
DRAFT

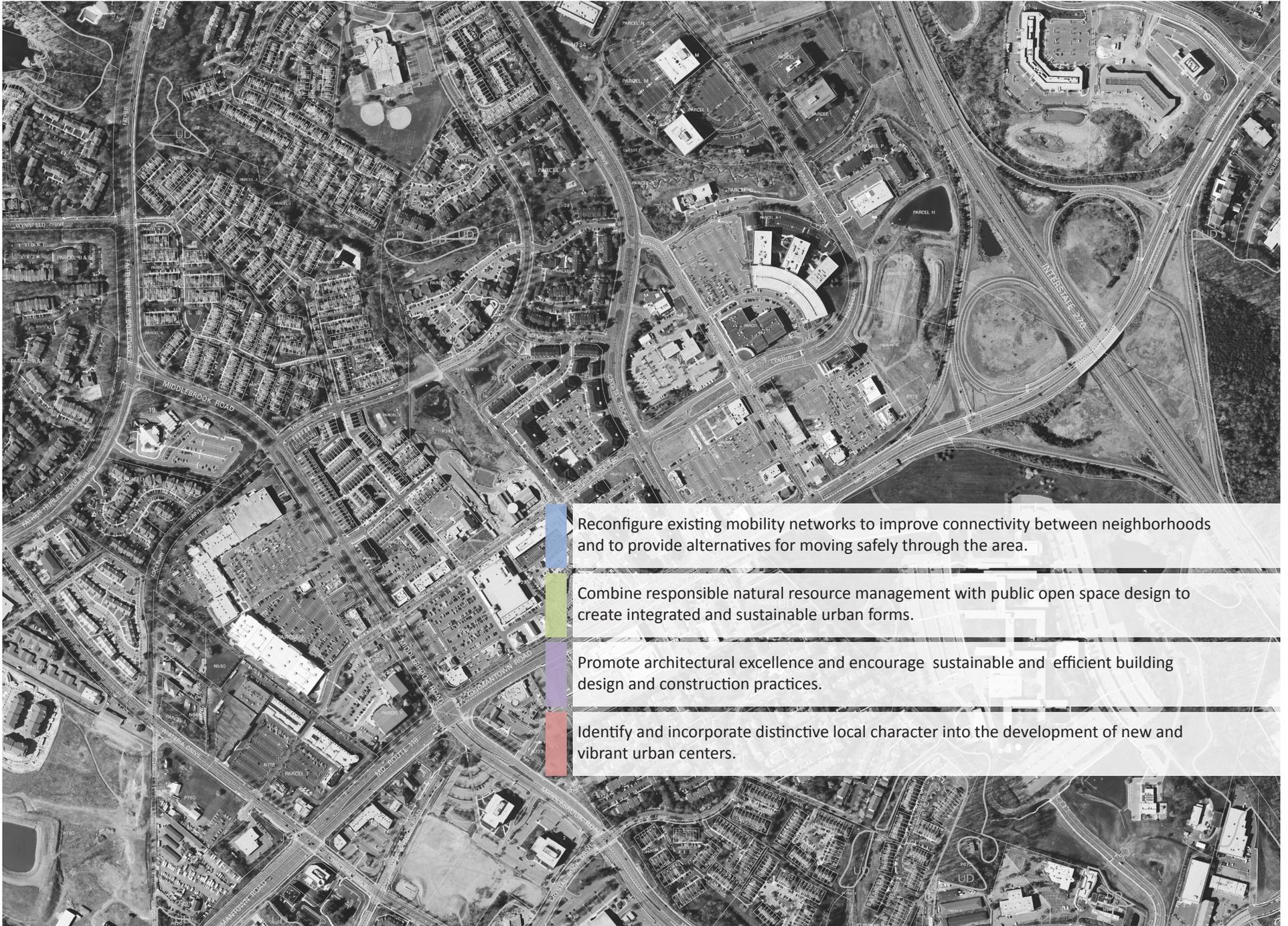
Germantown

Urban Design Guidelines

March 11, 2010

Contents

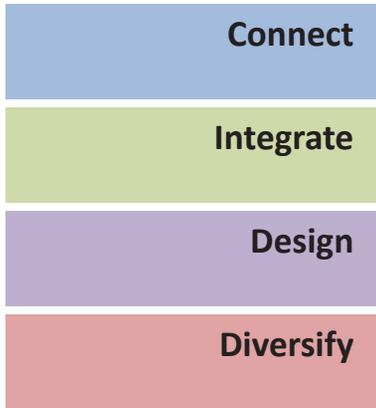
Foreword	05
Principles	05
Context	06
Introduction	07
Conceptual Framework	08
Design Objectives	11
Case Studies	13
Design Themes	13
Case Study: Up-County Cultural Center	14
Case Study: I-270 Technology Corridor	15
Case Study: Compact College in the Suburbs	16
Case Study: Range of Housing Types	17
Area Wide Guidelines	
Streets	18
Open Space	25
Buildings	31
Environment	39
District Guidelines	40
Town Center	41
Gateway District	49
Cloverleaf District	54
North-End District - West Side	60
North-End District - Milestone North	65
Seneca Meadows	70
Montgomery College	75
Fox Chapel	80
I-270 Landscape Concept	85
Table A Street Standards and Guidelines	86



- Reconfigure existing mobility networks to improve connectivity between neighborhoods and to provide alternatives for moving safely through the area.
- Combine responsible natural resource management with public open space design to create integrated and sustainable urban forms.
- Promote architectural excellence and encourage sustainable and efficient building design and construction practices.
- Identify and incorporate distinctive local character into the development of new and vibrant urban centers.

Foreword

Principles



The Urban Design Guidelines are intended to achieve design excellence in community building and implement the approved and adopted the Germantown Employment Area Sector Plan. They are a part of a creative initiative by the Planning Board and Planning Department to guide applicants seeking development approval or capital improvement projects. They reflect the Planning Board's expectations to create a unified place through outstanding design.

The structure of the planning process follows:

- Master Plans and Sector Plans – Provide the vision for a specific area
- Zoning Ordinance – Establishes the regulations and implementation tools
- Design Guidelines – Provide the inspiration and paint a graphic picture of the vision

The Design Guidelines are organized as follows:

- Principles – Identify the overarching urban design objectives
- Conceptual Framework – Establishes a design concept for the planning area in accordance with the vision of the Plan
- Case Studies – Review examples of built projects that illustrate the basic ideas outlined in the Conceptual Framework
- Area Wide Guidelines – Provide general design guidance for streets, open spaces and buildings
- Districts – The building blocks of the community. Provides guidelines and recommended characteristics of each district in accordance with the Plan

The Guidelines are developed through work with property owners, residents, institutions, interest groups, and the County Executive. They are

approved by the Planning Board for use in evaluating proposed building projects and other applications. They will be revised to reflect new technologies or field conditions and updated comprehensively at least once every six years.

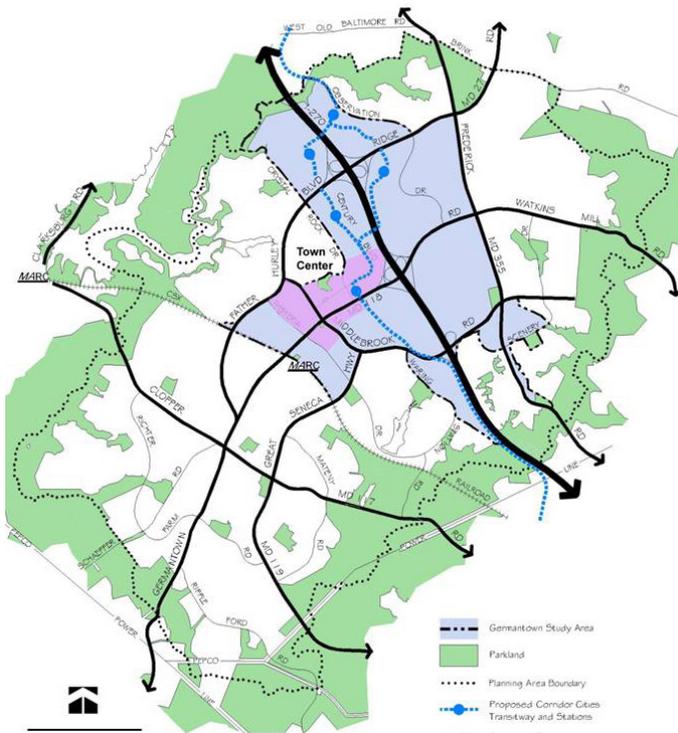
With the exception of street standards and Sector Plan recommendations, these guidelines are not regulations that mandate specific forms and locations for buildings, retail uses and open space. They illustrate how Plan recommendations and principles might be met, and encourage applicants and public agencies to propose designs that create an attractive and successful public realm. The guidelines focus upon the following:

Streets – The guidelines are in conformance with the Road Code and are binding unless a waiver is granted by the Planning Board or the Executive to achieve context sensitive design. Local street layouts illustrate design principles and may change to achieve a more efficient or environmentally sensitive layout.

Open Space – The guidelines are illustrative except for open spaces identified in the Sector Plan.

Buildings – The guidelines are illustrative and are intended to create an urban built environment.

For other design guidance, applicants should refer to the Zoning Ordinance guidelines required within zones such as the TOMX, TMX or CR Zones. Urban design guidelines are a required by the zoning ordinance under the provisions for project plan review (Section 59-D-2.31) to guide development that is providing a payment in lieu of on site public use space and amenities.

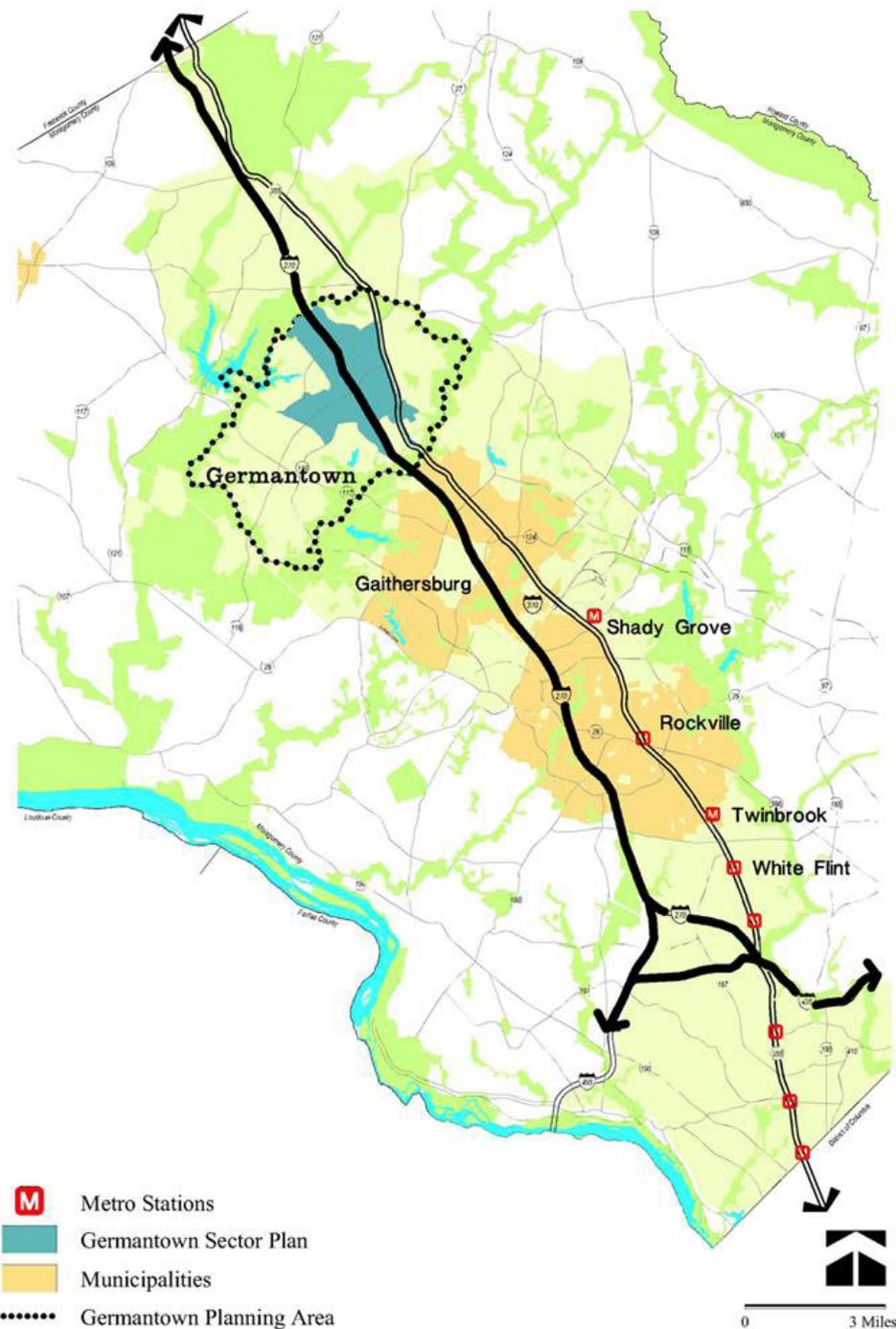


Context

The Germantown Planning Area covers 11,000 acres, an approximately three by five mile area, 22 miles from Washington, D.C. It is surrounded by a greenbelt of state and local parks.

The I-270 Corridor contains almost half of Montgomery County's workforce. Approximately one third of the area's employed residents commute to jobs outside the County. A significant portion of the County's future employment growth will take place on vacant or under-developed sites in Germantown.

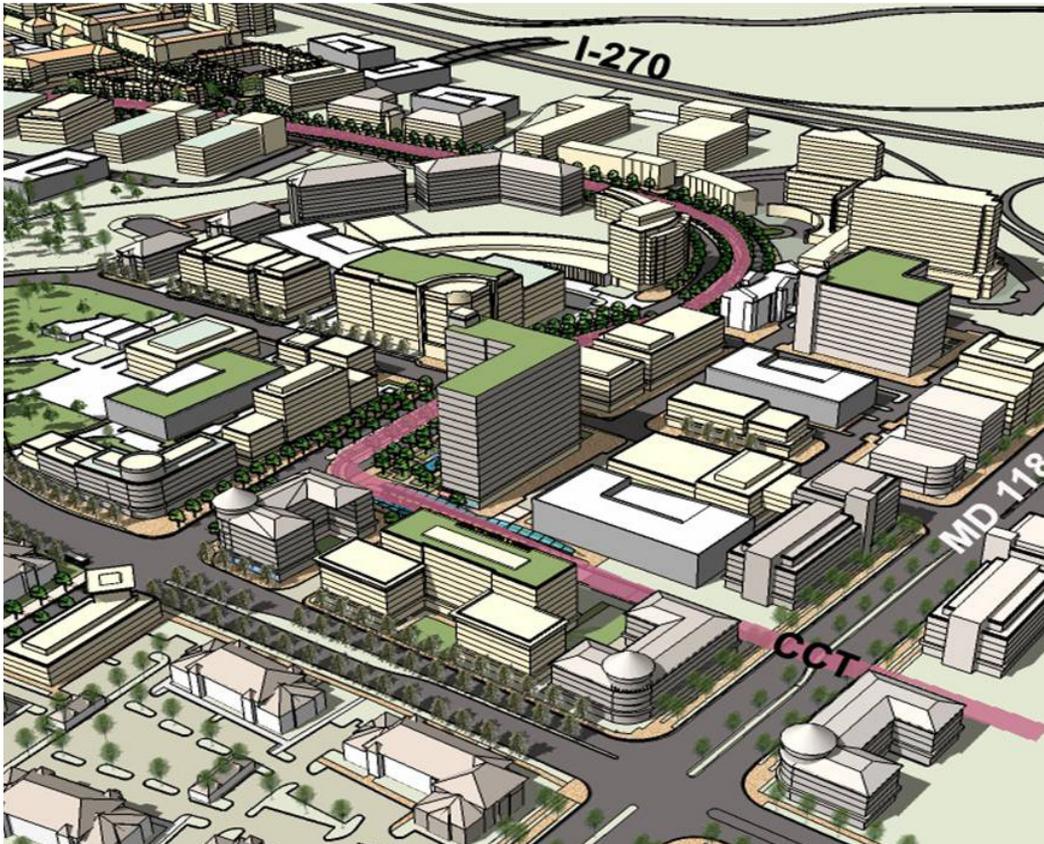
The 2009 Sector Plan focuses on the center of Germantown, an area of approximately 2,600 acres. The design guidelines apply to this area. The Sector Plan recommendations almost double the amount of housing to 15,000 dwelling units, and significantly increase non-residential square footage up to 23,000,000 square feet with an emphasis on corporate offices and advanced technology companies along I-270.



Town Center today
Germantown, MD



Town Center tomorrow
Germantown, MD



Introduction

Germantown, a corridor city located in the western end of Montgomery County along the I-270 Corridor, is evolving into an urban place with mixed-use development, tall buildings and urban open spaces. The Design Guidelines assist this transformation and focus upon the public realm. The quality of Germantown's emerging public realm and built environment from lively transit centers to nature-oriented stream valleys will strengthen the long-term economy, sustainability and spirit of the Germantown community.

Conceptual Framework

Vision

The Sector Plan calls for Germantown to be transformed into a lively, urban place with a thriving Town Center, a mixed-use Technology Corridor and a compact college. The Sector Plan identifies seven districts and for each district promotes:

- Connectivity of the street system,
- Design excellence in the street design, open spaces and buildings,
- Diversity of land use and building types, and
- Environmental quality

The Sector Plan establishes districts, an urban framework and design principles that will strengthen the Town Center, create a series of new mixed-use communities along the Corridor Cities Transitway (CCT) and promote the evolution of Montgomery College into a more urban campus and Technology Park. The Plan's goal is to shift Germantown from a car-oriented place into a series of walkable, more urban communities. The central principle is to cluster development around the CCT stations and form distinct mixed-use communities.

The Sector Plan builds upon a framework of existing roadways and development patterns. Germantown is divided by I-270 into the east and west sides with an emerging Town Center providing the focus of community life. Existing residential communities surround the planning area, creating a need for compatible, transitional development.

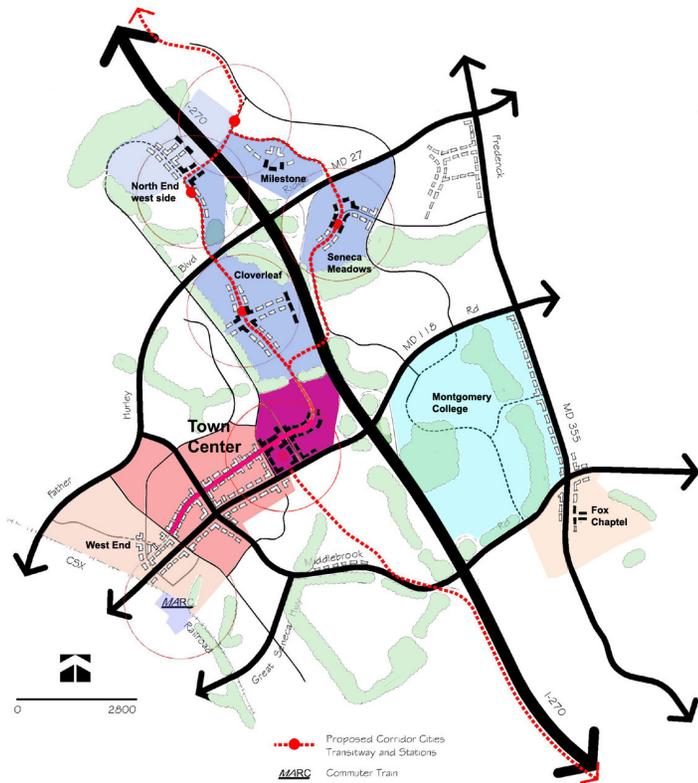
West side of I-270

The Town Center is where civic and cultural uses, highest density and tallest buildings will be concentrated. It is becoming the Up County's cultural center with its cluster of entertainment and cultural institutions. The Sector Plan supports this function with its provisions for a Promenade, Urban Parks, tall buildings and a variety of urban plazas in the Core Neighborhood. Development along the West End will transition down to nearby residential communities and the Germantown Historic District. To the north, a series of less dense, mixed-use centers are organized around the CCT with signature office and technology development lining the I-270 Corridor.

East side of I-270

The Seneca Meadows District will emerge as a major, mixed-use center adjacent to the existing Milestone Regional Shopping Center where little change is expected. Montgomery College will become a walkable academic village with a compact technology and medical park that preserves significant woodland.

Wooded stream valleys run throughout the Plan area. These natural open space systems help define the development areas, create wildlife habitat, offer passive recreation opportunities, and contribute to the area's environmental quality.





Sector Plan Recommendations

Urban Form

- Cluster development at transit stations.
- Connect streets, bikeways and pedestrian routes.
- Expand natural areas and urban gathering spaces.
- Incorporate historic, cultural and nature oriented themes into development.
- Locate tallest buildings at transit stations and within centers and step down heights adjacent to existing residential communities.

Design Goals

- Create compact, walkable centers with the highest density at the transit stations transitioning to lower density adjacent to residential communities.
- Achieve street oriented development with front entrances along the street and parking located in the rear or side of the development.
- Reduce building bulk and mass by providing narrow building footprints and setting back upper floors.
- Define open space and streets with buildings and enliven urban spaces with activating uses where appropriate.
- Locate the tallest buildings in the Town Center, stepping down heights towards existing residential communities. Achieve a three-story building height minimum, where feasible.
- Provide amenities identified for each district in the Sector Plan.

Urban Framework

- Transform existing employment areas with low-rise, surface parking into more compact forms of development clustered around transit stations
- Integrate more urban open space in the Town Center and other districts, and preserves natural areas
- Emphasize pedestrian and bicycle connections to transit, and east-west connections across I-270
- Create a more urban, compact campus for Montgomery College
- Emphasize pedestrian and bicycle connections to transit, and east-west connections across I-270
- Achieve a new, mixed-use commercial center for Fox Chapel Village Center.

Centers and Community Identity

Compact, mixed-use centers clustered around transit stations will strengthen the sense of place and support transit use. New development should be concentrated and compact. Physical and cultural characteristics unique to Germantown such as its natural greenbelt or the I-270 technology businesses should be celebrated within each district to achieve distinct character.



Streets

An interconnected street network in each district with distinct street characters will encourage walking and provide access to transit and other destinations. The street network and streetscaping should provide connections and increase the attractiveness of the public realm with tree-lined streets. On street parking, green streets and pedestrian friendly intersection design should be achieved where appropriate.



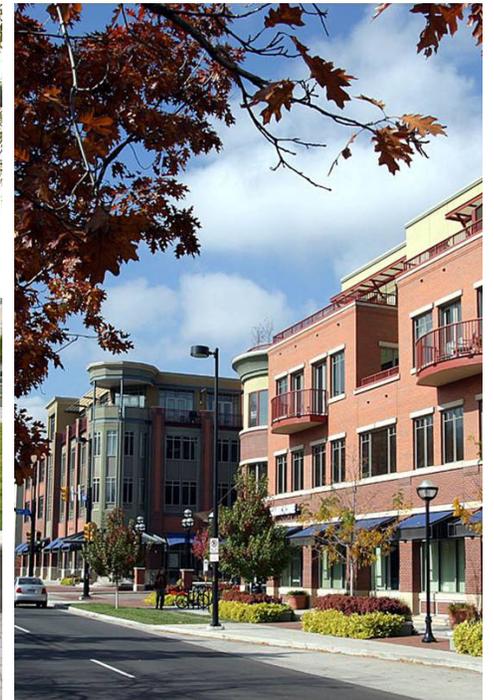
Open Spaces

The open space hierarchy serves a variety of purposes ranging from recreation to conservation of natural areas. The variety of spaces meets the recreational needs of a multi-age, diverse population. Sizes vary considerably depending upon the function. Successful recreational open spaces should be visible, safe, accessible, and inviting. Open spaces should be connected by a system of greenways, sidewalks, and trails.



Buildings

Building forms should create urban character and encourage transit use by fronting the street, locating parking behind or underground, forming a consistent street wall, and defining urban space. Pedestrian scale should be achieved by architectural design that reduces building bulk and height.



