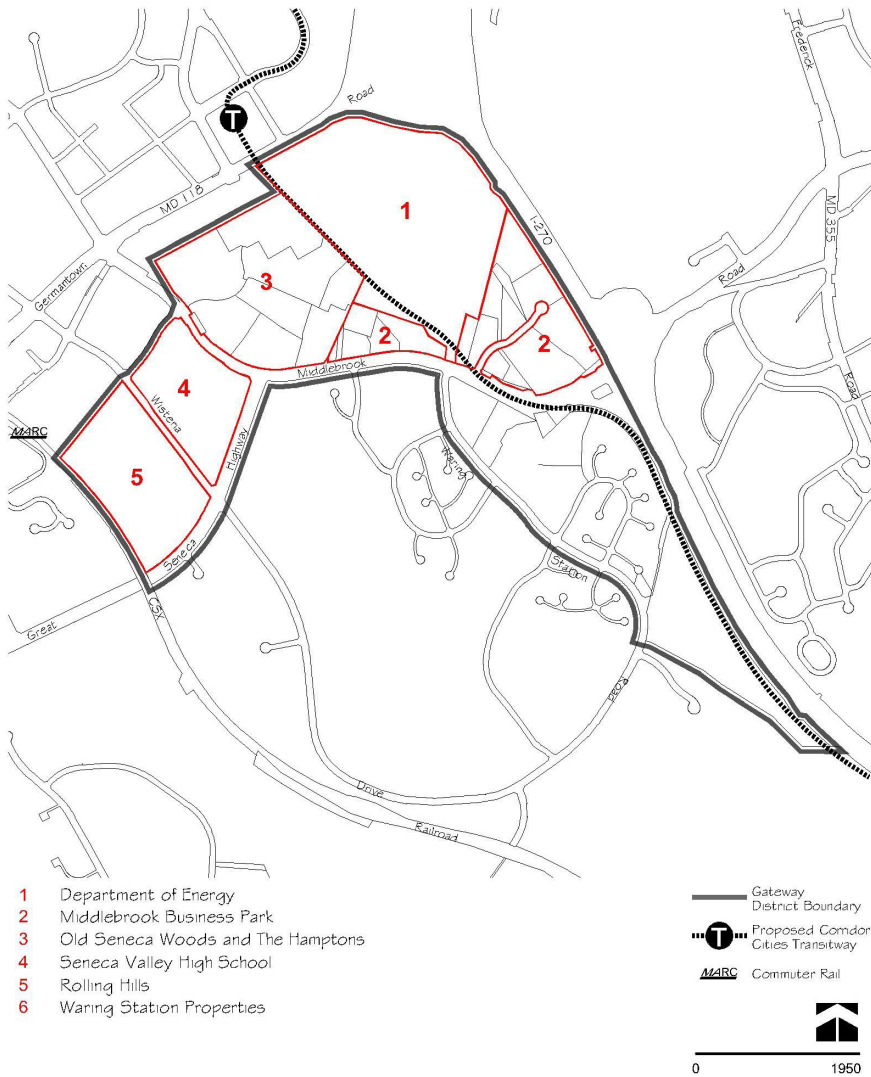
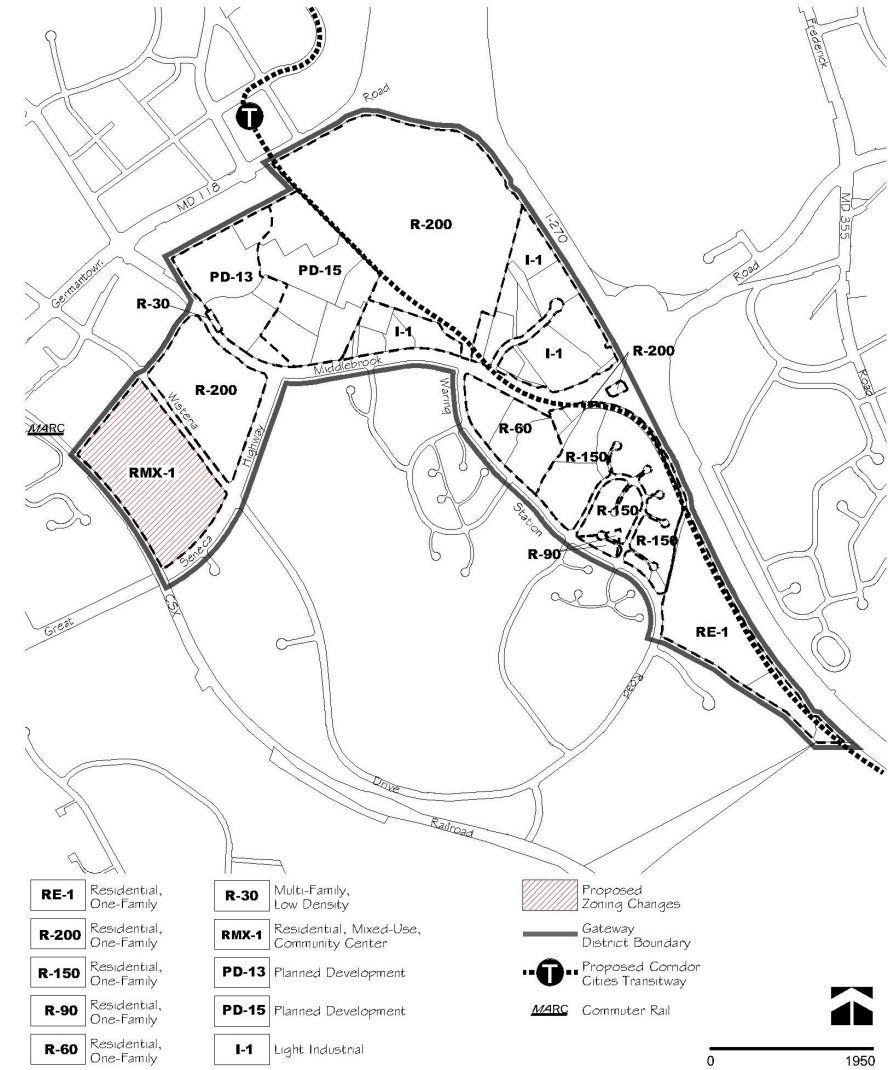


