

Attachments

10. Urban Design Response to Public Testimony
11. Transportation Comments
12. Historic Preservation Unit, Design Division Response to Public Testimony
13. West End Portion of Town Center District (aerial)
14. West End Portion of Town Center District (property data)



ATTACHMENT 10

MONTGOMERY COUNTY PLANNING DEPARTMENT

THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

October 2, 2008

MEMORANDUM

TO: Glenn Kreger, Acting Chief
Community-Based Planning Division

Sue Edwards, Team Leader
Community-Based Planning Division

VIA: John Carter, Chief *AC*
Urban Design and Preservation

FROM: Karen Kumm Morris, Master Planner/Urban Designer *KKM*
Urban Design and Preservation

SUBJECT: Urban Design Response to Public Testimony Districts located west
of I-270, Germantown

STAFF RECOMMENDATIONS:

1. Maintain the proposed urban design recommendations with revisions as identified in this memo.
2. Add additional building height guidelines that establish compatible transitional heights along borders with existing residential communities.
3. Locate the Cloverleaf District's town commons along Century Boulevard to increase visibility.
4. Determine agency responsibility for the management of the Town Commons in front of BlackRock Center for the Arts.

INTRODUCTION

Public comments are organized by districts and followed by staff recommendations and discussion. Public testimony ranged from general support of the Plan's clustering of development around transit stations to major concerns over the density and building height.

TOWN CENTER – Core Neighborhood

Public Testimony:

1. Lack of focus within the Town Center (Lindstrom)
2. General opposition to high rise development (Soderberg, Hulley)
3. Lacks a sense of place and community (Soderberg)
4. Increase density in Town Center and along I-270 (Wrenn)

Staff Response:

1. Provide a generalized building height map in stories to give more massing and form guidance in the Plan. Add an additional building height guideline to address community concerns over tall buildings adjacent to single family areas and achieve a sense of focus to the Town Center as follows:

Achieve transitional, three to four story building heights at the edges of district's abutting existing residential communities to achieve a compatible relationship.

2. Improve the programming and management of the Town Commons in front of BlackRock Center for the Arts to create a more attractive, usable and programmed urban space improving the sense of place and community.

Provide maintenance and management of the Town Commons in front of BlackRock Center for the Arts by the M-NCPPC, Urban Service District or other entity.

Discussion

Core Neighborhood – Density, Urban Form and Building Height

Density

The Draft Plan's density distribution principle sets the highest density at the Town Center's transit station, 2.0 FAR on the Bellmead property, increases density from 0.5 to 1.0 FAR along the I-270 Corridor and steps down towards the perimeter of the planning area. This will create a "tent" of development with a recognizable center in the heart of the Town Center. The Urban Land Institute proposal would not result in a focus at the Town Center creating instead a series of similar developments along the I-270 Corridor.

The Draft Plan's building height guideline on page 28 gives a focus to the arrangement of building heights. The Core Neighborhood, located between I-270 and Wisteria Drive, is the central focus of Germantown with its lively mix of uses including shopping, restaurants, cinemas, a library, and an arts center. The focal point of this area will be the high-rise, mixed-use development surrounding the transit station in the northeast quadrant of Crystal Rock Drive and MD 118.

The Draft Plan recommends that building heights be allowed up to 15 stories creating a compact focus at the transit station. Major employment uses along I-270 should be in eight story buildings to maintain the focus of building heights at the transit station. The

proposed 15-story building height will be the tallest building in the I-270 Corridor with the exception of the 25-story Washingtonian tower. Eight stories is recommended along I-270 and is comparable in height and setback from the highway to the new, eight-story commercial building under construction in Falls Grove.

MD 118 will be the main boulevard lined with major, mid-rise office buildings of six to eight stories. Century Boulevard should become the walkable pedestrian-oriented street, a promenade of wide sidewalks, and urban open spaces lined with lively uses such as sidewalk cafes and shopping. Building heights along Century Boulevard should be in the range of three to five stories to ensure sufficient light and air with step backs in the façade above three stories. Century Boulevard from Crystal Rock Drive to its extension intersecting Waters Road will be a narrow street with a 70-foot right-of-way. The building step backs will ensure sufficient light and air along this important promenade.

A building heights map should be included in the Plan to better illustrate the form and massing anticipated within each district and demonstrate the compatibility achieved at the edges of the districts. An additional building height guideline is needed to ensure transitional building heights adjacent to existing residential communities and to help maintain the focus of taller buildings in the center (see Town Center Cross Section and 3-D illustration of Town Center).

Urban Open Space and Management of the BlackRock Center for the Arts

This Plan recommends several urban open spaces at key locations along the promenade of Century Boulevard connecting various destinations such as the UpCounty Regional Services Center, the Black Rock Center for Arts, the Germantown Library, the transit station, and the cinemas. One of the most important urban spaces is the existing Town Commons in front of the BlackRock Center for the Arts. This open space is underused, lacks amenities and is minimally maintained by the County. Management and maintenance of this key asset should be delegated to the M-NCPPC to become a more successful and active civic space in the heart of the Town Center.

The M-NCPPC Parks Department does not want to add more maintenance responsibilities in the Germantown area due to lack of funds and staff. The Planning Board needs to decide if this urban open space should be managed by the M-NCPPC's Parks Department or by another County entity such as an Urban Service District (see Illustrative Urban Form Map).

TOWN CENTER – The West End

Public Testimony:

1. Lack of focus with Town Center (Lindstrom)
2. Proposed street network in the West End should be changed to better link Century Boulevard to Waterford Hills Drive. Will improve block sizes for redevelopment (Wildman)
3. Opposed to Plan's housing emphasis on Martens' Property (Martens)

Staff Response:

1. Support Draft Plan's housing emphasis.
2. Provide a generalized building height map in stories to give more massing and form guidance in the Plan. Add an additional building height guideline to address community concerns over tall buildings and achieve a sense of focus to the Town Center as follows:

Achieve transitional, three to four story building height at the edges of district's abutting existing residential communities to achieve a compatible relationship.

