792 opportunities for wildlife viewing.

793

794 • Rezone the historic Pumphrey Mateny House (TC-36) from O-M to TMX-2 with an average FAR of
795 0.5 to allow for the mix of uses and densities indicated in the Plan.

796

797 • Create two additional single-family detached lots on County-owned property east of the Pumphrey-
798 [Mateny] Mateny House fronting Walter Johnson Drive (TC-38) to create a compatible setting for
799 the historic property. The property should be rezoned from O-M to TMX-2 to allow for the mix of
800 uses and densities indicated in the Plan.

801

- 802 • Redevelop properties south of MD 118 between the MARC station and Wisteria Drive [(TC-26)]
803 (TC-37) with mixed uses up to 0.5 FAR. Orient commercial uses to MD 118 and single-family
804 attached residential uses along Walter Johnson Drive. The property should be rezoned from O-M to
805 TMX-2 to allow for the mix of uses and densities indicated in the Plan.
- 806
- 807 • The Walter Johnson property (TC-39) should be rezoned from O-M to TMX-2 to allow for the mix
808 of uses and densities indicated in the Plan. This area is suitable for multi-family and attached
809 housing with the FAR limited to 0.5.
- 810
- 811 • Redevelop the Medical Office Park [(TC-28)] (TC-40) as mixed-use with a residential emphasis, up
812 to 18 units per acre. The property should be rezoned from R-200 to TMX-2 to allow a mix of uses.
- 813
- 814 • If the post office [(TC-29)] (TC-41) relocates, redevelop the site for residential uses at 18 units per
815 acre. The property should be rezoned from R-200 to TMX-2 so the zoning will be consistent with
816 that of the surrounding properties.
- 817

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

- 819
- 820 • [Increase maximum building heights along MD 118 from 40 feet (three stories) at the County’s
821 commuter parking lot to 100 feet (eight stories) at Middlebrook Road adjacent to the Core
822 Neighborhood of the Town Center.]
- 823
- 824 • Allow building heights along MD 118 to gradually increase from 40 feet at the County’s commuter
825 parking lot to 100 feet at Middlebrook Road. Building heights in the west end generally should not
826 exceed 60 feet and should step down adjacent to existing residential communities.
- 827
- 828

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

- 830
- 831 • [Terminate the western vista of Century Boulevard on the Martens property with a building that
832 marks the view.]
- 833
- 834

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

- 836
- 837 • Designate the Town Center District as an Urban Area for purposes of the Road Construction Code.
- 838
- 839

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

- 841
- 842 • Extend Century Boulevard from Wisteria Drive to [Waters Road to improve access to the MARC
843 station. Provide a street connection to] an extension of Waterford Hills Boulevard to create a street
844 network and improve access to the Core Neighborhood.
- 845
- 846

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

848
849 This Plan does not recommend changes in land uses in the 382-acre Gateway District [from today’s]
850 where today there are commercial and industrial uses.

851
852

853 Page 44: Revise the third bullet under **Land Use** as follows:
854

- 855 • New housing at 25 dwelling units per acre should be developed on the Rolling Hills property close to
856 the MARC station. The property should be rezoned from the existing combination of R-H, PD-9, R-
857 30 and C-T to RMX-1 to provide incentives for redevelopment and increasing affordable housing
858 opportunities through moderately priced dwelling units and workforce housing. Environmental
859 buffers within the site should be protected.
860

861
862 Page 44: Revise the second bullet in the second column as follows:
863

- 864 • Orient high-rise residential buildings on the Rolling Hills property with lower site elevations to avoid
865 incompatible relationships with the nearby historic district while still placing density close to the
866 MARC station. Provide a range of unit types, including single-family attached units. Placing high
867 density buildings toward the center of the property allows for lower density buildings at the
868 perimeter. Building heights should not exceed 90 feet and should step down towards the perimeter of
869 the site. Provide off-site pedestrian access to the station and upgrade the adjacent stormwater
870 management pond as a feature.
871