Gateway District Property Reference



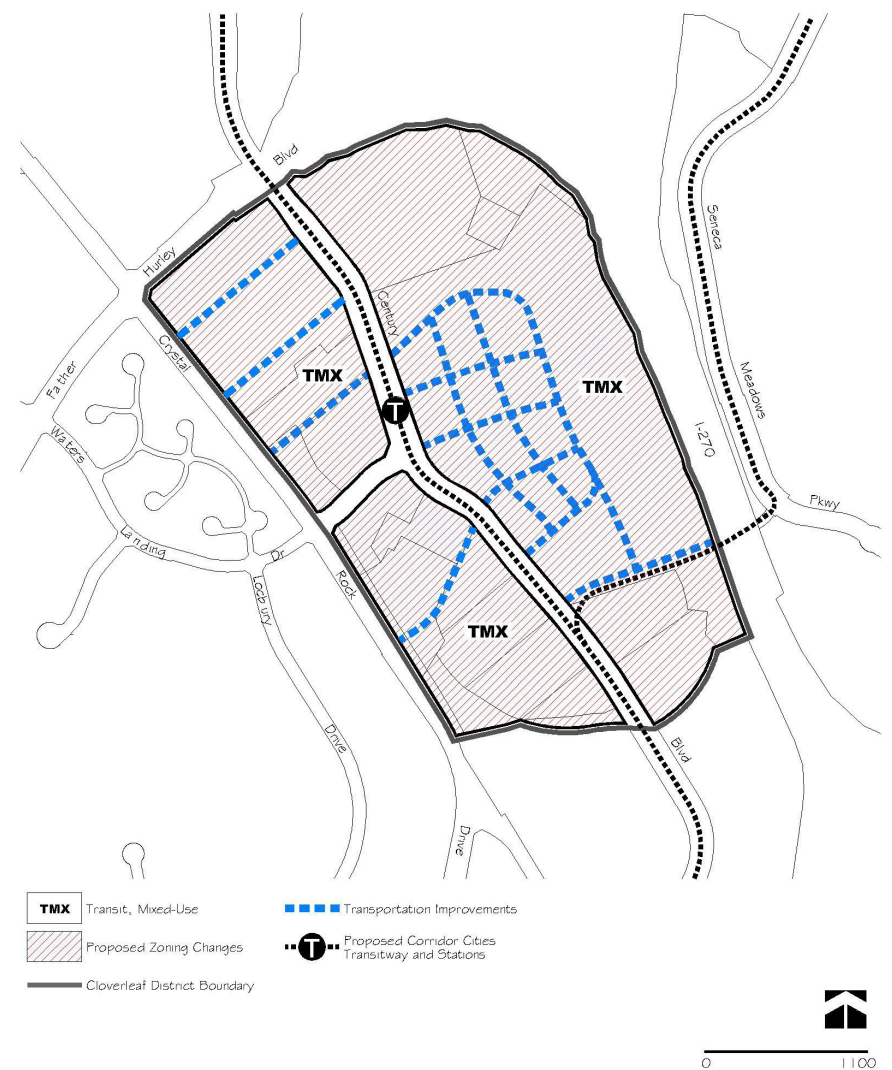
Gateway District Zoning



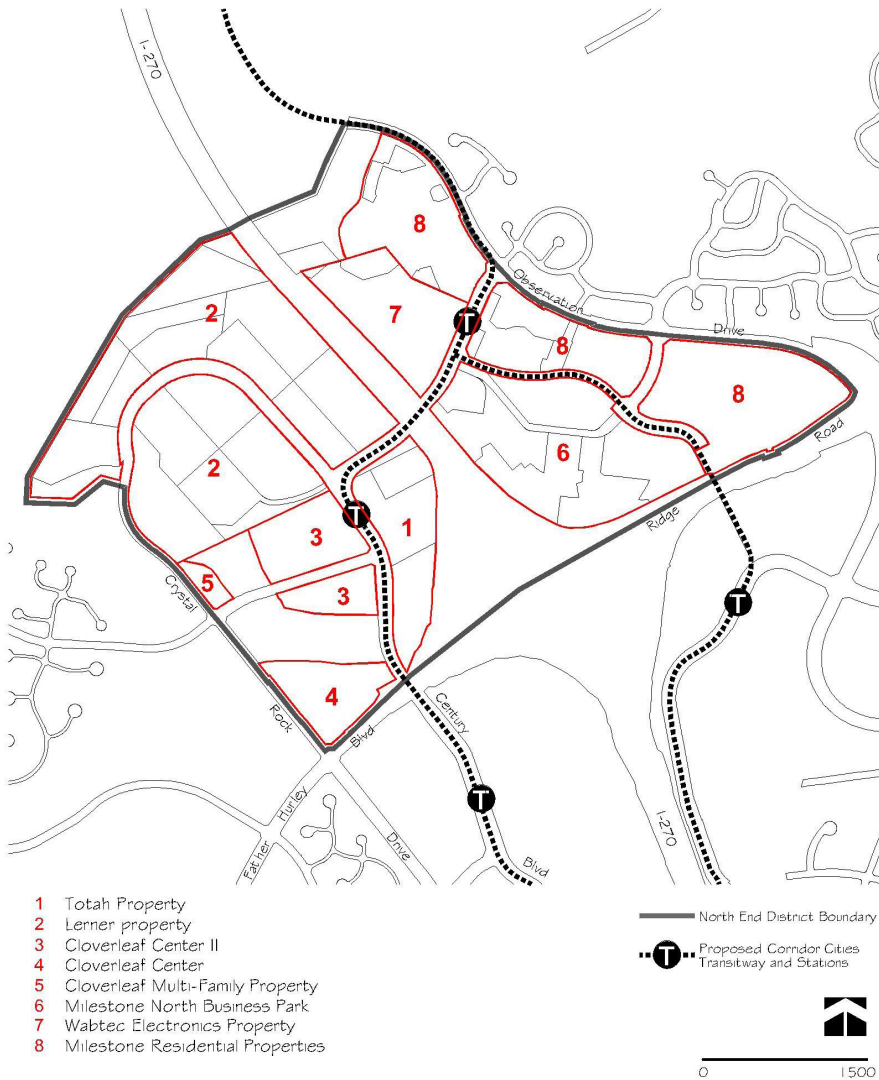
Cloverleaf District Property Reference



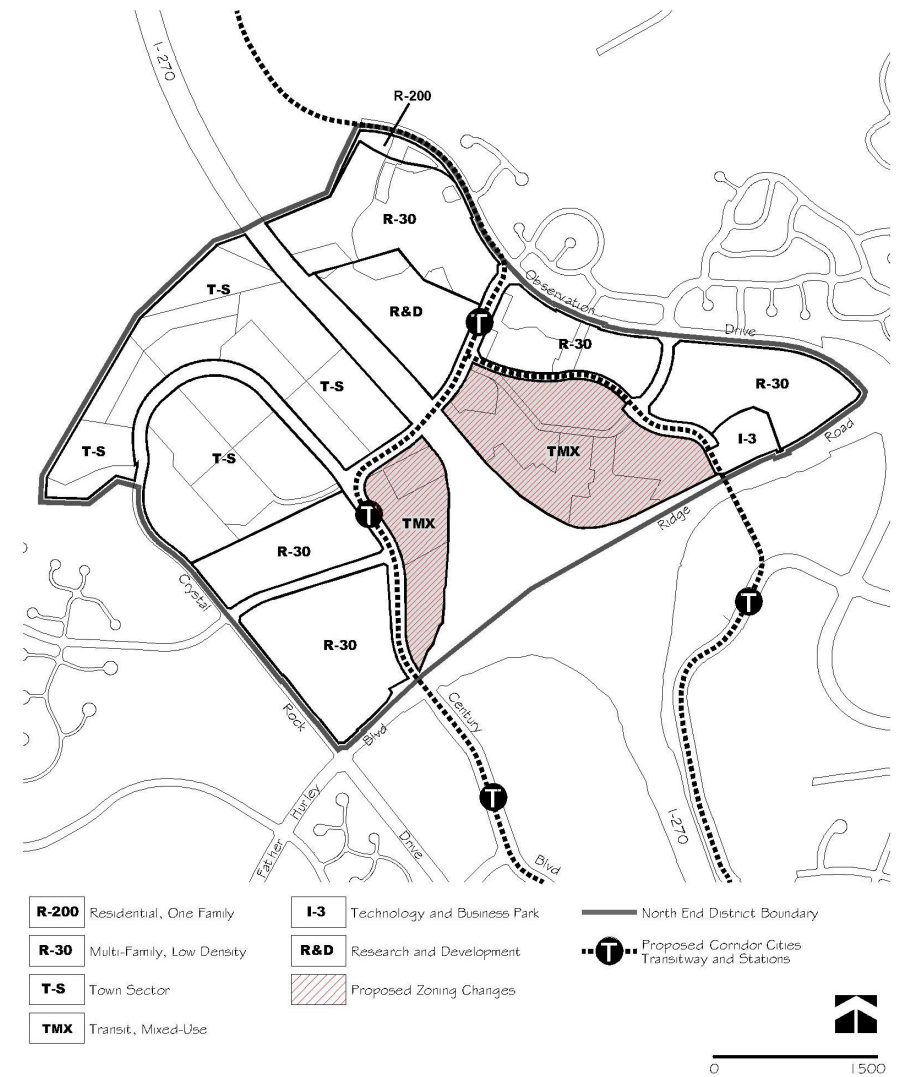