3. Support the Draft Plan's proposed street network within the West End.

Discussion

The West End – Density, Urban Form and Building Height

Density and Urban Form

The West End is envisioned as a mixed-use area with housing and non-residential uses. The Plan recommends a 100 percent increase in density over the 1984 Master Plan's 400,000 square feet of non-residential development. The Plan's level of development permits up to 320,000 square feet of commercial uses and 400 housing units for the properties distributed in a manner that orients the commercial uses towards Wisteria Drive and along MD 118. A housing emphasis is recommended for the Martens property as a transition to the existing Waterford Hills multifamily residential community.

Building Heights

The proposed building height guideline that requires buildings along the district edge to step down to three to four stories is needed to address the community's concerns with tall building heights.

The historic center of the West End has been the older historic community just outside the planning area boundary and the MARC commuter rail station located south of MD 118 and on the edge of the district. Density and building heights should step down from the Core Neighborhood's 15 stories to three to five story buildings in the West End in order to achieve a compatible transition to the adjacent Historic District. Buildings along MD 118 also should step down to four to five story commercial buildings to maintain the focus of taller buildings in the Core.

South of MD 118 along Walter Johnson Drive, residential development of three to four story townhouses and walk-up apartments will create a residential enclave and provide a pedestrian walkway connecting the MARC station to the Core Neighborhood's lively mixed-use center. Open space within this predominately residential area will be in an expanded park space at the MARC station and within the preserved open space of the Madeline V. Walters House (no longer existing).

The focus within the area north of MD 118 will be at the intersection of Waterford Hills Drive and Waters Road. Mixed-use, five story development will line the streets and a small urban plaza will be provided at the corner of this intersection. A green, more passive open space will be provided with the redevelopment of the existing stormwater management pond to include a walkway around the pond, attractive landscaping and play equipment (see Building Height map).

The West End - Street Layout and Block Design

Extending Century Boulevard west of Middlebrook Road is a key recommendation to improve circulation and provide a more direct and convenient link from the Core Neighborhood to the MARC station. The street is proposed to have a straight alignment connecting with Water's Road. If Century Boulevard swings to the west connecting with Waterford Hills Drive, the more direct connection between the Town Center and the MARC station will not be achieved. Block arrangements resulting from the proposed street layout will result in buildable, short block sizes. Variation in block sizes and shapes adds distinct character and avoids monotonous repetition.

The Century Boulevard connection with Waters Road needs to be setback from MD 118 a minimum of 250-300 feet to achieve a safe offset between intersections. The property owner's concerns with a safe intersection setback from MD 118 can be addressed. Final alignment will be determined by the Optional Method of Development or by the Preliminary Plan Review (see Illustrative Concept).

GATEWAY DISTRICT

Public Testimony:

1. Increase density, up to 35 units per acre, allow approximately 20,000-30,000 square feet of commercial uses and eliminate the TDR requirement for the Rolling Hills Property (Sears)
2. Achieve compatibility the Historic District (Soderberg, Hulley)

Staff Response:

1. Maintain Draft Plan's density recommendation for 18 units per acre, but eliminate the TDR requirement. Revise the Land Use recommendation on Page 31 as follows:

Provide new housing development up to 18 dwelling units per acre on the Rolling Hills property.

2. Revise Urban Form recommendation on Page 32 as follows:

Cluster the majority of development close to the MARC station arranged in a manner that achieves compatibility with the nearby Historic District. Allow up to eight story residential buildings near the MARC station, redevelop the remaining site area with a low-rise, high density unit type and provide

single family attached units along Wisteria Drive to achieve a range of unit types. Provide off-site pedestrian access to the station.

3. Consider adding a Transportation recommendation on Page 32 as follows:

Reclassify Great Seneca Highway north of the CSX tracks from major highway to an arterial road in order to achieve slower speeds that are context sensitive to the surrounding land uses.

Discussion

The Rolling Hills Property is a 40 acre site that currently has a number of zones dividing the property. The Plan proposes consolidation of the zones supporting the use of the RMX-1/TDR Zone with 18 units per acre and no additional commercial uses.

Density

The Draft Plan seeks a balance between the principle to locate density close to transit and the need to have compatible development close to the existing single family communities and the Historic District. The site is located towards the edge of the planning area along the CSX tracks adjacent to lower single family detached communities.

The Plan's 18 units per acre recommendation attempts to balance these competing needs. The recommendation results in 730 units and up to 890 units with a bonus density. Surrounding densities are considerably lower, Gunner's Lake Village is approximately nine units per acre and single family areas to the south have R-60 and R-200 zoning. The property owner's request for higher density with 35 units per acre will result in either taller buildings or a compact low-rise development form that is more like the King Farm's apartments along MD 355 across from the Shady Grove Metro station. This level of development is appropriate adjacent to transit, but it is not appropriate in this location near the Historic District and less dense single family communities.

Arrangement of Development

Revisions to the design guidelines are suggested in order to address compatibility needs with the Historic District while still achieving the highest density close to the MARC station. The development should be arranged to be compatible with the Historic District and not higher than eight stories. A range in the unit type is an added recommendation to ensure diversity of unit type and income levels.

If a higher density is desired, 20 units per acre would yield 810 units and 990 bonus density. Additional density would result in taller buildings in the range of five to six stories in the southern portion of the site.