Transitions

Compatibility between tall buildings and existing residential communities should be achieved by stepping down building heights and by using building materials that fit the context.

Sustainability

Protecting Germantown's environmental resources and reducing the carbon footprint of development is a major goal. New public and private buildings are required to achieve a LEED certification rating by incorporating elements such as green roofs, cisterns, wind power generators, solar panels, and other green building technology to improve sustainability.



Design Objectives

The Sector Plan's vision embodies principles for connectivity, design excellence, land use diversity and environmental quality. The following design principles provide further detail for the building blocks of community: the centers, streets, open spaces, buildings and transitions. Applied to all properties, the principles help improve community identity, create walkable streets and attractive safe open spaces, develop street-oriented buildings, and achieve compatible, sustainable development.

*Germantown Library
Germantown, MD*



*Upper Rock District
Rockville, MD*



*Montgomery College
Silver Spring, MD*



*The Flats at Union Row
Washington, DC*



Design Themes

To strengthen community identity and sense of place in Germantown, the following design themes are embodied in the Sector Plan. They should be addressed in proposed developments in order to strengthen its sense of place. Examples of projects that illustrate the design themes are provided in the pages that follow.

The Up-County Cultural Center

The Town Center is an emerging cultural center that currently enjoys a cluster of entertainment, cultural and government institutions. As new development occurs, the cultural, arts and entertainment functions should be integrated into projects. Buildings should express the visual interest and vitality of a cultural district. Programmed cultural events will also play a key role in establishing the area as a cultural center.

I-270 Technology Corridor

The I-270 Corridor will be transformed from a low rise, industrial office park into a series of mixed-uses centers with housing, hotels, technology, office and some limited retail. These centers will be connected by transit and feature signature, high-rise technology and office development.

Compact College in the Suburbs

Montgomery College, located on the eastside of I-270 is planned for significant growth. The Sector Plan envisions new development to create a compact center with a main street for the campus, and a Technology Park. A unified campus character should be established that allows for unique building design within a campus context. State of the art medical and technology buildings are encouraged along with preservation of the extensive forest, establishing a natural, wooded edge for compact development.

Range of Housing Types

The new mixed-use communities should provide a variety of housing types that include high rise, mid rise, lofts, townhouses and live/work units. High-rise residential buildings at the centers should step down to low rise buildings at the edges creating a compatible transition to adjacent residential communities. A mix of unit types will also ensure a range of incomes and provide for a diverse community.

Case Studies



Up-County Cultural Center



Above: BlackRock Center of the Arts

Cultural Centers

Project: BlackRock Center for the Arts
Germantown Public Library

Architects: Bowie Gridley Architects (BlackRock)
Lukemire Partnership (Library)

Location: Germantown, MD

Below: Germantown Public Library

The Germantown Town Center includes the BlackRock Center for the Arts and the Germantown Public Library located along a main street with retail, movie theaters and office uses and public open spaces. This area forms a center for community life in Germantown.

The design concept for BlackRock Center was to have art be part of the building, as an architectural component. The building pays tribute to Germantown's history, while being an integral part of Germantown's future. A public open space provides an area for outdoor performances.

The Germantown Library is located adjacent to the BlackRock Center along 12901 Town Commons Drive. The library is an important public facility in the Germantown Town Center.



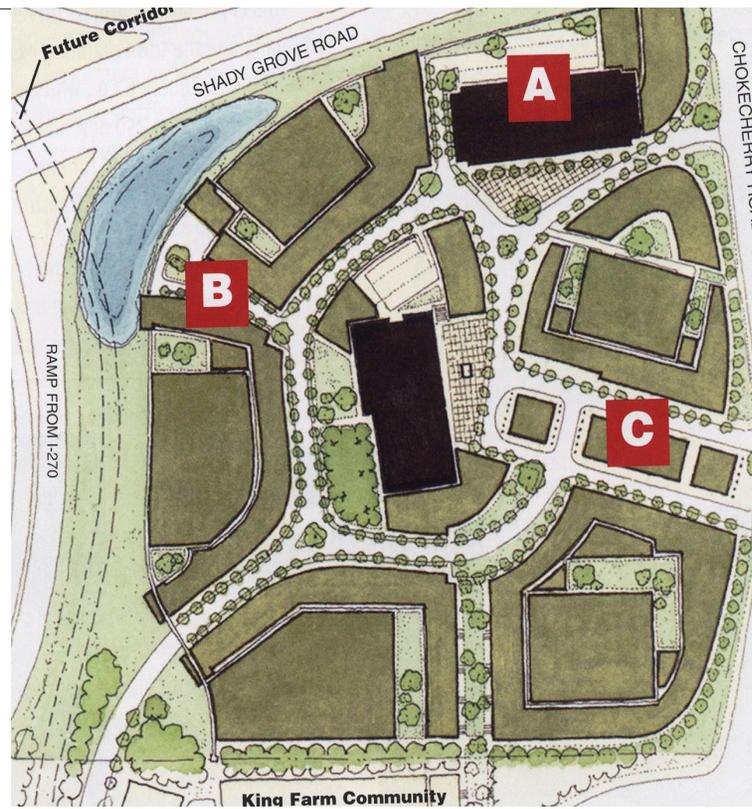
I-270 Technology Corridor



Transforming Office Parks

Project: Upper Rock District
Architects: Duany Plater-Zyberk and Company
Location: Rockville, MD

This project demonstrates one method to transform an existing office park from a single use project into a mixed-use neighborhood. The project includes office buildings, live-work buildings, public squares, an environmental and artistic sound wall, a tele-work center, moderately priced dwelling units (MPDUs), senior housing, and structured parking masked by buildings. The site plan creates a grid system of pedestrian activated streets around a new LEED rated eight-story office building flanked by two-story structures that create small civic squares. Additional buildings provide moderately-priced incubator space for office and retail space. The plans create a pedestrian connection to the adjacent King Farm neighborhood and the station on the Corridor Cities Transitway. The project's architecture incorporates sustainable elements such as solar collectors and wind generators.



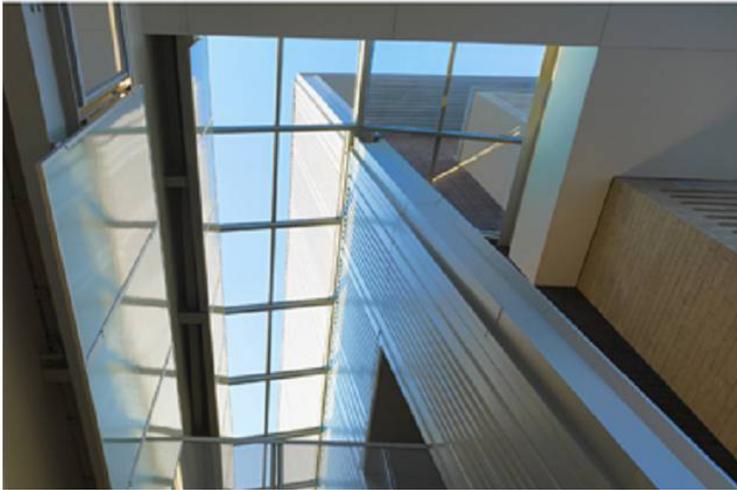
Left: Site Plan

- A. Residential lofts and live/work units (converted office building)
- B. Typical residential loft and live/work buildings
- C. Incubator retail market

Below: Upper Rock Aerial View



Compact College in the Suburbs



Community College

Project: Montgomery College, Silver Spring Campus
Architects: EYP, Smith Group, Wiencek Associates and others
Location: Silver Spring, MD

Looking to expand its existing campus, Montgomery College was limited by the amount of available land. After an extensive analysis, the college decided to expand into the urban area of the Silver Spring Central Business District. The campus includes the adaptive reuse of an existing Giant Food Bakery Building, a new performing arts center, a new health Science Center, a parking garage, and a pedestrian connection through an existing park to the existing campus.

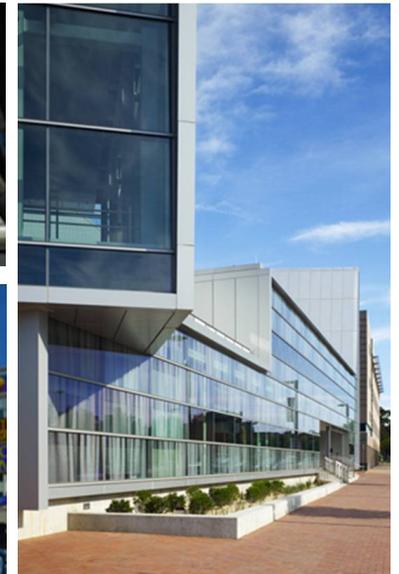
Instead of creating an internal campus plan oriented to a central green, the new urban plan orients buildings outward to the surrounding CBD. The buildings considered community use (e.g. performing arts center) to expand the opportunities for college students, in addition to the relationship to the adjacent urban setting. The campus is located within close proximity to the Silver Spring Metro Station.



Left: Performing Arts Center entrance from Campus side



Below: Campus views from Georgia Avenue



Range of Housing Types

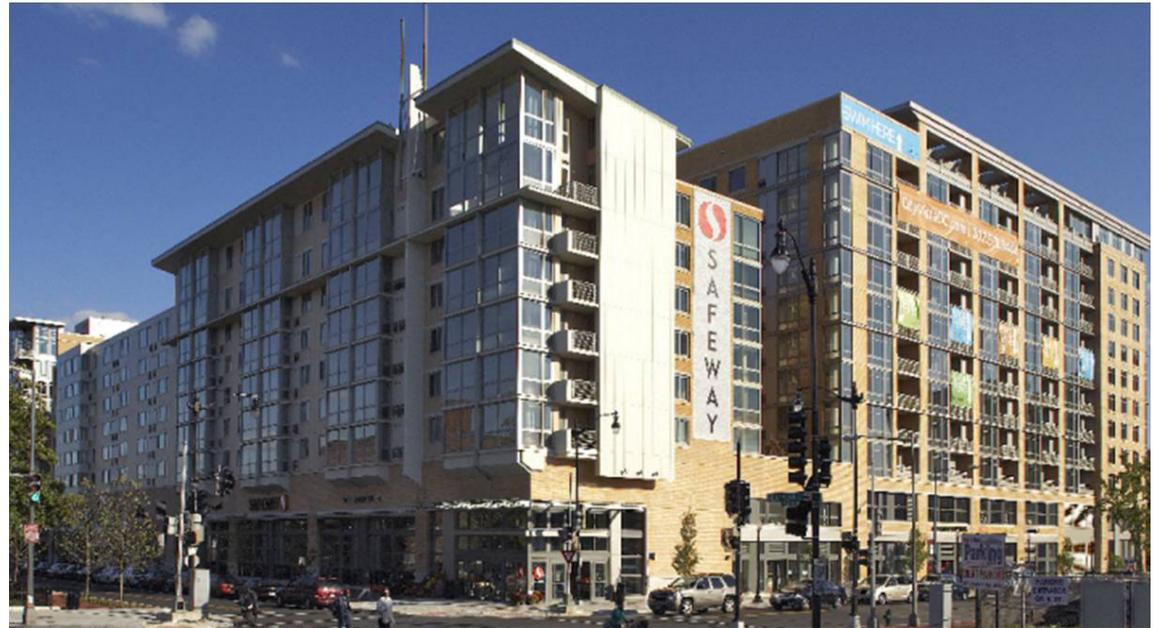


Multi-family Housing

Project:	City Vista Flats and the Warehouses at Union Row
Architect:	Torti Gallas Architects (City Vista) SK&I Architectural Group (Union Row)
Location:	Washington, D.C.

City Vista is a group of high-rise buildings located in an emerging area along K Street in Northwest Washington, D.C. The project includes high-rise residential rental and condominium buildings, rental apartments and ground floor retail space that include a grocery store. The outstanding design of these projects provides an important precedent for future housing in the Germantown Employment Corridor.

The Flats at Union Row incorporate two low-lying warehouses at the corner of 14th and V streets. The twin buildings were separated by alleys from a perimeter of row homes. The structures were historic: rather than razing and rebuilding, the strategy was one of shrewd addition. Keeping the site's original footprint intact, the design team converted the warehouses into parallel volumes of two-story townhomes, topped them off with a layer of flats, and then tacked on a nine-story new building at one end with 30,000 square feet of ground-floor retail space. An open gallery bisecting that retail space becomes the gateway to what now reads as an urban micro-village.



Above: *City Vista*, Washington, D.C.

Below: *The Flats and Warehouses at Union Row*, Washington, D.C.

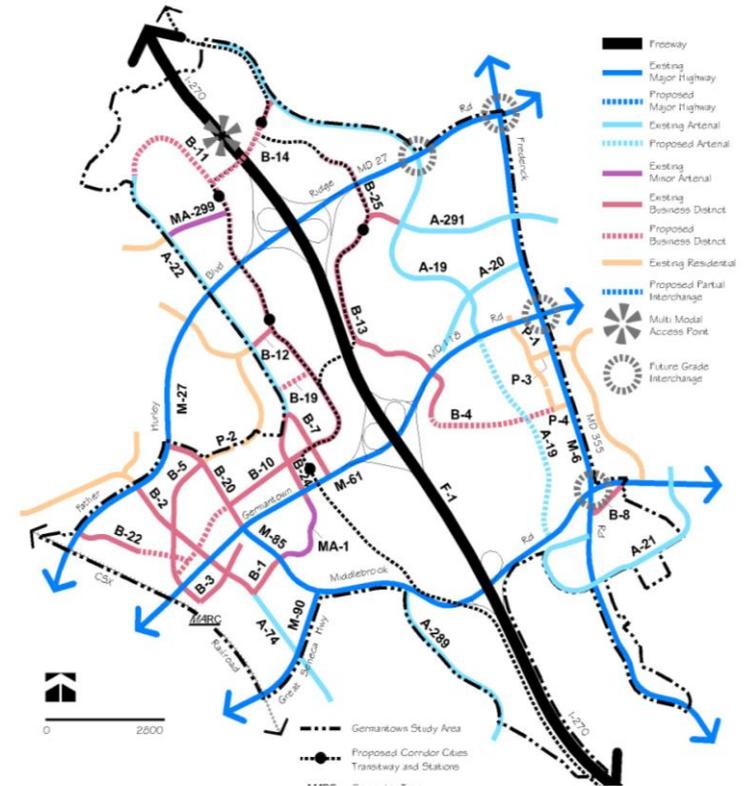


Streets

Strong connectivity in all forms of mobility will improve how residents and workers move through Germantown. The Sector Plan promotes connectivity and identifies the street network, road classifications, design speeds and street character. The Plan supports a transportation policy that promotes transit, walking, biking and other methods of reducing use of single occupancy vehicles.

The Sector Plan street design recommendations are as follows:

- Create an interconnected network of streets to disperse traffic and improve circulation.
- Develop short blocks, approximately 250 to 350 feet in length, to promote walking and a pedestrian friendly street system.
- Designate street character shown on the Street Character Map for boulevards, main streets, local streets and greenways achieved through streetscape improvements.
- Achieve tree-lined boulevards and main streets, providing tree cover by such means as closely spaced street trees and landscaped medians.
- Provide special walkway and paving materials, where appropriate, and use special pedestrian scaled lighting.
- Expand connections with trails, bikeways, and sidewalks through all districts to connect transit stations, residential and commercial areas.
- Develop pedestrian friendly intersection design. In general, do not widen intersections in the Town Center unless needed for pedestrian safety, improved bus or bicycle access and safety. Do not exceed 60-foot crossings without a landscaped median for pedestrian refuge. Mark crosswalks, provide adequate crossing time.
- Form centers around the Corridor Cities Transitway (CCT) stations and design the stations with convenient, safe pedestrian access and public art that conveys community identity.



Street Classification, Sector Plan

The guidelines identify street design principles and street characteristics such as building setbacks, tree spacing and lighting. They illustrate six street standards and provide standard guidance for all streets on Table A. All street designs incorporate context sensitive characteristics and accommodate the range of users especially pedestrians. Final route and right-of-way details will be determined through regulatory review.

The Road Code provides dimensional standards for street sections. The guidelines go beyond the Road Code to describe the street character identified in the Sector Plan and illustrate six specific streets in Germantown. For streets not illustrated, see Table A at the end of this document for more design standards not provided by the Road Code.

The Sector Plan's street network and road classifications are in accordance with the Road Code. The Sector Plan also requires two roadways that are not yet in the Road Code, Century Boulevard (B-10) and Crystal Rock Drive (A-22 and B-24). These roadways will need new design sections to be added to the Road Code.

The existing Germantown Streetscape will be updated incorporating the Sector Plan recommendations and guideline principles. Developer's will be responsible for streetscape maintenance unless an Urban Service District is formed for the area and provides maintenance.

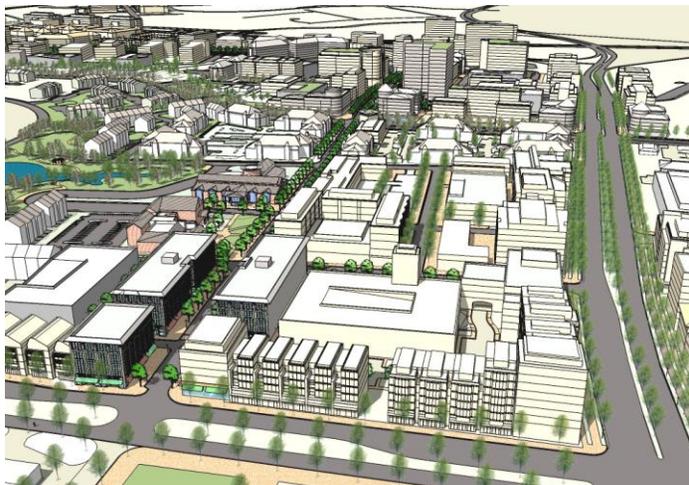
Street Design Principles

Street Network

- Establish an interconnected network of urban streets that make auto, bicycle, and pedestrian travel more convenient and efficient by providing access choices.
- Incorporate alleys in development to provide service access. Emergency access should be from the front of buildings.

Short Blocks

- Create a network of short blocks to promote walking. Short blocks also provide greater solar access.



Short blocks, interconnected street system

Intersections

- Design intersections to encourage pedestrian crossing using features such as medians or neck downs where on-street parking is permanent to shorten crosswalk distances.
- Mark or indicate crosswalks to distinguish them with techniques such as special pavement or decorative markings, where appropriate.
- Achieve the minimum required curb radius for emergency vehicles.



Example of neckdowns at intersection, Rockville, MD

Building Setbacks from the curb

- The higher the target speeds, the greater the building setback.
- Building setbacks in zones with no required setbacks, the following setbacks from the curb apply:
 - +135 feet of right-of-ways provide a minimum of 30 feet building setback
 - 100 - 134 feet of right-of-ways should have a minimum of 20 feet building setback
 - Less than 100 feet of right-of-way should have a minimum of 15 -20 feet building setback

Streetscape Design

- Develop streetscapes that are context sensitive in accordance with the Road Code, follow the principles of the Design Guidelines and meet with County Executive approval.
- Streetscapes in high pedestrian areas such as the Town Center should use special paving, lighting or street furnishings as called for in the existing, approved Town Center Design Study.
- Street lighting should match existing street lights unless new energy efficient lighting is approved by MCDOT.



Existing streetscape, Century Boulevard, Germantown

Street Tree Plantings

- Increase the tree canopy along all streets.
- Plant closely spaced street trees within urban areas, approximately 30 to 35 feet on center. Outside urban areas, plant trees approximately 45 – 50 feet on center along major roadways. See Fire and Rescue Service guidelines for additional guidance.
- Increase soil volume available for root development of street trees striving for 1,000 cubic feet of soil volume per tree.

Stormwater Management in the Street

- Strive to meet the goals established in the Road Code and the State of Maryland’s stormwater requirements.
- Use bio-infiltration in medians and in curb extensions where feasible. Encourage use of alleys for infiltration.

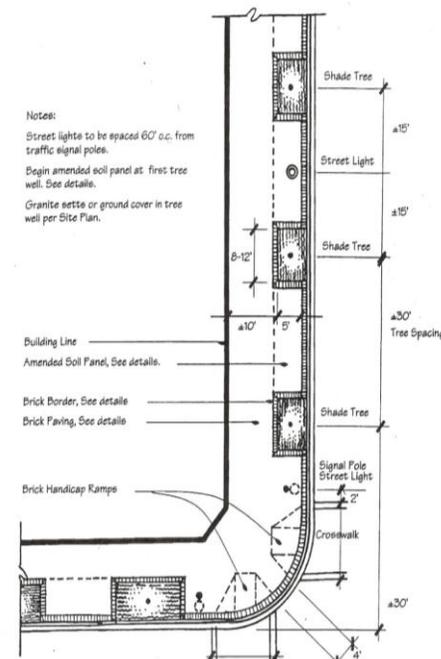
- Direct sidewalk runoff into bio-infiltration areas along the curbside in a manner that does not undermine the stability of the pavement, the curb and footings of street lights and other elements and does not add width to the street.
- Design of street tree details to be determined.

Utilities

- In urban areas, locate utilities (except water and sewer) under the public sidewalk to achieve minimal building setbacks from curb. Avoid locating utilities in a separate public utility easement (PUE) in front of the building.
- Insure adequate space for utilities by requiring at least a 10-foot wide space for utilities such as cable, electric and fiber optics.

Retrofit of Existing Roadways

- Where existing conditions and Road Code standards conflict, use the flexibility allowed in the Road Code to retrofit in a manner that minimizes impacts on existing utilities and street trees.



Example of approved CBD streetscape for urban areas

Street Character

The guidelines describe the Sector Plan's approved street character and illustrate six significant streets in Germantown. Detailed street standards for all streets are provided in Table A. Achieving context sensitive street design is key to improving community character and to encouraging walking and transit ridership. The Germantown Streetscape Plan will be updated and incorporate the Sector Plan's approved street character.

Boulevards

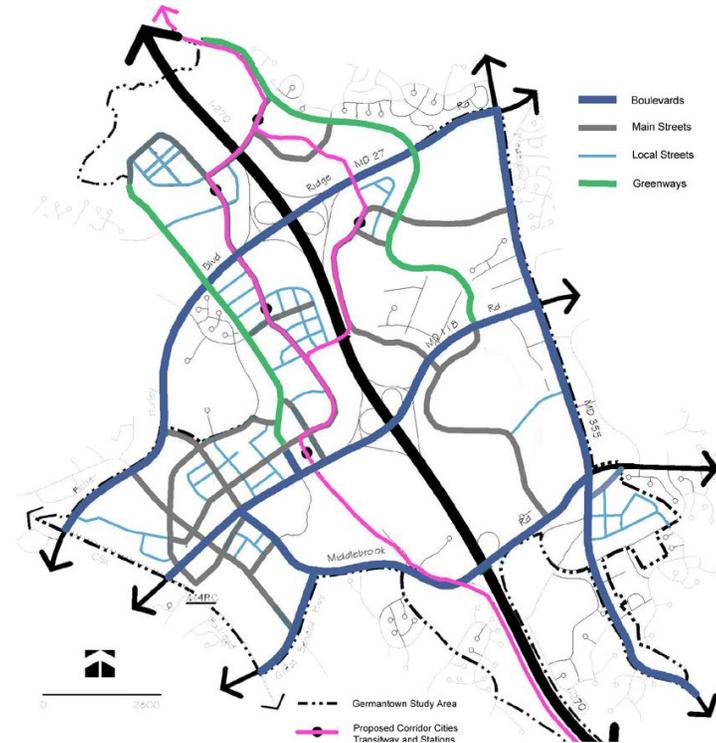
Wide, six-lane streets with medians that carry significant through and local traffic. A boulevard character is achieved with a regularly spaced, tall growing, double row of street trees, median trees and high mount street lighting. Modify the buffer area in the standards to achieve a double row of trees. There are six major highways with boulevard character serving Germantown. Only MD 118 within the urban area of the Town Center should have closely spaced street trees, special lighting and special sidewalk paving as called for in the approved Town Center Design Study. Boulevards play a primary role in creating an attractive character for Germantown.