Cloverleaf District Zoning



North End District Property Reference



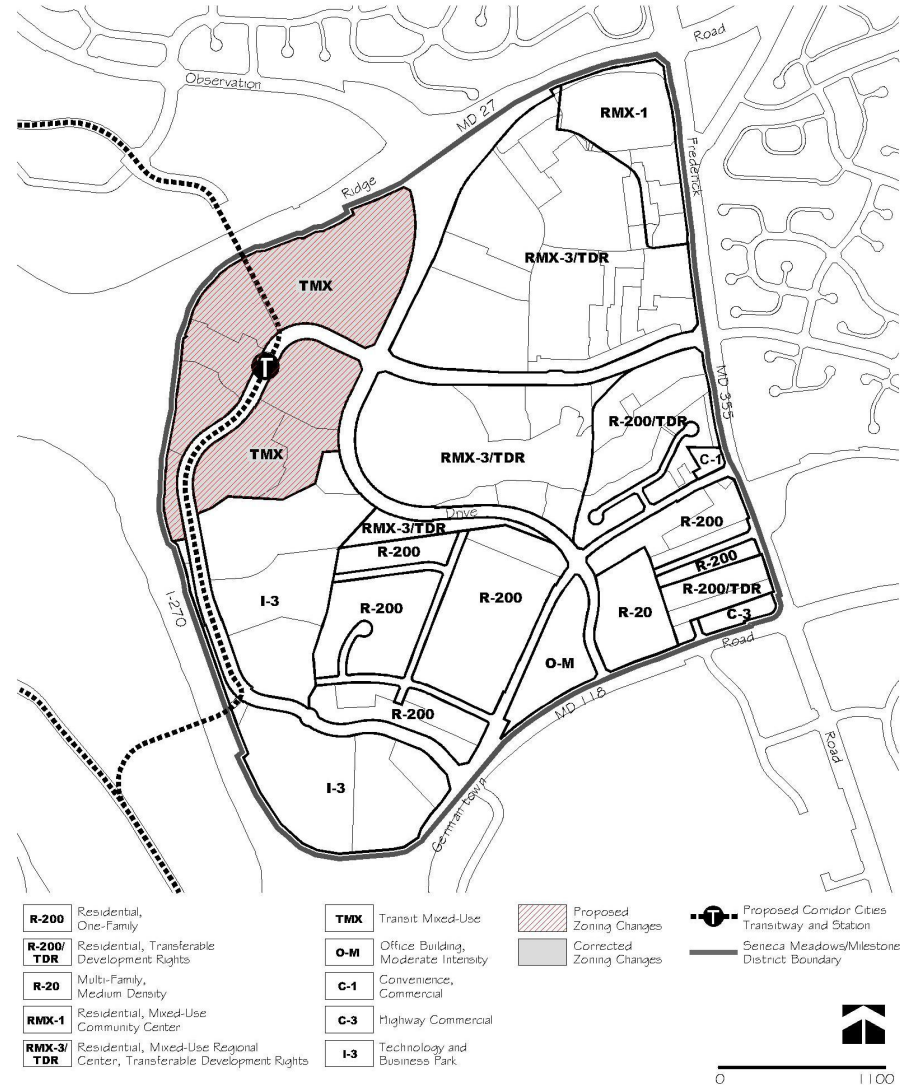
North End District Zoning



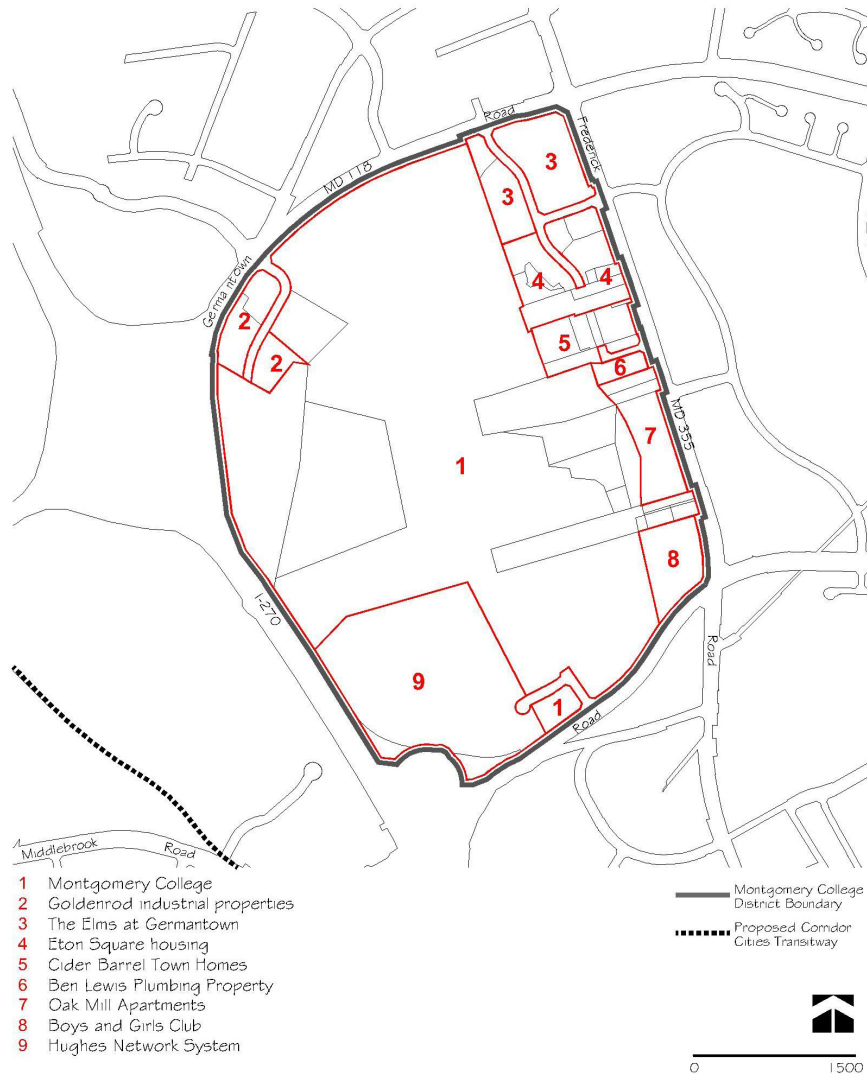
Seneca Meadows/Milestone District Property Reference