Roadway Classification

The reclassification of Great Seneca Highway from the CSX tracks to its termination with Middlebrook Road should be considered given the surrounding land uses that include a retail center, a neighborhood park, Seneca Valley High School and this housing development. A change from major highway to arterial road would permit lower speeds,

not a reduction in traffic capacity. The intersection of Wisteria Drive and Great Seneca Highway is a major pedestrian crossing and the roadway should be more responsive to the surrounding land use context.

CLOVERLEAF DISTRICT

Public Testimony:

1. General opposition to high rise development (Soderberg, Hulley)
2. Lacks a sense of place and community (Soderberg)
3. Do not specify short block lengths of 250 to 300 feet (Campell Smith, Trammell Crow)
4. Reduce the precise 10 foot upper floor building step back requirement along Century Boulevard (Trammel Crow)
5. Do not restrict building heights to eight stories along I-270 (Campell Smith, Trammell Crow)
6. Do not restrict land use mix to 60/40 percent commercial/housing units (Campell, Smith)

Staff Recommendations:

1. Maintain land use mix of 60/40 percent commercial to housing units.
2. Revise the 10 foot building step back along Century Boulevard and Cloverleaf Center Drive as follows:

Create a building wall along Century Boulevard and Cloverleaf Center Drive with step backs in the upper floors over three to four stories to ensure sufficient light and air along this promenade.

3. Support eight story building heights along I-270. Provide an additional building height guideline to address community concerns over tall buildings as follows:

Achieve transitional, four to five story, building heights at the edges of the district adjacent to the greenway along Crystal Rock Drive and existing residential communities to achieve a compatible relationship.

4. Add a new guideline locating the proposed town commons in a visible site along a main pedestrian route and ensuring that it will not be located along I-270 as follows:

Locate the district's town commons along Century Boulevard to ensure its visibility and location along a major pedestrian route.

5. Allow for flexibility in block lengths of 250-300 feet.
6. Support the Draft Plan's recommended 10 foot building step back guideline, but allow for three to four story bases.

CLOVERLEAF DISTRICT – Land Use Mix, Urban Form, Building Heights, Block Lengths, Urban Open Space

Discussion

Land Use Mix

The Plan's land use mix of a minimum of 60 percent commercial and a maximum of 40 percent residential preserves the jobs along the I-270 Corridor and adds housing to create mixed-use communities. The mix ensures sufficient housing to create viable communities. For example, this mix would result in up to 1.5 million square feet of non-residential uses and approximately 800 housing units for the Century Technology Park property, a 55 acre site within the Cloverleaf District.

Urban Form and Building Height

The core area of the Cloverleaf District is located at the intersection of Cloverleaf Drive and Century Boulevard just south of the future CCT transit station. Building heights should be allowed up to 12 stories adjacent to the transit station to create a focus and taper down to four to five stories towards the residential neighborhoods to the west.

The Plan should better address the need for compatible transitions to existing residential neighborhoods to the west by specifying transitional building heights at four to five stories. Lower building heights are not necessary given distance new development from existing residential areas. The distance is created by the greenway along Crystal Rock Drive and by existing stormwater management areas.

Along I-270, major employment uses should be located in signature office building up to eight stories in height to maintain the focus of the district at the transit station. The eight story building height is consistent with the majority of buildings along the I-270 Corridor with the exception of the taller buildings at Washingtonian Center in Gaithersburg. Given Germantown's location at the upper end of the I-270 Corridor, taller building heights are not transitional to the Clarksburg and Agricultural Preserve.

The street system also creates a strong sense of urban form to this District with Century Boulevard defining the main boulevard with its transitway located in the center median. Cloverleaf Drive becomes the main promenade of the district with wide sidewalks, small plazas and activating uses.

Building Step Backs along Century Boulevard

The Draft Plan should be revised to allow more flexibility in how step backs are achieved for Century Boulevard and Cloverleaf Center Drive. The intent is to establish a three to four story base with upper story step backs to ensure a pedestrian scale is achieved along the sidewalk and the sufficient light and air reaches the sidewalk (see Area Wide Recommendation guidelines that illustrate the benefits of an upper story, building step back).

Block Lengths

The Area Wide Recommendations section of the Draft Plan recommends that block lengths be walkable, short blocks ranging between 250 to 300 feet. Flexibility in block lengths also is desirable and the Plan allows for this. The Plan identifies a network of streets that will create desirable block sizes and walkable neighborhoods. Block lengths will vary and final location of the street network will be determined through the Optional Method of Development or during the Preliminary Plan Review.

Urban Open Space – Town Commons and Greenway

The Draft Plan recommends a series of urban open spaces within each district to provide for the recreational needs of residents and workers. In the Cloverleaf District, plazas and gathering places are recommended along Century Boulevard to be activated by adjacent restaurants, shops and businesses. A half-acre town commons is recommended in the heart of the neighborhood, and a greenway is recommended along Crystal Rock Drive.

The Draft Plan does not specify the exact locations for the urban open spaces because these parcels are large, single ownerships and specificity of urban space locations is best determined through the Optional Method of Development with a Project Plan that outlines the basic arrangement of buildings, open spaces, streets and parking or by the Preliminary Plan.

To better address the need for a greater sense of community, greater guidance for the location of the town commons should be given in the Draft Plan. The town commons should be located along Century Boulevard. This will improve its visibility, ensure that it is located along a major pedestrian route and avoid its possible location along I-270. The exact location of the half-acre commons should be determined through the Optional Method of Development or the Preliminary Plan.

The Cloverleaf District's proposed greenway, the linear recreation area along Crystal Rock Drive, provides an important transitional and compatibility function separating the existing residents to the west from the new development along Century Boulevard. This greenway also provides better access to the surrounding greenbelt to the north and to the Town Center's main promenade to the south. It also provides an important transitional, compatibility function. The greenway should be planted with attractive, large trees and other landscape screening to ensure a compatible transition from the Cloverleaf District's new development to the existing residential neighbors.