Main Streets

Two to four-lane streets that distribute traffic. City life occurs along these streets due to adjacent activating uses such as retail, office, and residential uses. A main street character is achieved with a single row of closely spaced, tall growing street trees in lawn panels, trees in the median (if street is divided), pedestrian scaled lighting, and on-street parking where permitted by the MCDOT. Within urban areas, paving should extend from the curb to the building line with trees planted in cut-outs in the sidewalk. Within the Town Center, match existing special paving in conformance with the existing, approved Town Center Design Study.

Local Streets

Two-lane streets with pedestrian scaled lighting, closely spaced, single row of tall growing trees, sidewalks on both sides, and on street parking where permitted by MCDOT. Local streets provide the internal circulation for a district and may be public or private. Within the Town Center, match existing special paving in conformance with the existing approved Town Center Design Study.



Street Character Map, Sector Plan

Transitways (new standard required)

Four lane, divided streets with the CCT transitway in the median to conveniently serve both sides of the street. Street character for a transitway should achieve closely spaced, tall growing street trees, and trees within the median framing the transitway. Design of the transit station may include special paving, and crosswalks, pedestrian scaled lighting, and other furnishings that support and encourage ridership.

Greenways (new standard required)

These streets combine recreation and transportation by incorporating linear recreation areas and bikeways within the right-of-way. Crystal Rock Drive should use arterial standards for a four lane divided road with the linear recreation area developed to the east side. Observation Drive, designated as a major highway, achieves a greenway character from the surrounding context.

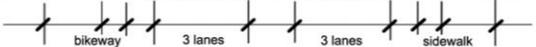
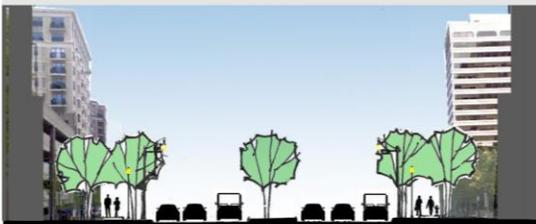
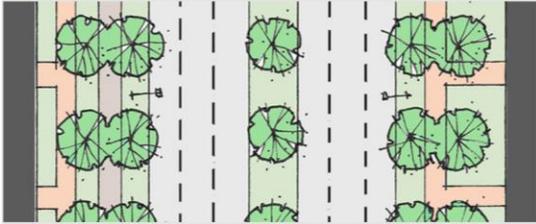
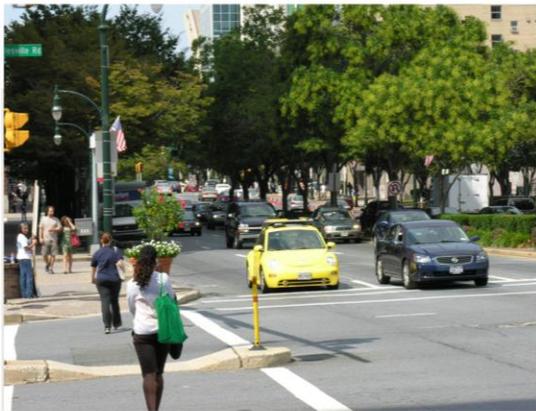
Street Illustrations

The following street designs illustrate design characteristics for specific streets in Germantown as an example of how they might be designed.

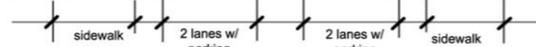
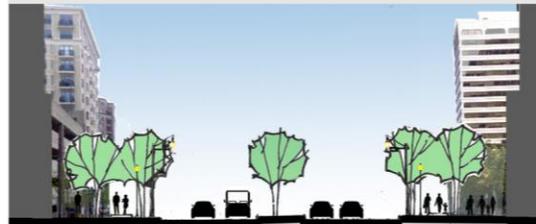
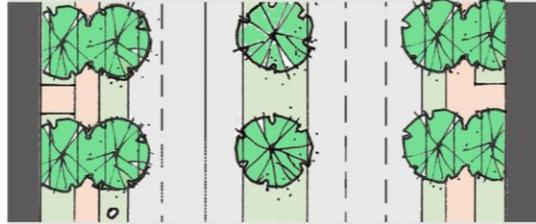
Street standards highlighted in dark blue on the street illustrations are mandated by the Road Code and the Sector Plan. Guidelines for building setback, tree spacing, paving and street lighting are not specified in the Road Code. All standards except for building setbacks are to be approved by the County Executive. Design standards for Germantown's transitway and Crystal Rock Greenway need to be added to the Road Code.

On-street parking is determined by MCDOT during regulatory review. It may be designed into the section as permanent parking or permitted as non-peak hour parking. On-street parking should be encouraged, where appropriate, to provide convenience and support for residential and non-residential development.

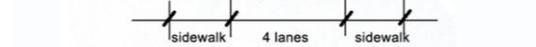
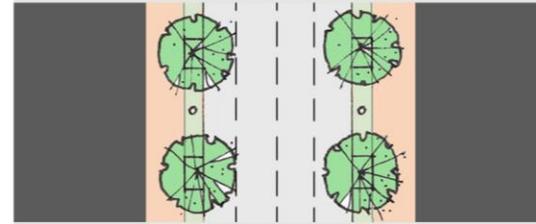
Illustrated Street Standards and Guidelines



MD 118 (M-61) Town Center Boulevard (Highway -2008.02)	
ROW	150 feet
Lanes	6 divided w/ medians
Parking	not provided in Section
Medians	min. 17 feet (see Road Code)
Sidewalk widths	8 feet
Bldg. Setback	min. 30 feet
Tree Spacing	+/- 30-45 feet o.c., double row
Lawn panel	use existing buffer widths
Street lighting	use existing high mount poles, cut off fixtures

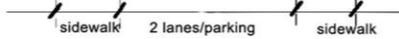
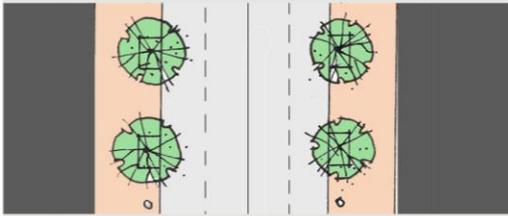


Middlebrook Road (B-20) Main Street (Arterial - 2005.04)	
ROW	112 feet
Lanes	4 divided w/ medians
Parking	Provided in Section
Medians	min. 8 feet (see Road Code)
Sidewalk widths	7 feet
Bldg. Setback	min. 20 - 25 feet
Tree Spacing	+/- 30-35 feet o.c.
Paving Cut-outs	Use from MD 118 to Locbury Dr.
Street lighting	Washington poles and globes



Observation Drive (A-19) Main Street (Arterial - 2004.08)	
ROW	80 feet
Lanes	4 undivided
Parking	not provided in Section
Medians	None
Sidewalk widths	5 feet
Bldg. Setback	min. 15 - 25 feet
Tree Spacing	+/- 30-50 feet o.c.
Lawn Panel	6.5 feet
Street lighting	Washington poles and globe

Illustrated Street Standards and Guidelines

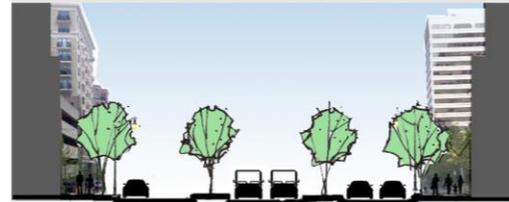
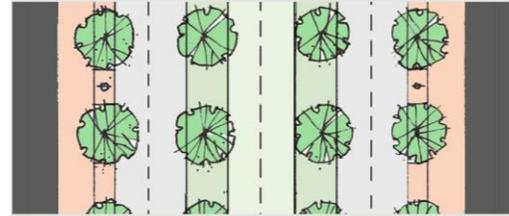


Century Boulevard Town Center

Main Street (Business Street - 2005.02)

ROW	70 feet
Lanes	2 undivided
Parking	Permanent in section
Medians	No median
Sidewalk widths	min. 7 feet

Bldg. Setback	min. 20 - 25 feet
Tree Spacing	+/- 30-35 feet o.c.
Paving Cut-outs	Use for entire length
Street lighting	Washington poles and globe

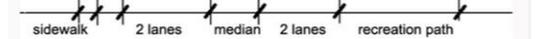
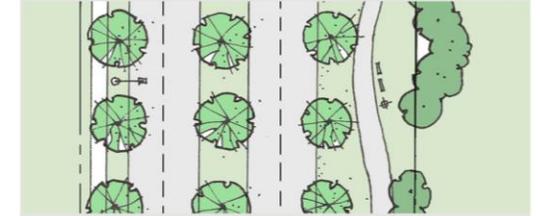


Century Boulevard

Transitway (Arterial required section)

ROW	134 feet
Lanes	2 divided w/ medians
Parking	Determined by MCDOT
Medians	min. 50 feet for transitway
Sidewalk widths	min. 8 feet

Bldg. Setback	min. 20 - 25 feet
Tree Spacing	+/- 30-35 feet o.c.
Paving Cut-outs	Use for entire length
Street lighting	Washington poles and globe



Crystal Rock Drive

Greenway (Arterial required section)

ROW	120 feet
Lanes	4 divided w/ median
Parking	Determined by MCDOT
Medians	17 feet
Sidewalk widths	5 sidewalk, 8 foot path

Bldg. Setback	min. 20 - 25 feet
Tree Spacing	+/- 30-35 feet o.c.
Paving Cut-outs	Use only adjacent to transi station
Street lighting	High mount poles, cut off fixtures

Open Space

Design excellence in open space planning and design is achieved by providing for a range of age groups, ensuring access and emphasizing the pedestrian experience. The Sector Plan recommends a hierarchy of open spaces that encourage social gathering, meet diverse recreation needs, provide safety, and consider maintenance.

Sector Plan Hierarchy of Open Space

Spaces

- Natural areas such as stream valley parks, forest areas, and wetlands
- Public parks such as Urban Parks, Recreation Parks, Civic Greens (Town Commons)
- Neighborhood greens in each district
- Urban spaces such as plazas and gathering places for public use within all districts
- Transit station plazas in all transit-served districts

Connections

- Promenade along Century Boulevard
- Greenway linear recreation area
- Connections such as trails, sidewalks and bikeways to open spaces and other destinations

Open Space Concept

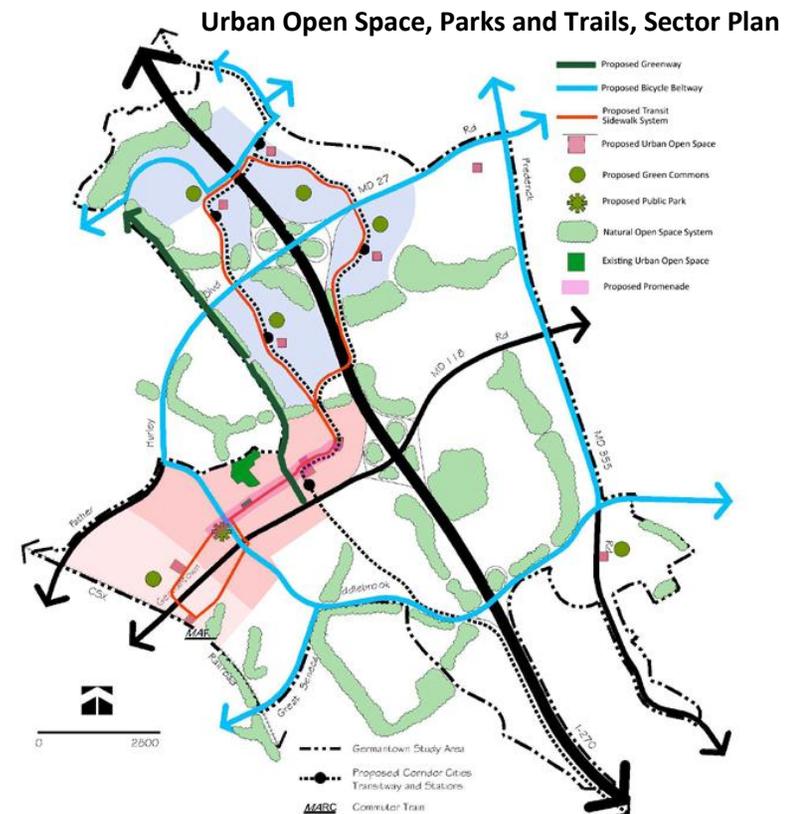
The Sector Plan's open space concept creates a system of parks and open spaces linked by bikeways, sidewalks, and pathways to meet the increasing demand for indoor and outdoor recreational space. The Plan recommends several public urban parks in the Town Center to serve the entire plan area.

The location of urban open spaces is identified in the Town Center, but in other transit-served districts, the Plan recommends floating facilities that will be located through regulatory review of proposed developments. Specific sizes and amenities for urban open spaces also are to be determined by regulatory review unless specified in the Plan.

The Sector Plan specifies the following acreage for new open spaces by District:

- Town Center - approximately 1 acre for the Urban Play Park
- Cloverleaf District - .5 acre for a Neighborhood green
- North End District, Westside - .75 acre for a Neighborhood green.
- Seneca Meadows - .5 acre for a Neighborhood green
- Montgomery College - 46 acres of high priority forest.

The guidelines provide more detailed guidance on locations, site development and furnishings that ensure diverse recreation needs are met, promote innovated ideas and identify how the open spaces are achieved and maintained.



Natural Areas and Stream Valley Parks

Germantown's extensive network of stream valleys and natural areas provides wildlife habitat, protects water quality, mitigates urban heat buildup and improves air quality. This existing green infrastructure also should provide opportunities for recreation and scenic views.

- Connect stream valley parks to adjacent communities and the surrounding greenbelt regional parks with trails, bikeways, and sidewalks in accordance with Sector Plan's bikeway and trail recommendations.
- Protect or enhance natural resource areas and connections between them.

Urban Parks

Town Center Urban Park and Proposed Urban Play Park

Germantown has two urban parks, the existing Town Center Urban Park and the planned Urban Play Park. They are both publically owned, managed, and maintained. They serve a multi-age population including children and the elderly. Implementation of public parks depends upon staff and resources becoming available through the proposed Urban Service District and the Parks Department.

The existing Town Center Urban Park provides a passive recreational experience in the heart of the Town Center. The proposed family-oriented Urban Play Park's facility will be located adjacent to the Up County Government Center. Planning and design should consider the following:

- Include at-grade sidewalk access and hard surface walkways within the park to ensure access and circulation. Sidewalks should be a minimum of six-feet wide and walkways should be a minimum of eight-feet wide to provide vehicle access.
- Provide multi-age recreation spaces, especially family-oriented facilities such as play equipment and climbing structures. Incorporate enlivening interactive elements such as musical chime sculptures, splash fountains,

climbing walls and boulders. Fences may be appropriate as well as support facilities for a splash fountain.

- Provide facilities for teens and young adults such as skate boarding and rock climbing walls.
- Provide seating areas including moveable tables and chairs to promote social gathering.
- Provide amenities that make the park unique including special paving, benches, fountains, and artwork integrated into the park design.
- Incorporate landscaping that offers seasonal change and color. Maximize tree cover for shade and provide structures such as arbors and gazebos.
- Integrate lighting for safety and to avoid glare following standards developed by the Illuminating Engineering Society of North America (IES).

Civic Green

BlackRock Center for the Arts' Town Commons

Germantown's civic green is the level lawn in front of the BlackRock Center for the Arts that serves the entire planning area. This space provides an opportunity for community events and programs, social gathering, and informal play.

- Provide programmed activities coordinated through the Parks Department. Programs should be offered by the Recreation Department, schools, BlackRock Center for the Arts and the Urban Service District to achieve multiple outdoor programs each season.



Town Commons, BlackRock Center for the Arts, Germantown



Splash Fountain, Arlington, VA

Neighborhood Greens

Neighborhood greens are small, level lawn areas, ranging in size from ½ acre to 1 acre serving the adjacent community. They will be privately developed as public use space for informal lounging, play, and exercise to satisfy recreation guidelines or as required by the Zone. These spaces are shown as floating symbols on the Open Space, Park, and Trails Concept to be located through regulatory review.

- Locate neighborhood greens in mixed-use or residential developments as central open spaces, defined by streets, and developed as focal points. Do not locate on the edge of communities or along high-speed roadways that are incompatible with play areas.
- Provide a usable, level lawn area that supports multiple informal activities.
- Include a periphery sidewalk, at least six feet wide that connects the neighborhood green to the surrounding sidewalk network. Incorporate internal, hard surface walkways that define areas and provide convenient access.
- Provide seating, including moveable tables and chairs, in secure sites with identified maintenance responsibilities. Shade seating areas with trees and structures such as arbors and gazebos.
- Incorporate artwork and other amenities that give each neighborhood green a distinct character and identity.
- Provide program activities through the Urban Service District to meet community needs for events and social gathering.
- Incorporate innovative uses of stormwater management.



Neighborhood Green, Carlyle Alexandria, Virginia



Octavia Boulevard Green, San Francisco, California

Urban Plazas

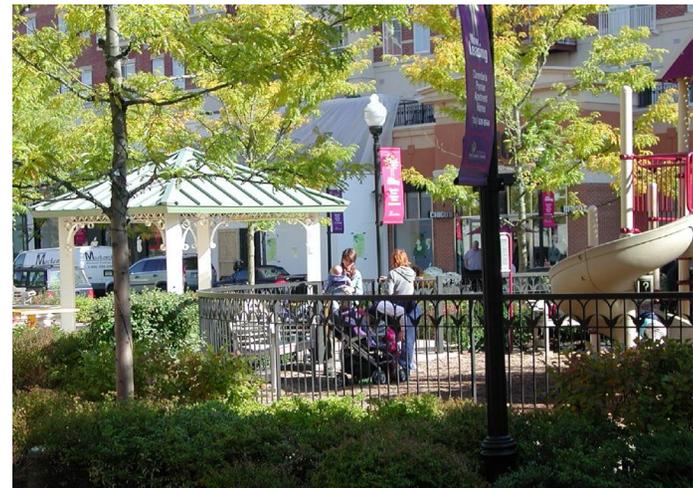
Urban plazas are small spaces designed for outdoor enjoyment and social gathering; they are privately developed and maintained for public use. Each district should have a series of urban plazas integrated into development. The Plan's incentive zoning requires public use spaces in exchange for higher density.

- Locate public use spaces in highly visible locations and animate them with adjacent uses such as retail or restaurants.
- Disperse urban plazas throughout the district and avoid eroding the building line with too many open spaces along the street.
- Design space to be welcoming to the public and not viewed as private area. Railings, fences, or gates are not permitted. Avoid privatization of public use spaces.
- Provide seating areas that include moveable tables and chairs in secure sites with identified maintenance responsibilities. Locate urban plazas to receive sunlight but also provide shade with trees or structures.
- Provide extensive landscaping using large, five ½-inch caliper shade trees.
- Provide amenities such as fountains, special paving, and other elements, and include artwork as an integrated design element on the walls, floors, and ceilings of outdoor space. Promote participatory artwork that moves or responds to the viewer and incorporate historic, nature-oriented, or cultural themes into the design.
- Use quality materials such as special pavers, steel, wrought iron, stone or pervious paving.
- Integrate lighting for safety and to avoid glare using IES lighting standards. Strive to maintain a dark sky.
- Provide programming through the Urban Service District.



Urban Plaza, Bethesda Row

Pershing Park, Washington, DC



Urban plaza and playground, Market Commons. Arlington, VA

Transit Station Plazas

Transit districts should have a transit plaza at each station with comfortable seating and shelters to promote transit ridership, ensure safety, and accommodate rider comfort. The transit plaza is not the station platform.

- Require private development to provide and maintain transit station plazas.
- Locate transit plazas along the sidewalk adjacent to development and close to the transit platform. Access to the transit platform by marked crosswalks.
- Integrate transit plazas with the design of the adjacent development, providing wider sidewalks and building setbacks to accommodate pedestrians.
- Design each transit plaza as a unique place with seating, shelter, and amenities that invite use.
- Include place-making artwork in the transit plaza designs, including the work of local artists.
- Design CCT station platforms with standard components for shelters, seating, and information systems that give identity to the transit line. Components should be of high quality and attractive design. Provision of the station platforms and furnishings is the responsibility of the Maryland Transit Authority.

Promenade

The Century Boulevard Promenade should be developed as a linear public space along the street that functions as a social gathering place activated with restaurants, cafes, retail, and other uses. It should be developed with wide sidewalks (between 22 and 25 feet measured from the street curb to the building line), special paving, moveable seating, extensive street furnishings, and artwork.

Transit Sidewalk Loop

This continuous sidewalk system connects to all transit stations and helps users find their way to transit. It will be a specially marked sidewalk with special pavement that separates it from other sidewalks. See Urban Open Space, Parks, and Trails Concept for location.



*Transit art by Nikolai Pakhomov,
Germantown Transit Station*



Germantown Transit Station



Example of Promenade, Silver Spring, MD

GREENWAYS

Greenway streets provide linear recreational facilities such as bike trails, a heart smart exercise trail, and walks along informal groves of trees. Germantown’s two designated greenways, along Crystal Rock Drive and Observation Drive, will be created with adjacent private sector participation.

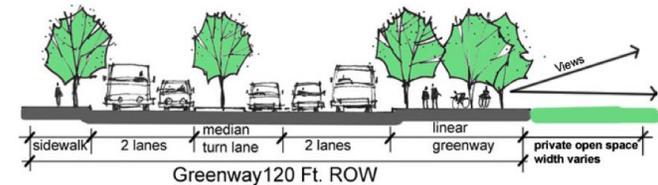
The **Crystal Rock Greenway** will connect the Town Center to Black Hills Regional Park.

- Create the greenway by rebuilding the existing roadway to create a 40-foot-wide linear recreation area along the east side of the right-of-way to be maintained by the Urban Service District. North of Father Hurley Boulevard, the right-of-way narrows to only accommodate the extension of the shared use path.
- Provide an eight-foot wide shared use path that meanders through the linear recreation area from Century Boulevard to Father Hurley Boulevard and continues north connecting to the entrance of Black Hill Regional Park.
- Incorporate recreation facilities such as a skateboard facility, a heart smart exercise trail, and benches along the pathway sited for views of the adjacent open space in the Cloverleaf District, and provide historic or nature interpretative signage.
- Landscape extensively with a variety of shade trees that maintain good visibility for safety while shading the pathway. Create tree groupings that define areas and provide seasonal change.
- Provide pedestrian scaled lighting along the entire pathway to accommodate night use and ensure safety.
- Incorporate artwork in special paving for the linear pathway, benches, lighting, and sculpture and fountains.

The **Observation Drive Greenway** will connect Montgomery College with Milestone Regional Shopping Center.

- Provide an eight-foot wide bikeway along the eastern side of the roadway within the 80-foot right of way.
- Provide seating along the right-of-way at adjacent open spaces such as the Germantown Bog. Benches should be

oriented to the views of those open spaces and maintained by the Urban Service District.



Crystal Rock Greenway, Germantown

Buildings

Design excellence in building design should be achieved through building orientation, reduced mass and bulk, and articulated facades and context sensitive site plans that achieve compatibility with adjacent residential neighbors. The Sector Plan promotes design excellence by recommending an urban character with buildings framing the street, parking out of sight, and facade designs that create an interesting pedestrian experience along the sidewalk. The Plan promotes this urban character by providing the following design principles in the Plan:

- Promote compact development
- Achieve street oriented development with front doors facing the street
- Reduce building bulk and mass and for buildings over 60 feet in height (4 – 5 stories) setback upper floors from the street
- Provide building setbacks that frame the sidewalk and accommodate outdoor cafes or other outdoor spaces
- Locate tallest buildings at transit stations and step down towards existing residential communities
- Achieve a minimum building height of 3 stories, where feasible, to promote efficiency and compactness
- Locate parking on the street, in mid-block structures or structures lined with activating uses. Surface parking, where necessary, should be located behind or to the side of the building and screened from views
- Provide amenities to help create a sense of place integrating history, culture and nature oriented themes. The Plan identifies specific amenities by district

The Design Guidelines further promote an urban identity and a walkable environment with more detailed guidance on form, parking, massing and height, facades and retail storefronts. The guidelines apply to all properties with the final location of buildings, size and architecture to be determined through regulatory review. Unique uses such as hospitals will need flexibility to ensure that their special functional needs are met.