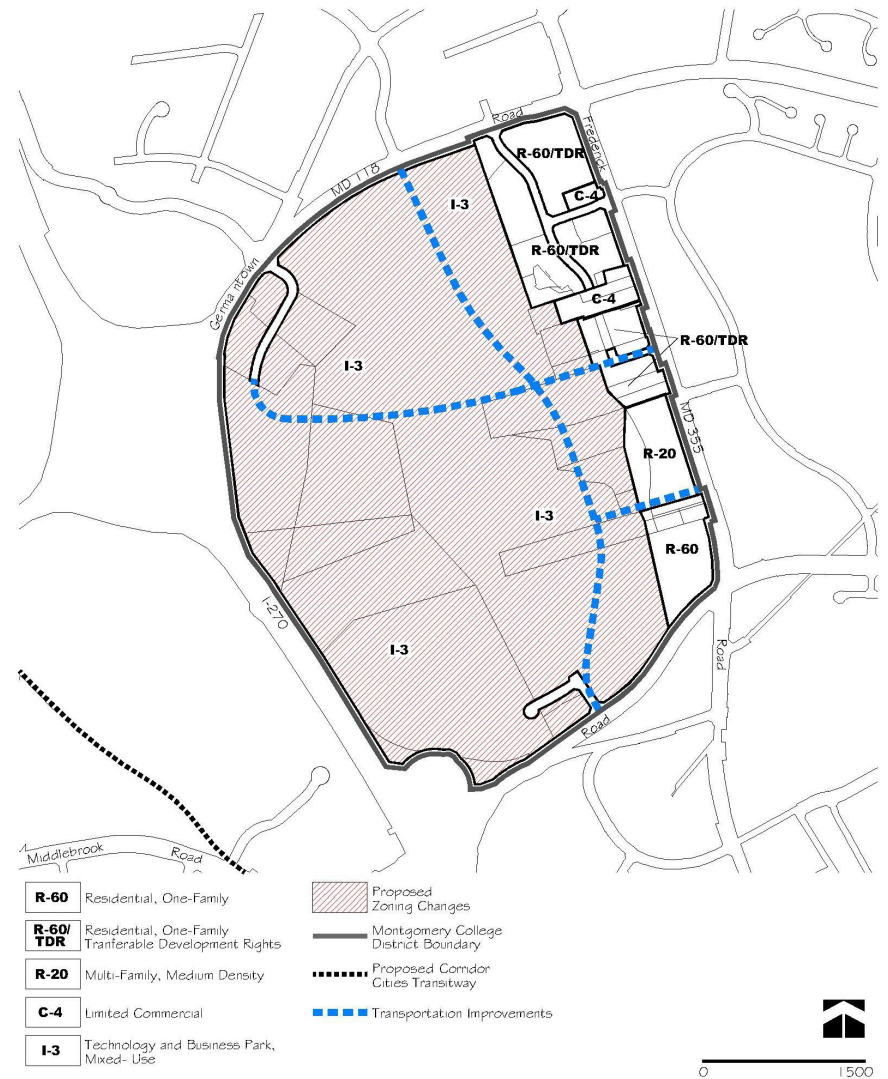
Seneca Meadows/Milestone District Zoning



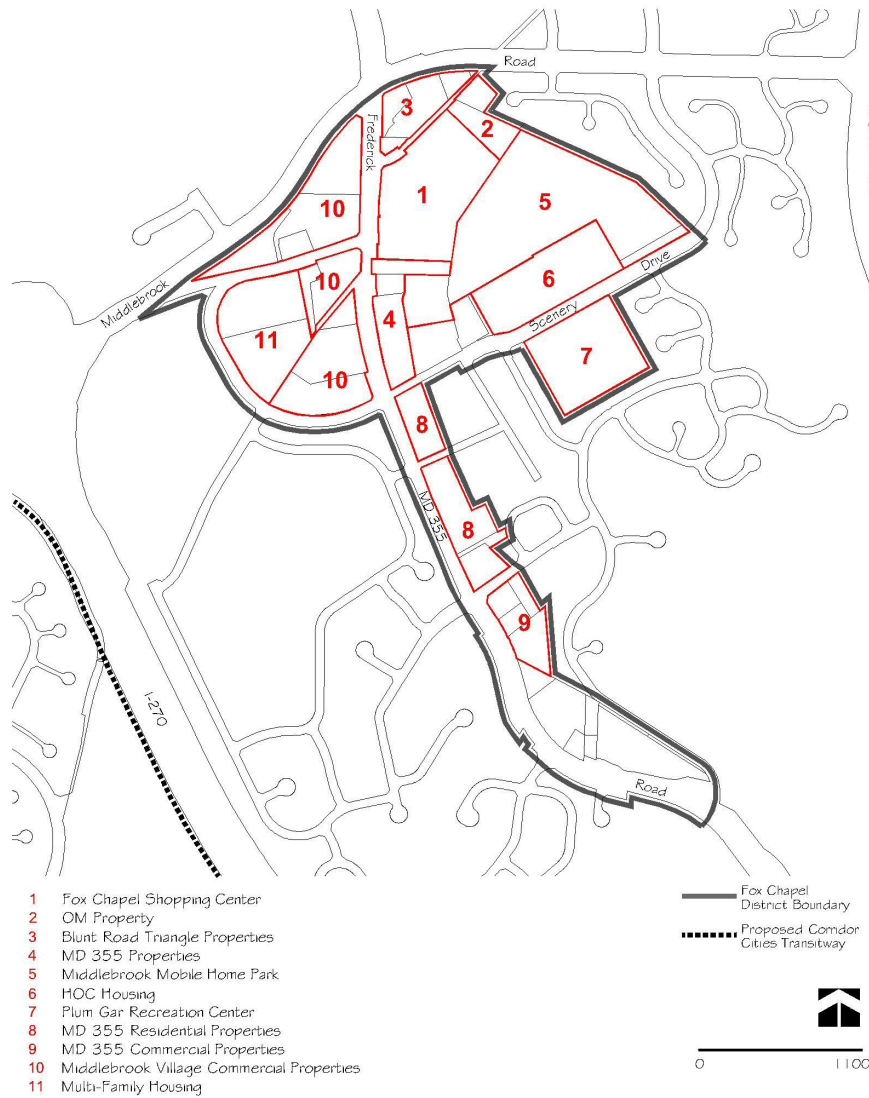
Montgomery College District Property Reference



