



November 6, 2008

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Glenn Kreger, Acting Chief *GK*
Community-Based Planning Division

FROM: Sue Edwards, Team Leader, I-270 Corridor *se*
Community-Based Planning Division (301-495-4518)

SUBJECT: Worksession #6 Germantown Master Plan

STAFF RECOMMENDATION: Review and revise as necessary plan recommendations concerning the North End District, properties east of I-270 and staging.

SCHEDULE FOR FUTURE WORKSESSIONS

Any remaining discussion of Plan recommendations for specific properties will take place on November 17 if a final worksession is needed.

I. INTRODUCTION

This staff report continues the October 6 Planning Board discussion of properties in the North End District west of I-270, properties east of I-270 (except for the Montgomery College District that was covered in worksession # 4 on October 20, 2008) and revised staging recommendations.

At worksession #5, the Planning Board asked for more information on:

- Foreclosures in Germantown
- Potential Housing Opportunities Commission sites
- Need for senior housing projects

Public Hearing comments, as discussed by the Planning Board on September 4, 2008 are included as Attachment 1.

II. ISSUES FROM OCTOBER 30, 2008 WORKSESSION

Foreclosures in Germantown

Commissioner Jean Cryor noted that a significant number of foreclosures are occurring in Germantown. Attachment 2 displays where foreclosures have occurred since September 2007 within the 1989 Germantown Planning Area and within the current master plan study area.

The graph shows the cumulative foreclosure activity since 2007 and in the most recent quarter of 2008 (July-September). The master plan study area has had fewer than 40 foreclosures since the fourth quarter of 2007 as compared with over 320 for the larger Germantown planning area.

The explanation of fewer foreclosures in the master plan study area may be attributed to:

- Fewer housing units in an area that is principally zoned for employment
- Recent housing construction has been rental apartment units in the Town Center

New housing proposed in this master plan is anticipated to be primarily multifamily and assumed to be rental rather than ownership units in the near term. This type of housing would not be subject to individual foreclosure except if the property owner defaults.

Housing Opportunities Commission

The Board asked whether the Housing Opportunities Commission (HOC) had expressed interest in any Germantown locations for new HOC projects. HOC participated in the Community Advisory Committee but did not stipulate a need for new HOC projects in Germantown.

More recently, staff and HOC discussed the Middlebrook Mobile Home Park and the multiple development scenarios Bozzuto prepared for the mobile home park and surrounding properties. Seneca Ridge is an HOC property with 76 townhouses on Scenery Drive adjacent to the mobile home park.

Such redevelopment will be subject to the Tenant Displacement provisions in the Montgomery County Code. Chapter 53A-1 states:

The County Council finds that:

- (a) there is a continuing severe shortage of low and moderate-income rental housing in the County;
- (b) tenants often experience significant hardship when they are displaced by conversion of rental housing; and
- (c) it is in the best interests of public health, safety, and welfare to regulate the conversion of rental housing in the County.

Under these provisions, the property will be subject to a right of first refusal requirement; in order of priority, this right applies to the County, then to HOC, and last to any tenant organization. There is an additional provision which allows a new owner to not provide the right of first refusal. In such cases, the owner agrees not to convert the property for at least five years and to limit rent increases during that time.

Until last year, Chapter 53A excluded mobile home parks; Expedited Bill No. 18-07 removed this exclusion effective August 8, 2007 such that mobile home conversions must provide tenant assistance. The mobile home park may not be suitable for additional HOC units as it would create a concentration of below market units. This discrepancy might be offset with an HOC project of both market and below-market units.

The HOC representative suggested that properties on the west side of I-270 should be evaluated. Other options for further study include:

- MARC surface parking lot adjoining the Pumphrey-Mateney House
- Portion of the Rolling Hills property
- Portion of the Martens property

Senior Housing in Germantown Planning Area

The 1989 Germantown Master Plan identified a location within the Churchill Town Sector as suitable for a church or elderly housing. This property has been developed with 121 units of affordable housing for elderly residents: a recent site plan amendment has expanded the number of units by 179 to a total of 300 affordable units for ages 62+.