Achieve compact development, clustered around transit stations

Building Form

Street- Oriented Development

Germantown's existing development pattern should evolve into an urban form with buildings lining streets and parking located to the rear or mid-block.

- Locate buildings along both sides of a street to create building walls that define the street corridor and sidewalk.
- Locate primary entrances along the street. Entrances to retail or commercial uses should be at sidewalk level.
- Develop blocks with alleys to locate service areas and loading from the rear of the building.
- Locate heating and air conditioning, telecommunications facilities, and other utilities in rooftop enclosures.
- Locate electricity, cable, and other wire services in underground conduit in a public improvement easement in alleys or under the public sidewalk.

Parking

The Sector Plan establishes a policy that parking should not exceed the minimum required in the Zoning Ordinance and that views of parking should be addressed through design.

- Provide parking in mid-block locations behind buildings with driveway access from side streets or alleys, where feasible.
- Design structured parking, if adjacent to a street, with facades that are compatible with adjacent buildings. Ramps and parked vehicles should not be visible. Locate primary entries from side streets. Lighting should avoid glare and excessive brightness to be compatible with adjacent development. Consider the use of green walls.
- On-site, surface parking should not be in front of buildings. Surface parking should be screened with hedges, fencing, or low walls as required by zoning.



Locate buildings to define the street, Promenade, Town Center



Design parking structures with facades that fit the context, Arlington, VA

Massing and Height

Germantown's seven districts should each have an identifiable center created by clustering density in a core area with building heights stepping down toward adjacent residential areas.

- In districts served by transit, cluster development around stations, placing the greatest density and tallest buildings closest to the station. In districts without transit, create a center by closely arranging taller buildings in a core area.
- Arrange buildings to create social gathering places and urban open spaces along the street.
- Design buildings at street corners to facilitate pedestrian movement with, for example, chamfered corners.
- Fill out blocks with two- to four-story base buildings. Set back taller, high-rise towers behind the two to four story base to reduce shadows and mitigate building mass.
- Design slender floor plates for buildings over five stories to avoid massive, bulky forms. Minimize long shadows.
- Set back towers from the building base to help disperse winds, avoid accelerating drafts, and protect pedestrians. Buildings over 150 feet tall must submit a wind analysis by a certified expert and demonstrate that the wind patterns won't exceed levels comfortable for pedestrians.
- Provide first floor ceiling heights of 15 to 20 feet to accommodate a wide range of uses.
- In the short term, construct buildings of at least two to three stories, where feasible, if market conditions do not result in buildings that use the allowable density.
- Vary building heights along a street to achieve more visual interest and distinct building character, avoiding the monotony of continuous building heights.
- Step down building heights adjacent to residential communities to 35 feet (50 feet maximum including bonus density) to achieve compatible transitions unless the Sector Plan identifies specific height limits at the edges.
- Consider solar orientation in locating buildings.



Cluster development at transit stations, Town Center



Step down building heights towards existing residential areas

Facades

Building facades and entrances define the public realm and contribute to community character. They should create a visually interesting and active public realm and be compatible with adjacent residential neighborhoods.

- Design building facades with a base, middle and top, maintaining a continuous cornice or horizontal line along the street.
- Create active streets by placing entrances close together with no more than 50 feet between entrances along streets designated for retail uses. Not all streets should be developed as active streets.
- Define the two- to four-story building bases with facades that include marked entrances; a change in materials, textures, or color; recesses and projections; and a cornice lines or other horizontal element.
- First floor retail, commercial, hotel, and residential lobbies should be at sidewalk level. Residential units should have slightly raised first floors for privacy.
- Parking structures fronting a street should have ground floor uses with facades that mask the parking function. No vehicles or ramps seen from the street.
- Design facades that include place-making elements drawn from historic or cultural themes identified in the Sector Plan.
- Commercial buildings, in general, should look different from residential buildings utilizing materials such as more glazing to reflect the building's use and provide natural lighting for office workers.
- Design signage as an integral element of the building. Pole mounted signs are not permitted. All commercial signage along streets should be monument type signage on a base or placed within a landscaped setting. The top of the sign should be no higher than six feet.
- Consider the use of green walls.



Design facades with a base, middle and top, Carlyle, Alexandria, VA



Activate streets with entrances, Carlyle, Alexandria, VA



*Anthropology Building,
Image by greenroof.com*

Street Level Retail

Retail, restaurant, and entertainment uses help animate the public realm and provide needed services. These uses should be located along retail streets providing synergy and visibility for the businesses, with parking on the street, behind the buildings, within parking structures, or underground.

- Cluster retail, restaurant, and entertainment uses along identified retail streets shown for each district. Retail in other locations is not precluded but should not detract from the synergy of the designated retail streets.
- Activate the street by closely spacing retail entrances, approximately 30 to 50 feet between entrances. Locate entrances at street level, avoiding steps. Use facade treatment, such as awnings, to increase legibility, emphasize storefronts, and enliven the street.
- Achieve a significant amount of transparency, between 60 to 70 percent for the ground floor, along retail streets to help activate and enliven the public sidewalk. Highly reflective or dark glass is not permitted.
- Large floor plate retailers such as big box stores should have liner retail shops along the sidewalk to avoid long blank walls.
- Drive through restaurants or retailers should not be permitted within the Core Neighborhood of Town Center.
- Set buildings back 22 to 25 feet from the curb to create outdoor space for café seating where appropriate.
- Permit on-street parking adjacent to retail, restaurant, and entertainment uses, approved by MCDOT.



Setback buildings for urban space, Bethesda Row, Bethesda



Use small retailers to line big box stores



Provide transparent retail store fronts, Market Commons, Clarendon, Virginia, VA

Residential Buildings

Germantown's mixed-use communities will bring housing close to jobs, promote transit use, and create diverse communities. The residential design guidelines ensure successful integration of residential uses into the urban settings.

- Provide a variety of residential unit types within a block such as townhouses, attached single family, live-work units and multi family units.
- Ensure light and air for residential units by providing adequate space between buildings, southern orientation of units, and placement of taller buildings in the middle of the block.
- Locate urban open space such as plazas, neighborhood greens, or other gathering places adjacent to or nearby residential buildings, to create outdoor recreation and social gathering opportunities.
- Include activating uses at the ground floor if located along a primary retail street
- Meet recreational needs within multifamily buildings by providing exercise rooms, gyms, and common spaces such as lounges and meeting rooms, and roof top sundecks and pools
- Place primary front entrances along the street with rear garage entrances for resident convenience. Locate residential lobbies to activate the street.
- Provide parking underground or behind the building in mid-block locations. Provide secure storage space for bikes within the garage.



Residential building over ground floor retail, Washington, D.C.



The Broadway, residential over ground floor retail, Falls Church, Virginia



Flats at Union Row, Washington, DC

Building Roof Tops

Varied roof designs create visually interesting skyline. Roof tops in an urban setting need careful design attention because they are viewed from above as well as from the street. Mechanical equipment, recreational facilities, stormwater retention facilities, and other miscellaneous structures should create attractive, visually interesting roofs that also provide environmental benefits.

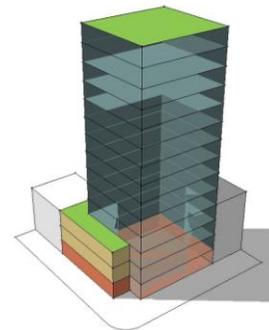
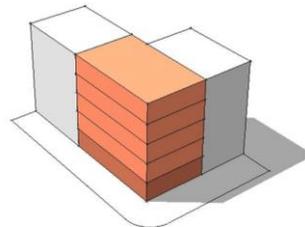
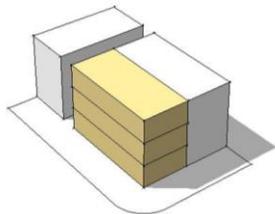
- Encourage varied roof designs such as sloped, flat, stepped, or angled to achieve visual interest and character.
- Railing or parapet walls should be designed as an integral element of the architecture.
- Incorporate artwork such as “roofscapes” of colored stones or pavers where roofs can be seen.
- Reduce stormwater runoff by providing green roof areas for buildings that can support green roofs with special plant material or collect storm water in cisterns and recycle. Use cisterns for roofs that need to be developed for recreational purposes.
- Incorporate green technologies such as solar panels and wind generators on roofs. Reduce heat build up by use of green roofs or reflective surfaces.



Varied roof lines on residential development, Clarendon, Virginia



Varied building heights and roof lines, Clarendon, Virginia



Base 1: Transition Buildings

- Residential buildings preferred
- 3-4 stories
- 35 feet high (50 feet maximum with housing bonus) unless higher heights are stated in Sector Plan within transitions

Base 2: Mixed –Uses

- Ground floor retail
- Office or residential above
- 3-5 stories
- 60 feet high unless higher heights are stated in the Sector Plan

Tower and base: Mixed Uses

- Ground floor retail
- Office or residential above
- 3-4 story base
- 180 feet high maximum without an affordable housing bonus. See height maps within each district.

Environment

The Sector Plan establishes an Environmental Framework that views Germantown's greenbelt, forest stands and wetlands as shaping the pattern of development. The open space system serves both recreation and environmental functions protecting water quality and forest resources. The conservation of energy and reduction of carbon emissions are supported with LEED certification requirements, compact development and transportation policies that promote use of transit.

Stream Protection

- Respect stream valley buffers and orient development to take advantage of views into natural stream valley areas. Key stream valleys are shown on the Open Space, Parks and Trails map.

Forestation/Tree Canopy

- Maximize forest cover and re-establish tree cover in natural areas especially in the stormwater management area along Crystal Rock Drive.
- Provide closely spaced street trees along all streets where permitted by the Road Code. Increase the tree canopy with public spaces especially in the Town Center Urban Park.

Stormwater Management

- Decentralize on-site infiltration areas where feasible to reduce runoff, downstream erosion and impacts on water quality.
- Promote green roofs for all development where rooftop recreation is not required.
- Increase stormwater management within street right-of-ways by such means as infiltration within alleys, draining sidewalk runoff into planted curbside panels and locating bio-infiltration areas within medians and curb extensions.
- Protection of street tree root from contaminants to be determined.

Imperviousness

- Reduce on-site imperviousness by providing parking structures and taller buildings, where feasible, and utilizing pervious pavements. Increase infiltration via planted areas throughout a site.

Green Buildings

- Reduce energy consumption and reduce carbon emissions by achieving LEED certification as required by Montgomery County's Department of Permitting Services.
- Incorporate measures such as green roofs, cisterns, wind power generators, solar panels, and other green building technologies the promote energy efficiency.

Connectivity

- Promote street or pathway connections throughout the Sector Plan to encourage walking, cycling or other forms of access that reduce dependence upon the automobile. Surface paving for pathways to be determined case by case.
- Provide Zipcars, pedestrian orientation, bike parking, and showers.



Preserve forest coverage, Montgomery College



Protect wetlands



Provide stormwater bio-infiltration areas

District Guidelines

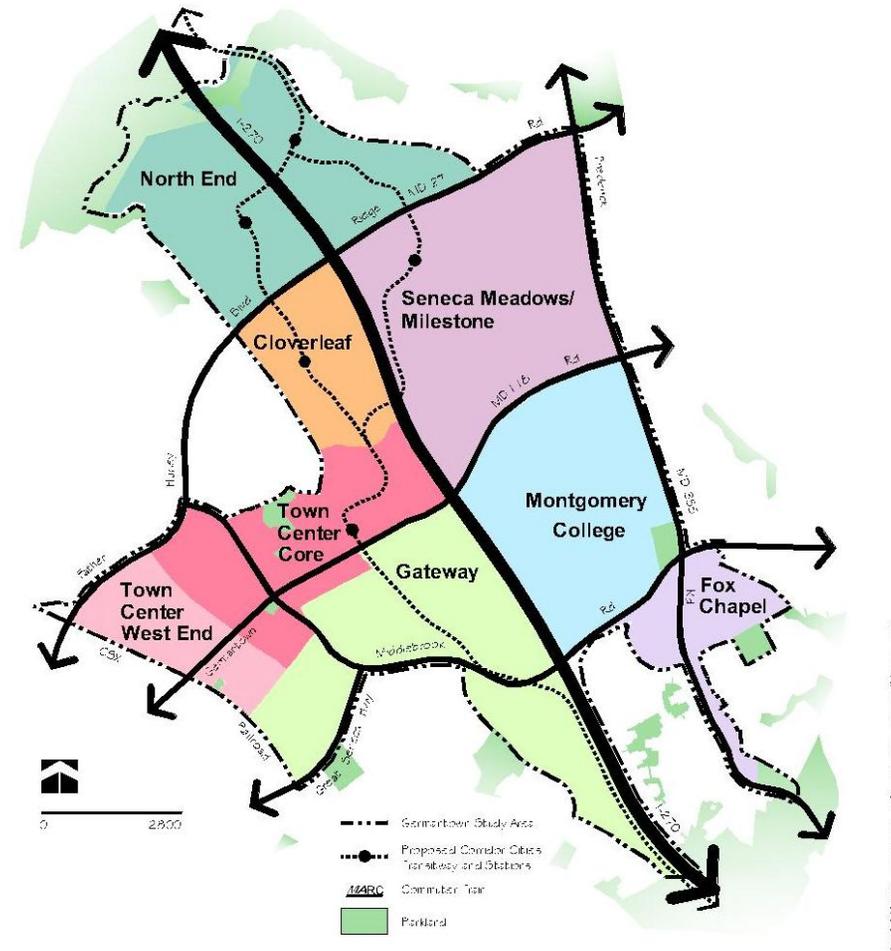
The Sector Plan creates seven distinct districts, and recommends defining land use characteristics that establish Germantown's future identity. The Plan recommends density, percentage of housing and commercial uses and written descriptions of the vision for each district. The districts are:

- Town Center**
- Gateway**
- Cloverleaf District**
- North End District** – West Side and Milestone North
- Seneca Meadows**
- Montgomery College**
- Fox Chapel**

The guidelines help implement the Sector Plan's vision for Germantown through application of design principles. They provide urban design concepts for each district illustrating the Sector Plan's recommended land use character, connectivity of streets and desired locations of urban and natural open spaces. The guidelines provide more detailed guidance for building heights in each district to ensure compatible transitions to existing residential areas.

In the Town Center District, the guidelines illustrate the Sector Plan's specified the location of urban open spaces. In the other districts, where the Sector Plan identified "floating" facilities, the guidelines illustrate potential open space locations. Unless specified in the Sector Plan, sizes and amenities for privately developed public use space will be determined by regulatory review. All streets should have standards and streetscape improvements specified in the Area Wide Guidelines on Streets and Streetscape Plan.

Germantown Districts



Town Center

Vision

The Sector Plan views the Town Center as the heart of Germantown and promotes its role as the Up County's cultural center. The Sector Plan's arrangement of land uses coupled with attractive design of the public realm is critical to strengthening the Town Center's economic vitality, social life, and sense of place. The Sector Plan embodies the following design principles:

- **Connectivity** – Create an interconnected street system that improves access and promotes walking and use of transit. The Sector Plan expands the existing street network and the guidelines illustrate the pedestrian oriented character of this street system. Century Boulevard is the district's main pedestrian oriented street.
- **Design** – Create a center giving focus and shape to the district. The Sector Plan establishes the transit station parcel as the center of the district with the highest density and building heights. The West End has lower densities and heights giving shape and focus to the center. The guidelines illustrate building heights, establish building setbacks and provide design guidance that will create an urban character. The streets, open spaces and buildings will be designed to emphasize the pedestrian experience.
- **Diversity** – Provide mixed land uses and residential building types that meet a range of incomes. The Sector Plan requires a mix of land uses and emphasizes the Town Center's role as the Up County cultural center. MD 118, in the Town Center, will have predominately an office character while properties fronting Century Boulevard will be more diverse and emphasize the cultural, entertainment functions of the emerging Up County cultural center.
- **Environment** – Protect and enhance existing natural systems and promote sustainable practices. In the Town Center, the Sector Plan supports open spaces that incorporate green design and buildings that meet LEED certification.

Urban Design Concept

The Sector Plan divides the Town Center into the Core Neighborhood and the West End with the higher densities and height adjacent to the transit station and I-270. It clusters mixed uses such housing, restaurants, retail, office and cultural activities along Century Boulevard and orients office uses along MD 118.

The guidelines describe the Sector Plan's recommended land use block by block and illustrate these recommendations on the Urban Design Concept.

Block 1

Redevelop this block as a single project integrating the transit station, housing, and office buildings. Locate residential buildings with ground floor retail along Century Boulevard that define the green common and transit plaza open spaces. Develop a promenade along Century Boulevard. Allow building heights up to 100 feet along MD 118.

Block 2

Redevelop the public uses as a single project integrating an expanded police and fire station with housing and ground floor retail along Century Boulevard. Step down building heights to 50 feet with a bonus density in the northern end of the block adjacent to residential neighbors.

Block 3

Integrate the cinema use into a mixed-use redevelopment. Orient housing along a new street connecting Aircraft Drive with Century Boulevard. Terminate the view east down Century Boulevard with a vertical building element. Relate the building form to the curve of Century Boulevard.

Block 4

Redevelop properties to define the gateway into the Town Center from I-270. Encourage property assemblage. Terminate views down Century Boulevard with signature buildings on the Matan Property. Provide extensive informal landscape treatment along I-270 to screen the base of garages, and create a setback of green space along I-270.

Block 5

Existing multifamily residential units are expected to remain.

Block 6

Improvements to the library, BlackRock Center for the Arts, the Town Commons, and the Town Center Urban Park should encourage public use, provide safety, and strengthen the sense of place. Provide additional seating and interactive elements such as musical chimes, climbing rocks, or a splash fountain if maintenance responsibilities are identified.

Block 7

Existing housing is expected to remain. The redevelopment of commercial frontage along Century Boulevard should integrate housing with ground floor retail.

Block 8

Provide a grocery store use, if feasible, and redevelop with retail uses that line Century Boulevard. Provide a street connecting the Safeway property to Pinnacle Street. Locate a signature building fronting the intersection of MD 118 and Middlebrook Road. Develop the promenade along Century Boulevard with wide sidewalks.

Block 9

Develop a consistent building line along MD 118, encourage shared access, and connect an internal private drive behind buildings. Allow 100-foot building heights along MD 118 and step down buildings to 50 feet with a housing bonus adjacent to the existing residential community.

Block 10

Redevelop the shopping centers creating new blocks with private streets. Terminate views down Century Boulevard with vertical building elements. Design the new urban park with interactive play equipment, streetscape, and lighting. Locate structured public parking at the Upcounty Regional Services Center.

Block 11

The existing mix of commercial townhouses, veterinary clinic, and church is not expected to redevelop. If redevelopment occurs, follow area wide design guidelines.

Block 12

Locate new development with housing oriented to Waters Road and Waterford Hills Boulevard. Allow development of the hillside along MD 118 if development fronts the boulevard. Step down building heights to 50 feet including a bonus density adjacent to the existing residences.

Block 13

Redevelop the County commuter parking lot with two buildings located along MD 118.. Building heights should not exceed 40 feet (three stories). Along Walter Johnson Drive, develop new housing with architectural elements and materials that are compatible with the adjacent historic Pumphrey-Matney House.

Block 14

Locate new commercial office buildings along Middlebrook Road and residential buildings along Wisteria Drive. Redevelopment along MD 118 is not expected, but if redevelopment occurs, follow the area wide design guidelines. Connect pedestrian sidewalks along Walter Johnson Drive to Middlebrook Road.

- Urban Design Concept**
- Mixed Use Commercial
 - Primarily Office Commercial
 - Civic Uses
 - Multi Family Residential
 - Single Family Residential
 - Parking Structures
 - Existing Structures
 - ✱ Historic Resources



Streets

Connectivity in the Town Center is achieved by the Sector Plan's addition of new local streets increasing the network and mobility choices. The Sector Plan identifies MD 118, Middlebrook Road and Father Hurley Boulevard as the major highway network with the majority of streets classified as business district streets. The Plan also defines street character identifying the wider, divided roads as boulevards, undivided streets as main streets or local streets and a greenway along Crystal Rock Drive.

The guidelines illustrate the Sector Plan's street character map showing additional local streets that facilitate mobility for Safeway, Euromotors, Trevion and West End properties along Walter Johnson Drive. Century Boulevard is the main pedestrian oriented street within the Town Center and is designated a Promenade in the Open Space recommendations.



Open Spaces

The Sector Plan provides a range of spaces that include:

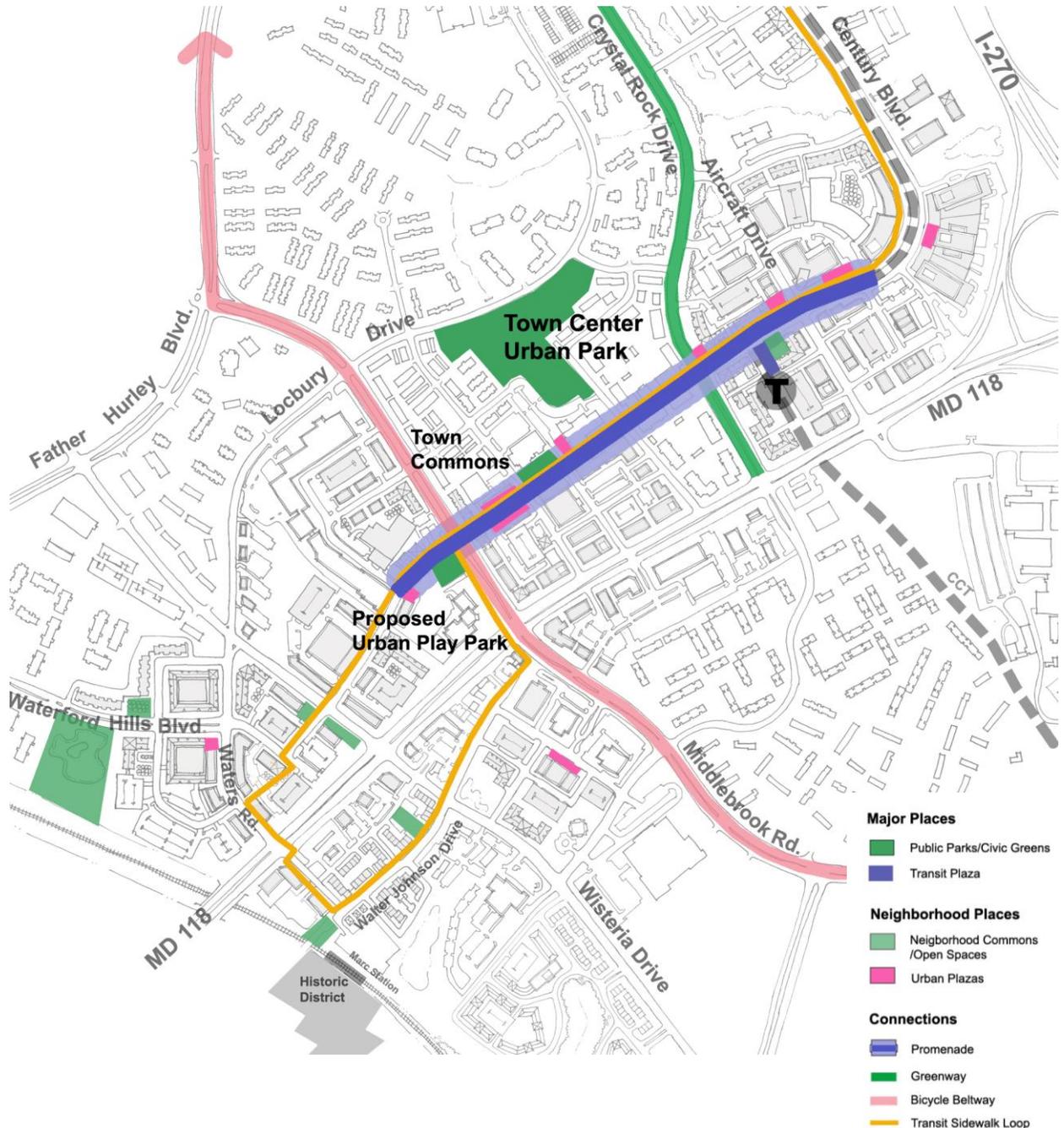
- the existing Town Center Urban Park
- the existing Civic Green (Town Commons)
- the proposed 1 acre Urban Play Park
- a Promenade along Century Boulevard
- a variety of urban plazas, and
- a transit plaza

These open spaces will support economic vitality, encourage social gathering, provide environmental functions and meet recreational needs of residents and workers.

