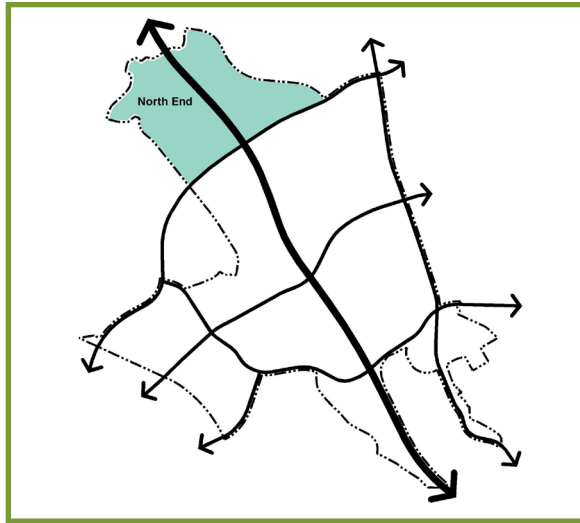


North End District Land Use



THE NORTH END DISTRICT

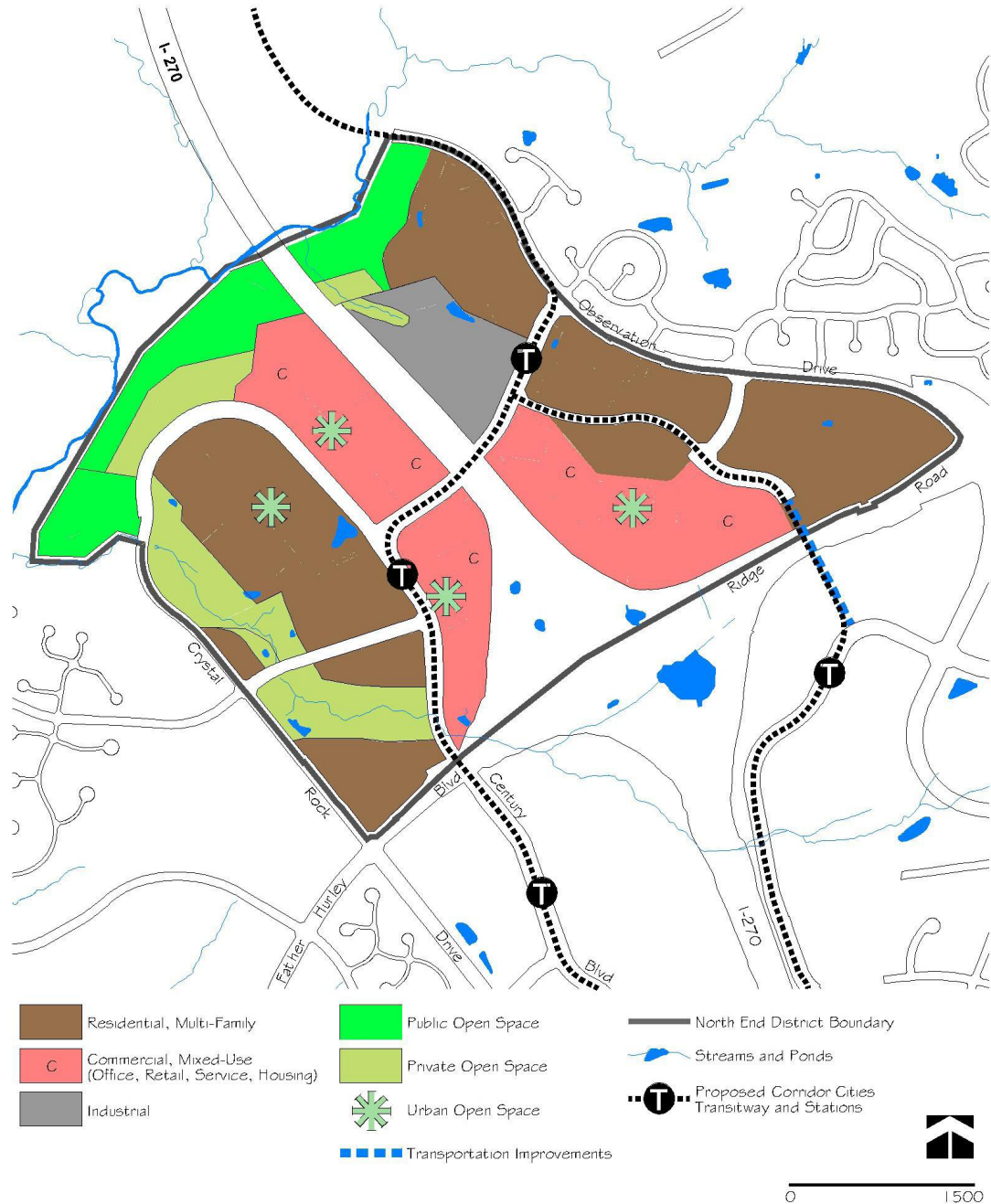
This 280-acre district extends across both sides of I-270 bounded on the north by Black Hill Regional Park and the North Germantown Greenway. It will showcase views and access to both natural areas. The west side of I-270 will evolve from a small residential community amid undeveloped land to an employment location highlighted by additional residential, retail, and hospitality uses. Tall buildings focused on the Manekin CCT station will mark sites visible from I-270.