THE NORTH END – Westside of I-270

Public Testimony

1. Achieve a more harmonious relationship between commercial space and residential units. Do not connect Kinster Drive to Century Boulevard (Ferry) (Beachley)
2. Allow for a more flexible percentage mix of uses to better respond to market conditions. The Draft Plan's minimum 60 percent non-residential and maximum

40 percent residential is too restrictive. Increase allowable density up to 1.0 FAR for Totah Property (Kaufman, Totah)

3. Allow for greater residential density and support the provision of a senior housing community on the Lerner Property. Increase building heights along I-270 to 12 stories. Question the proposed greenway dimensions along Crystal Rock Drive (Brewer, Lerner Property Representatives)

Staff Recommendations:

1. Maintain the Draft Plan's recommended amount of density and percentage of mixed use. Increased density is desirable if the town sector zone will permit.
2. Maintain the eight story building heights along I-270 and six story building heights along Century Boulevard across from the residences along Kinster Drive. Provide an additional building height guideline to address community concerns over tall buildings along Crystal Rock Drive as follows:

Achieve transitional, four to five story, building heights at the edges of the district adjacent to the greenway along Crystal Rock Drive and existing residential communities to achieve a compatible relationship.

Discussion

The North End District – Westside of I-270

Transitional Density Levels

The Draft Plan proposes the distribution of density to create a focus of development and activity within the Town Center. The North End District lies at the northwest end of Germantown adjacent to the surrounding greenbelt. It should step down in density and not have the same level of development, 1.0 FAR, as properties within the Town Center. There are transportation capacity concerns and nearby residential compatibility with adjacent residences that also suggest less density in this area.

Percentage Mix of Uses

Germantown's jobs need to be assured by setting the minimum amount of non-residential uses. Along the I-270 Corridor, the employment corridor of the 1984 Master Plan, established I-3 zoning allowing up to 0.5 FAR for employment uses. The Draft Plan maintains this amount of employment and adds additional housing uses to the mix by establishing a minimum of 60 percent non-residential uses and a maximum of 40 percent residential uses. Flexibility to provide a greater level of employment uses or less residential uses is possible.

The Lerner Property with its Town Sector Zone requires compliance with the limit of residential units based upon 15 people per acre. A comprehensive discussion of the Churchill Town Sector Development Plan is provided in the Community- Based Planning staff report.

Building Heights

The close proximity of this district to existing residences along Kinster Drive and Crystal Rock Drive requires compatible building heights to be set in the Draft Plan. The Draft Plan achieves compatible building height recommendations along Century Boulevard with the six story height limit and building step backs for buildings over three to four stories. An additional building height limit of four to five stories should be placed along Crystal Rock Drive to ensure that compatible relationships are achieved. This is consistent with building height guidelines recommended for the Cloverleaf District.

Along I-270, the building heights of the signature office building are recommended to be eight stories to maintain the focus of building height closer to the center of Germantown. This height and setback is comparable to the Falls Grove commercial building under construction along I-270. Taller building heights are not recommended in this northern edge of Germantown adjacent to the surrounding greenway, Clarksburg, and the Agricultural Preserve beyond.

G:\Germantown\worksession#3specificpropertylanduse\worksession3designresponse

Transportation Related Public Testimony from the Public Hearing

ATTACHMENT 11

Person/Company	District	Question/Comment	Response or Worksession number
1 Cindy Snow	Areawide	<ul style="list-style-type: none"> • The CCT should go south along the east side of I-270 in Germantown to incorporate Hughes and the College. • Parking should be limited to encourage transit use. • Like wide sidewalks in the core for people to walk and bike. 	Worksession 2
2 Kathie Hulley CAC member	Areawide	<ul style="list-style-type: none"> • Can more MARC riders be accommodated? • Can the metro (Shady Grove station) accommodate increase in riders from the transfer of people from the CCT to the metro? 	Worksession 2
3 Lynne Rosenbusch	Areawide	No bike lanes or shoulders in the plan, which makes experienced cyclists, avoid the area. The roads are being widened, there is space available, and you are doing bicyclists a disservice.	Worksession 2
4 Marilyn Balcombe	Areawide	<ul style="list-style-type: none"> • CLV for Town Center Policy Area be increased to 1600 and that the boundaries of the Town Center be enlarged to match the Town Center boundaries as outlines in the Master Plan. The congestion levels should correspond to an urban, not suburban setting. • Keep two-way streets and remove one-way streets from the plan. 	<ul style="list-style-type: none"> • Worksession 2
5 Pamela Lindstrom	Areawide	<ul style="list-style-type: none"> • Transit must be addressed comprehensively. Transit riders going anywhere but W. Gaithersburg will 	<ul style="list-style-type: none"> • Worksession 2

Transportation Related Public Testimony from the Public Hearing

		<p>continue to take MARC or express buses on I-270 to Shady Grove Metro. More express bus routes should be mapped, especially on MD 355. This would coordinate with the Shady Grove Sector Plan recommendation. Such an express bus service could better serve Montgomery College.</p> <ul style="list-style-type: none"> • Bus Rapid Transit is not discussed under the Bus Rapid Transit section title. • Expansion of MARC should be stressed, not just access to the station. • Need a map of bikeways. Cycling for commuting and errands should be discussed. • The section on regional highways is shocking in a plan that is supposedly transit-oriented. Using all these road facilities in traffic modeling is misleading, since they are not all likely to be built. • This plan should not rely on interchanges on MD 355. MD 355 is treated as a main urban blvd in the vision for the I-270 corridor and in plans for the rest of the corridor, beginning in Gaithersburg. Turning it 	<ul style="list-style-type: none"> • Worksession 2 • Worksession 2 • Worksession 2 • No comment • No comment
--	--	---	---