872
873 Page 45: Amend the last sentence on the page:
874

875 From I-270, the Cloverleaf District will appear as a compact transit neighborhood with [125-foot] 100-
876 foot buildings [(up to 10 stories)] (eight stories) visible from the highway [and 143-foot high buildings
877 (12 stories) clustered at the transit station].
878

879
880 Page 46: Revise the text under **Land Use** for the Cloverleaf District as follows:
881

- 882 • Concentrate mixed-use development at the transit station at an average density of 1.0 FAR, stepping
883 down toward existing residential communities along Crystal Rock Drive. The entire Cloverleaf
884 District is recommended to be rezoned from I-3 to TMX-2 to create opportunity for mixed-use
885 development near the future Cloverleaf CCT station.
886
- 887 • Create a center, clustering density at the transit station. If multiple ownership patterns occur,
888 encourage high density at the transit station through density transfer between adjoining properties.
889
- 890 • Allow a ratio of land uses that are 50 to 60 percent commercial uses and 40 to 50 percent residential
891 uses for each property to create a mixed-use neighborhood.
892
- 893 • Orient employment uses [and a hotel] along I-270 designed to take advantage of visibility from I-
894 270.
895
- 896 • Concentrate a limited amount of street level retail near the transit station that may include activating
897 uses such as a small grocery store. [Provide a small grocery store for the convenience of nearby
898 residents.]
899
- 900 • Provide a half-acre green common at the heart of the neighborhood along Century Boulevard for
901 visibility and access. This green is to be privately developed and maintained for public use; the exact
902 location will be determined at time of development.
903

- 904 • Provide a series of urban open spaces and wide sidewalks along Century Boulevard and Cloverleaf
905 Center Drive near the transit station, with a plaza directly beside the transit station with seating,
906 lighting, shelter, and other amenities.
- 907
- 908 • Require extensive landscape plantings in the open space setbacks along I-270 that create an attractive
909 setting for signature office development.
- 910
- 911

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

- 913
- 914 • [Maintain the 100-foot building setback along I-270.]
- 915
- 916 • Building setbacks from I-270 should maintain the existing setback of 200 feet from the current right-
917 of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing
918 building line.
- 919
- 920

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

- 922
- 923 • Allow building height of 143 feet (12 stories) clustered around [at] the transit station to define the
924 [focus the neighborhood] center, transitioning to lower building [with] heights [decreasing toward]
925 along Crystal Rock Drive. [Permit building height of 100 feet (eight stories) along I-270, consistent
926 with predominant heights in this northwestern end of the I-270 Corridor.] Permit up to 125 feet
927 along I-270 with a variety of heights ranging from 6 to 10 stories.
- 928
- 929

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

- 931
- 932 • Designate the Cloverleaf District as an Urban Area for purposes of the Road Construction Code.
- 933
- 934

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

- 936
- 937 • Provide a [130-foot wide] 134-foot-wide right-of-way for Century Boulevard to accommodate the
938 CCT within a 50-foot median and two travel lanes on either side of the transitway.
- 939
- 940

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

942 West of I-270

- 943
- 944
- 945 • Create a center that clusters density at the Manekin CCT station. If multiple ownership patterns
946 occur, encourage higher density at the transit station through density transfers within adjoining
947 properties.
- 948
- 949 • [In Stage 1, d] Develop the Symmetry/Totah property (NE-1) at an average density of [0.75] 1.0 FAR
950 and a mix of uses with a minimum of 60 percent employment and a maximum of 40 percent
951 residential. Permit a limited amount of street level retail near transit and along Century Boulevard.
952 Design employment uses and a hotel to take advantage of the site's visibility from I-270.
- 953