East of I-270, redevelopment will be within walking distance of the Dorsey Mill CCT station. The Milestone Business Park will be expanded with new residential and retail uses. Six-story

office buildings will surround an urban courtyard within walking distance of existing and future residential units near Observation Drive.



Multi-story office building in the Milestone North Business Park.



Land Use

West of I-270

- Create a center that clusters density at the Manekin CCT station. If multiple ownership patterns occur, encourage higher density at the transit station through density transfers within adjoining properties.
- In Stage 1, develop the Symmetry/Totah property (NE-1) at an average density of 0.75 FAR and a mix of uses with a minimum of 60 percent employment and a maximum of 40 percent residential. Permit a limited amount of street level retail near transit and along Century Boulevard. Design employment uses and a hotel to take advantage of the site's visibility from I-270.
- Development of the Symmetry/Totah property in Stage 2 may proceed up to 1.0 FAR if the Town Center has achieved an average density of up to 1.5 FAR.
- Orient signature office buildings and employment uses along I-270 on the Lerner property (NE-2). Allow up to 1.5 million square feet of employment uses, a hotel, and up to 110,000 square feet of retail space. Allow a 1,425 residential population as defined in the Town Sector Zone with a mix of highrise and low-rise residential units.

East of I-270

- In Stage 1, develop the Milestone North

property at an average density of 0.75 FAR with a mix of research and development, employment, technology, street level retail, restaurants, and new housing. Orient up to 225 new multifamily housing units to the existing residential areas. Residential uses are not to exceed 20 percent of total development on this site.

- Development of the Milestone North property (NE-6) in Stage 2 may proceed to 1.0 FAR if the Town Center has achieved an average density of 1.5 FAR.

Urban Form

- Line the east side of Century Boulevard across from the existing Cloverleaf North residential community with 72-foot (six stories) tall buildings. Reduce the sense of building bulk and mass along Century Boulevard and Cloverleaf Drive by limiting building heights to three to four stories at street level with stepbacks to upper floors.
- Permit building heights of 143 feet (12 stories) and maintain the 100-foot setback along I-270. Create buildings with a three- to four-story base and setback upper floors.
- Develop the east side of Century Boulevard with wide sidewalks that can accommodate sidewalk cafes and seating areas.
- Terminate vistas with the forested Germantown greenbelt as Century Boulevard turns into Crystal Rock Drive.



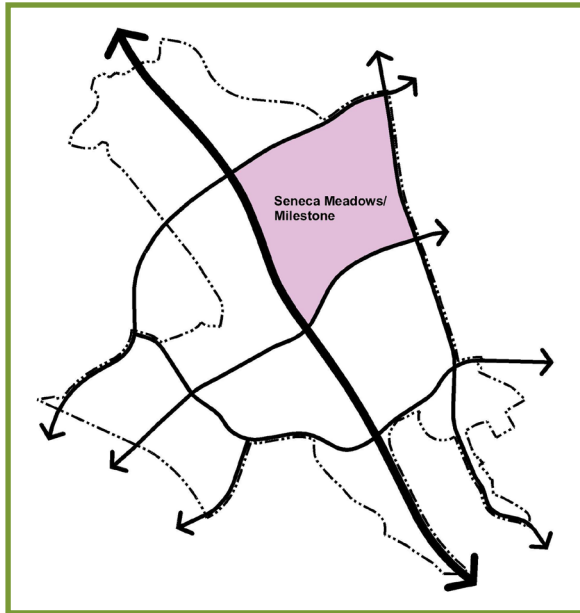
Boat dock and recreation facility at Black Hill Regional Park

- Preserve forest adjacent to Black Hill Regional Park on the north side of Century Boulevard as it curves into Crystal Rock Drive and use all available means to incorporate it into the existing park, or place in a conservation easement.
- Expand stream restoration and water quality protection efforts on the Milestone Tributary to maintain the water quality and wetland functions of this tributary to Seneca Lake, an important drinking water supply.
- Provide a 0.75-acre common in the residential portion of the Lerner property to be privately developed and maintained for public use.
- Provide an urban plaza directly adjacent to the transit station with seating, lighting, shelter, and other amenities.
- Provide streetscape improvements in accordance with the streetscape plan.