The Urban Play Park should provide family oriented facilities, moveable tables and chairs and night lighting that extend its hours of use. The existing Civic Green should be maintained and managed by the Parks Department when the Urban Service District is created. It should have an irrigation system to support the lawn area. Programs should be scheduled at a minimum of three times a year and partnerships with other organizations are encouraged.

The urban plazas' sizes are not specified and should be determined through regulatory review. The Promenade should have special paving, street furnishings and lighting that create the special character called for in the Town Center Design Study.

The Crystal Rock Greenway should create a linear recreation space developed with wide sidewalks, extensive public seating with benches and moveable tables and chairs, special pavement and artwork.



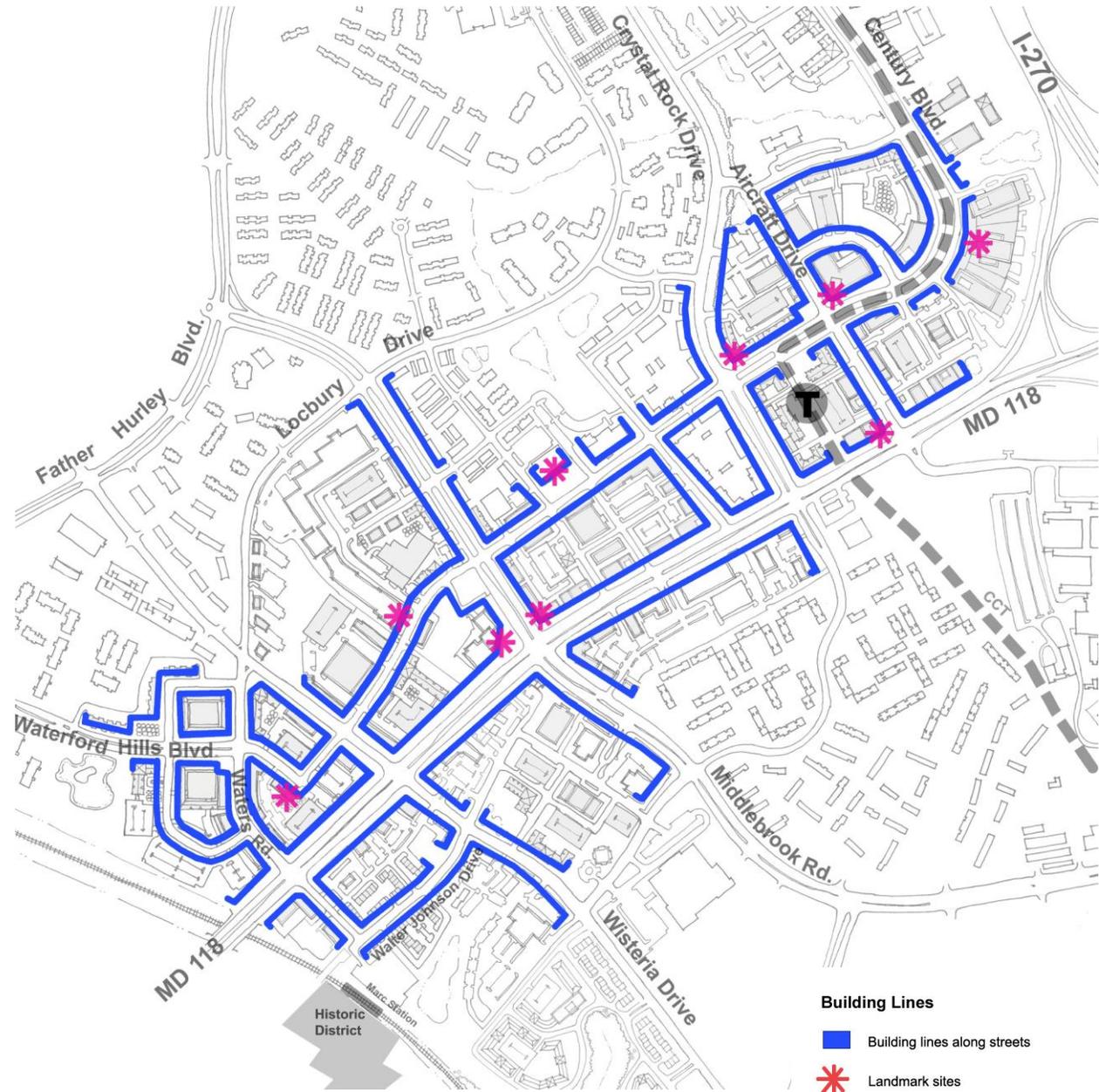
The Transit Sidewalk Loop should connect all open spaces and destinations to transit. It should be a minimum of eight feet wide and have special paving maintained by the Urban Service District.

Building Lines

The Sector Plan requires street oriented development along all streets and a 200-foot building setback along I-270 to establish a consistent building line with existing buildings.

The guidelines establish building lines to frame streets and define the public realm. Deviations are allowed to create urban space or wide sidewalks for outdoor cafes. As a general guide, building setbacks measured from the curb should be as follows:

- Major highways - set back 30 to 35 feet.
- Arterials and commercial business streets, setback 20 to 25 feet.
- Right of ways of less than 80 feet in width - set back 15 to 20 feet.
- Century Boulevard Promenade, set back 22 to 25 feet to ensure adequate pedestrian passage.
- I-270, set back 200 feet from the existing right-of-way. Maintain the existing building setback if the I-270 right-of-way widens.



Landmark Sites

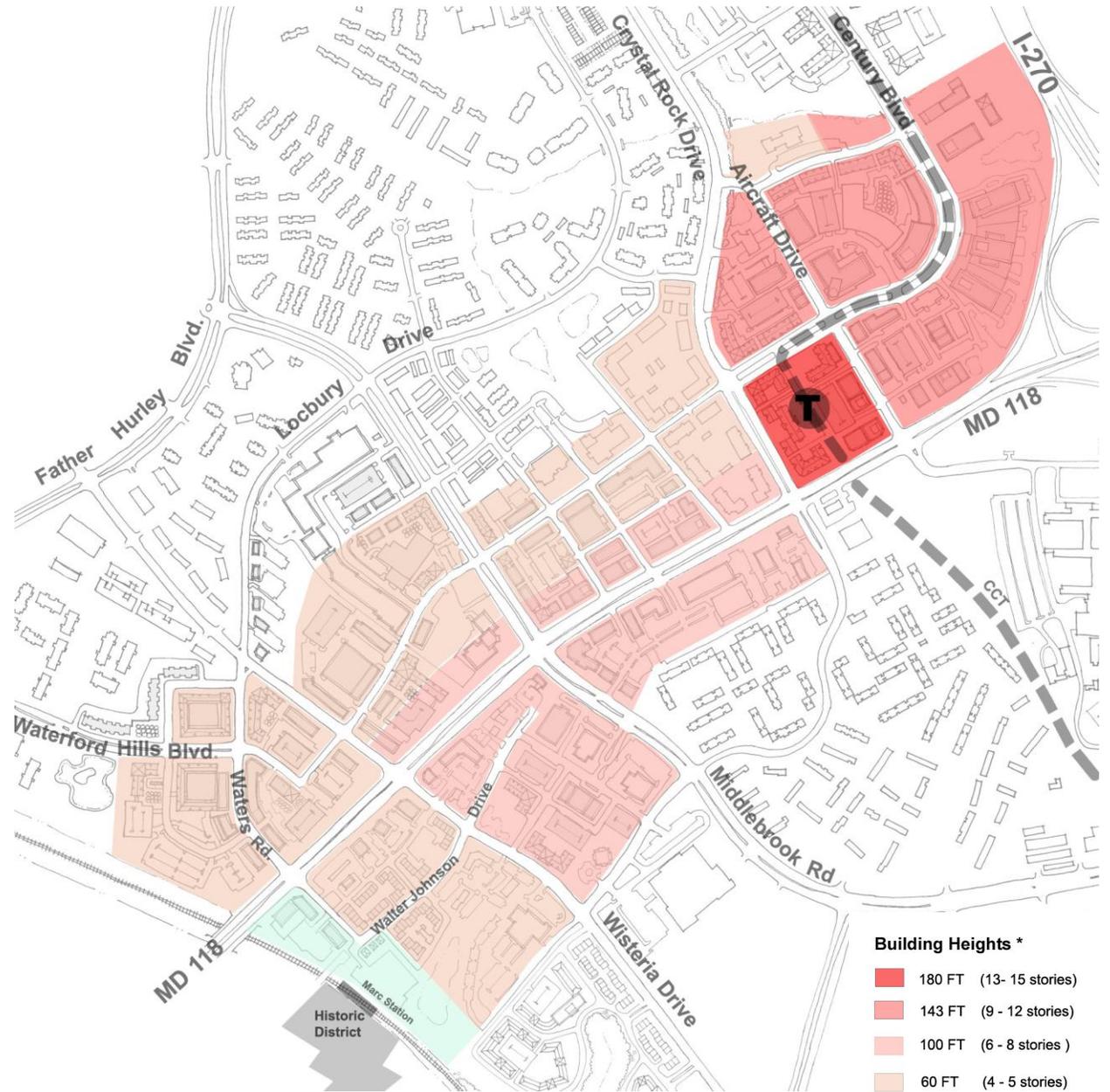
The Sector Plan identifies landmark sites as prominent locations offering important views or cultural significance.

The guidelines recommend that building design should terminate the view with elements such as towers or other vertical features.

Building Heights

The adjacent building height map illustrates building height areas established by the Sector Plan to create a sense of center.

The guidelines give additional height guidance at the edges of the district adjacent to existing residential areas to ensure compatibility. Adjacent to existing residential areas heights are limited to 35 feet (50 feet maximum including a bonus density) to achieve compatible transitions. The MARC station parking lot development should not exceed 40 feet (three stories) to achieve a compatible relationship with the Historic District.



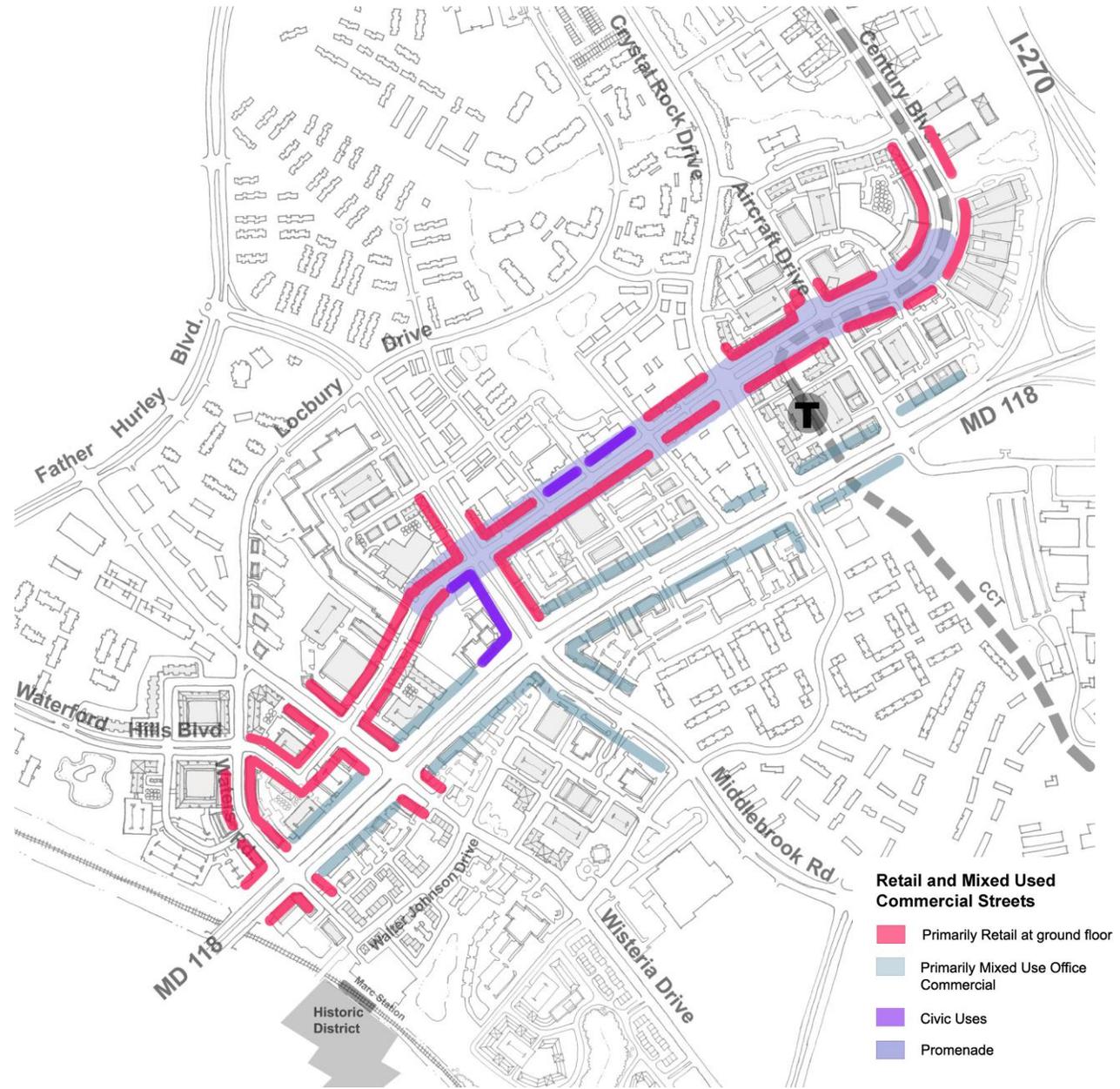
* Step down to 50 feet with bonus density adjacent to existing residential communities

Retail Locations

The Sector Plan establishes Century Boulevard as the primary retail and restaurant location within the Town Center. The Sector Plan envisions MD 118 lined primarily with office buildings but office serving retail uses will be allowed.

The guidelines illustrate the concentration of retail, restaurants, and other activating uses along the Century Boulevard Promenade to strengthen the existing pattern of retail and enliven the street. Support on-street parking for streets designated for retail.

Design excellence in building location and architectural design should be achieved through the application of the Area Wide Building Guidelines.



Gateway District

Vision

The Sector Plan supports the continuation of existing land uses in this district: the employment character along I-270, the commercial and industrial character along Middlebrook Road and the existing residential areas. Increased residential density is given to the Rolling Hills Property, one of the few properties likely to redevelop. The Sector Plan reflects the following design principles:

- **Connectivity** – Maintain the interconnected street system to ensure access and promote walking and transit usages. The Sector Plan maintains the existing road network and promotes off site pedestrian access from the Rolling Hills Property to the MARC station. The guidelines provide additional local street guidance for the Rolling Hills Property.
- **Design** – Define street corridors with buildings and achieve compatible transitions to surrounding residential areas. The Sector Plan identifies Middlebrook Road as needing a more consistent building line and establishes building heights for Rolling Hills to ensure compatibility with the nearby Historic District. The Sector Plan calls for high density residential units towards the center of Rolling Hills and lower density at the perimeter. The guidelines establish building setbacks for Middlebrook Road to better define the corridor and on Rolling Hills shows where lower building heights along the edges should occur.
- **Diversity** – Provide mixed land uses and residential building types that meet a range of incomes. The Sector Plan supports the diverse range of land uses in the district and specifically calls for a range of unit types including single family attached units for the Rolling Hills Property. The guidelines illustrate the range of units.
- **Environment** – Protect and enhance existing natural systems and promote sustainable site plan and building design practices. On the Rolling Hills Property, the Sector Plan states that environmental buffers should be protected and identifies the central stream valley on the open space map.

Urban Design Concept

This district is called the Gateway District because it is the entrance to the Town Center from I-270. Design guidelines for buildings, streets and open spaces should create a sense of entry. The community's retail shopping center at the corner of Great Seneca Highway and Wisteria Drive lies just outside the Sector Plan's boundary line.

The guidelines describe the Sector Plan's land use recommendations and further develop design guidance for the Rolling Hills Property to ensure compatibility with the nearby Historic District and the surrounding area.

Block 1 Rolling Hills Property

If redeveloped, locate single-family attached units along Wisteria Drive and multifamily units within the property's interior. Provide over 50 percent of the units north of the existing stream valley within walking distance of the MARC transit station.

Block 2 Seneca Valley High School

Construct future expansions of Seneca High School as multilevel buildings, minimizing the loss of play fields and open spaces.

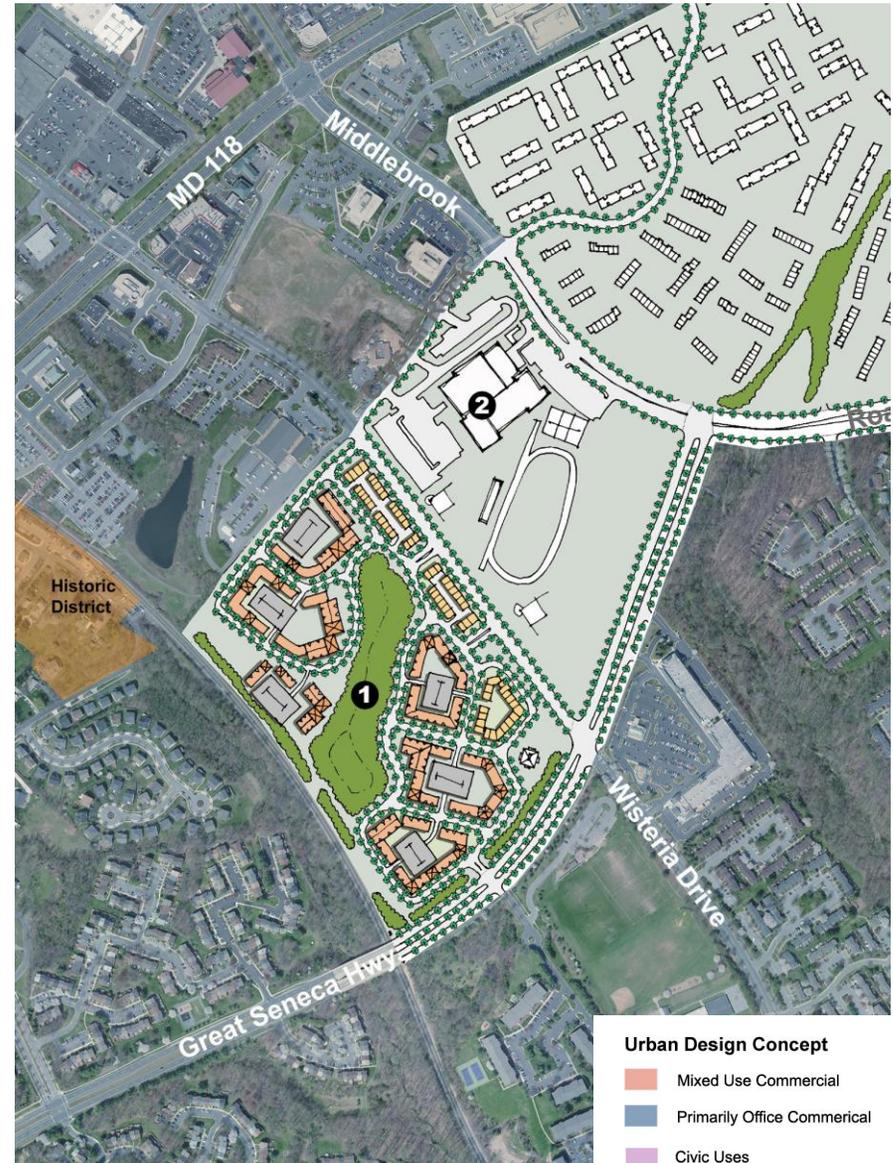
Commercial Properties along Middlebrook Road

(not shown on map)

Orient commercial and industrial redevelopment to front Middlebrook Road with rear service and parking areas.

Industrial Properties along I-270 (not shown on map)

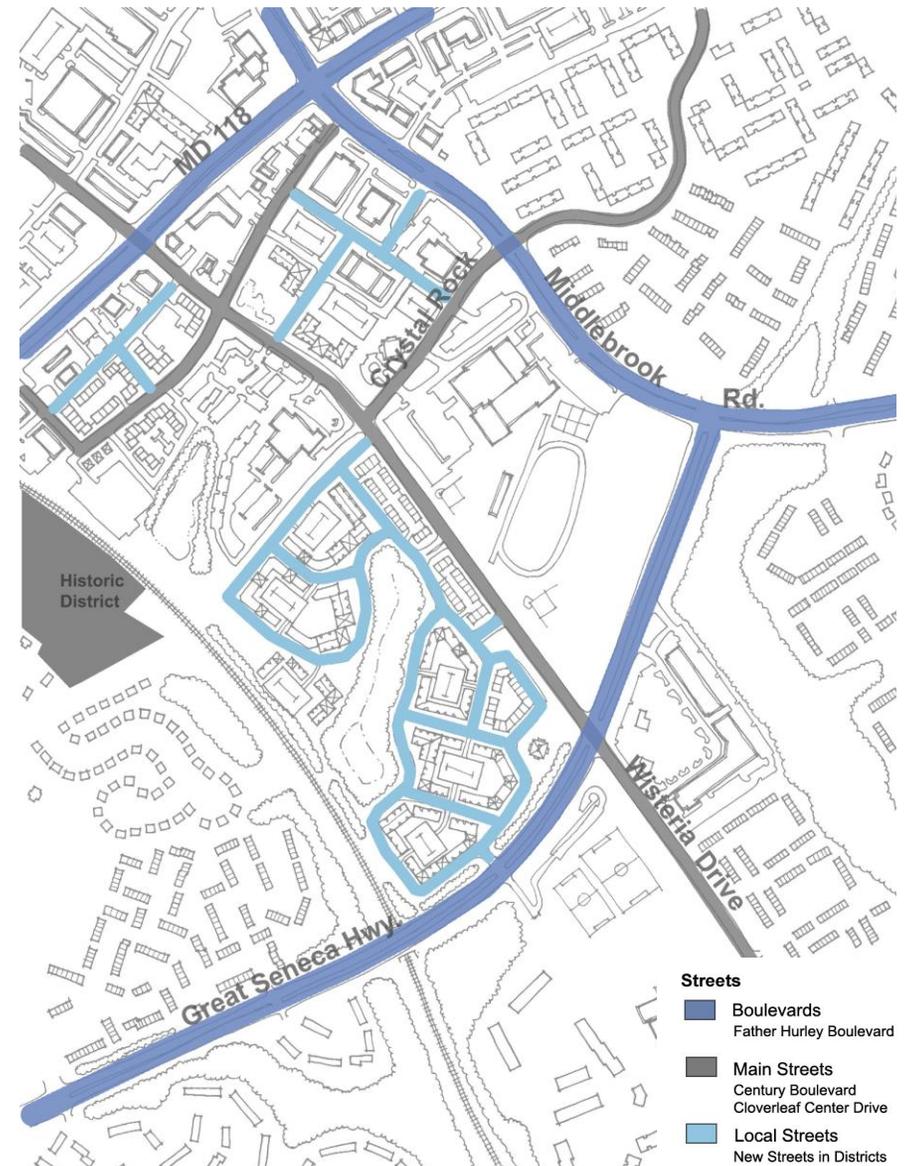
Locate signature office, technology or biomedical buildings along the I-270 frontage and design buildings with two-sided front facades to take advantage of I-270 visibility.



Streets

Connectivity is promoted by the Sector Plan through the network of the streets. The Sector Plan identifies Middlebrook Road and Great Seneca Highway as the major highways serving this district and defines them as boulevards due to their width and gateway importance to the Town Center. Wisteria Avenue and Crystal Rock Drive are arterials and designated as main streets that distribute traffic and pedestrians to nearby destinations such as the high school and shopping area

The guidelines illustrate the Sector Plan's street character map and add additional local streets on the Rolling Hills Property to further promote connectivity. Local streets on the Rolling Hills Property should be interconnected with several access points along Wisteria Avenue and one along Great Seneca Highway. The street layout for Rolling Hills should locate a curving street adjacent the edge of the stream valley to provide access and views of the open space. The precise layout illustrated is not required but should be determined during regulatory review.