Transportation Related Public Testimony from the Public Hearing

			<p>into a freeway and speeding traffic through Germantown into Gaithersburg is unethical at any time, most especially now, when the policy should be discouraging driving.</p> <ul style="list-style-type: none">• MD 355 is a prime corridor for rapid bus transit, and that proposal should be treated more concretely, and become the major recommendation.• Page 23 - needs a map showing all facilities including Midcounty Highway. It needs traffic modeling results under several scenarios, including various levels of transit and density of development. The results should include mode shares, number of trips by different modes, and peak period road congestion.	<ul style="list-style-type: none">• Worksession 2 and 4
--	--	--	--	---

Transportation Related Public Testimony from the Public Hearing

6	DOT	Areawide	<ul style="list-style-type: none"> • Identification and analysis of specific improvements that would achieve CLV of 1.0 or less in order to bring the plan into balance. • Identify specific location(s) for additional commuter parking to serve the Town Center. • The partial interchange to and from I-270 N. at Dorsey Mill road would be too close to the existing interchange at I-270 and Father Hurley Boulevard/Ridge Road. MNCPPC should consult with State Highway Administration and the Federal Highway Administration to determine whether or not this partial interchange is feasible prior to testing it and including it as part of the transportation network in the plan. • The Executive Branch opposed the second crossing of I-270 between Century Boulevard and Seneca Meadows Parkway as an unrealistic transportation element, and possibly detrimental to the overall goal of implementing a CCT. • Concur with the Plan's recommendation to construct Observation Drive as a north-south 	<ul style="list-style-type: none"> • Worksession 2 • Worksession 2 • The distance between Dorsey Mill Road and Newcut Road is comparable to the distance between MD 124 and Watkins Mill Road. A representative from SHA will initiate the Interstate Access Point Approval process checklist to verify that the partial interchange meets the needed criteria. • Worksession 4
---	-----	----------	---	---

Transportation Related Public Testimony from the Public Hearing

		<p>connection through the Montgomery College District. However, we support an alignment that avoids major pedestrian crossings between housing and the college campus and on that enables current plans of Montgomery College both for future buildings and for its technology center to be implemented.</p> <ul style="list-style-type: none"> • Opposes the Plan's recommendation to construct Wisteria Drive as a 4-D lane road section within an 80' ROW. Support wider ROW or changing the road proposal to a 4-lane undivided section, and using design standards to be adopted by the County Council as part of the implementing regulations for the 2007 Road Code changes. Master Plans should not include design standards that have not already been approved by DOT as part of the Road Code or the implementing Regulations. • Extension of Century Boulevard from Wisteria Drive to Waterford Hills Boulevard and Waters Road. This alignment passes through several developed properties is making the extension difficult, unless implemented through the redevelopment of the site. More importantly, it is difficult to discern on an operational level how this 	<ul style="list-style-type: none"> • The desire is to improve pedestrian access and safety crossing Wisteria Drive in the vicinity of Seneca Valley High School. There is a concern that trees and pedestrians in the median together could cause pedestrian and driver confusion. However, the master plan will reflect an increase in ROW to accommodate pedestrians and clarify the limits of the roadway needing a median. • Discussions are underway with property owners in the vicinity of these roads. A meeting was held with Mr. Wildman on August
--	--	--	--

Transportation Related Public Testimony from the Public Hearing

		<p>improvement would work in concert with the other network additions with respect to geometrics and separation of distance. We recommend that MNCPPC take a closer look at this recommendation.</p> <ul style="list-style-type: none"> • Construction of New Road B-17 to connect to Crystal Rock Drive and Century Boulevard since the proposed alignment would pass through office buildings and their parking facilities. • Oppose the designation of Middlebrook Road “from Father Hurley Boulevard to Germantown Road” as a Business Street (B-20). Middlebrook Road should remain master planned as a Major Highway (M-85) because it performs a principal arterial function. • It is unclear where the section of Goldenrod Lane is located. If the section described as extending “from end of road, about 1,000’ south of Germantown Road to Cider Press Road” traverse the Montgomery 	<ul style="list-style-type: none"> • Our Urban designers have located the new road in a place to allow development to occur and have enough space for the road. • The designation of Middlebrook Road changed due to the proposed type of development for Germantown Town Center and a review of roadway function. The function of the road south of MD 118 is primarily to provide connections between MD 118, Great Seneca Highway, and I-270. North of MD 118, Middlebrook Road serves more localized land uses. The proportion of non-local traffic will be reduced once Father Hurley Blvd. is extended to MD 118. With this information, it was determined for this section to be a Business District street to complement the Town Center. • Worksession 4
--	--	---	--

Transportation Related Public Testimony from the Public Hearing

		<p>College campus area, we have pedestrian safety concerns.</p> <ul style="list-style-type: none"> • Opposes the recommendation to change the circulation pattern at Aircraft and Crystal Rock Drives to one-way couplets as operational issues are outside the purview of Master Plans. Concerned about emergency vehicle response time. • Opposes the recommendations to reduce the ROW widths of the following roads because the road is already constructed. <p>Father Hurley, Observation Drive, Ridge Road</p> <ul style="list-style-type: none"> • Opposed the recommendation to reduce travel lanes on Crystal Rock Drive to create a 50-wide linear, landscaped open space and greenway along Crystal Rock Drive for recreational use and to provide access to Black Hill Regional Park. The travel lanes along Crystal Rock Drive will be needed. If access to the Park is important, a different solution must be found. • Recommends increasing the ROW widths for the following road segments to accommodate the CCT. The 	<ul style="list-style-type: none"> • The Master Plan will be changed to recommend an operational study to implement the one-way pairs in conjunction with Town Center CCT station design. • The ROW will stay at the existing ROW width as 150' for each of the roads since it already exists. • We forecast the ADT on Crystal Rock Drive to be approximately 35,000 vehicles per day, within the capacity of a four lane roadway. The location, design, use, and ownership of the greenway requires further analysis. • The CCT right-of-way should be 130', as recommended during the Century Boulevard mandatory referral review.
--	--	--	---