Transportation

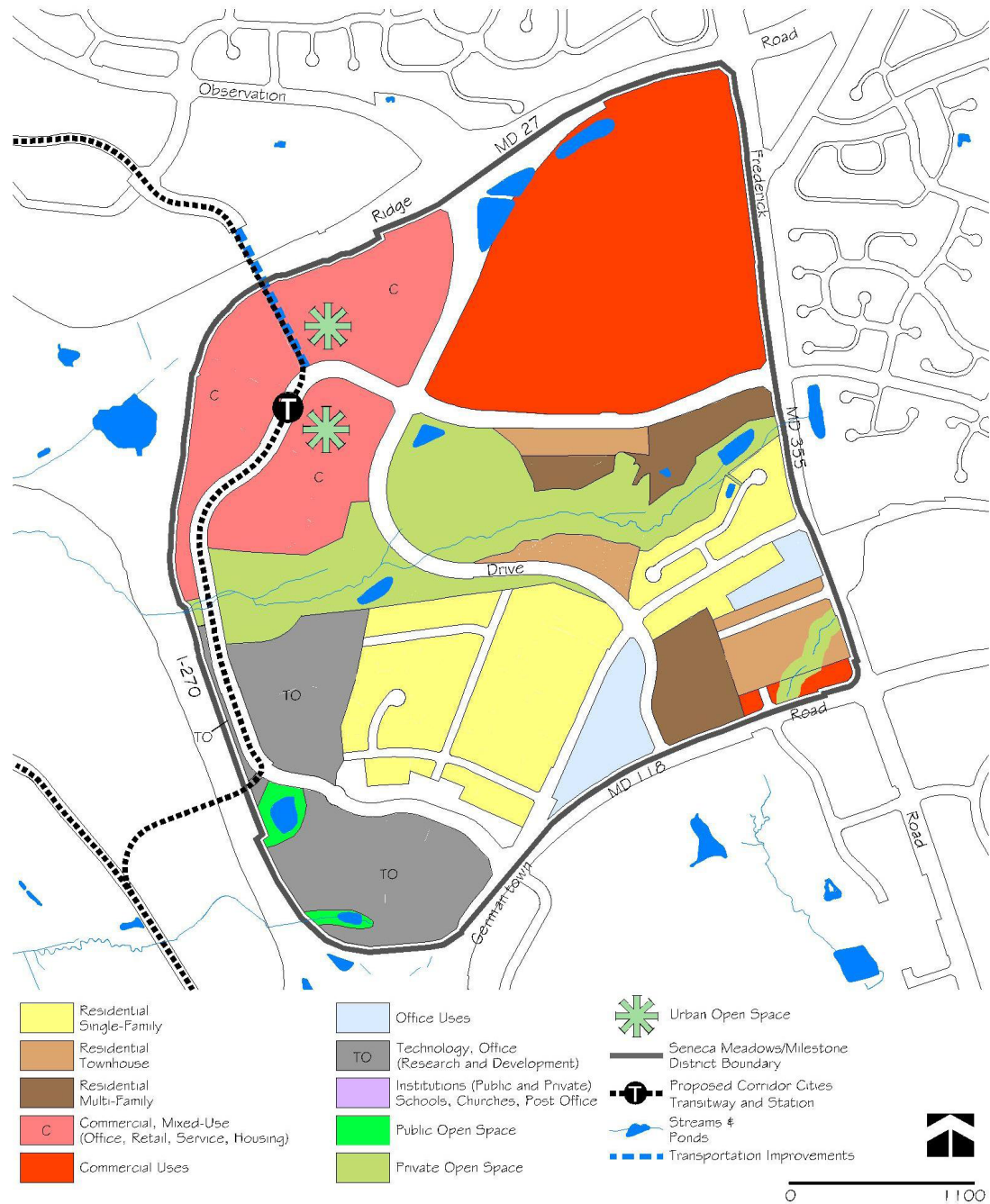
- Provide a dedicated street crossing over I-270, an extension of Dorsey Mill Road connecting the east and west sides of I-270 with four travel lanes and the CCT.
- Provide a transit station in the Century Boulevard median near Dorsey Mill Road. Park-and-ride facilities should be supplied on both the west and east sides of I-270 near the Manekin and Dorsey Mill stations with at least 250 public spaces at each station incorporated into private development projects.
- Incorporate direct access to the Dorsey Mill station to and from north I-270. This access can be provided by either direct access ramps at the Dorsey Mill Road interchange or a revision to the Father Hurley Boulevard interchange. The new access will create multi-modal options between future managed lanes and bus services on I-270 and CCT transit service along Century Boulevard. This access should 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.
- Introduce a network of new streets with short blocks, such as 250 to 350 feet in length.
- Extend Crystal Rock Drive to Dorsey Mill Road as a four-lane business street.
- Maintain Kinster Drive as a two-lane divided minor arterial roadway with on-street parking. Should future demand increase, the road could be redesigned to a four-lane divided roadway with off peak parking within the existing right-of-way.

Seneca Meadows/Milestone District Land Use



THE SENECA MEADOWS/MILESTONE DISTRICT

The Seneca Meadows District illustrates the office and industrial development that is possible within current I-3 zoning. Development has been in the form of one, two, and three story buildings with surface parking. A significant portion of the district has been retained in green space, conservation areas, and stream buffers. A future CCT station along Seneca Meadows Parkway will be the focal point of activity in the 390-acre area. In the interim, a mixed-use retail and office center will provide services to existing businesses and workers in the office park. A new urban recreation center located in a multi-use building will offer educational and recreational activities for workers and residents.