The 55+ Housing Preference Study completed in 2005 concludes that “the majority of Montgomery County residents age 55 and older plan to remain in their current residences for the rest of their lives.” Another important finding was that most of the residents 55 years or older who are working do not plan to retire. A second study, the Senior Housing Update (2006) inventoried the supply of senior housing and compared the supply by type. Since 2000 there has been an aggressive countywide building of independent living units.

When taken together, these studies indicate that seniors do not plan to leave their homes so independent senior housing properties will not be of much use to this group. To allow Germantown residents to stay as independent as they wish for as long as they wish, they will need accommodations as follows:

- Ensure that all new construction offers first-floor at grade ingress and egress
- Decentralize support services
- Provide assisted living and nursing homes
- Build efficiencies, one-bedroom and two-bedroom rental units with elevators as part of walkable, mixed-use communities with services to ensure that workers of varying abilities can live independently as long as possible—young workers, older workers, and retirees alike.

SENIOR HOUSING IN AND NEAR THE GERMANTOWN STUDY AREA		Number of Units/Beds	
Facility Name	Type	Rental	Ownership
Churchill Senior Living	Independent Living	121	
	Independent Living * Assisted Living *	133 46	
New Covenant Village**	Independent Living	88	
Willow Manor at Clopper's Mill	Independent Living	102	
King's Crossing	Independent Living - MPDU		110
Totals		490	110
This table updates Figure 23, p. 113, of the Housing Chapter found in the Germantown Draft Plan Technical Appendices *Approved July 17, 2008; unbuilt **2007/2008 construction, now being leased			

III. NORTH END DISTRICT (West Side of I-270)

This 280-acre district (shown on Attachment 5) extends across both sides of I-270 bounded on the north by Black Hill Regional Park. Areas adjoining the park are identified as high quality forest dominated by mature oak and beech trees (see Attachment 3 for more detail). The district (west side of I-270) is largely undeveloped; the developed portions are primarily single-family attached and garden style multifamily residences. A future CCT station, the Manekin transit station, will be built in the median of Century Boulevard.

The Churchill Town Sector (T-S) zone extends over portions of the district; the zone stipulates the proportions of different land uses and maximum population density. Staff extensively reviewed the T-S zone provisions in recommending land use. The memo prepared by Leslie Saville is included as Attachment 4. The memo also addresses queries made by a property owner concerning zoning text changes to the T-S zone that consider the population density of age-restricted units, among other things. These issues will be discussed in regards to the Lerner property.

Attachment 5 depicts the properties in the North End District; Attachment 6 provides the details of properties, staff recommendations, and public hearing testimony as follows:

- Totah/Symmetry property (Property #1)
- Lerner property (Property #2)

Totah/Symmetry Property (Property #1 on Attachment 5)

The Totah/Symmetry property (25 acres) is located adjacent to I-270 at the Father Hurley Boulevard interchange and is currently zoned I-3. The future Century Boulevard separates the vacant Totah/Symmetry property from the existing Cloverleaf residential communities to the west.

The staff recommendation and property owner objection cover several aspects: (1) recommended density under the TMX zone; (2) flexibility to exchange density within blocks after development approval; (3) height of buildings visible from I-270; (4) forgiving exactions below 1.0 FAR; and (5) distribution of infrastructure costs.

The Illustrative Concept developed by staff appears as Attachment 7.