Open Spaces

A range of natural areas are identified in the Sector Plan that preserves existing stream valleys.

The guidelines map the Sector Plan's existing stream valleys, the high school playing fields, and the Gunner's Lake Local Park just outside the Plan boundary along Great Seneca Highway to illustrate the variety of open spaces serving this area. Along I-270 (not shown on map), the guidelines call for creating an informal, natural landscape within the building setback.

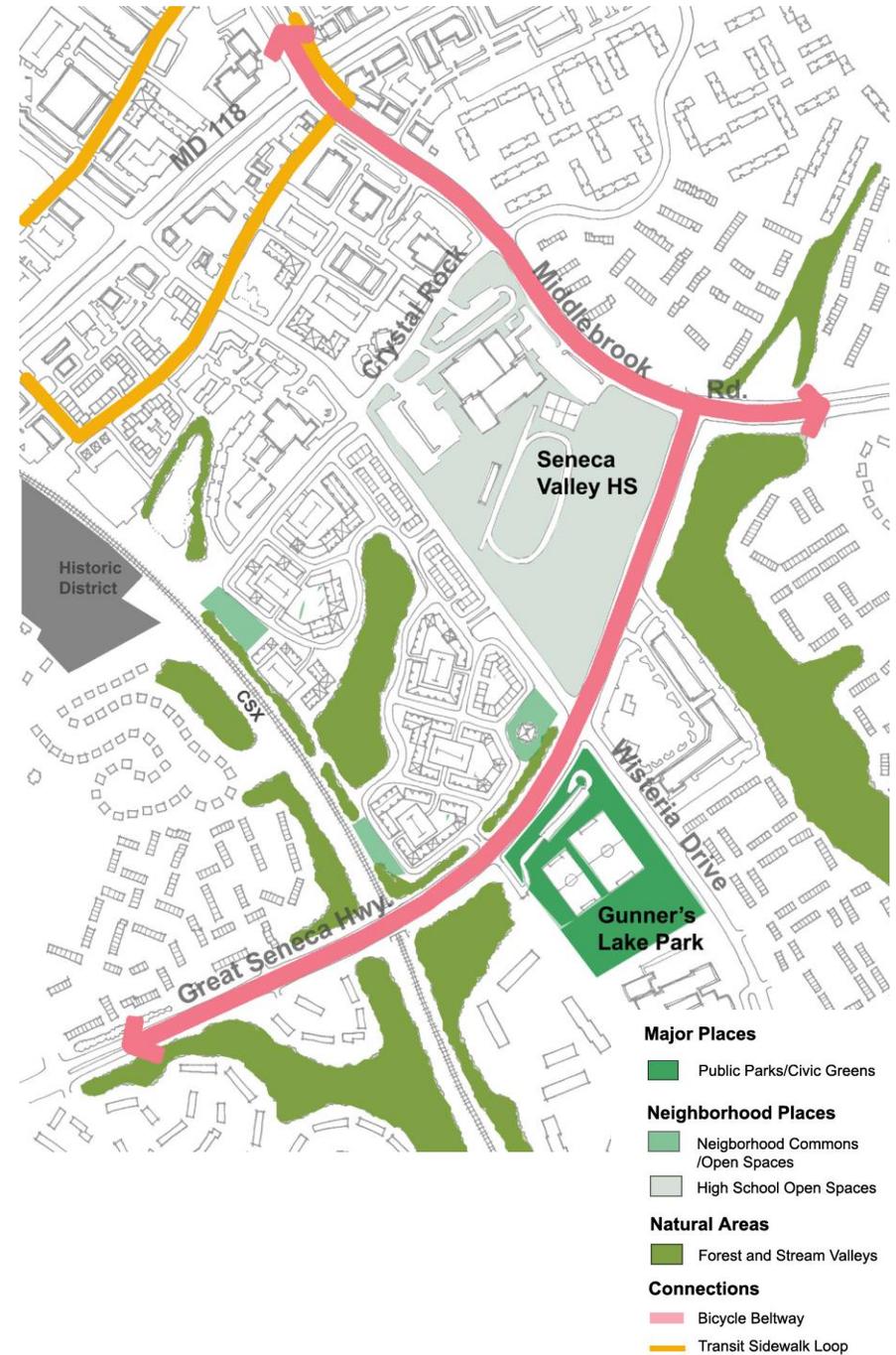
The guidelines show additional open spaces for preservation and recreation on the Rolling Hills Property. The following guidelines apply:

Rolling Hills Property

- Preserve the existing, internal open spaces created by the stream valley buffer. Existing mature trees within the stream buffer, along the CSX rail line, and along Great Seneca Highway should be preserved.
- On site recreation facilities within the Rolling Hills Property should include facilities such as a children's multi-age play areas, a swimming pool, a community room and a loop, paved pathway around the central open space with seating areas.
- Provide a paved pedestrian walk to the MARC station.

Along major roadways

- Preserve existing trees along the I-270 right-of-way (not illustrated) and screen parking structures.
- Improve the street character of Middlebrook Road by planting a double row of street trees on both sides and replanting the south hillside with native trees.
- Improve the street character of Great Seneca Highway by planting an informal arrangement of native trees and shrubs.



Building Lines

Existing building lines within the district are varied and setback considerably from the streets. Along Middlebrook Road, buildings should be setback a minimum of 30 feet from the right-of-way and parking and service areas should be located behind the buildings. Rolling Hill's buildings should setback 25 feet from the curb of Wisteria Drive and a minimum of 50 feet from Great Seneca Highway's right-of-way with its high speeds. For Seneca Valley High School, buildings should orient towards Middlebrook Road and may have greater setbacks than 30 feet. Building setbacks from I-270 should be 200 feet from the existing right-of-way. Maintain existing building line along I-270 if the right-of-way widens.

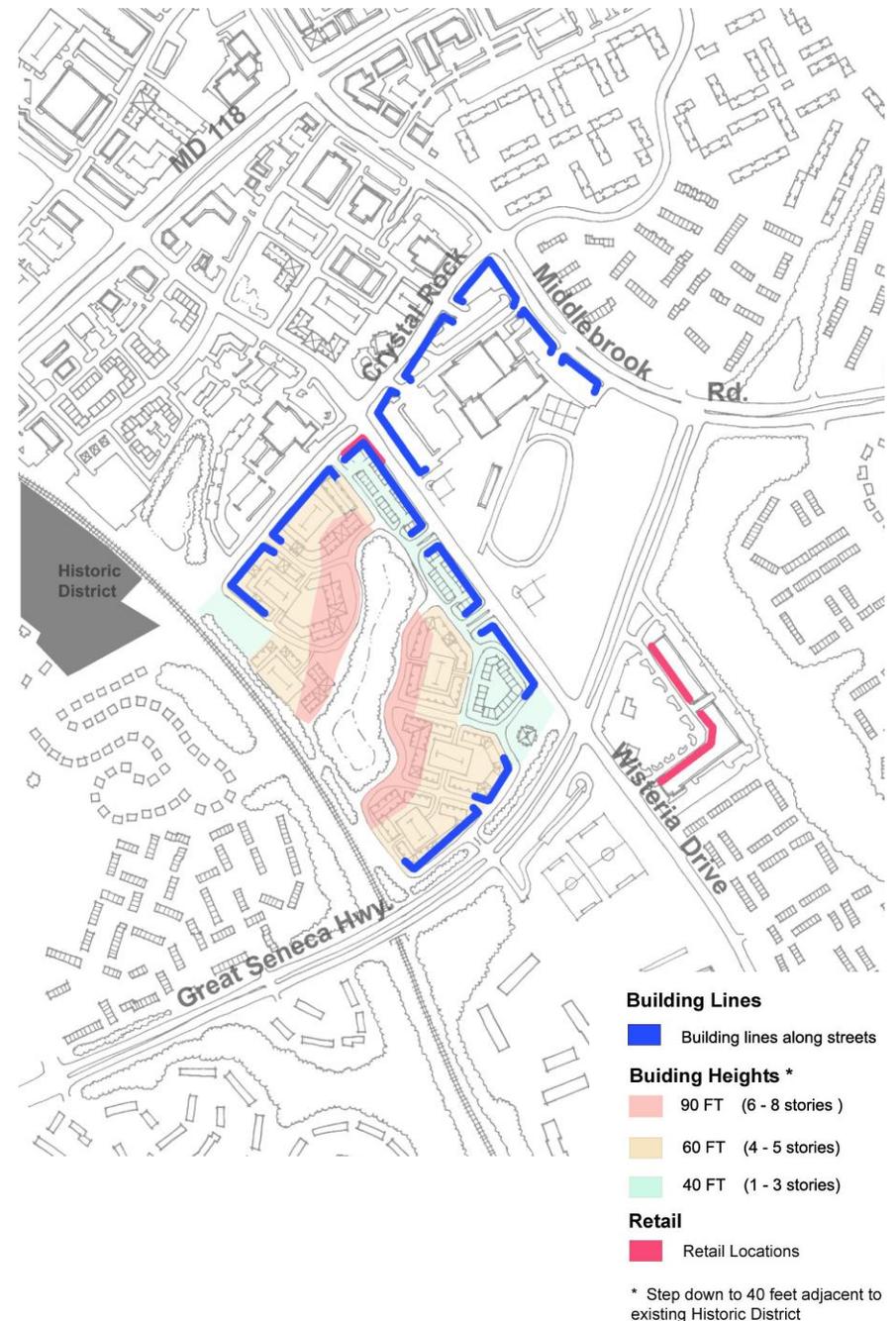
Heights

The Sector Plan provides only general guidance on the Rolling Hills Property stating that high-rise residential buildings should be located on lower site elevations to avoid incompatible relationships with the nearby historic district. Building heights are allowed up to 90 feet stepping down towards the perimeter of the site where the edge of the property faces the historic district.

The guidelines provide more specific height guidance following the design principle of stepping down to the edges. The Gateway District is a low-rise area characterized by one to three story buildings. Along Middlebrook Road east of Great Seneca Highway (not shown on map), allow up to 65 feet (5 stories) to achieve compatibility with the residential communities along Middlebrook Road. On Rolling Hills, allow up to 90 feet (eight residential stories) in the property's interior on lower elevations to minimize the view of towers from the surrounding community and to locate density close to the MARC station. Along I-270 frontage (not shown on map), allow 100 feet (eight stories) to accommodate signature office and technology development.

Retail

The existing shopping center along Great Seneca Highway should remain the district's retail focus. The Sector Plan allows a very limited amount of retail on the Rolling Hills Property along Wisteria Drive near the Town Center.



Cloverleaf District

Vision

The Sector Plan envisions Cloverleaf as a diverse, mixed-use and transit-served neighborhood with predominately employment and technology uses along I-270. The Plan also recommends housing and some limited retail near the transit station. The highest density and tallest buildings will be clustered at the transit building. The Sector Plan reflects the following design principles:

- **Connectivity** – Create an interconnected street system that increases access and promotes walking and transit usage. The Sector Plan expands the street network with new business streets that tie into Crystal Rock Drive. The guidelines call for expanded grid local streets that will facilitate walking and use of the Corridor Cities Transitway (CCT) that runs in the median of Century Boulevard.
- **Design** – Create a center around the CCT transit station and achieve an urban character. The Sector Plan establishes the tallest building heights at the transit station and along the I-270 Corridor. The guidelines give further shape to building heights along the transitional edges and establish building setbacks that ensure an urban character. The streets, open spaces and buildings will create an attractive, enjoyable pedestrian experience.
- **Diversity** – Provide mixed land uses and a range of housing types that support incomes diversity. The Sector Plan requires a range of uses including employment, hotel, housing and ground floor retail. The guidelines illustrate an arrangement of uses and building types.
- **Environment** – Protect and enhance existing natural systems and promote sustainable site plan and building design practices. The Sector Plan protects the Crystal Rock Tributary and preserves the extensive stormwater open space along Crystal Rock Drive.

Urban Design Concept

The guidelines illustrate a more detailed land use arrangement than identified in the Sector Plan. The urban design concept illustrates a mixed-use, urban neighborhood with its center at the intersection of Cloverleaf Center Drive and Century Boulevard. Employment uses are oriented along I-270 and residential uses are integrated throughout the district. The neighborhood's main assets are the future transit station, a linear recreational open space along Crystal Rock Drive, and excellent visibility from I-270.

Block 1

Redevelop along Century Boulevard with mixed uses. Establish a route for the Phase II transitway in the median of Century Boulevard, and provide a transit bridge over I-270.

Block 2

Redevelop along Century Boulevard with mixed uses and establish a new local street that connects to Crystal Rock Drive. Provide extensive native landscape plantings along adjacent stream valley open space.

Block 3

Locate office buildings along I-270 and mixed-use residential buildings within the block and along Century Boulevard. Create a network of local streets and short blocks. Provide a range of housing types. Locate a neighborhood green here if not provided on Blocks 5 or 8.

Block 4

Redevelop Century Boulevard frontage with mixed-use development. Locate the tallest mixed-use building close to the transit station at the corner of Cloverleaf Center Drive and Century Boulevard. Extend a new local street through the block.



Urban Design Concept

- Mixed Use Commercial
- Primarily Office Commercial
- Civic Uses
- Multi Family Residential
- Single Family Residential
- Parking Structures
- Existing Structures

Block 5

Cluster mixed-use density adjacent to the transit station. Locate office buildings along I-270 and mixed-use residential buildings within the block and along Century Boulevard. Create a network of local streets and short blocks. Provide a range of housing types. Locate a neighborhood green here if not provided on Blocks 3 or 8.

Block 6

Redevelop and cluster density adjacent to the transit station along Century Boulevard and Cloverleaf Center Drive.

Block 7

Redevelop with mixed uses oriented toward Century Boulevard. Provide several new local streets connecting Crystal Rock Drive to Century Boulevard.

Block 8

Existing office buildings are anticipated to remain. Locate new housing along Century Boulevard. Locate a neighborhood green along Century Boulevard if not provided on Blocks 3 or 5.

Streets

Connectivity is achieved by the Sector Plan's street network. The Plan identifies Century Boulevard's transitway and Cloverleaf Center Drive as the two main streets serving the district. The Plan calls for an interconnected network of local streets with approximately 250 – 350 foot block lengths to promote walking. The Plan establishes a 134-foot right-of-way for Century Boulevard to accommodate the Corridor cities Transitway (CCT) in the median and bridge connections over I-270 for Phase II of the CCT.

The guidelines illustrate the Sector Plan's street character map and show additional local streets on either side of Century Boulevard to facilitate circulation. Streetscape improvements are required along all streets and should include closely spaced street trees. The transitway should be designed as an integral element of Century Boulevard with a tree planted median and easy pedestrian access to the center platforms.

Streets

-  **Boulevards**
Father Hurley Boulevard
-  **Main Streets**
Century Boulevard
Cloverleaf Center Drive
-  **Local Streets**
New Streets in Districts
-  **Greenways**
Crystal Rock Drive



Open Space

A variety of urban and natural open spaces are identified in the Sector Plan that include preservation of natural stream valleys along I-270, improved stormwater management open space, provision of a transit plaza, creation of a linear recreation area along Crystal Rock Drive, and development of a half acre neighborhood green at the heart of the neighborhood along Century Boulevard. The exact location of the neighborhood green is to be determined by regulatory review.

The guidelines illustrate additional urban space with blocks, and wide sidewalks along Century Boulevard that will be required through regulatory review. The following guidelines apply to all properties.

- Provide a green, landscaped character along I-270 and screen parking structures.
- Develop the Crystal Rock Greenway as a linear recreation area with a winding eight-foot wide path, groves of trees, and recreational facilities. Facilities may be provided by private development and supplemented by a capital improvement project.
- Improve the existing, private stormwater open space facilities with natural, informal landscape using native species.
- Locate public use spaces such as urban plazas and an at least one half acre neighborhood green along Century Boulevard where retail uses will activate the spaces. The neighborhood green may be located anywhere along Century Boulevard where it serves adjacent residential development and provides good visibility.



Major Places

Transit Plaza

Neighborhood Places

Neighborhood Greens /Open Spaces

Urban Plazas

Major Open Spaces

I-270 Landscape Open Space

Crystal Rock Drive Stormwater Open Space

Connections

Greenway

Bicycle Beltway

Transit Sidewalk Loop

Building Lines

Building lines should define the street network and help establish the Century Boulevard Transitway and Cloverleaf Center Drive as Main Streets. Deviation from the building line is allowed to create urban open space, wide sidewalks for outdoor cafes, and to accent building entrances. The Sector Plan establishes a building setback of 200 feet from I-270's right-of-way. Maintain existing building line along I-270 if the right-of-way expands.

Heights

The Sector Plan establishes heights up to 143 feet at transit station to create a focus within the district transitioning down with lower buildings towards Crystal Rock Drive. The Plan permits up to 125 feet along I-270.

The guidelines illustrate the Sector Plan's height recommendations and add specific transitional heights along the edges of the district.

- Locate up to 143 (11 - 12 stories) adjacent to the transit station.
- Achieve 125 feet (eight to ten stories) along I-270.
- Vary building heights throughout the district to create a visually interesting skyline.
- Step down buildings to 60 feet (five to six stories) along the stormwater open space adjacent to Crystal Rock Drive. Compatibility with nearby residential areas is established by the width of the stormwater open space.

Retail

- Locate retail along Cloverleaf Center Drive and Century Boulevard near to the transit station.

Design excellence in building location and architectural design should be achieved through the application of the Area Wide Building Guidelines.



Building Lines
■ Building lines along streets

Building Heights *

- 143 FT (11 - 12 stories)
- 125 FT (8 - 10 stories)
- 90 FT (5 - 7 stories)

Retail
■ Retail Locations

* Step down to 60 feet along SWM open space along Crystal Rock Drive

st Side

Vision

The Sector Plan envisions a mixed-use neighborhood within walking distance to the transit station, signature office development, along I-270 and preservation of a substantial wooded area adjacent to Black Hill Regional Park. Residential, retail and hospitality uses also are envisioned. Compatible transitions towards the existing Cloverleaf North residential neighborhood are required. The following design principles are embodied in the Sector Plan:

- **Connectivity** - Create an interconnected street system that increases access and promotes walking and transit usage. The Sector Plan supports a new bridge over I-270 to increase access between the east and west side of I-270 and accommodate the CCT alignment. The Plan supports a network of new local streets with short blocks such as 250 to 350 feet in length. The guidelines illustrate the network of streets.
- **Design** - Cluster density at the CCT transit station and achieve an urban character of development. The Sector Plan establishes the tallest buildings at the transit station and along I-270 and steps down building height adjacent to residences along Kinster Drive. The guidelines illustrate the Plan's building heights and give additional guidance for transitional edges. The streets, open spaces and building will emphasize the pedestrian experience.
- **Diversity** - Provide mixed land uses to achieve a range of jobs, housing types and income diversity. The Sector Plan supports an employment focus with additional residential, retail and hotel uses. The guidelines illustrate an arrangement of mixed uses that are compatible with adjacent residences and promote forest preservation.
- **Environment** - Protect and enhance the existing natural systems and promote sustainable site plan and building design practices. The Sector Plan expands tree forest along the northern end of the Lerner Property adjacent to Black Hill Regional Park and protects the Crystal Rock Tributary.

Urban Design Concept

The guidelines illustrate the Sector Plan's recommended land uses that call for mixed uses to be clustered at the transit station and employment uses to line the I-270 Corridor. The Westside is distinguished and enhanced by its border with Germantown's greenbelt park and Black Hill Regional Park. This natural area is an important asset offering recreation and scenic views.

Block 1

Locate office and technology development adjacent to the I-270 Interchange and residential development adjacent to Kinster Drive. Screen parking from I-270 and locate garages in the middle of the block.

Block 2

Locate commercial mixed-use and hotel uses adjacent to the transit station. Cluster the highest density and tallest buildings at the corner of Dorsey Mill Road and the transitway. Provide public transit parking near the station.

Block 3

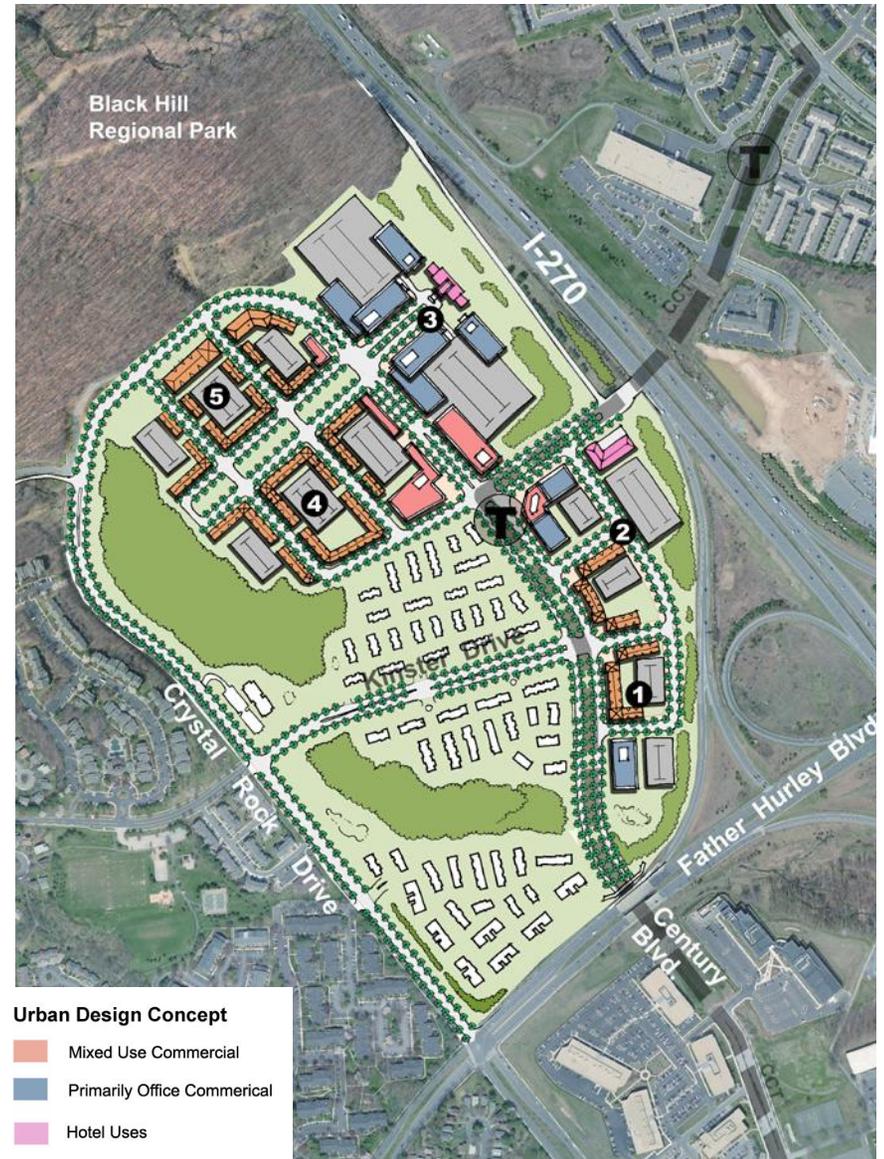
Provide office, technology, and hotel uses along the I-270 frontage. Locate mixed-use commercial space along Century Boulevard to create a retail street just north of the transit station. Screen parking.

Block 4

Develop predominately with low-rise, residential buildings and retail along Century Boulevard. Place parking in a mid-block location.

Block 5

Develop low- and high-rise residential buildings to take advantage of proximity to the park. Locate parking in the middle of the block.