- 954 • [Development of the Symmetry/Totah property in Stage 2 may proceed up to 1.0 FAR if the Town
955 Center has achieved an average density of up to 1.5 FAR.]
- 956
- 957 • Orient signature office buildings and employment uses along I-270 on the Lerner property (NE-2).
958 Allow up to 1.5 million square feet of employment uses, a hotel, and up to 110,000 square feet of
959 retail space. [Allow a 1,425 residential population as defined in the Town Sector Zone with]
960 Residential development may include a mix of high-rise and low-rise residential units, provided the
961 total density for the site does not exceed 0.7 FAR.
- 962
- 963 • Area NE-1 should be rezoned from the I-3 zone to the TMX-2 zone to allow a mix of uses and
964 densities at the Manekin CCT station, and NE-2 should be rezoned from TS to TMX-2 to create a
965 mixed-use transit-oriented community. NE-3, NE-4, and NE-5 should retain their existing R-30
966 zoning as stable existing neighborhoods.
- 967
- 968 East of I-270
- 969
- 970 • [In Stage 1, d] Develop the Milestone North property at an average density of [0.75] 1.0 FAR with a
971 mix of research and development, employment, technology, street level retail, restaurants, and new
972 housing. Orient up to 225 new multifamily housing units to the existing residential areas. Residential
973 uses are not to exceed 20 percent of total development on this site.
- 974
- 975 • [Development of the Milestone North property (NE-6) in Stage 2 may proceed to 1.0 FAR if the
976 Town Center transit station properties have achieved an average density of 1.5 FAR.]
- 977
- 978 • Area NE-6 should be rezoned from the I-3 zone to the TMX-2 zone to allow a mix of uses at the
979 Dorsey Mill CCT station. NE-7 should retain its R&D zoning and NE-8 should retain its existing R-
980 30 zoning as transition to the adjoining North Germantown Greenway Park.

981

982

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

- 984
- 985 • [Permit building heights of 143 feet (12 stories) and maintain the 100-foot setback along I-270.
986 Create buildings with a three- to four-story base and setback upper floors.]
- 987
- 988 • For the west side of I-270, permit building heights of 143 feet, clustered at the transit station and
989 along I-270. For the east side of I-270, permit buildings up to 125 feet along I-270. Throughout the
990 district, provide a three to four story base and set back upper floors. Step down building heights
991 towards existing residential communities.
- 992
- 993 • Building setbacks from I-270 should maintain the existing setback of 200 feet from the current right-
994 of-way. If the I-270 right-of-way is widened, setbacks may be reduced to maintain the existing
995 building line.
- 996
- 997

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

- 999
- 1000 • Rezone portions of the Seneca Meadows property (SM-1) from I-3 to TMX-2 to allow a mix of uses
1001 at the Seneca Meadows CCT station.
- 1002
- 1003

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.

- 1055
- 1056 • Preserve [50] 46 acres of high priority forest along I-270 and other high priority forest within the site.
- 1057
- 1058 • Develop technology, medical, and office uses with signature architecture that takes advantage of
- 1059 visibility from I-270. Use structured parking whenever feasible to reduce impervious surface area
- 1060 and improve water quality in the Gunners Branch watershed. If structured parking is not appropriate
- 1061 in the early phases of development, project design should not preclude adding structured parking at a
- 1062 later time.
- 1063
- 1064 • Relocate the Cider Barrel historic site to another location in the Sector Plan area (unless continued
- 1065 use of the structure is identified for the existing site). Additional guidance appears in Appendix 12.
- 1066
- 1067

1068 Page 53: Revise the top 3 bullets in the second column and add an additional bullet as follows:

- 1069
- 1070 • Incorporate structured parking into buildings where feasible and pave surface parking areas with
- 1071 permeable materials.
- 1072
- 1073 • Buildings must have a minimum of three stories where feasible with floorplates no greater than
- 1074 25,000 square feet for non-residential uses. Medical facilities such as hospitals are exempt from this
- 1075 guideline.
- 1076
- 1077 • Permit building height up to 100 feet (eight stories) and [maintain the 100-foot setback along I-270]
- 1078 cluster new development to ensure a dense and cohesive campus.
- 1079
- 1080 • Building setbacks from I-270 should maintain existing 200 feet from the current right-of-way or 100
- 1081 feet from an interchange ramp. If the I-270 right-of-way is widened, setbacks may be reduced to
- 1082 maintain the existing building line.
- 1083
- 1084