Symmetry/Totah Property Proposals

Topic	Property Owner Position	Staff Position
Proposed Zone	TMX as long as exactions/BLT not required at less than 0.75 FAR	TMX limited to 0.75 FAR
FAR	1.0 FAR	0.75 FAR
Mix of uses	60% commercial, 40% residential	60% minimum commercial; 40% maximum residential
Commercial	Office 530,000 s.f. Retail 52,000 s.f. Hotel 83,000 s.f. Total 665,000 s.f. @ 60 % non-residential	480,250 s.f. at 60% non-residential
Residential	440,000 s.f. at 40% 439 units	320,100 s.f. at 40% 261 units
Height	Requests tallest buildings visible from I-270	Maximum 143 feet (8-12 stories along I-270 with maximum 60 feet (4-5 stories) adjacent to existing residential stories along I-270
Open Space	No specific open space suggested by owner	Transit gathering space/plaza. Village green/open play area
Transportation	Proposes new ramps to and from I-270 north; costs to be shared among public and private. CCT Park and Ride	New access point requires FHWA Interstate Access Point approval. Reconfiguring Father Hurley interchange for local access to property and multi-modal connections may be more feasible.
Other Concerns	Property owner requests: flexibility to exchange density within blocks after development approval; forgiving exactions below 1.0 FAR; and distributing infrastructure costs	Flexibility after development approvals are decided would be difficult administratively. The level of exactions for the TMX Zone is under discussion at Council. There is no justification to treat this property differently than other TMX properties. Infrastructure cost for local access will be the responsibility of the property owner

Urban Design Recommendations

The North End District lies at the northwest end of Germantown adjacent to the surrounding greenbelt. It should 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 concerns that also suggest less density in this area.

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 1989 Master Plan, established I-3 zoning allowing up to .5 FAR for employment uses. The Public Hearing 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. The flexibility exists to provide a greater level of employment uses or less residential uses.

The Draft Plan achieves compatible building heights along Century Boulevard with the recommended 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.

Along I-270, the signature office building heights are recommended to be a maximum of 143 feet high (8-12 stories) which is the typical maximum building height for Optional Method projects in the CBD-2 and CBD-3 Zones. Specific recommendations include:

1. Create a building wall along Century Boulevard with step backs in the upper floors over three to four stories and establish a 10-foot step back in the upper floors over three to four stories along Cloverleaf Drive to ensure sufficient light and air along this promenade.
2. Create transitional 60 feet (4-5 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.
3. Locate the proposed town commons in a visible site along a main pedestrian route and ensuring that it will not be located along I-270.
4. Allow for flexibility in block lengths with predominantly 250-300 feet long blocks for pedestrian accessibility.

Transportation Recommendations

The Public Hearing Draft Plan envisioned a half-diamond interchange to and from the north at Dorsey Mill Road. This partial interchange was designed to achieve several objectives including: intermodal access; local access and circulation.

The Public Hearing Draft Plan contained the following language concerning access to I-270 for the Totah and Lerner properties:

- A partial interchange to and from the north on I-270 at Dorsey Mill Road designed to facilitate access to properties along Century Boulevard, reduce congestion at the junction of Father Hurley Boulevard with Crystal Rock Drive, and reduce commercial traffic use of Kinster Drive.

Staff Recommendation: Modify the recommendation in the Public Hearing Draft as follows: Incorporate direct access to the Manekin and Dorsey Mill transit stations to and from the north along I-270. This access can be provided by either direct access ramps at the proposed Dorsey Mill Road interchange or modifying the Father Hurley Boulevard interchange. The new access would facilitate intermodal connections between future managed lanes and bus services on I-270 and the transit service along the CCT. This access would also reduce congestion at the junction of Father Hurley Boulevard with Crystal Rock Drive, reduce commercial traffic use of Kinster Drive, and provide better access to businesses along Century Boulevard.

The recommended changes reflect the correct priorities for the proposed new access point and address several concerns identified through additional coordination with the Maryland Department of Transportation.

Staff finds that the Germantown Public Hearing Draft Plan would still “pass” Policy Area Mobility Review for year 2030 conditions without the I-270/Dorsey Mill Road interchange so the benefits of the interchange are localized, not a prerequisite for getting the overall transportation system to work.

Implementation Concerns and Opportunities

Property representatives in the vicinity of the Dorsey Mill CCT station were interested in obtaining access to both directions of I-270 from Dorsey Mill Road. Staff had not proposed access to and from the south at Dorsey Mill Road due to the close spacing between the Dorsey Mill Road and Father Hurley Boulevard interchanges.

The direct access ramps just to and from the north at Dorsey Mill Road would be expensive, most likely \$30M to \$50M. (Direct access to the south would require “braided” ramps which would increase the costs.)