Transportation Related Public Testimony from the Public Hearing

			<p>following roads should have 150' ROW: Century Blvd. from Dorsey Mill to Aircraft Dr.; Dorsey Mill Rd. Ext. from Crystal Rock to Observation</p> <ul style="list-style-type: none"> Supports pedestrian-friendly street design by opposes blanket restriction in a Master Plan of widening MD 118. In some cases public safety and traffic safety may necessitate larger intersections. The street network should be wide enough to accommodate buses that traverse through the neighborhoods and feed into the CCT. A standard 40' bus is about 10' wide and it requires a properly sized lane width to operate safely which would be determined in accordance with the road design standards being promulgated by the Executive Branch this summer. 	<ul style="list-style-type: none"> Worksession 2
7	Bradley Chod Minkoff Development	Seneca Meadows	<p>He would like to see traffic analysis to understand why the eastside traffic is such a problem when the majority of the proposed development is on the Westside</p>	Worksession 4
8	Hishmat Eskandari Islamic Society of Germantown	Fox Chapel	<p>Oppose Blunt Road extension and widening to Middlebrook Road due to its impact on proposed Mosque</p>	Worksession 4
9	Hwaida Hassanein Mumtaz Jahan Day Care Business Owners	Fox Chapel	<p>Oppose Blunt Road connection to Middlebrook Road. Traffic increase will create unsafe conditions for children, residents, and businesses using the current</p>	Worksession 4

Transportation Related Public Testimony from the Public Hearing

11	Justine Cloverleaf Townhome Association	dead end street. Turning movements and two way traffic will be dangerous	Want Kinster to stay a dead-end	Kinster Drive is classified as an Arterial road in the 1989 Germantown Master Plan and is part of the basic network of roadways in this area.
12	Mike Lives in Kinster/Cloverleaf neighborhood		<ul style="list-style-type: none"> • Concerned about pedestrian crossing the street because of traffic, commercial development, and safety. • Want Kinster to stay as a one lane in each direction street and doesn't want the proposed 4-lane divided street. 	Therefore, a connection to Century Boulevard is necessary, but we will be recommending to the Board as part of our Master Plan work that Kinster Drive be reclassified to a Minor Arterial, a new classification that was added in the recent Road Code update. The Minor Arterial classification recognizes that the roadway will carry some through traffic, but would permit the use of traffic-calming techniques such as raised crosswalks and raised intersections, traffic circle, medians, pedestrian refuge islands, chokers, smaller centerline radii, parking cutouts, and special paving and streetscaping in central business districts or other commercial areas. Commercial and industrial would not be prohibited from traveling on residential streets, but if traffic-calming is implemented, they will be less likely to do so.
13	Mark Wildman		Proposed new alignment for the Century Blvd extension and a new alignment for Waterford Hills Blvd because distance is too close to Waters Road	Staff met with Mr. Wildman on August 7, 2008. Mr. Wildman showed his alternative alignments for Century Blvd. extension and Waterford Hills Blvd. At the time of this document being created, a meeting with all of the property owners in the vicinity of Waterford Hills Blvd. is scheduled discuss Mr. Wildman's alignments.

ATTACHMENT 12

Germantown Historic District Draft Clare Lise Kelly 9-22-08

In response to testimony, staff recommends that the master plan text include a section on Historic Resources and on Urban Design and the Historic District.

Historic Resources

The attached graphic summarizes the Germantown historic resources and identifies planning issues (attachment 1). Detailed information about the resources and their significance is found in the Appendix.