Land Use

- Concentrate mixed-use development at the transit station with an average density of 1.0 FAR on the Seneca Meadows property north of the Crystal Rock Tributary (SM-1). To ensure the area retains an employment profile, develop with a minimum of 70 percent employment uses that include limited street level retail and a maximum of 30 percent residential uses. Street level retail must conform to the Plan's urban design guidance.
- Provide industrial, office, and technology uses south of the Crystal Rock Tributary with signature office development along I-270.
- Support the Milestone Regional Shopping Center (SM-3) and Neelsville Village Center (SM-4) as the Germantown-Clarksburg destination retail center. Redevelopment is unlikely given the fragmented ownership. If ownership consolidates, a coordinated redevelopment option may be proposed that meets the existing RMX zone density standards of 0.5 FAR. With redevelopment, add residential uses and urban open space in a compact urban form with structured parking.
- Design stormwater management, in coordination with the Montgomery County Department of Permitting Services and the Montgomery County Department of Environmental Protection, to protect the Germantown Bog.

Urban Form

- Locate a 25,000 square foot community

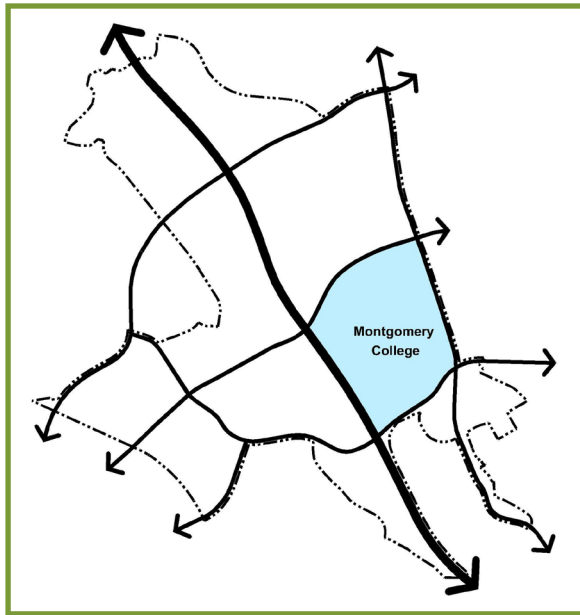
recreation center and an urban park near the transit station.

- Building heights of up to 143 feet (12 stories) are appropriate at the transit station to create a focus for the mixed-use neighborhood. Building heights will be reduced toward adjacent residential neighborhoods to the south and north. Establish a three- to four-story building base with stepbacks for upper floors.
- Locate limited retail uses along streets. Big box retailers, if proposed, should have active store fronts with multiple entrances and smaller retail uses facing the street.
- Permit building heights up to 100 feet (eight stories) and maintain the 100-foot setback along both sides of I-270 to ensure that density and focus of taller buildings occurs at the transit station.
- New development along MD 355 should establish a building line, fronting the roadway with parking located behind buildings.
- Dedicate a two-acre urban park adjacent to the future recreation center to serve as the outdoor recreation component. Either dedicate additional land for the recreation center or integrate the center into the ground floors of a mixed-use building.
- Provide an urban plaza with seating, lighting, shelter, and other amenities adjacent to the transit station.
- Provide streetscape improvements in accordance with the streetscape plan.