A new access point also requires obtaining an Interstate Access Point Approval from the Federal Highway Administration, a process that emphasizes the effect of a new access point on the interstate highway rather than the effect on the local street system. While the new interchange would benefit local circulation conditions, we do not believe it would relieve congestion on I-270 (and new access points by their nature raise at least a minimal safety concern due to vehicle merging and weaving). For these reasons, the Maryland DOT is not interested in pursuing the concept as part of the current I-270/US 15 Multimodal Study (including the CCT) for which an Environmental Assessment document is expected in spring 2009. Staff concurs with their position that this proposal does not warrant incorporation into their current study, but would need to be a later add-on.

One opportunity may be to pursue a concept to reconfigure the Father Hurley Boulevard interchange to incorporate Dorsey Mill Road, in a manner similar to the I-270 Spur interchanges with Old Georgetown Road (MD 187) and Rockledge Drive at Rock Spring Park. Such a reconfiguration would provide the benefits described above and may be more feasible from an implementation perspective. We therefore recommend the revised Plan language above since it supports direct access, prioritizes the multimodal connectivity purpose, and provides greater flexibility to pursue a concept that is not needed (and should not be staged), but that we find nevertheless has value.

Staff Recommendation: Staff disagrees with the property owner that this property should receive a 1.0 FAR density. Staff upholds a hierarchy of densities at transit stations that place the highest densities at Town Center and allows for lower densities further from the Town Center. The staging plan will guide the increments of development at each transit station and District while continuing to strengthen the Town Center.

Transportation staff suggest an alternative access to I-270 which would be the responsibility of the property owner. Staff does not support reducing the zone’s requirements for enhanced streetscape, amenities, and the building lot termination provisions

Lerner Enterprises Property (Churchill Town Sector)

The Lerner Enterprises property (property #2 on Attachment 5) at the northmost edge of the Master Plan study area has been in continuous ownership since the 1980’s. The property received an extension of Adequate Public Facilities from the Planning Board in September 2007 and has been zoned T-S, subdivided, and site planned in accordance with the 1989 Germantown Master Plan for 1.3 million square feet of commercial development.

Staff prepared an Illustrative Concept as Attachment 8. Attachment 9 is the property owner’s proposal.

Lerner Property Proposals

Topic	Property Owner Position	Staff Position
Zone	Amended T-S permitting active adult communities that are transit serviceable	T-S, no ZTA for active adult
FAR	Approximately 0.	0.75
Mix	45% commercial, 55% residential	60% commercial minimum 40% residential maximum
Commercial	1.2 million square feet office; 128,400 s.f. retail; 225,000 s.f. hotel	1.5 million square feet including limited retail and hotel
Residential	1,182 age restricted units; 300 non-age restricted units	570 du in mixed height multifamily buildings
Height	6-12 stories along I-270; some high rise adjacent to park	Maximum of 143 feet (8-12 stories) along I-270; maximum 60 feet (4-5 stories) adjacent to existing residential.

Topic	Property Owner Position	Staff Position
Features	Age 45 and up independent living and continuing care Live and work Life care except for skilled nursing care Sustainability and green features, walkable	Oppose age-restricted communities, especially near future transit. Town commons near transit station Walkable
Natural Resources	Property owner previously dedicated 64 acres. Proposes to protect additional 14 acres with Category I easement including low impact uses such as natural surface trails. Described as a privately owned, publicly accessible wooded area	Prefer forest protection through use of a conservation easement which may be specified to allow appropriate uses that do not result in substantial alteration of the forest floor and natural vegetation. Permanent structures such as a nature center should be located outside buffers and not result in removal of high quality forest.
Open Space	Several village greens, green roofs and roof decks, wellness gardens, pathways	Crystal Rock Greenway, transit gathering space/plaza, village green/open play area
Transportation	Local street grid. Crystal Rock Drive modified to create roundabout. No additional transportation infrastructure proposed	Modified loop to Crystal Rock Drive. Local street grid

The Town Sector Zone

The memo from Leslie Saville (Attachment 4) thoroughly researches the history and application of the Town Sector zone in Germantown to answer the following questions:

Lerner Property Issue #1: Should the Town Sector zone area minimum of 1,500 acres be changed?