Urban Design and Preservation of Germantown Historic District

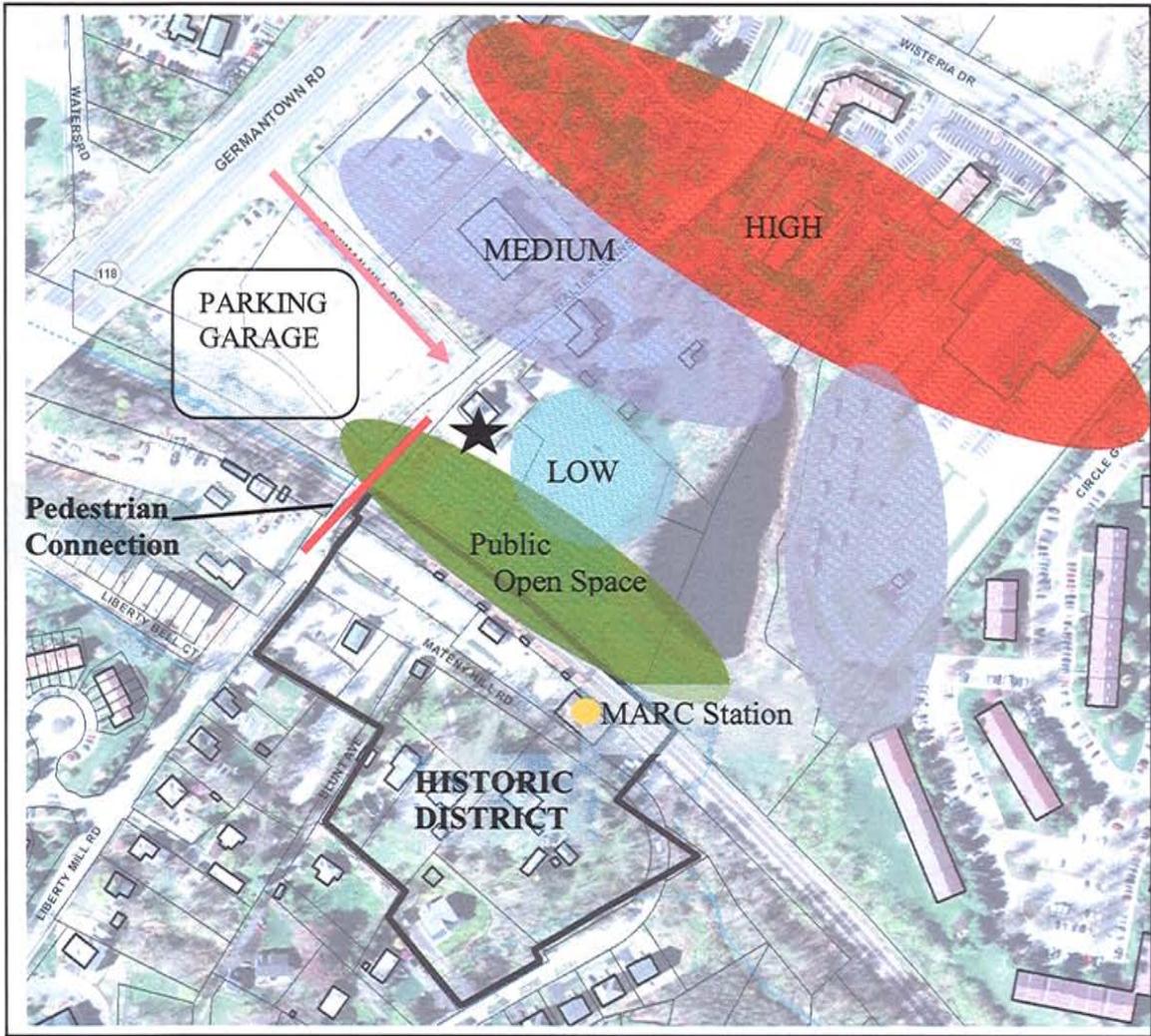
New construction and development within walking distance of transit stops afford opportunities for design in accordance with growth management goals. (Attachment 2) The MARC train runs along the old Metropolitan Branch of the B&O Railroad established in 1873. The Germantown Historic District grew along that railroad line. This area requires a delicate balance, offering opportunities for growth to accomplish goals of neighborhoods and businesses in walking distance of transit stops, yet requiring preservation of a significant historic community. The MARC station area is an opportunity to be a vital center balancing historic and new elements. Design public space and streets to effectively connect new development into the transition area and the historic district.

Preserve context of the district

The topography at the MARC station is challenging. The land on the north side of the tracks currently occupied by a parking lot is at a higher elevation than the historic district, located south of the tracks. This elevated area north of the tracks and immediately adjacent is culturally sensitive. Construction of buildings along this area would negatively impact the historic district. A small park already exists on the north side of the tracks, and linear greenspace exists along the railroad tracks extending east and west. Expansion of this park would provide a buffer between the historic district and development north of the tracks, preserve the vista to and from the historic district, and enhance a public amenity that would offer an opportunity for interpretation of Germantown's railroad history. A pedestrian bridge (Walter Johnson Road to Liberty Mill Road) connects these two areas. Appropriate height and setback requirements to control massing and scale of the low-scale development adjacent to the greenspace will guide context-sensitive development north of the tracks and enhance the visual connections and transition between the historic district and new development.

The Pumphrey-Mateny House is located north of the public space area. A commercially compatible use for the historic building could be appropriate given its location in an area targeted for TMX zone. The area from the railroad tracks north to Wisteria Drive and west to Germantown Road is identified with graduated height and density, with the lowest height being near the public open space and the Pumphrey-Mateny House. Development in the area near the Pumphrey-Mateny House will be no taller than the ridgeline of the historic house.