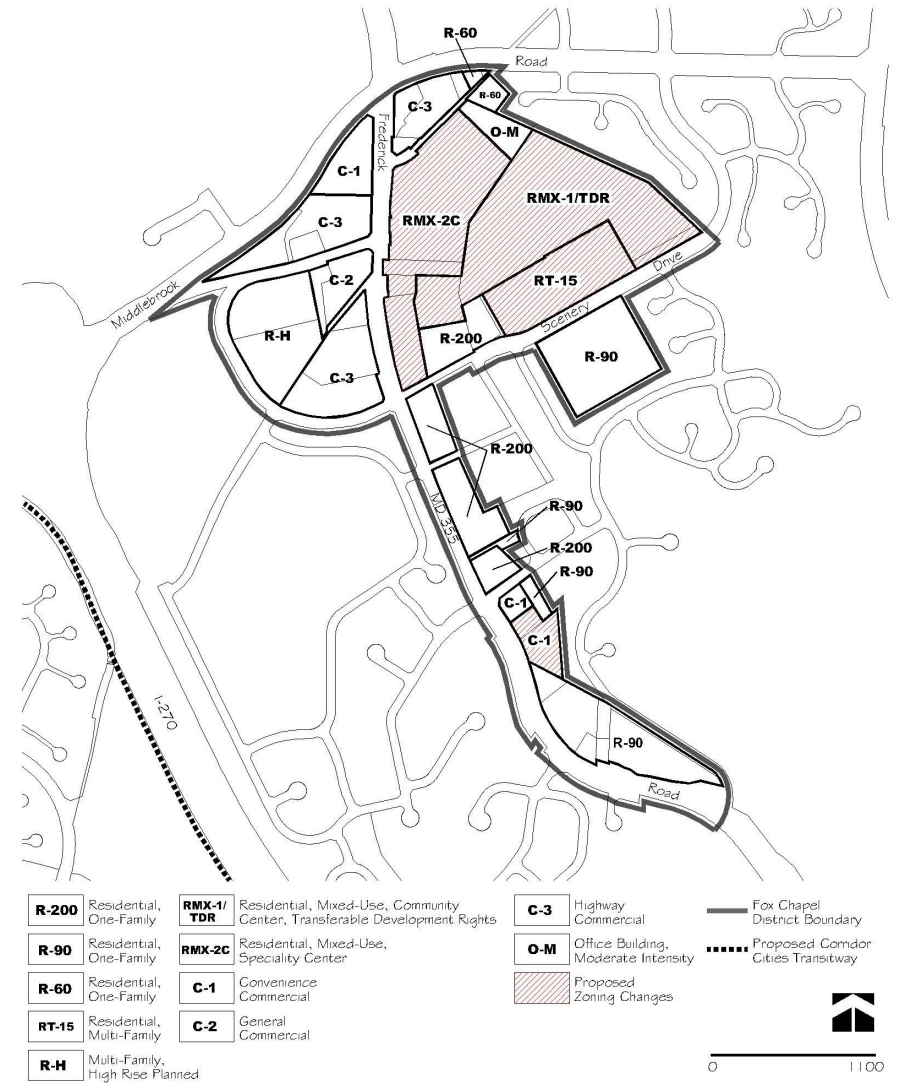
Montgomery College District Zoning



Fox Chapel District Property Reference



Fox Chapel District Zoning



STAGING PLAN

The general purpose of staging in master plans is to ensure that infrastructure keeps pace with development. Other goals of staging include:

- encouraging development to occur in certain districts, such as the Germantown Town Center
- promoting certain types of use to occur first, such as employment in Germantown
- limiting the extent of interim uses that provide economic return on a property but may take on a permanence that impedes implementing the master plan vision.

The staging plan prioritizes development based on the following principles.

- Staging should implement the Plan's basic elements:
 - o increase employment
 - o provide mixed land uses at transit locations
 - o strengthen the Germantown Town Center
 - o enhance community identity
 - o create sustainable development opportunities.
- A limited amount of interim uses are allowed when they are linked to public objectives such as creating transit-serviceable densities, workforce housing, or providing new housing units that contribute to the Town Center's vitality.
- Community form is as important as the amount of development. Minimum building heights of 36 feet with three occupiable floors will be applied to all development to retain land for

future higher densities. No single purpose retail buildings will be allowed in the Town Center, West End, Gateway, Cloverleaf, or North End Districts. Single purpose office buildings are acceptable.

- Phased implementation of an urban service district (or development district) is anticipated.
- Projects that are 60 percent workforce or employer sponsored housing are not subject to staging.
- Academic facilities at Montgomery College are not subject to staging because these projects are reviewed as mandatory referrals.

The following tables reflect how the recommended development will be sequenced, including development in the pipelines (i.e., projects with Adequate Public Facility approvals), interim development, and Stages 1 and 2. Each stage will be initiated or "triggered" once all of the triggers have been met for that stage. After a stage has been triggered, individual developments within that stage can proceed with filing development applications.

Baseline Development: Pipeline and Interim Uses 8.2 million (25,200 jobs) and 1,550 du			
District	Approved Dev. APF Amount (s.f.)	Proposed Amount Commercial (s.f.)	Proposed Amount Residential (du)
Town Center		653,357	392
West End		57,017	142
Gateway		118,204	113
Cloverleaf		302,883	428
North End	2,294,438	101,806	244
Seneca Meadows	947,291	236,242	161
Montgomery College		194,247	0
Fox Chapel		31,100	78
Total New Development	3,241,729	1,694,856	1,558
Total with APF	3,241,729	4,936,585	0

Before Stage 1, all of the following must occur:

- Council adopts Sectional Map Amendment.
- Phase 1 of the urban service district is established covering the Town Center and West End.
- An annual monitoring program is developed for non-driver mode share, vehicle miles travelled.
- The baseline is determined for non-driver mode share.
- Funding for urban parks is included in the six-year Capital Improvements Program (CIP).
- Funding for a MARC parking garage is included in the six-year CIP or Comprehensive Transportation Priorities (CTP).
- An alternative park and ride location outside of the Town Center is selected.
- The Bowman Mill Drive connection to MD 118 is open to traffic.

Stage 1 3.9 million s.f. (12,000 jobs) and 2,200du

Town Center	784,028	471
West End	171,052	213
Gateway	354,611	169
Cloverleaf	908,649	642
North End	305,417	366
Seneca Meadows	708,725	241
Montgomery College	582,741	0
Fox Chapel	93,299	117
Total	3,908,522	2,219

Before Stage 2, all of the following must occur:

- Funding for the CCT segment between Metropolitan Grove and Germantown Transit Station is included in the six-year CIP or CTP.
- A funding agreement is in place for CCT alignment and stations between the Town Center and Dorsey Mill stations (using public or private funding sources).
- Determine need for a sector plan amendment when decision on M-83 is reached.
- Non-driver mode share is increased to 21 percent in the previous 12 months.
- Observation Drive from MD 118 to Middlebrook Road is constructed and open to traffic.
- The Goldenrod Lane connection to Observation Drive is constructed and open to traffic.
- Cider Press Drive to MD 355 is constructed and open to traffic.
- Century Boulevard to Dorsey Mill Drive is constructed and open to traffic.
- Funding for Dorsey Mill bridge across I-270 is included in the six-year CIP or CTP.

Stage 2 7.4 million s.f. (22,500 jobs) and 3,600du

Town Center	1,176,043	708
West End	342,104	355
Gateway	709,922	284
Cloverleaf	1,817,298	1,073
North End	610,834	612
Seneca Meadows	1,417,450	403
Montgomery College	1,165,483	0
Fox Chapel	186,598	196
Total	7,425,732	3,631

ROAD NETWORK

New and existing roads, as well as road extensions in the study area and the entire planning area, are summarized below along with their accompanying bike routes. The proposed lanes are through travel lanes excluding turning, parking, or acceleration lanes.