Transportation

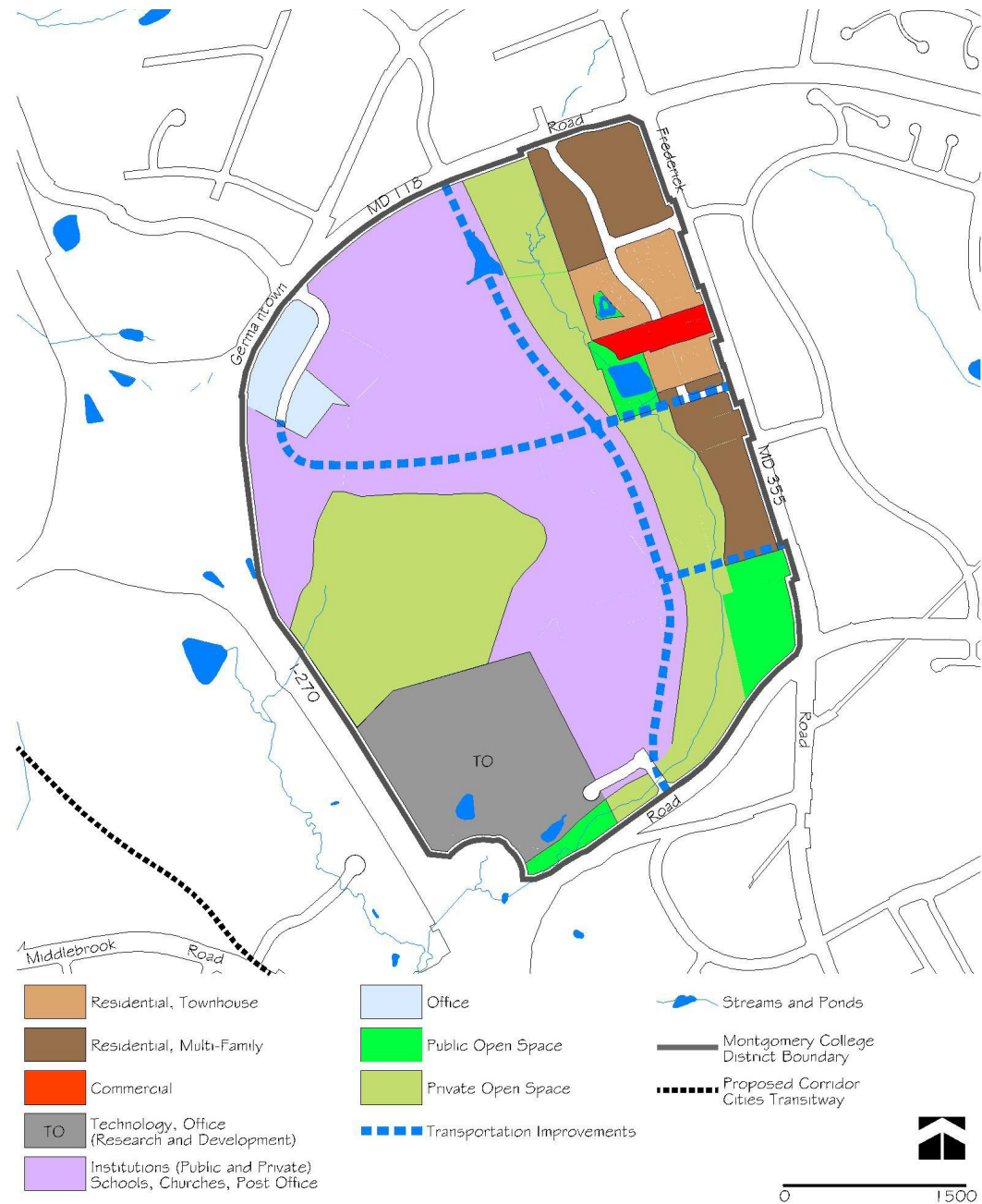
- Create a network of new streets with short block lengths in the mixed-use neighborhood around the transit center.
- Provide a bridge over I-270 accommodating the CCT and a pedestrian connection to the median of Seneca Meadows Parkway.
- Expand the street network (B-25) with a bridge over MD 27/Ridge Road that accommodates the CCT, pedestrians, and bicyclists.
- Provide a local, signed, shared on-road bikeway along Seneca Meadows Parkway.
- In the absence of the CCT, expand bus service along Observation Drive to link the Milestone North center and Montgomery College with Clarksburg to the north.

Montgomery College District Land Use



THE MONTGOMERY COLLEGE DISTRICT

The education and technology uses in the 334-acre Montgomery College District are an important community resource. The expanded campus will be an active center serving 20,000 students. It should develop in a compact pattern that inspires inviting gathering spaces, walking, and biking. A compact pattern will reserve land for the College's future expansion and protect the site's natural features—a large stand of upland forest and two tributaries to Gunners Branch. The campus development plan fosters links between business and education in the I-270 Technology Corridor.



Land Use

- Expand Montgomery College's academic facilities to 1.9 million square feet and provide up to one million square feet for a technology park linking the business and academic communities. Private sector facilities on the campus will be subject to site plan review.
- Preserve 50 acres of high priority forest along I-270 and other high priority forest within the site.
- Develop technology and office uses with signature architecture that takes advantage of visibility from I-270. Use structured parking to reduce impervious surface area and improve water quality in the Gunners Branch watershed.
- Relocate the Cider Barrel historic site to another location in the Sector Plan area. Additional guidance appears in Appendix 12.

Urban Form

- Design the campus expansion and orient buildings to create a compact educational village that promotes interaction between buildings, synergy between public and private uses, reduces the amount of disturbed land, and creates an appealing and safe environment.
- Provide a network of streets with extensive pedestrian connections that create a walkable campus and technology park.
- Provide an open space buffer along the existing residential community to the east.
- Use building placement and site design to create smaller usable outdoor spaces characteristic of urban areas.

- Incorporate structured parking into buildings and pave surface parking areas with permeable materials.
- Buildings must have a minimum of three stories with floorplates no greater than 25,000 square feet for non-residential uses. Medical facilities such as hospitals are exempt from this guideline.
- Permit building height up to 100 feet (eight stories) and maintain the 100-foot setback along I-270 to ensure a dense and cohesive campus.

Transportation

- The College's planned expansion and technology park requires additional access and transportation capacity. Extend Observation Drive as a four-lane 80-foot right-of-way arterial roadway with a shared use path through the Montgomery College property connecting MD 118 with Middlebrook Road. The road will be located on the east side of the campus with future connections to MD 355.
- Extend Goldenrod Lane outside of the protected forest area to connect Observation Drive and introduce a network of new streets with short blocks, 250 to 350 feet long, to create a pedestrian-friendly place with wide sidewalks.
- Extend Cider Press Place to connect MD 355 with the extension of Observation Drive.