Urban Design Concept

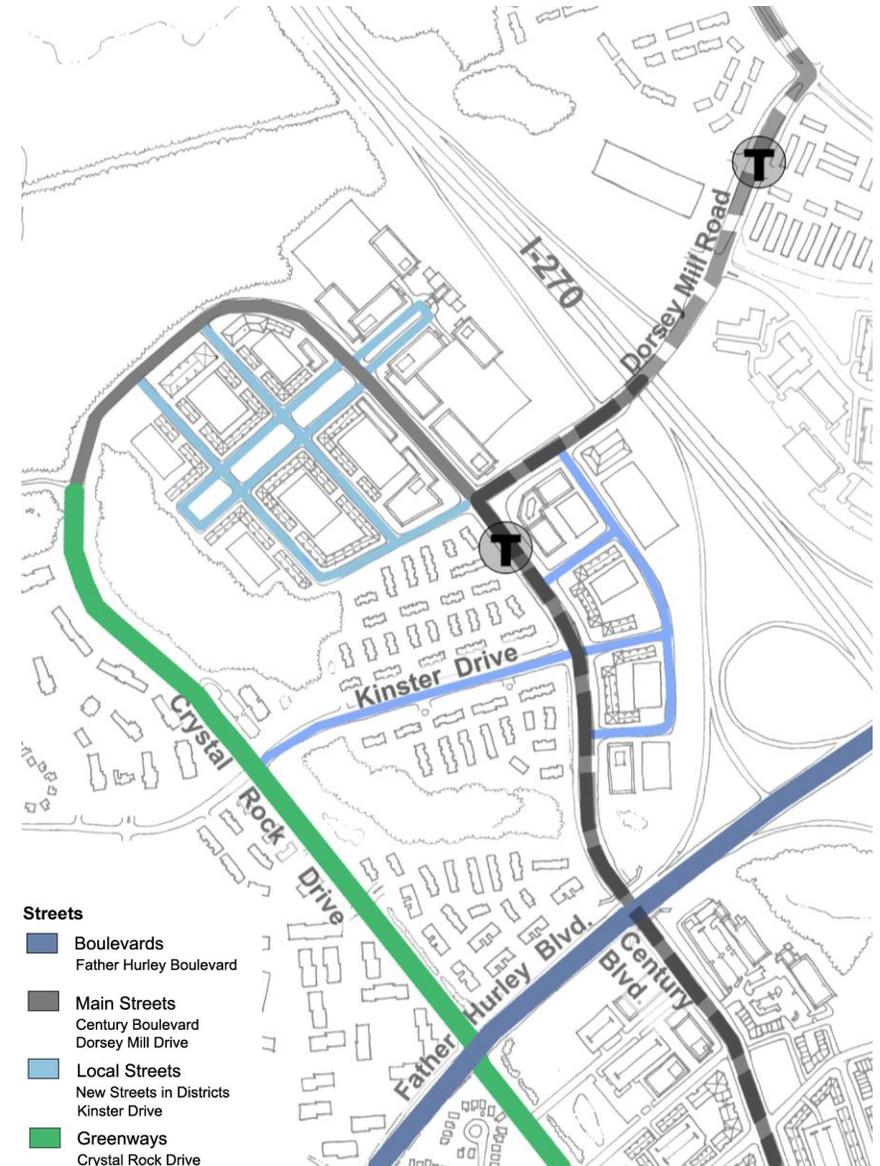
- Mixed Use Commercial
- Primarily Office Commercial
- Hotel Uses
- Multi Family Residential
- Single Family Residential
- Parking Structures
- Existing Structures

Streets

Connectivity is achieved by the Sector Plan's recommended network of streets including the local streets. The Plan identifies Century Boulevard and the Dorsey Mill Extension over I-270 as the major roads serving the district. The Plan supports creating a network of new streets with short blocks, such as 250 to 350 feet in length to increase circulation and access. The Plan defines Century Boulevard and Dorsey Mill road as having a main street character and Crystal Rock Drive as a greenway.

The guidelines illustrate the Sector Plan's street character map and straighten Century Boulevard's curving alignment along adjacent woodland to preserve more woodland adjacent to Black Hill Regional Park.

The Crystal Rock Greenway, identified in the Sector Plan, provides an important connection to the Black Hill Regional Park's trail system. An eight-foot wide, shared use path should be located on the east side of Crystal Rock Greenway, crossing over to the park's entrance road. The Sector Plan's Bicycle Beltway, shown on the Open Space Map, extends over Dorsey Mill Road and should connect with the Crystal Rock Greenway's path.



Open Space

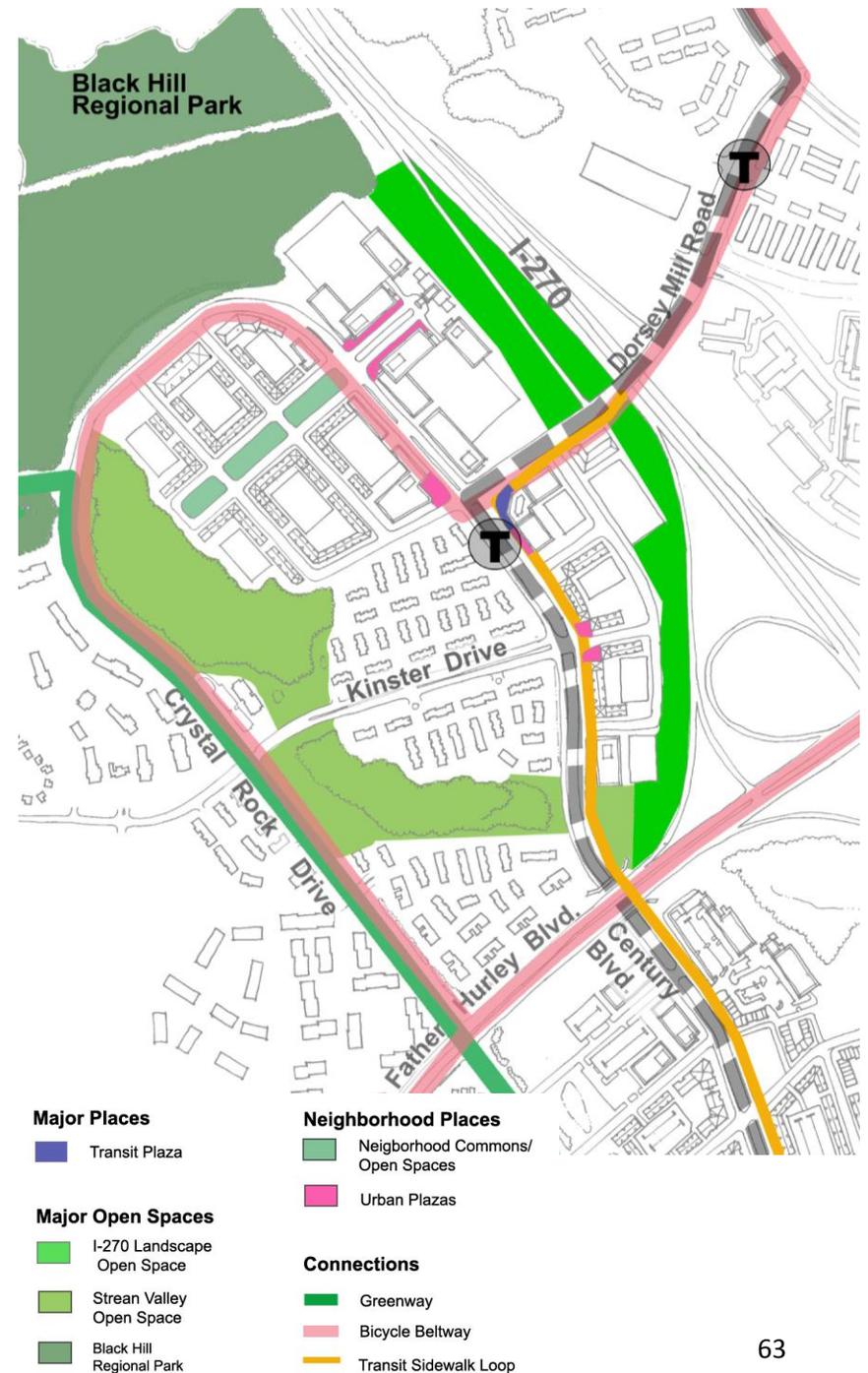
The West Side is bordered by significant open spaces: Black Hill Regional Park to the north, the stream valley to the west, and the landscaped areas of I-270 to the east that are preserved by the Sector Plan. The Sector Plan provides a variety of open spaces including:

- preservation of existing stream valleys,
- expansion of preserved forest adjacent to the Black Hill Regional Park,
- preservation of the open space along I-270,
- creation of .75 acres of a neighborhood green within the residential areas of the Lerner Property and
- provision of a transit plaza.

Open spaces will be created through private redevelopment, including a series of plazas along Century Boulevard, a transit station plaza, and a neighborhood green to be located through regulatory review.

The guidelines illustrate the Sector Plan's open space recommendations and provide additional design guidance:

- Provide the I-270 landscape treatment along the highway and screen parking structures.
- Contribute to the development of the Crystal Rock Greenway.
- Landscape the existing stormwater management ponds to recreate a natural, informal landscape using native species.
- Locate public use spaces, such as urban plazas, primarily along Century Boulevard where adjacent retail uses will activate the spaces. The neighborhood green defined by streets should be located close to residential development.
- Preserve existing forest adjacent to Black Hill Regional Park as required by the Sector Plan.
- Provide the transit sidewalk loop with special paving.



Building Lines

Buildings should front the Century Boulevard Transitway, Dorsey Mill Road, and all local streets. Deviations from the building line are allowed to create urban open space, accommodate sidewalk cafes, and accent building entrances. Along I-270, building facades should be designed to take advantage of the significant I-270 view. Along I-270, set buildings back 200 feet from the existing right-of-way. Maintain existing building line if I-270's right-of-way expands.

Heights

The Sector Plan establishes the highest building heights at the transit station to create a center. The Plan allows:

- 143 feet at the transit station and along I-270
- 72 feet along Century Boulevard across from Kinster Drive with 3 – 4 stories of a building base stepping up to taller heights.

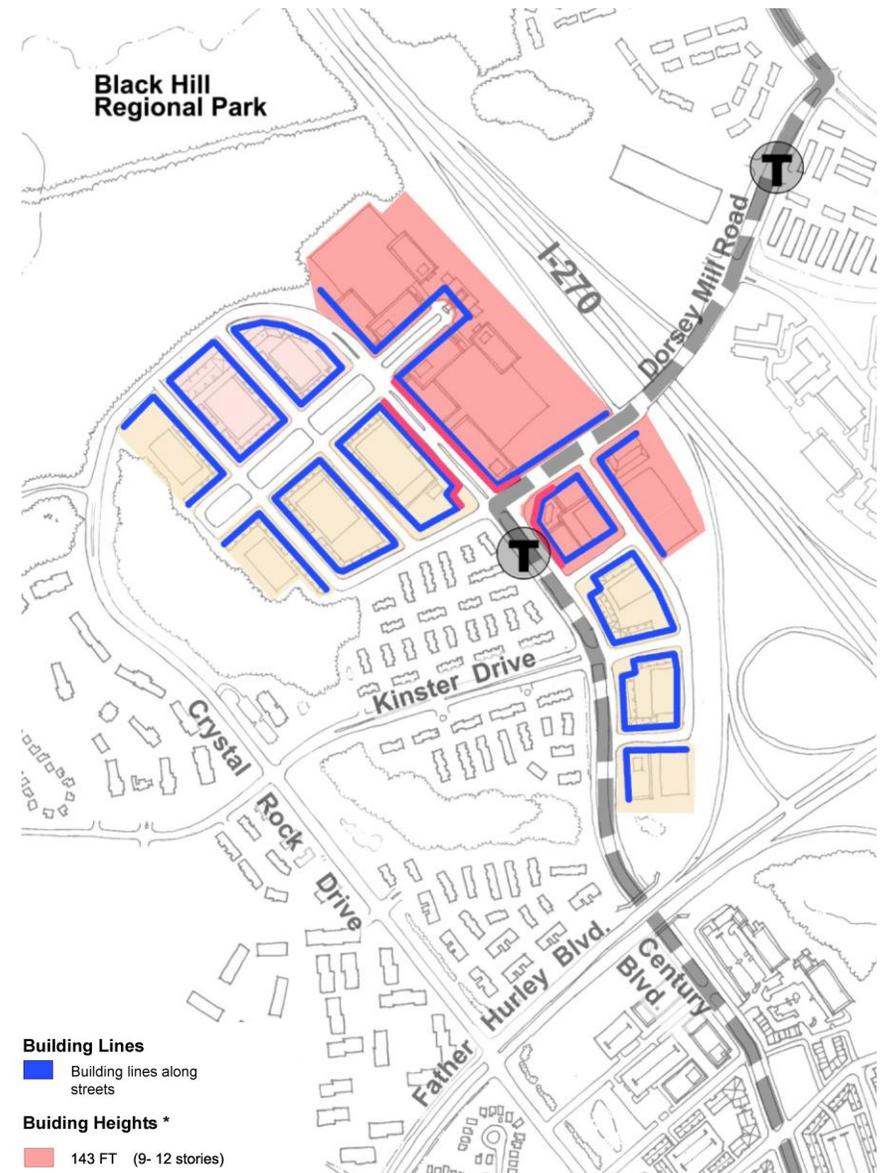
The design guidelines apply the following:

- Allow 143 feet at the transit station and along the I-270 frontage with the predominant building height to be eight stories given the close proximity of the nearby residential area of Cloverleaf North.
- Vary building heights to create a visually interesting skyline.
- Step down buildings to 72 feet (6 stories) along Century Boulevard adjacent to Kinster Drive with a 3 – 4 story base to ensure a compatible transition to nearby residential areas.
- Step down building heights north of Cloverleaf North to 50 feet (4 stories) to be compatible with the existing residential area.

Retail

- Locate retail close to the transit station along Century Boulevard.

Design excellence in building location and architectural design should be achieved through the application of the Area Wide Building Guidelines.



Building Lines

■ Building lines along streets

Building Heights *

■ 143 FT (9-12 stories)

■ 125 FT (8-10 stories)

■ 72 FT (4-6 stories)

Retail

■ Retail Locations

* Step down to 50 feet with bonus density on the Lerner Property adjacent to existing residential community

North End District – Milestone North

Vision

The Sector Plan views Milestone North, on the east side of I-270, as predominately an employment area with residential and retail uses allowed. Its proximity to the Dorsey Mill Road transit station offers an opportunity to create a mixed-use center that enjoys I-270 visibility. The Sector plan reflects the following design principles:

- **Connectivity** - Achieve an interconnected street system that expands access and promotes walking and transit usage. The Sector Plan improves the street network by extending Dorsey Mill over I-270 and creating a new street over Ridge Road to connect to the south. The guidelines illustrate this network.
- **Design** – Create a center of urban character. The Sector Plan allows the tallest buildings to line I-270 and requires stepping down towards existing residential areas. The guidelines establish building setbacks and heights along the transitional edge to achieve compatibility.
- **Diversity** – Provide mixed employment uses to achieve a range of job opportunities. The Sector Plan supports office and technology uses along I-270 and encourages housing. The guideline lines illustrate an arrangement of mixed uses that are compatible with adjacent residential areas.
- **Environment** – Protect and enhance existing natural systems and promote sustainable site plan and building design practices. The Sector Plan promotes stormwater management techniques that increase infiltration and LEED certification for all buildings.

Urban Design Concept

The guidelines describe and illustrate the Sector Plan's land use recommendations. Existing development within Milestone Business Park sets the pattern of office buildings west of Milestone Center Drive adjacent to I-270.

Block 1

Locate signature office, technology, or biomedical buildings along I-270 design buildings with two front facades to take advantage of I-270 visibility. Parking should be located in garages and screened from I-270. Maintain the existing neighborhood green and orient new urban open space along Milestone Drive.

Block 2

Encourage residential development along the eastside of Milestone Drive adjacent to the transitway. Provide transitional building heights adjacent to existing multifamily residences. Screen residential views of the transitway.

Block 3

Locate mixed-use commercial and hotel uses near the transit station. Parking garages should be screened from I-270 views.

Block 4

Any redevelopment of the Wabtec Electronic property should follow area wide design guidelines.

Urban Design Concept

-  Mixed Use Commercial
-  Primarily Office Commercial
-  Hotel Uses
-  Multi Family Residential
-  Single Family Residential
-  Parking Structures
-  Existing Structures



Streets

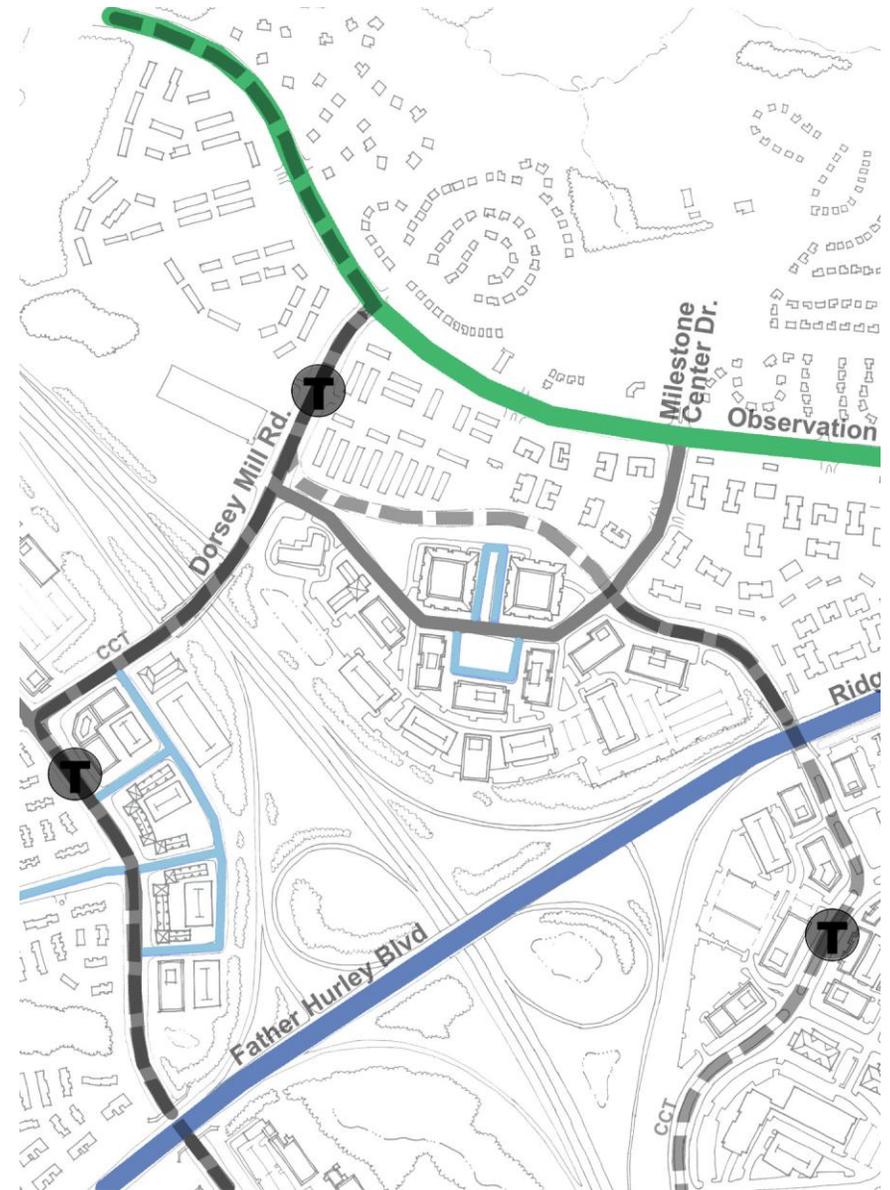
Connectivity is achieved in the Sector Plan's network of streets. The Plan classifies Ridge Road and Observation Drive as the major highways serving the district. Dorsey Mill Road and the extension of Seneca Meadows Parkway over Ridge Road are classified as business district streets. Milestone Center Drive is not a master planned roadway. The Plan defines Main Street character for Dorsey Mill Road and Milestone Center Drive and Greenway character for Observation Drive.

The guidelines illustrate the Sector Plan's street character map and show additional local streets to facilitate circulation within the Milestone Business Park and define the existing green commons. A private, internal street with sidewalks connecting all the parking areas to development and open spaces should be provided.

The extension of Dorsey Mill Road over I-270, as recommended in the Sector Plan, improves east/west access across I-270. Access to the south is improved by the new street connection bridging Father Hurley Boulevard and connecting to Seneca Meadows Parkway.

The transitway's western and eastern alignments converge at the Dorsey Mill Transit Station. The station is located north of development along Milestone Drive and all development should include pedestrian connections to the station.

Streets	
	Boulevards Germantown Road MD 118 Frederick Road MD 355
	Main Streets Goldenrod Lane
	Local Streets New Streets and Campus Loop
	Greenways Observation Drive



Open Space

The Sector Plan identifies a neighborhood green, a transit plaza and the transit sidewalk loop for the district. The Plan supports the retention of the existing neighborhood green within the Milestone Business Park. The exact location of urban spaces provided by private sector to be determined by regulatory review.

The guidelines illustrate a range of open spaces that will help support the district as follows:

- Provide I-270 landscape treatment along the highway and screen all parking and parking structures.
- Contribute to the development of the transit station plaza.
- Locate public use spaces primarily along Milestone Drive where adjacent retail uses will activate the spaces.
- Provide the transit sidewalk loop with special paving.
- Outdoor residential recreation space should be located close to residential development and within the linear open space defined by the local street network.

Major Places

 Transit Plaza

Major Open Spaces

 I-270 Landscape Open Space

 Stream Valley Open Space

 Black Hill Regional Park

Neighborhood Places

 Neighborhood Commons/ Open Spaces

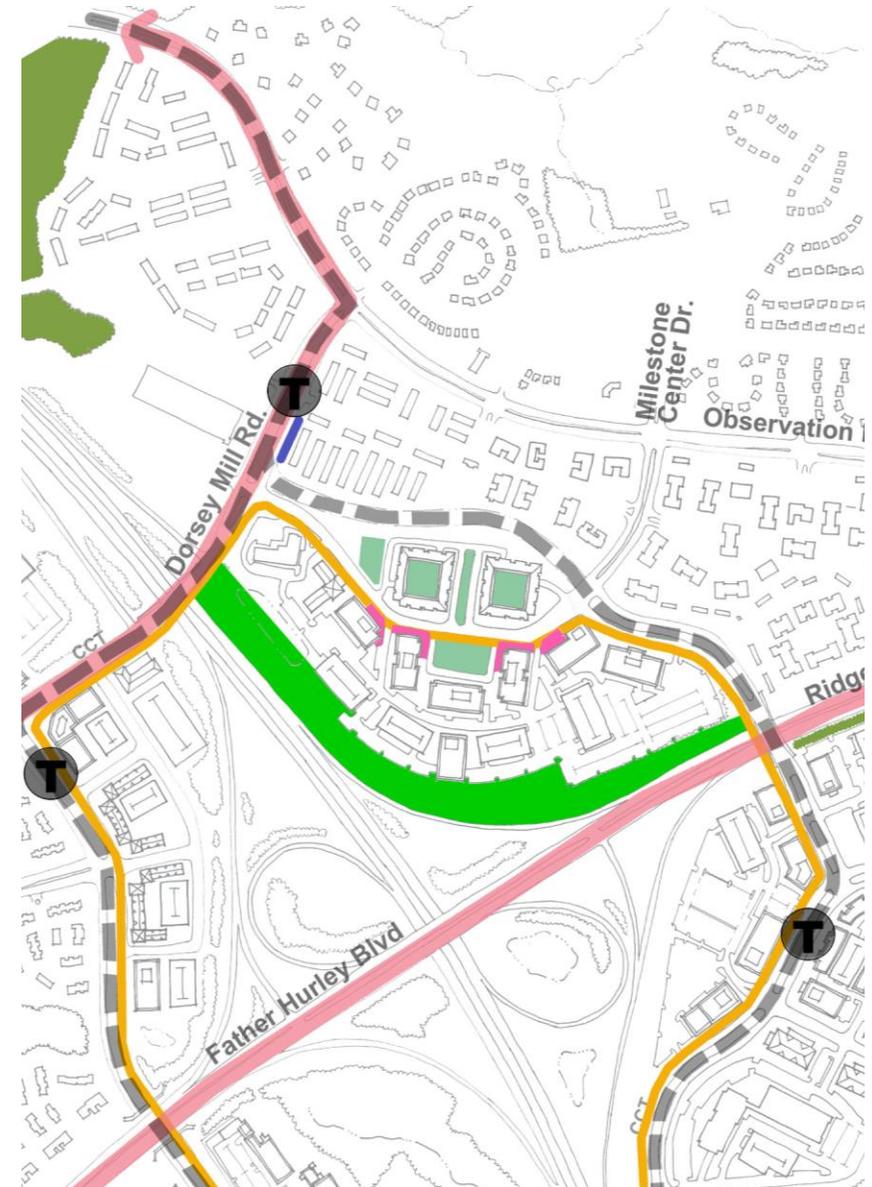
 Urban Plazas

Connections

 Greenway

 Bicycle Beltway

 Transit Sidewalk Loop



Building Lines

Buildings should front Milestone Drive. Buildings along I-270 building should have two front facades to take advantage of the significant I-270 views. Set buildings back 200 feet from I-270's existing right-of-way. Maintain existing building line if I-270's right-of-way is expanded. On other streets, building should setback a minimum of 25 feet from curb.