Staff feels the 1,500-acre minimum, also applied to the Town Sector zone for Montgomery Village, is an appropriate land mass to allow for self-sufficiency, diversity, urban density, transportation facilities, and public utilities as described in Sec. 59-C-7.21. Approximately 1,200 acres of the Churchill Town Sector is outside of the Master Plan study area and would be impacted by any changes to the zone.

Lerner Property Issue #2: Should the commercial maximum of ten percent of the total area as established in the T-S zone be increased?

Staff has detected several errors in previous development plan summaries that leave open sufficient expansion of commercial land use.

Lerner Property Issue # 3: Should the industrial and major employment area maximum of six percent as established in the T-S Zone be increased?

The maximum limit has already been increased beyond the five percent established in 1999. To date, there has been no industrial or major employment built in the Churchill Town Sector zone.

Lerner Property Issue #4: Should the open area minimum of ten percent as established in the T-S Zone be changed?

The current minimum is ten percent land area for open space. In the Churchill Town Sector, about 48 percent of the land is open space but not all of the open area is available for public use. Lake Churchill owned by WSSC is approximately 17 percent of land area; homeowner associations and private recreation facilities control about 15 percent; and public parks consist of just over 15 percent.

Should the population density provision in the T-S Zone be changed to add a new category reflecting the smaller household size of seniors?

The population density in the Town Sector zone cannot exceed 15 persons per acre. The population density is not based on census or actual household population but on population factors contained in Sec. 59-C-7.25:

One family dwelling	3.7 persons
Townhouses	3.0 persons
Multi-family dwellings < 5 stories	3.0 persons
Multi-family dwelling > 5 stories	2.0 persons

Adding a category for senior housing would be inconsistent with the current allocation that is based on dwelling types not on the type of resident in the dwelling.

Should the MPDU provision in the T-S Zone be changed?

In the Town Sector zone, the affordable housing provision differs markedly from the provisions of Chapter 25A. In the Town Sector zone, all MPDU population is in excess of the stated maximum population. The Town Sector zone does not provide for a bonus density so MPDU yield is assumed to be 12.5 percent. Standardizing the Town Sector zone to Chapter 25A could result in excess population above the stated maximum of the zone. Clarification is recommended but should be mindful of any unintended results.

Should the T-S Zone provision on reclassification be changed?

Once the Town Sector zone is granted (Sec. 59-C-7.28), properties cannot be reclassified for 50 years. The Town Sector was granted in Montgomery Village in 1965 and Churchill in 1968; reclassification is possible in 2015 and 2018 respectively. Any amendment to the zone should be part of the comprehensive revision of the Zoning Ordinance or a study of the complete town sector area rather than the part studied in this Master Plan. The two town sector communities, Montgomery Village and Churchill should be included in the discussion of any amendments.

Staff Recommendation: Staff supports retaining the existing T-S zoning until a comprehensive revision is written for Montgomery Village and Churchill Village. Retaining the existing zoning allows employment uses and some residential (570 units) to go forward with additional units possible when zoning is revised in 7-10 years.

Staff endorses diverse communities made up of mixed age, mixed income, and special needs population; we oppose any text amendment creating age-restricted communities, especially at the target age of 45 when many residents are working and parenting. The broader Germantown planning area has 560 units of affordable senior housing with 450 of those units within this master plan study area.

Transportation Recommendations

Kinster Drive was proposed in the Public Hearing Draft Plan as a four-lane divided, minor arterial road with a new connection to Century Boulevard, which would have off-peak parking. Townhouses abut both sides of Kinster Drive.

Transportation staff forecasts that with the I-270 Dorsey Mill Road interchange and the Public Hearing Draft Plan land use, Kinster Drive will carry approximately 7,000 vehicles per day, within the capacity of a two-lane roadway.

Staff Recommendation: Based on public comment and staff discussions, Kinster Drive will be changed in the master plan to remain as a two lane divided, minor arterial road with on-street parking. Should future demand increase, the road could be redesigned to a four-lane divided road with on-street off peak parking, a change that would not require any extra right-of-way.