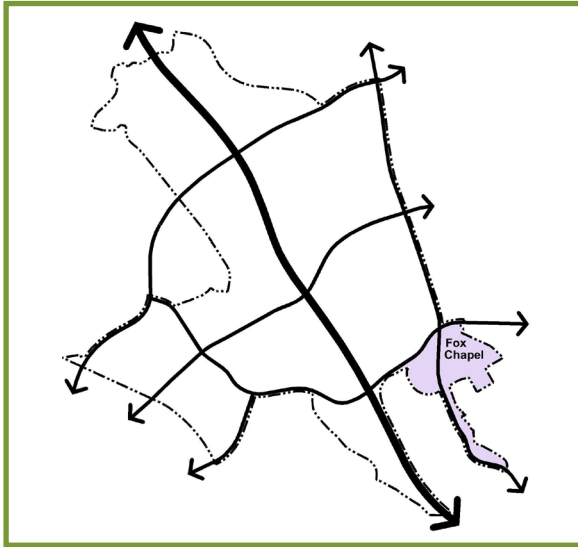


Academic buildings at the Germantown campus of Montgomery College



High quality forest in the Montgomery College District

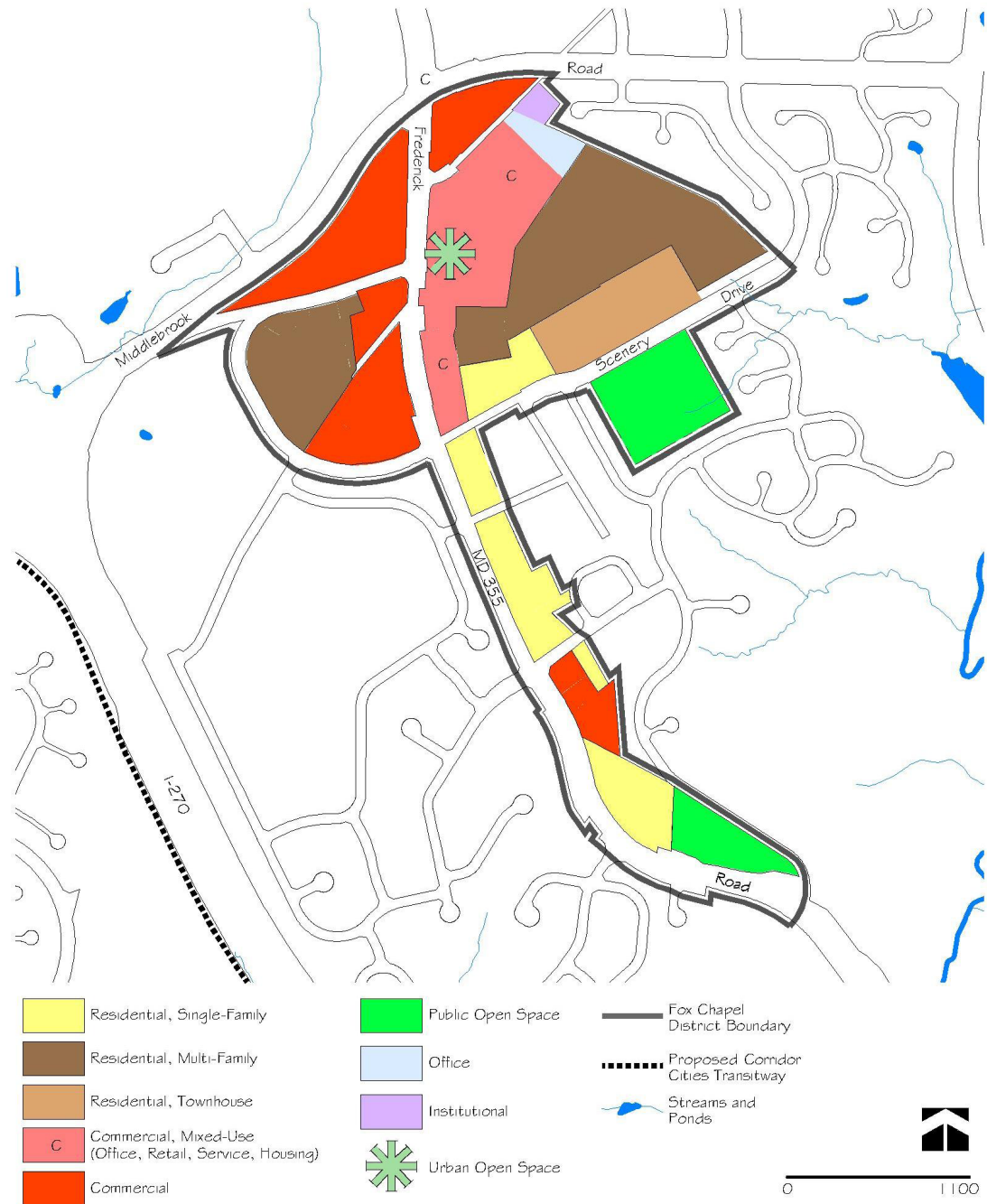
Fox Chapel District Land Use



THE FOX CHAPEL DISTRICT

The 115-acre Fox Chapel District will become the commercial hub at the intersection of MD 355 and Middlebrook Road with a bus transit center providing the transit link to other parts of Germantown. Retail, housing, and recreation opportunities will flow between MD 355 and Scenery Drive including an improved Plumgar Recreation Center (FC-7) and greater density at the Seneca Crossing community (FC-6). This vision can best be accomplished by cooperation among property owners and a coordinated development plan.