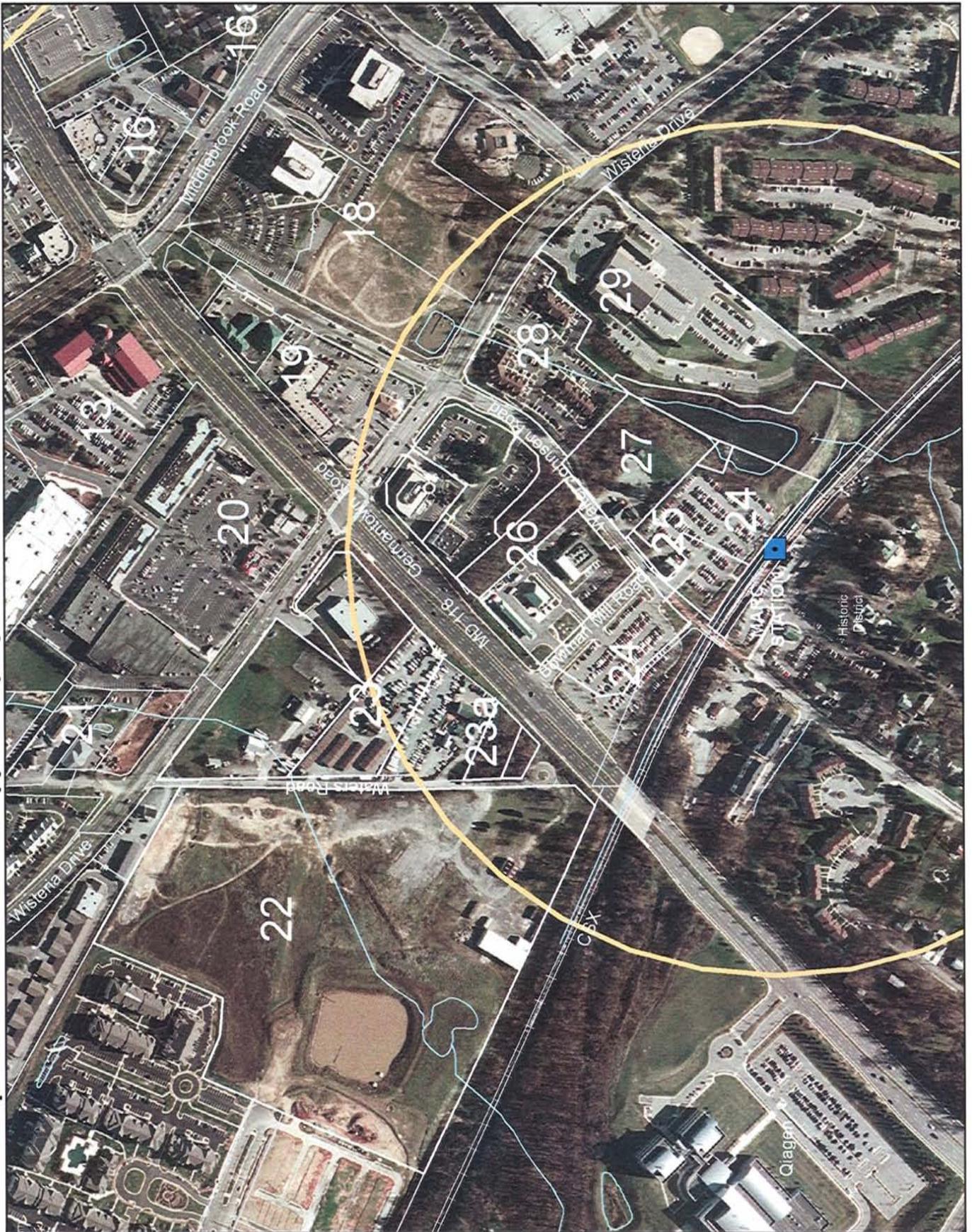
ID	Person	Comments	Response
10	Susan Soderberg Germantown Historical Society	Destroying the historicity of the place	Staff recommends preserving the context of the historic district and the Pumphrey-Matney House by enlarging public open space on the north edge of the district and establishing graduated heights extending north. MARC parking to be moved to a parking garage along Rt 118.
46	Diane Schwartz Jones County Executive	Expand MRC parking spaces as part of West End land use recommendations	If surface lot is eliminated and parking garage built, there be a net gain of parking.
38	Phil Perrine	TMX zone limits to 28'. Wants 50' for DLSS Property on Walter Johnson Drive	Graduated height limits from public space along tracks moving northward.



★ Pumphrey-Mateny House

ATTACHMENT 13

West End portion of Town Center: Applies to properties 22-29



ATTACHMENT 14

WEST END/MARC STATION

I.D.	Ltr#	Property Name	Size (acres)	Current Zone	Staff Recommendation	Property Owner Request	Comments
18	50	Trevion	16.1	O-M	TMX with 1.0 FAR (244 du)	Preliminary plan under current zone allows 1.5 FAR with total 152,500 sf existing	Property unlikely to develop as office; TMX zone allows mix of housing and retail. Response: Apply TMX zone at 1.0 FAR which is consistent with density allocation diagram.
19		Saul Center retail & carwash, M-NCPPC park	4.4	C-2, T-S	TMX/T-S	No comment	
20		Sugarloaf retail center	10.9	C-3	RMX-2C with 0.5 FAR (142,000 sf retail and office; 120 du)	No comment	
21		Locbury Drive properties	5.27	I-1	RMX-2C with 0.5 FAR (142,000 sf)	No comment	
22	39	JBG/Martens	25.1	RMX-2 with commercial	RMX-2 with housing recommendation (366 du) and 100,000 sf commercial	RMX-2 with commercial recommendations. Desires to build Costco store. Contract purchaser relied upon 1989 MP and desires to build retail/commercial. States there is no market for mixed use w housing at this location	Response: Confirm RMX-2 with residential capacity. Encourage residential use within walking distance to MARC station. Allow additional 100,000 commercial but discourage big box store near transit.

WEST END/MARC STATION

I.D.	Ltr#	Property Name	Size (acres)	Current Zone	Staff Recommendation	Property Owner Request	Comments
23	36a, 37	Mark Wildman	1.82	RMX-2	RMX-2 with 222,000 sf commercial, 100 du	RMX-2C. Property use as automotive repair non-conforming. Wants RMX-2C with commercial base that will allow continued use to be conforming. Suggests new alignment of Waterford Hills and Waters Road to not impact subject property.	Response: Confirm RMX-2 zoning which is consistent with similar properties
24		MARC parking lots	5.92	R-200, C-T	TMX with 1.0 FAR (130,000 sf commercial with structured parking for MARC)	MARC requests additional parking for rail users.	
25		Pumpfrey-Mateny House	0.26	O-M	O-M	No comment	Protect historic resource with compatible scale and massing
26		MD 118 properties	8.6	C-2, O-M	TMX with 0.5 FAR	Request removal of B-3 loop road	Response: B-3 loop road eliminated.
28		Medical Office Park	3.45	R-200	RMX-1 at 18 du/acre	No comment	
27		Perrine/Presbyterian Church	2.5	O-M	TMX with 0.5 FAR	TMX standard method with 0.5 FAR and 50 feet height limit for 3 story residential building w ground floor retail	Existing zone and Schematic Development Plan for 50,000 sf office. Response: Revisions to TMX zone allow for height of 42 feet.
29		Post Office	7.2	C-1	RMX-1 at 18 du/acre	No comment	