Environmental Recommendations

Attachment 3 (Memo from Environmental Planning) contains the discussion of the watershed and forest protections needed in Little Seneca Creek watershed.

- Designate the Milestone Tributary and portions of other watersheds draining to Seneca lake as the highest priority for protection and restoration
- Protect 25 acres of high priority forest as essential to the protection of key natural resources that make Germantown a sustainable community

IV. NORTH END DISTRICT (East Side of I-270)

This section of the North End District is 181 acres bordering I-270 on the east side. The properties have been developed to approximately 0.35 FAR under the current zoning which is a mix of I-3, R & D and R-30. The Milestone Business Park (property #4 on Attachment 5) proposes to add residential and retail to the office and flex space approved for the property under the I-3 zone.

Attachment 5 depicts the properties in the North End District; Attachment 6 provides the details of properties, staff recommendations, and public hearing testimony.

Staff prepared an Illustrative Concept as Attachment 10. The property owner concept is illustrated in Attachment 11 (Site Plan) and Attachment 12 (Massing Study).

Milestone North Proposals

Topic	Property Owner Position	Staff Position
Zone	TMX with diminished exactions for BLT, structured parking	TMX
FAR	1.0 FAR	0.75 FAR
Mix	78% non-residential 22% residential	80% non-residential minimum 20% residential maximum
Commercial	1.31 m s.f. office 156,000 s.f. hotel 72,100 retail	1.07 m s.f. office/flex 150,000 s.f. hotel 13,000 retail
Residential	400 du in multifamily buildings	225 du in multifamily buildings
Height	New office 7-10 stories Residential 4-5 stories	Maximum of 143 feet (8-12 stories) along I-270. Maximum 60 feet (4-5 stories) adjacent to existing residential
Open Space	Existing green between office and residential. Future CCT station	Existing green. Construct transit gathering space/plaza
Transportation	Future Dorsey Mill CCT station	Future Dorsey Mill CCT station

Staff Recommendation: As with the Symmetry/Totah property, staff supports varying densities at transit stations that place the highest densities at Town Center and allows for lower densities further from the Town Center. The staging plan will guide the increments of development at each transit station and District while continuing to strengthen the Town Center.

The visibility and prominence of this location along I-270 can create a high quality office park with a small increment of residential and local retail. Unlike many of the properties with current zoning in the I-3 Zone, the Milestone Business Park has continued to construct multi-story office buildings. Staff recommends a greater emphasis of employment uses on this site in order to create a near-term jobs future for Germantown.

V. SENECA MEADOWS DISTRICT

This 231-acre district on the east side of I-270 extends between MD 118/Germantown Road and MD 27/Ridge Road. The Seneca Meadows Business Park extends between MD 118/Germantown Road and MD 27/Ridge Road.

The Public Hearing Draft Plan states that the proposed CCT station (Phase 2 of CCT) along Seneca Meadows parkway will be the focal point of activity in the area. Workers and residents will be able to walk home from the CCT station, past recreation and gathering spaces while doing some errands along the route. A new urban recreation center tucked into the first few floors of a multi-use building will offer educational and recreation services to young and old alike.

The Germantown Bog on the Seneca Meadows property is a critical natural feature contributing to the ecological health of the Milestone Tributary of Little Seneca Creek watershed.

The staff Illustrative Concept for this property is shown in Attachment 15. The major issue to be resolved is the mix of uses and specifically the amount of retail to be permitted, the need for a housing component, and the need for a community recreation center.