Gateway and streetscape treatment along MD 355 will improve pedestrian safety and the pedestrian experience along Montgomery County's main street. At-grade, one-way couplets could replace grade-separated at the MD 355 and Middlebrook Road intersection. This option should be studied by state and County transportation departments.



Land Use

- The Fox Chapel Shopping Center (FC-1) should be redeveloped as a mixed-use village center of commercial and residential uses. If properties are assembled, allow development up to 0.3 FAR for commercial uses and 22 dwelling units per acre for the Fox Chapel Shopping Center and the Middlebrook Mobile Home Park (FC-5).
- If properties are not assembled, commercial density should not exceed 0.3 FAR and five dwelling units per acre for the Middlebrook Mobile Home Park (FC-5).
- Retain the residential character of the MD 355 gateway into Germantown by allowing existing R-200 properties (FC-8) to have by-right accessory housing units.

Urban Form

- If properties along the east side of MD 355 are assembled, create a new set of development blocks that parallel MD 355 and are lined with buildings. Provide urban open space defined by streets or buildings and place parking within the interior of the block.
- If non-assembled properties develop, redevelop commercial sites along MD 355 with street-oriented commercial development, wrapping corner properties, and placing parking and service areas in the rear of the property, screened from adjacent residential areas. Encourage rear connections along alleys.

- Establish a consistent building setback from MD 355, provide an eight-foot wide sidewalk along commercial development, and implement the streetscape plan.
- Orient multifamily units toward MD 355 and the site's interior to achieve a compatible transition to R-200 residential property to the east. Preserve existing woodland on the east side of the Middlebrook Mobile Home Park site to buffer the adjacent residential community and provide a pedestrian connection to the Fox Chapel Shopping Center.
- Accessory apartments developed along MD 355 should locate all parking behind the

existing homes. No new driveways or parking areas should be permitted in front yards.

Transportation

- Connect the Middlebrook Mobile Home Park site to MD 355 with a connected street system through commercially zoned properties held by same owner. Preserve the trees along the eastern end of the site for a compatible transition with existing R-200 residences.
- Connect Blunt Road with Middlebrook Road.
- Improve MD 355 with streetscape improvements in accordance with the streetscape plan.





The future envisioned in this Plan requires decisions and actions by government, property owners, and residents to transform the type and character of development

occurring in Germantown. Direct governmental actions include comprehensive rezoning through a Sectional Map Amendment and indirect actions such as protection of forested areas and construction of capital improvements. Some facilities will be produced by the private sector through the development review process. The recommended type, amount, and location of development must take place at the appropriate time and in the proper sequence.

FEASIBILITY

The Planning Board did not evaluate whether the Plan’s incentives are sufficient to produce the recommended amount and type of infrastructure and amenities. They relied on testimony from property owners to understand the feasibility of the Plan’s recommendations.

ZONING

This Plan recommends an array of mixed-use zoning categories to shape development. Existing zones such as RMX-2, RMX-2C, and I-3 with an option for mixed uses, as well as the Town Sector Zone contain development standards appropriate

for transit served and pedestrian-scaled areas.

The Transit Mixed Use Zone (TMX-2) will be used to implement the land use recommendations, development standards, the Building Lot Termination program, and approval procedures for transit-oriented development envisioned by this Plan. The zone’s purpose is to “implement the recommendations of approved and adopted master or sector plans for Transit Station Development Areas.”