1085 Page 53: Revise the first bullet under **Transportation** as follows:

- 1086
- 1087 • The College’s planned expansion and technology park require additional access and transportation
- 1088 capacity. Extend Observation Drive as a four-lane 80-foot right-of-way arterial roadway with a
- 1089 shared use path through the Montgomery College property connecting MD 118 with Middlebrook
- 1090 Road. The road will be located on the [east side] west and south sides of the campus with future
- 1091 connections to MD 355.
- 1092
- 1093

1094 Page 53: Delete the second bullet under **Transportation**.

- 1095
- 1096 • [Extend Goldenrod Lane outside of the protected forest area to connect Observation Drive and
- 1097 introduce a network of new streets with short blocks, 250 to 350 feet long, to create a pedestrian-
- 1098 friendly place with wide sidewalks.]
- 1099

1100 Page 55: Revise the text under **Land Use** for the Fox Chapel District as follows:

- 1101
- 1102
- 1103 • The Fox Chapel Shopping Center and adjacent residential uses [(FC-1)] should be redeveloped as a
- 1104 mixed-use village center of commercial and residential uses. Rezoning these properties from the
- 1105 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

1106 zone can best accomplish the Plan's goal for a single mixed-use development. If the properties
1107 submit a joint plan of development [are assembled], allow development on FC-1 and FC-4 of up to
1108 0.3 FAR for commercial uses and 22 dwelling units per acre [for the Fox Chapel Shopping Center],
1109 and on the Middlebrook Mobile Home Park (FC-5) allow residential development of 22 units per
1110 acre. The joint plan of development should demonstrate how properties will be connected to the bus
1111 transit center to be built by the private sector and how the plan will achieve the Sector Plan objective
1112 to provide connections between the residential and commercial portions of the area.
1113

- 1114 • If properties [are not assembled] do not submit a joint plan of development, [commercial] density
1115 should not exceed 0.3 FAR and five dwelling units per acre for FC-1 and FC-4, and five dwelling
1116 units per acre for the Middlebrook Mobile Home Park (FC-5).
1117
- 1118 • [Retain the residential character of the MD 355 gateway into Germantown by allowing existing R-
1119 200 properties (FC-8) to have by-right accessory housing units.]
1120
- 1121 • Rezone the strip of land to the east of the property zoned C-1 from R-90 to C-1 to facilitate access
1122 from Plummer Drive for the southern portion of C-1.
1123
- 1124 • Rezone the Middlebrook Inn property (FC-10) from R-90 to C-1 to allow continued operation of the
1125 restaurant as a permitted use.
1126

1127
1128 Page 55: Add a new bullet at the bottom of the first column:
1129

- 1130 • Building heights should not exceed 60 feet along MD 355, stepping down in height to 45 feet along
1131 the eastern edge of the district to be compatible with existing residential neighbors.
1132

1133
1134 Page 56: Revise the second sentence under **Zoning** as follows:
1135

1136 Existing zones such as RMX-2, RMX-2C, and I-3 with an option for mixed uses [, as well as the Town
1137 Sector Zone] contain development standards appropriate for transit served and pedestrian-scaled areas.
1138

1139
1140 Page 56: Revise the third column as follows:
1141

1142 The list of potential projects to be covered by the Amenity Fund appears [in Appendix 20 and
1143 incorporated by reference in this Plan] on page ***.
1144

1145 [The complete text of the TMX-2 Zone appears in Appendix 23.]
1146
1147

1148 Page 56: Revise the Proposed Transit Station Development Area to show a more comprehensive map of the
1149 areas identified for TMX zoning.
1150

1151
1152 Pages 57 to 63: Revise zoning maps to reflect the zoning changes made by the County Council.
1153

1154
1155 Pages 64 to 65: Delete pages 64 to 65, which describe the Planning Board recommended staging plan.
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Pages 66-69: In the Road Network table add a superscript “2” for the Target Speed column headers, and add the following footnote:

²Target 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:

³The 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.

1207 Add this footnote to the bikeway on Crystal Rock Drive between Germantown Road and Kinster Drive:
1208 ¹Evaluate the feasibility of bike lanes in this segment.