Seneca Meadows Proposals

Topic	Property Owner Position	Staff Position
Zone	TMX for portions north of tributary; retain I-3 south of tributary	TMX for portions north of tributary; retain I-3 south of tributary
FAR	Up to 1.0 FAR	1.0 FAR
Mix	80% flex/office, 20% retail	70% commercial minimum 30% residential maximum
Commercial	Up to 1.2 m s.f. including approximately 250,000 s.f. retail	1.2 million square feet including limited retail and hotel
Residential	Residential not part of development focus	800 du in mixed height multifamily buildings
Height	Maximum of 143 feet (8-12 stories) along I-270	Maximum of 143 feet (8-12 stories) along I-270
Features	Opposes 2 acre open space as inequitable as compared with other transit station areas. Opposes recreation center due to lack of residential and incompatibility with flex/office uses	Future CCT station (later phases) Urban sized recreation center co-located in mixed use building within a 2 acre open area to accompany rec center.
Natural Resources	Not mentioned	Continued monitoring and protection of Germantown Bog
Transportation	Oppose roadway B-19 since it won't physically fit on the site. The right-of-way is not wide enough for a road, CCT and pedestrian path. The height of the road/bridge will obstruct existing buildings along Seneca Meadows Parkway.	Roadway B-19 with CCT proposed to cross I-270

Staff Recommendation: Staff and the property owner differ significantly on the residential and retail elements for this property. This area already has over 900,000 square feet of retail space at the Milestone Shopping Center and the Neelsville Village center. An additional 250,000 square feet of destination retail would add to this concentration.

Staff recommends a residential component to bring retail patrons and, ultimately, transit patrons to the employment area. The property owner disputes the need for a recreation center if residential development does not occur. Staff continues to site a smaller sized, urban scale recreation center at this location to serve Germantown residents east of I-270. The 2-acre green space is part of the facility needs for such a recreation center.

VI. FOX CHAPEL DISTRICT

This 115-acre district on the east side of I-270 will become the commercial hub at the intersection of MD 355 and Middlebrook Road although not served by the CCT. Retail, housing and recreation opportunities will spill between MD 355 and Scenery Drive including an improved Plumgar Recreation Center. Gateway and streetscape treatment along MD 355 will introduce a better pedestrian experience along Montgomery County's main street.

Middlebrook Mobile Home Park

The property owner prepared a concept plan shown in Attachment 18. An Illustrative Concept for this property is not currently available. The primary issue to be resolved is the overall amount of residential development.

Middlebrook Mobile Home Park Proposals

Topic	Property Owner Position	Staff Position
Zone	PD-22 with RMX-2C for commercial base	RMX1/TDR
FAR	0.7 FAR	0.25 FAR commercial 10 du/acre
Mix	Includes HOC property and Fox Chapel retail center (not under Bozzuto control)	Recommendations for mobile home property only until there is a joint development proposal.
Commercial	53,000 s.f. retail	35,300 s.f.
Residential	722 du including 42 live-work units.	394 du including 60 MPDUs
Affordable Housing	Potential for 109 MPDUs and 73 workforce housing units (not required)	Draft Plan states "no net loss of affordable units." Staff has dropped this recommendation
Features	Redevelopment will include extensive stormwater management and forest conservation improvements	Site has environmental constraints and is adjacent to R-200 community
Transportation	MD 355 transit-based bus service	Access from Scenery Drive and MD 355

Staff Recommendation: The density proposed by the property owner assumes participation by the retail property owner and by HOC. The area is not currently transit-served except by scheduled bus. Directing additional density to areas outside the Town Center that are not served by the CCT will diminish the future Town Center and create expectations for improved bus service.

Attachments

Attachment 1	Public Hearing testimony (revised)
Attachment 2	Foreclosure Exhibit
Attachment 3	Environmental Planning Memorandum
Attachment 4	Town Sector memo
Attachment 5	North End District Aerial
Attachment 6	North End District Data Table
Attachment 7	Totah Illustrative Concept by staff
Attachment 8	Lerner Illustrative Concept by staff
Attachment 9	Lerner Property Proposal
Attachment 10	Milestone North Illustrative Concept
Attachment 11	Milestone Property Proposal-Site Plan
Attachment 12	Milestone Property Proposal-Massing
Attachment 13	Seneca Meadows District Aerial
Attachment 14	Seneca Meadows District Data Table
Attachment 15	Seneca Meadows Illustrative Concept by staff
Attachment 16	Fox Chapel District Aerial
Attachment 17	Fox Chapel District Data table
Attachment 18	Fox Chapel Property Proposal