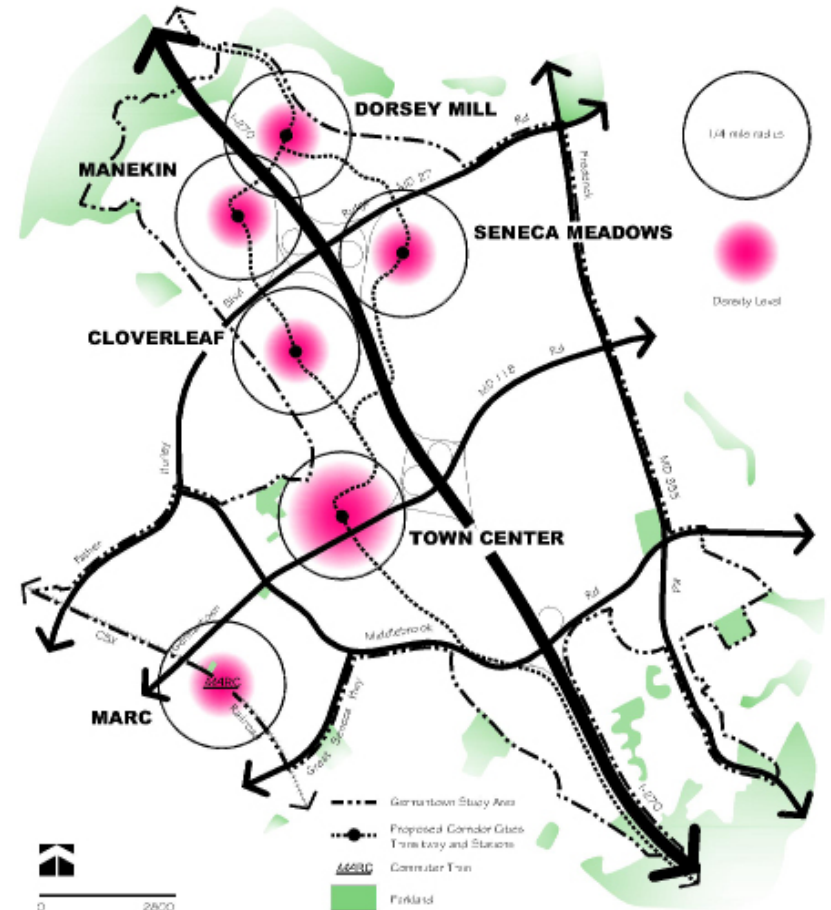
The TMX-2 zone allows for standard and optional methods of development. Both methods require site plan approval. Optional method projects must be consistent with the general design principles in this Plan and the design guidelines to be adopted by the Planning Board.

This zone also establishes a Building Lot Termination (BLT) program for new and redeveloped commercial projects. The BLT program will be used to terminate buildable lots in the County’s Agricultural Reserve, as recommended by the 2007 Ad Hoc Agricultural Policy Working Group.

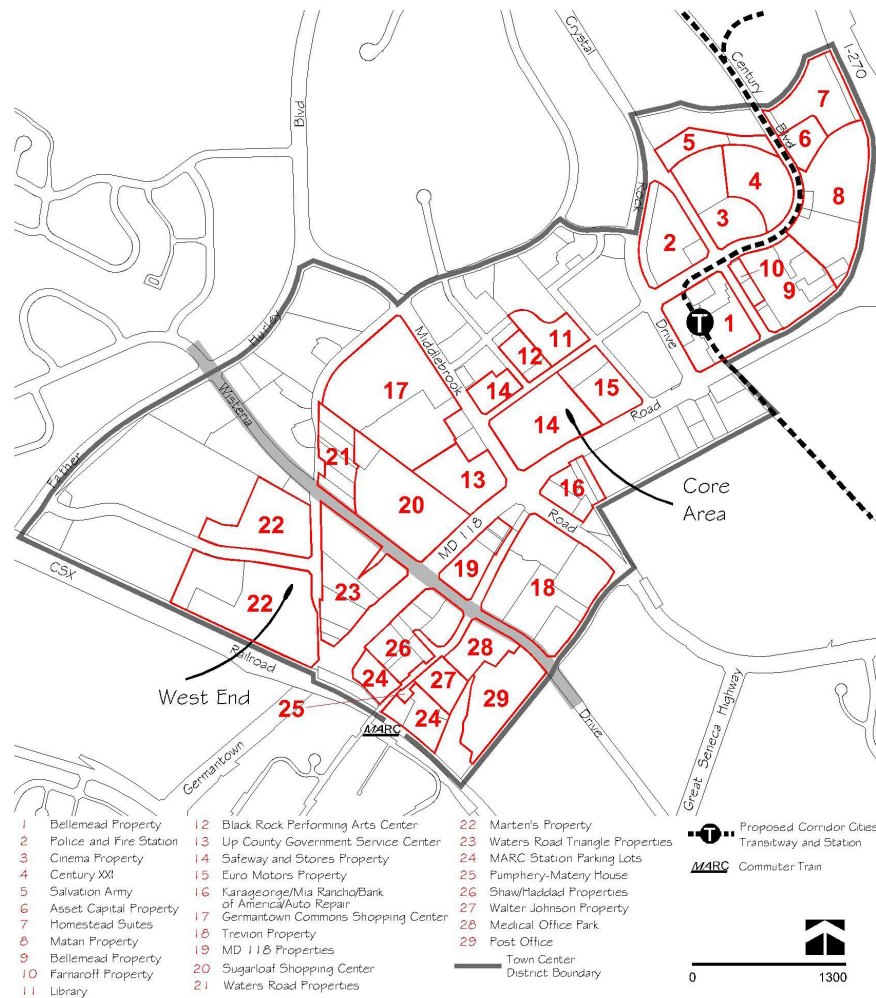
The TMX-2 Zone allows the creation of a contributory fund so that optional method projects may provide all or part of a project’s public use space and public amenities and facilities off-site. The list of potential projects to be covered by the Amenity Fund appears in Appendix 20 and incorporated by reference in this Plan.

The complete text of the TMX-2 Zone appears in Appendix 23.

Proposed Transit Station Development Area



Town Center Property Reference



Town Center Zoning