1209
1210 Revise the bikeway on Kinster Drive between Century Boulevard and Crystal Rock Drive to a dual
1211 bikeway: a shared use path and a signed shared roadway.

1212
1213 Revise the bikeway on Observation Drive between Little Seneca Creek and Middlebrook Road to a dual
1214 bikeway: a shared use path and a signed shared roadway.

1215
1216 Revise the bikeway on Shakespeare Boulevard between Observation Drive and Frederick Road to a dual
1217 bikeway: a shared use path and a signed shared roadway.

1218
1219 Revise the bikeway on Wisteria Drive between Germantown Road and Waring Station Road to a dual
1220 bikeway: a shared use path and a signed shared roadway.

1221
1222
1223 Page 73: Delete the third paragraph and replace as follows:

1224
1225 [This Plan recommends that an urban service district be established in two segments: Phase I
1226 encompasses the expanded Town Center and the West End. It should be established concurrently with
1227 adoption of this Plan. Phase II extends the urban service district to the remainder of the Sector Plan area
1228 including the Cloverleaf, Manekin, Dorsey Mill, and Seneca Meadows transit stations. It should be
1229 established concurrent to Phase II of the Plan.]

1230
1231 This Plan recommends that an urban service district be established as soon as feasible, but recognizes
1232 that additional development will most likely need to precede the creation of the urban district to provide
1233 a source of funding. It may be advisable to create the district in two phases to provide the necessary
1234 focus on Town Center.

1235
1236
1237 Page 74: Delete the following language from the fourth bullet:

- 1238
1239 • defining the area served by a circulator bus [(Phase I and Phase II)]

1240
1241
1242 Page 74: Amend the first full paragraph on the page as follows:

1243
1244 [A parking lot district may be considered for the Town Center District. If determined to be feasible, the
1245 parking lot district would own and manage parking structures that would satisfy parking requirements for
1246 public and private development in the Town Center.]

1247
1248 Parking policy should encourage transit ridership, require fewer parking spaces, and take advantage of
1249 shared parking. A parking district for the Town Center should be established soon after the adoption of
1250 this Plan. The parking district would manage parking facilities that would satisfy parking requirements
1251 for public and private development in the Town Center.

1254 Page 74: Insert the following paragraph after the second full paragraph (before the **Capital Projects**
1255 section):

1256
1257 The Comprehensive Ten-Year Water Supply and Sewerage System Plan is the County's program for
1258 providing community water and sewer service. The Sector Plan recommends all properties be approved for
1259 community water and sewer service.

1260
1261
1262 General

1263
1264 All illustrations and tables included in the Plan are to be revised to reflect District Council changes to the
1265 Planning Board Draft (February 2009). The photographs and captions of existing and approved development
1266 presented at the County Council worksessions to illustrate the recommendations in the text should be
1267 included to achieve clarity. Maps showing the existing zoning should be added to Sector Plan. Maps that
1268 identify the location of various properties should be relocated so that they are near the text describing the
1269 property.

1270
1271 Several recommended rezonings in this Sector Plan will impact projects that are in the middle of multiple
1272 phase development projects. The Planning Department should determine how to adjust the public open
1273 space requirements if the property owner dedicated open space in the first stage of development that was
1274 meant to meet the open space requirements for the full build-out of the project. This may mean a change in
1275 development review practices or may require a zoning text amendment.

1276
1277 Two zoning text amendments will need to be adopted to implement the recommendations of this Plan. The
1278 first would allow the minimum acreage for the TS zone to be reduced to less than 1,500 acres if the reduction
1279 is the result of a sectional map amendment. The second zoning text amendment should amend the
1280 grandfathering provisions of the TMX zone to include properties being rezoned from the TS zone to the
1281 TMX zone and to clarify which approved plans are grandfathered.

1282
1283 The text and graphics are to be revised as necessary to achieve clarity and consistency, to update factual
1284 information, and to convey the actions of the District Council. All identifying references pertain to the
1285 Planning Board Draft (February 2009).

1286
1287
1288 This is a correct copy of Council action.

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Linda Lauer, Clerk of the Council

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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	Bellmead, 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