The table designates roads to be added to the Master Plan of Highways according to the Road Code.

- “CM” designates a Controlled Major Highway,

a road meant exclusively for the through movement of vehicles at lower speeds than a freeway. Access must be limited to grade-separated interchanges or at-grade intersections with public roads.

- “M” designates a Major Highway, a road providing less speed and mobility than freeways, but more access via at-grade intersections. Driveway access is acceptable in urban and dense suburban settings.
- “A” designates an Arterial Road, connecting major highways and providing more access

points than a major highway while moving traffic at lower speeds.

- “MA” is a new category, Minor Arterial, a road functioning as an arterial, but with adjacent land uses that make traffic calming appropriate.
- “B” designates Business District roads. This Plan converts industrial roads in the entire planning area to business roads, reflecting the type of development now anticipated.
- “P” designates Primary Residential roadways that are residential roads.

Facility & Segment From	To	Master Plan Road #	Proposed ROW (ft)	Lanes ¹	Bike Routes	Target Speed	Cross-Section
Aircraft Dr							
Germantown Rd	Century Blvd	B-7	100	4		25	TBD
Century Blvd	Crystal Rock Dr	B-7	100	4		25	TBD
Blunt Rd							
Frederick Rd (MD 355)	Middlebrook Rd	B-8	60	2		30	TBD
Bowman Mill Rd							
Walter Johnson Dr	Germantown Rd	B-16	60	2	PB-8	25	2005.01
Boland Farm Rd							PB-7
Frederick Rd	Observation Dr	A-20	80	4		35	2004.08
Observation Dr	Sunnyview Dr	P-27	80	2			As built
Century Blvd							
Proposed Dorsey Mill Rd Extension (B-14)	Kinster Dr	B-10	130*	4-D	SP-66	25	TBD
Kinster Dr	Cloverleaf Center Dr	B-10	130*	4-D	SP-66	25	TBD

* Includes right-of-way for Corridor Cities Transitway.

** This Plan recommends a 250' right-of-way for Frederick Road (MD 355) pending review of the Midcounty Highway Extended facility planning study by the County Council.

Facility & Segment From	To	Master Plan Road #	Existing ROW (ft)	Existing Lanes	Proposed ROW (ft)	Proposed Lanes	Bike Routes
Cloverleaf Center Drive	Aircraft Dr	B-10	130*	4-D	SP-66	25	TBD
Aircraft Dr	Crystal Rock Dr	B-10	130*	4-D		25	TBD
Crystal Rock Dr	Waters Rd	B-10	70	2		25	2005.02
Cider Barrel Rd							
Germantown Rd	Gunners Dr	P-1	70	2			2003.11
Cider Press Pl							
Observation Dr Extension	Frederick Rd (MD 355)	MA-4	70	2		25	2004.25
Cloverleaf Center Dr							
Century Blvd	Crystal Rock Rd	B-12	100	4-D	PB-4	35	TBD
Crystal Rock Dr							
Proposed Dorsey Mill Rd Extension (B-14)	Black Hill Park Access	B-11	100	4		35	2005.03
Black Hill Park Access	Kinster Dr	B-11	100	4	SP-75	35	2005.03
Kinster Dr	Aircraft Dr	A-22	120	4-D	PB-37	35	TBD
Aircraft Dr	Germantown Rd	B-24	120	4-D	PB-22	25	TBD
Germantown Rd	Middlebrook Rd	MA-1	80	2	PB-22	25	As built
Middlebrook Rd	Wisteria Dr	B-1	80	4	PB-22	25	TBD
Dorsey Mill Rd							
Proposed Crystal Rock Dr extension (B-11)	Proposed Observation Dr extension (A-19)	B-14	150	4	SP-66	30	TBD
Father Hurley Blvd							
CSX	Crystal Rock Dr	CM-27	120	4-D	SP-68	40	2008.09
Crystal Rock Dr	I-270	CM-27	120	6-D	SP-68	40	2008.09
Fredrick Rd (MD 355)							
Great Seneca Creek	Little Seneca Creek	CM-6	250**	6-D	SP-72	40	TBD
Germantown Rd (MD 118)							SP-68
CSX Railroad Tracks	I-270 west side ramps	M-61	150	6-D	DB-25	35	TBD
** This plan recommends a 250' right-of-way for Frederick Rd (MD 355) pending completion of the Midcounty Highway Extend facility planning study by the County Council.							

Facility & Segment From	To	Master Plan Road #	Existing ROW (ft)	Existing Lanes	Proposed ROW (ft)	Proposed Lanes	Bike Routes Figure 5
I-270 west side ramp	Frederick Rd (MD 355)	M-61	150	6-D	DB-25	40	2008.04
Goldenrod La							SP-72
Germantown Rd	Observation Dr Extension	B-4	80	4	PB-1	25	TBD
Great Seneca Hwy (MD 119)							DB-25
CSX Railroad Bridge	Middlebrook Rd	CM-90	150	6-D	SP-63	40	2008.04
Gunners Branch Dr							DB-25
Frederick Rd (MD 355)	Frederick Rd (MD 355)	P-4					
I-270							
Great Seneca Creek	Little Seneca Creek	F-1	300	12-D			
Kinster Dr							PB-2
Century Blvd (B-10)	Crystal Rock Dr	MA-299	100	2-D	SP-75	25	As built
Middlebrook Rd							SP-63
Father Hurley Blvd	Germantown Rd	B-20	120	4-D	SP-71	25	TBD
Germantown Rd	Crystal Rock Dr	M-85	150	6-D	SP-71	40	2008.09
Crystal Rock Dr	Frederick Rd (MD 355)	M-85	150	6-D	SP-71	40	2008.09
Observation Dr							
Little Seneca Creek	Dorsey Mill Rd	A-19	150*	4-D	SP-69	35	TBD
Dorsey Mill Rd	Germantown Rd	A-19	100	4-D	SP-69	35	2004.10
Germantown Rd	Middlebrook Rd	A-19	80	4	SP-69	25	2004.08
Oxbridge Dr							
Cider Barrel Rd	Frederick Rd (MD 355)	P-3	70	2			As built
Ridge Rd (MD 27)							
I-270	Fredrick Rd	CM-27	150	6-D	SP-68	40	2008.04
Scenery Dr							
Middlebrook Rd	Frederick Rd	A-21	100	4		35	2004.07

*The number of lanes column under the proposed system is the total number of planned through lanes for each segment in both directions, not including lanes for turning, parking, accelerations, or other purposes auxiliary to through travel.

Facility & Segment From	To	Master Plan Road #	Existing ROW (ft)	Existing Lanes	Proposed ROW (ft)	Proposed Lanes	Bike Routes
Seneca Meadows Pkwy							SP-71
Germantown Rd	CCT east leg	B-13	100	4-D	PB-3	30	2005.04
CCT east leg	Observation Dr	B-13	130*	4-D	PB-3	30	TBD
Shakespeare Blvd							SP-69
Observation Dr	Frederick Rd	A-291	100	4-D	PB-15	35	2004.09
Walter Johnson Dr							SP-69
Bowman Mill Road	500 feet west of Middlebrook Rd	B-3	80	2	PB-9	25	2005.02
Waring Station Rd							
Middlebrook Rd	Summer Oak Dr	A-289	80	4		35	2004.07
Waters Road							SP-68
Germantown Rd	Waterford Hills Blvd	B-5	80	2	PB-8	25	2005.01
Waterford Hills Blvd	Wisteria Dr	B-5	80	2		25	2005.02
Waterford Hills Blvd (Fairfield Rd)							
Father Hurley Blvd	Century Blvd (B-10)	B-22	112	4-D	PB-8	25	2005.04
Wisteria Dr							
Father Hurley Blvd	Germantown Rd	B-2	112	4-D		25	TBD
Germantown Rd	Crystal Rock Dr	B-2	112	4-D	PB-26	25	TBD
Crystal Rock Dr	Great Seneca Hwy	A-74	100	4-D	PB-26	30	TBD
New Road							PB-9
Century Blvd	Crystal Rock Dr	B-17	70	2		35	2005.02
New Road							
Century Blvd	Crystal Rock Dr	B-19	100	4	PB-2	35	2005.02
New Road							
Seneca Meadows Pkwy	Milestone Center Dr	B-25	130*	2	PB-10	35	2005.2
*The number of lanes column under the proposed system is the total number of planned through lanes for each segment in both directions, not including lanes for turning, parking, accelerations, or other purposes auxiliary to through travel.							

¹ The recommended number of lanes refers to the number of planned through travel lanes for each segment, not including lanes for turning, parking, acceleration, deceleration, or other purposes auxiliary to through travel.

BICYCLE SYSTEM

The Germantown study area is served by a network of existing and planned bicycle facilities, including shared use paths, shared use roads, and park trails. A proposed hard surface trail system along Great Seneca Creek will allow recreational cyclists and walkers to travel from Seneca Greenway to Damascus using the Magruder Trail via the North Germantown Greenbelt and through Clarksburg per the Countywide Park Trails Plan.

This Plan also proposes that the existing Seneca Greenway Trail have the natural surface trail extended. A hard surface trail should be provided connecting from the trailhead parking lot on MD 355 to the proposed Upcounty Corridor. The access roadway from Century Boulevard to Black Hill Regional Park should be removed due to environmental concerns, although an unpaved trail connection should be retained. The table below contains information from the Montgomery County Countywide Bikeway Plan for the study area.

Although this Sector Plan doesn't recommend

specific sidewalks and pedestrian facilities, they are an important part of connectivity to transit stations, residential, and commercial areas. One connection that is of particular interest is a missing connection from Pinnacle Drive to Celebration Way.

As part of the Road Code, design elements should foster pedestrian-oriented design, particularly in the Plan's urban areas. In certain neighborhoods, specific pedestrian pathways are recommended to facilitate access to the Town Center and Transit Station Development Areas.

Facility & Segment		Master Plan Bike Route #2	Proposed Type
From	To		
Bowman Mill Rd			
Walter Johnson Dr	Waters Rd (B-5)	PB-8	Local Signed Shared Roadway / On-Road (Class 3) Proposed
Cider Press Pl			
Observation Dr Extension	Frederick Rd (MD 355)	PB-1	Local Signed Shared Roadway / On-Road (Class 3) Proposed
Century Blvd			
Proposed Dorsey Mill Rd (B-14)	Aircraft Dr	SP-66	Countywide Shared use path
Cloverleaf Center Dr			
Century Blvd	Crystal Rock Dr	PB-4	Local Shared Use Path/Off-Road (Class 1)
Corridor Cities Transitway			
Shady Grove Metro Station	Clarksburg Town Center	SP-66	Countywide Shared use path
Corridor Cities Transitway (eastern crossing)			
Century Blvd	Seneca Meadows Pkwy	PB-2	Local Shared Use Path/Off-Road (Class 1) Proposed
SP=Shared Use Path; DB=Dual Bikeway, which is a shared use path signed shared roadway; PB=Proposed Bikeway; SR=Shared Roadway			

Facility & Segment		Master Plan Bike Route Number	Proposed Type
From	To		
Crystal Rock Dr			
Wisteria Dr	Germantown Rd	PB-22	Local Signed Shared Roadway / On-Road (Class 3) Proposed
Germantown Rd	Kinster Dr	PB-37	Local Shared use roadway
Kinster Dr	Black Hill Regional Bikeway Trail	SP-75	Shared use path
Father Hurley Blvd			
Wisteria Dr	I-270	SP-68	Countywide Shared use path
Frederick Rd (MD 355)			
Little Seneca Creek	Boland Farm Rd	SP-72	Countywide Shared Use Path/Off-Road (Class 1) Existing
Boland Farm Rd	Middlebrook Rd	SP-72	Countywide Shared Use Path/Off-Road (Class 1) Proposed
Middlebrook Rd	Seneca Creek Park	SP-72	Countywide Shared Use Path/Off-Road (Class 1) Existing
Germantown Rd (MD 118)			
CSX tracks	Frederick Rd (MD 355)	DB-25	Countywide Dual Bikeway: Shared Use Path Proposed / Signed Shared Roadway Proposed
Goldenrod La			
Germantown Rd	Observation Dr Extension	PB-1	Local Signed Shared Roadway / On-Road (Class 3) Proposed
Great Seneca Hwy (MD 117)			
Middlebrook Rd	CSX tracks	SP-63	Countywide Shared Use Path/Off-Road (Class 1) Existing
Kinster Dr			
Century Blvd	Crystal Rock Dr	SP-75	Countywide Shared Use Path/Off-Road (Class 1) Existing
Middlebrook Rd (CO 141)			
Father Hurley Blvd	Crystal Rock Dr	SP-71	Countywide Shared Use Path/Off-Road (Class 1) Proposed
Crystal Rock Dr	Frederick Rd (MD 355)	SP-71	Countywide Shared Use Path/Off-Road (Class 1) Existing
Observation Dr			
Little Seneca Creek	Dorsey Mill Rd	SP-69	Countywide Shared Use Path/Off-Road (Class 1) Existing
Dorsey Mill Rd	Germantown Rd	SP-69	Countywide Shared Use Path/Off-Road (Class 1) Existing
SP=Shared Use Path; DB=Dual Bikeway, which is a shared use path signed shared roadway; PB=Proposed Bikeway; SR=Shared Roadway			

Facility & Segment		Master Plan Bike Route Number	Proposed Type
From	To		
Germantown Rd	Middlebrook Rd	SP-69	Local Shared Use Path/Off-Road (Class 1) Proposed
Ridge Rd (MD 27)			
I-270	Frederick Rd (MD 355)	SP-68	Countywide Shared Use Path/Off-Road (Class 1) Existing
Seneca Meadows Rd			
Observation Dr	Germantown Rd	PB-3	Local Signed Shared Roadway/On-Road (Class 3) Proposed
Shakespeare Blvd			
Observation Dr	Frederick Rd (MD 355)	PB-15	Local Shared Use Path/Off-Road (Class 1) Existing
Walter Johnson Dr			
CSX tracks	Wisteria Dr	PB-9	Local Signed Shared Roadway/On-Road (Class 3) Proposed
Waterford Hills Blvd			
Waters Rd (B-5)	Father Hurley Blvd	PB-8	Local Signed Shared Roadway/On-Road (Class 3) Proposed
Waters Rd			
Waterford Hills Blvd	Germantown Rd	PB-8	Local Signed Shared Roadway/On-Road (Class 3) Proposed
Wisteria Dr			
Germantown Rd	Waring Station Rd	PB-26	Local Shared Use Path/Off-Road (Class 1) Existing
New Road (B-19)			
Crystal Rock Dr	Century Blvd	PB-2	Local Signed Shared Roadway/On-Road (Class 3) Proposed
New Road (B-25)			
Seneca Meadows Rd	Ridge Rd	PB-10	Local Signed Shared Roadway/On-Road (Class 3) Proposed
SP=Shared Use Path; DB=Dual Bikeway, which is a shared use path signed shared roadway; PB=Proposed Bikeway; SR=Shared Roadway			

IMPLEMENTATION MECHANISMS

Much of the needed infrastructure in Germantown (roads, schools, public parks, civic facilities) is in place. What is needed is infrastructure to implement the Plan recommendations such as the CCT and local bus service, a grid of streets, and trail, pedestrian and bikeway connections.

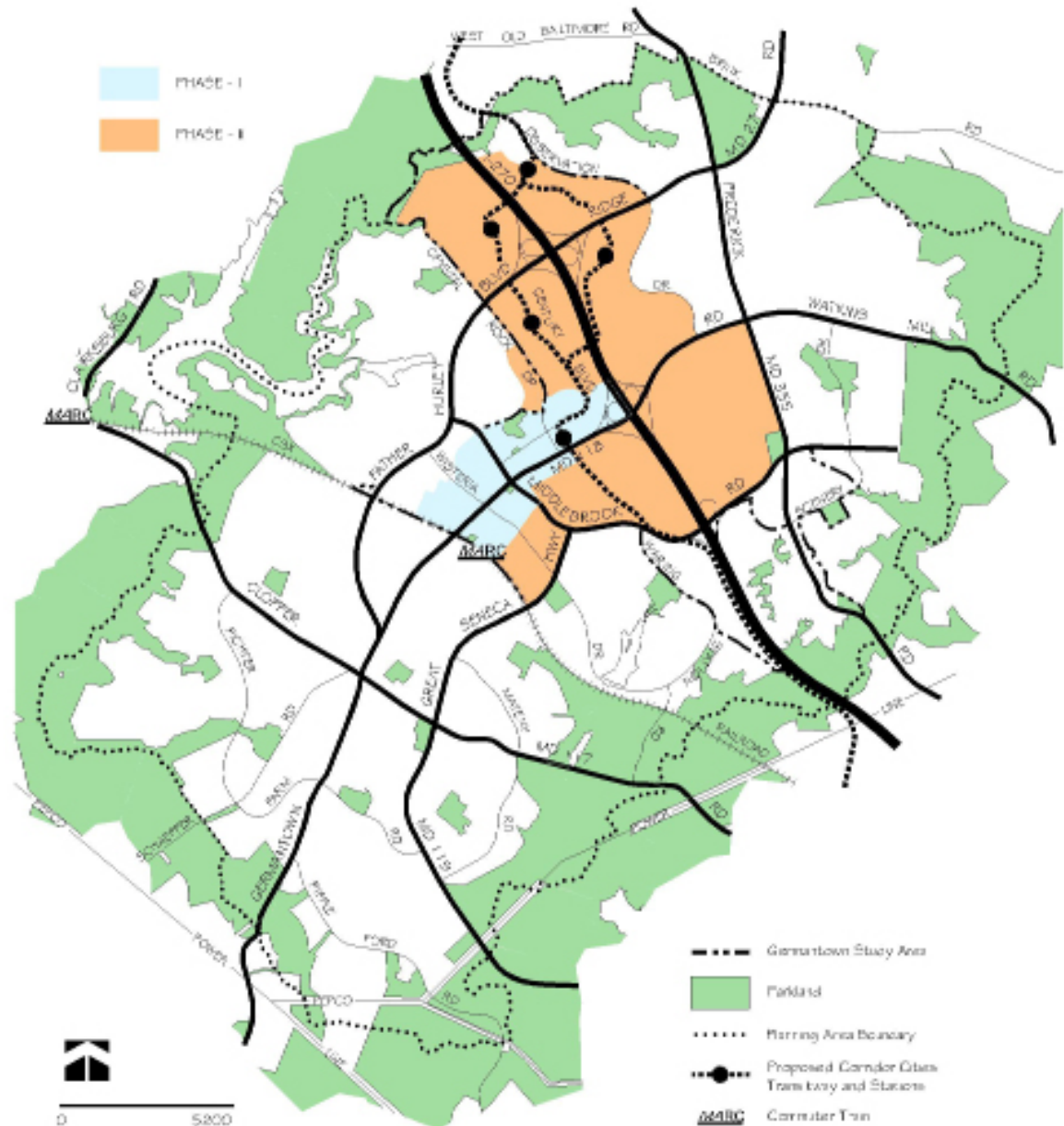
Establishing an urban service district is a critical aspect of implementation. The need for such a service district has been in public discussion since 1992. As recently as 2004-2005, County Executive staff proposed a service district with limited responsibilities.

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

Responsibilities of the urban service district may include:

- increased levels of maintenance for civic properties such as the Germantown Library, Town Common, the MARC station pedestrian bridge/gathering space, and new facilities on County-owned land

Proposed Urban Service District



- enhanced streetscape materials, installation, and maintenance
- pedestrian lighting fixtures and maintenance
- comprehensive treatment for wayfinding, signs, banners, and promotions
- defining the area served by a circulator bus (Phase I and Phase II)
- enhanced public safety patrols
- expanded landscape, street tree, flower, and shrub maintenance.

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

As the CCT is brought on line, parking requirements may be reduced to reflect a higher number of workers arriving by transit and reduced vehicle ownership and use by residents.

CAPITAL PROJECTS

The Capital Improvements Program (CIP), funded by the County Council and implemented by County agencies, establishes how and when construction projects are completed. The CIP cycle starts every two years when regional advisory committees and M-NCPPC hold forums to discuss proposed items for the six-year CIP.

Master planned capital projects are given short-term priority (within four years of the CIP term) or long-term priority (five or more years in the future). Appendix 21 lists short-term capital projects and other long-term projects.

Implementing the Plan also requires close coordination with State and County agencies to coordinate facility planning, capital projects, and operational considerations. Recent master plans ensured this coordination by using technical working groups or regular meetings of agency partners.

IMPLEMENTATION PLAN

After the Plan is approved and adopted, a more detailed Implementation Plan will be prepared to ensure that public actions are timely and coordinated with private sector development. The Implementation Plan also will identify lead responsibilities among agencies and set an outreach strategy for community involvement in Plan implementation.

Additional studies and reports will be created as part of Plan implementation including:

- detailed design guidelines for transit station areas, including the MARC rail area
- urban design guidance for the MD 355 Corridor
- the Germantown streetscape plan.

germantownForward



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8787 Georgia Avenue, Silver Spring, Maryland 20910

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