Heights

The Sector Plan establishes a maximum of 125 feet along the frontage of I-270, stepping down adjacent to the existing residential community.

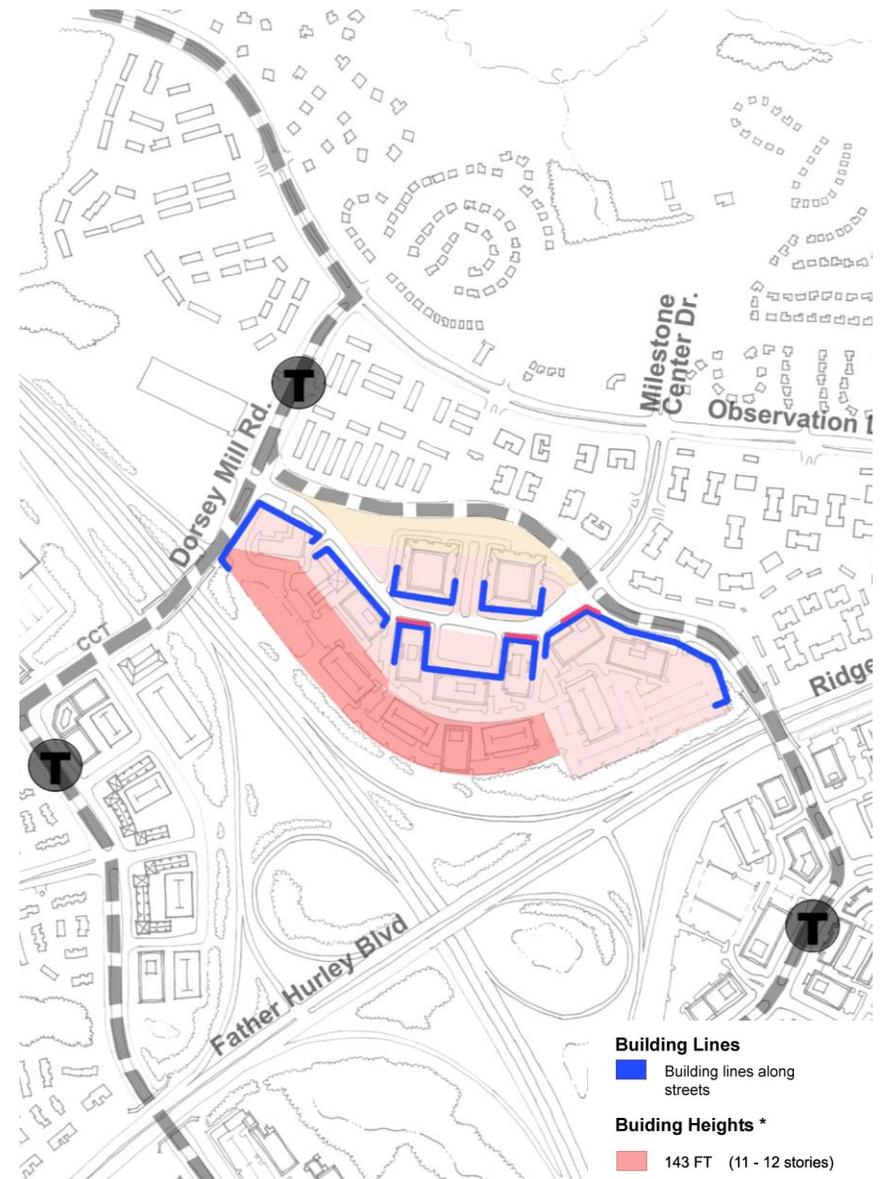
The guidelines illustrate the Sector Plan and create a focus with the tall buildings located along Milestone Drive and near the I-270 Interchange. The following guidelines apply to all properties:

- Allow up to 125 feet (eight to ten stories) along the frontage of I-270 with a predominant building height of eight stories.
- Vary building heights to create a visually interesting skyline.
- Step down buildings to four stories adjacent to existing residential areas to the east to ensure a compatible transition.

Retail

- Allow limited retail uses to support commercial and residential development. Locate retail uses along Milestone Drive adjacent to the existing neighborhood green.

Design excellence in building location and architectural design should be achieved through the application of the Area Wide Building Guidelines.



Building Lines
Blue Building lines along streets

Building Heights *

- Red 143 FT (11 - 12 stories)
- Light orange 125 FT (8 - 10 stories)
- Yellow 60 FT (4 - 5 stories)

Retail
Red Retail Locations

* Step down to 50 feet with bonus density adjacent to existing residential community

Seneca Meadows

Vision

The Sector Plan envisions a diverse, mixed-use employment area planned for the north end and reaffirms the existing industrial park in the southern end of the district. A single-use retail use is permitted if it has multiple entrances and smaller retail uses facing the street. The Sector Plan embodies the following design principles:

- **Connectivity** – Create an interconnected street system that increases access and promotes walking and transit usage. The Sector Plan supports a new bridge over Ridge Road to increase the street network and accommodate the CCT alignment. The guidelines further illustrate a local street system.
- **Design** – Create a compact, urban center at the CCT transit station and activate the street with building’s orientation and multiple entrances. The Sector Plan establishes the tallest building heights at the transit station and recommends stepping down along the edges of the district. The guidelines illustrate the building heights and give additional guidance on where to step down for compatibility. The design of streets, open space and buildings will achieve attractive and enjoyable pedestrian experiences.
- **Diversity** – Provide mixed land uses to achieve a range of services, employment opportunities, housing types and diverse incomes. The Sector Plan supports mixed land uses with an emphasis upon employment uses. The guidelines illustrate the diversity of land uses recommended in the Sector Plan.
- **Environment**– Protect and enhance the existing natural systems and promote sustainable site plan and building design practices. The Sector Plan maintains the preservation of the Crystal Rock Tributary and supports green design and buildings that meet LEED certification.

Urban Design Concept

The guidelines describe and illustrate the Sector Plan's recommended land uses. The district is divided by a natural open space, part of the Crystal Rock Tributary system. The north end is served by the CCT and is envisioned to become a mixed-use center. The south end will remain a technology and industrial area. The district benefits from extensive I-270 visibility, stream valley open space, and a future transit station.

Block 1

Locate signature office, technology, and medical development adjacent to I-270 and design buildings with two front facades to take advantage of I-270 views. Garages should not front Seneca Meadows Parkway and should be screened from I-270. Preserve existing open spaces and stream valley areas.

Block 2

Locate any proposed residential development between Seneca Meadows Parkway and Observation Drive. Locate mixed-use commercial and hotel uses along Seneca Meadows Parkway and near the transitway. Locate parking in middle of block.

Block 3

Locate office, technology, and medical development adjacent to Father Hurley Boulevard. Residential development, if proposed, should be oriented toward Seneca Meadows Parkway. Screen views of garage structures from Father Hurley Boulevard. If a recreation center is developed, locate near residential uses. If a large, single-use retail project is proposed; it must achieve a street-oriented pattern and be integrated into a mixed-use development.

Block 4

Locate office, technology, and medical development adjacent to I-270. Screen views of garage structures from I-270.



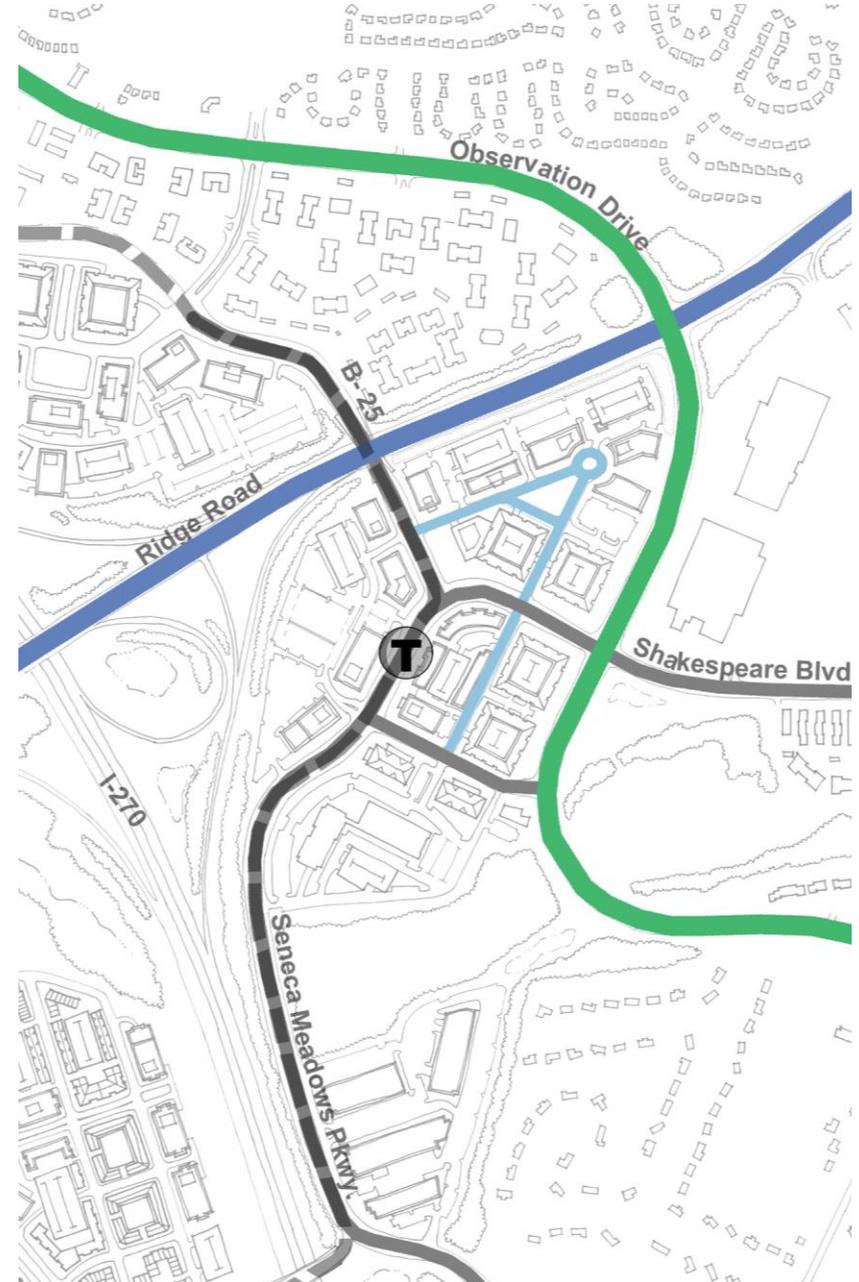
Streets

Connectivity is achieved by the Sector Plan's network of streets. The Plan identifies Ridge Road and Observation Drive as the major highways serving the district. Seneca Meadows Parkway and its extension over Ridge Road is classified a business district street. The Plan defines Ridge Road as a boulevard; Observation Drive as a greenway and Seneca Meadows Parkway as a main street within the district.

The guidelines illustrate the Sector Plan's street requirements and add a network of local streets to improve circulation within the district. New development should be oriented toward Seneca Meadows Parkway. Safe and convenient pedestrian access to the transit station must be achieved with the alignment of the new local street network.

Streets

-  Boulevards
Father Hurley Boulevard
-  Main Streets
Seneca Meadows Parkway
-  Local Streets
New Streets in District
-  Greenways
Observation Drive



Open Spaces

The Sector calls for a half-acre neighborhood green to serve the district and consideration of a community recreation center if an alternative site is not located and if residential uses are developed. Dedicate a ½ acre urban park adjacent to the recreation center if it is to be located in this area. A transit station plaza will be required adjacent to the future transit station and provision of the transit sidewalk loop.

The guidelines, in addition, identify a variety of urban spaces and connections to serve the mixed-use development.

- Provide I-270 landscape treatment along the highway and screen parking structures.
- Improve the existing, private stream valley open spaces with natural, informal landscape using native species. Provide trails, seating areas, and environmental interpretation in the stream valley.
- Locate public use spaces adjacent to development along Seneca Meadows Parkway and a transit plaza adjacent to the transit station.
- Provide a privately developed, half-acre neighborhood green within the most densely developed area.
- Provide an public park approximately 1/2 acres) if a community recreation center is located in the district. This park should be developed for outdoor recreation, seating, and community events.
- Provide a transit plaza adjacent to the transit station.

Major Places

 Transit Plaza

Major Open Spaces

 I-270 Landscape Open Space

 Stream Valley Open Space

 Existing Woodland

Neighborhood Places

 Neighborhood Commons/ Open Spaces

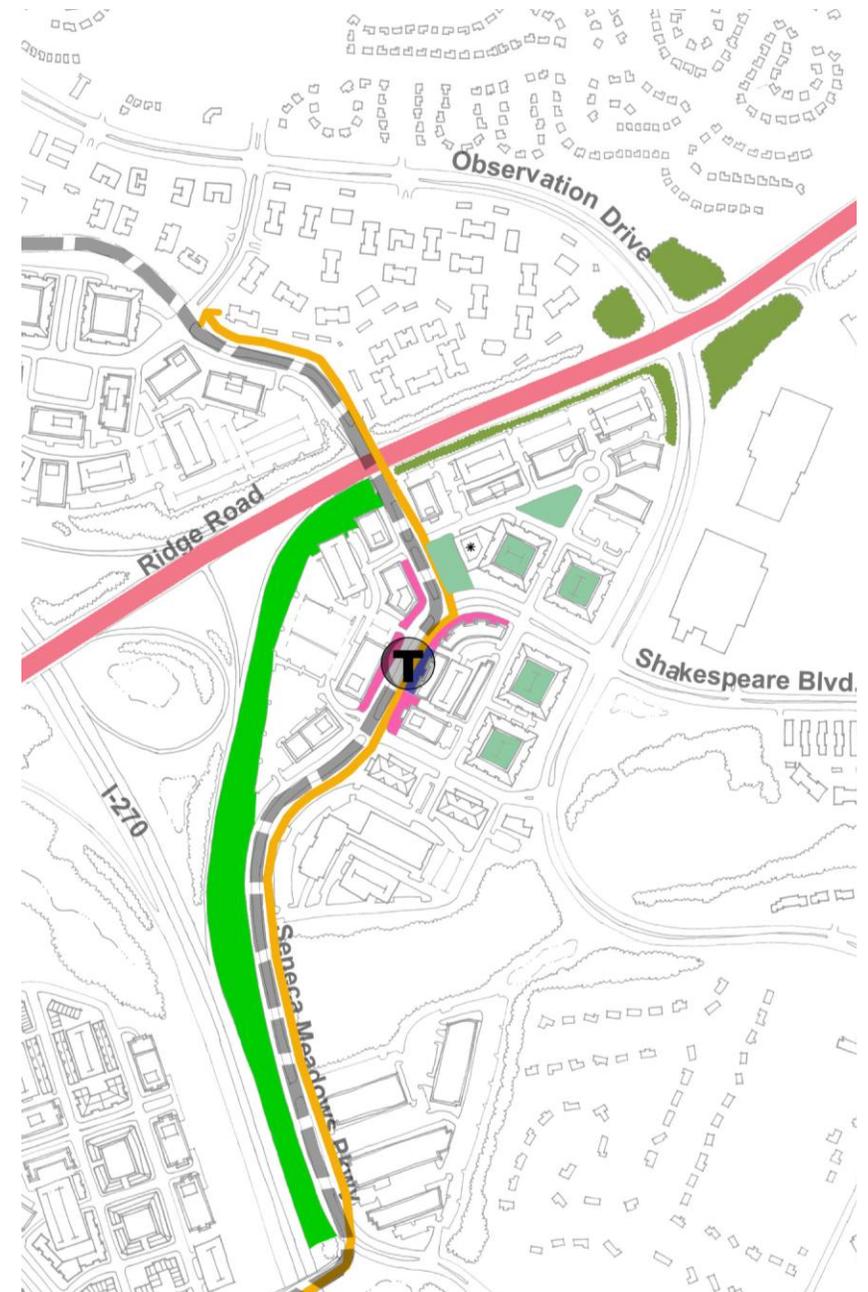
 Urban Plazas

Connections

 Greenway

 Bicycle Beltway

 Transit Sidewalk Loop



Building Lines

Buildings should front Seneca Meadows Parkway and all streets. Along I-270, design buildings with two front facades to take advantage of the significant I-270 views. Setback buildings 200 feet from I-270's existing right-of-way. Maintain existing building along I-270 if the right-of-way widens. Along other streets, buildings should be a minimum of 20 to 25 feet from curb.

Heights

The Sector Plan establishes the tallest buildings at the transit station up to 143 feet with 100 feet allowed along I-270. Buildings should step down in height towards the north, east and south in consideration of existing residential areas. Establish a 3 - 4 story base with step back for upper floors.

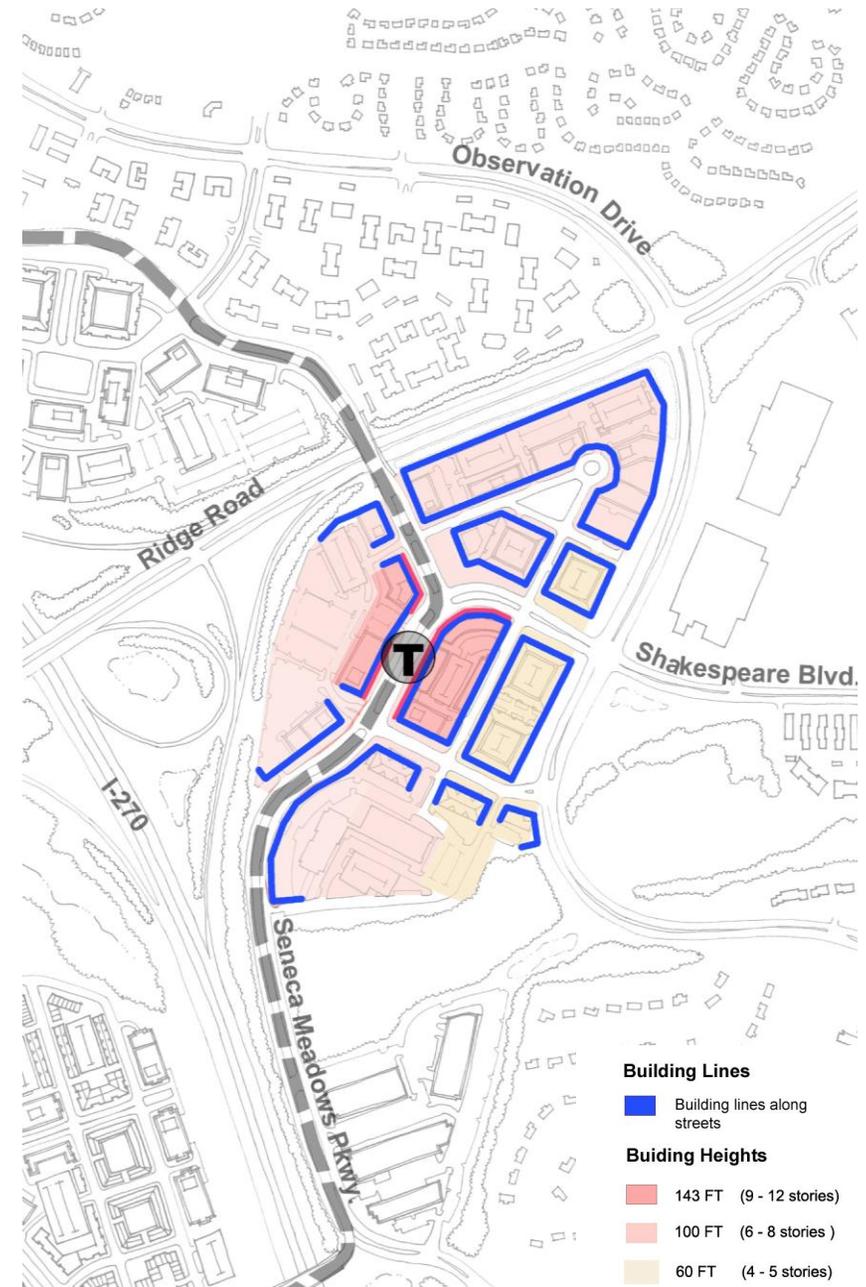
The guidelines locate the tallest building heights at the transit station and illustrate where heights should step down to the north, east and south. Building heights along Observation Drive should be four to five stories to ensure that the tallest buildings are located at the transit station creating a focus.

Retail

The Sector Plan supports limited amount of retail uses near the transit station. The Plan states that if big box retail is proposed, it should have active storefronts with multiple entrances and smaller retail uses facing the streets.

The guidelines illustrate the limited amount of retail uses to support commercial and residential areas along Seneca Meadows Parkway adjacent to the transit station. If a major retail use is proposed, the site should be integrated with mixed uses, achieve street orientation with mid-block parking and have activated streets achieved with smaller retail shops lining the street.

Design excellence in building location and architectural design should be achieved through the application of the Area Wide Building Guidelines.



Montgomery College

Vision

The Sector Plan views Montgomery College as evolving into a compact campus, with signature office and technology development along I-270 and mixed-use development or medical uses in the southern end of the site accessed from Middlebrook Road. Existing residential properties along MD 355 will remain. The Plan requires the preservation of 46 acres of high-quality forest located south of the campus. The Sector Plan reflects the following design principles:

- **Connectivity** – Create an interconnected street system that increases access and promotes walking and transit usage. The Sector Plan extends Observation Drive southward to connect to Middlebrook Road via Goldenrod Lane. The guidelines further identify a network of new streets within the college that increase connectivity.
- **Design** – Create a compact form of development to create a sense of center for the academic village. The Sector Plan supports compact development for the college and the technology park. The Plan calls for a minimum number of 3 stories and small floor plates where feasible. The guidelines illustrate a compact form and street oriented buildings that promote walking. The streets, open spaces and building designs will emphasize the pedestrian experience.
- **Diversity** – Allow uses that support Montgomery College’s expansion of their academic programs and strengthens their technology and bioscience programs. Supporting retail uses are permitted. The Sector Plan supports a range of potential uses including a Technology Park offering internships in the biosciences and technology sectors and a potential hospital with medical offices.
- **Environment** - Protect and enhance the existing natural systems and promote sustainable site plan and building design practices. The Sector Plan requires preservation of the high quality forest located in south of the campus and protection of the Gunner’s Branch Tributary.

Urban Design Concept

The guidelines describe and illustrate the Sector Plan's land use recommendations to achieve a compact form of development. The existing campus

Area 1

Development should take advantage of I-270 views providing signature office or technology buildings with parking structures screened from views. Existing woodland should be preserved.

Area 2

Montgomery College should develop into an urban campus with a loop road and a main street created by new street-oriented buildings. The core campus on the hilltop should retain the campus' main open spaces. Surface parking may be provided in the interim but should be redeveloped into mid-block structures over time. Development should preserve as much as possible the existing 50-acre woodland.

Area 3

The southern end of the college property may be developed with mixed-use technology, office, housing, or medical uses such as a hospital. Develop the extension of Observation Drive as a main street with street-oriented development on both sides. Illustration shows potential hospital in a compact form, oriented toward Observation Drive.

Area 4

Properties fronting MD 355 should continue the existing building line, orient toward MD 355 with service streets, and connect to the existing local street system. Streetscape improvements along MD 355 are required.

Area 5

Expansion of existing technology office buildings along I-270 should take advantage of I-270 views, develop signature buildings and provide parking in structures screened from views.

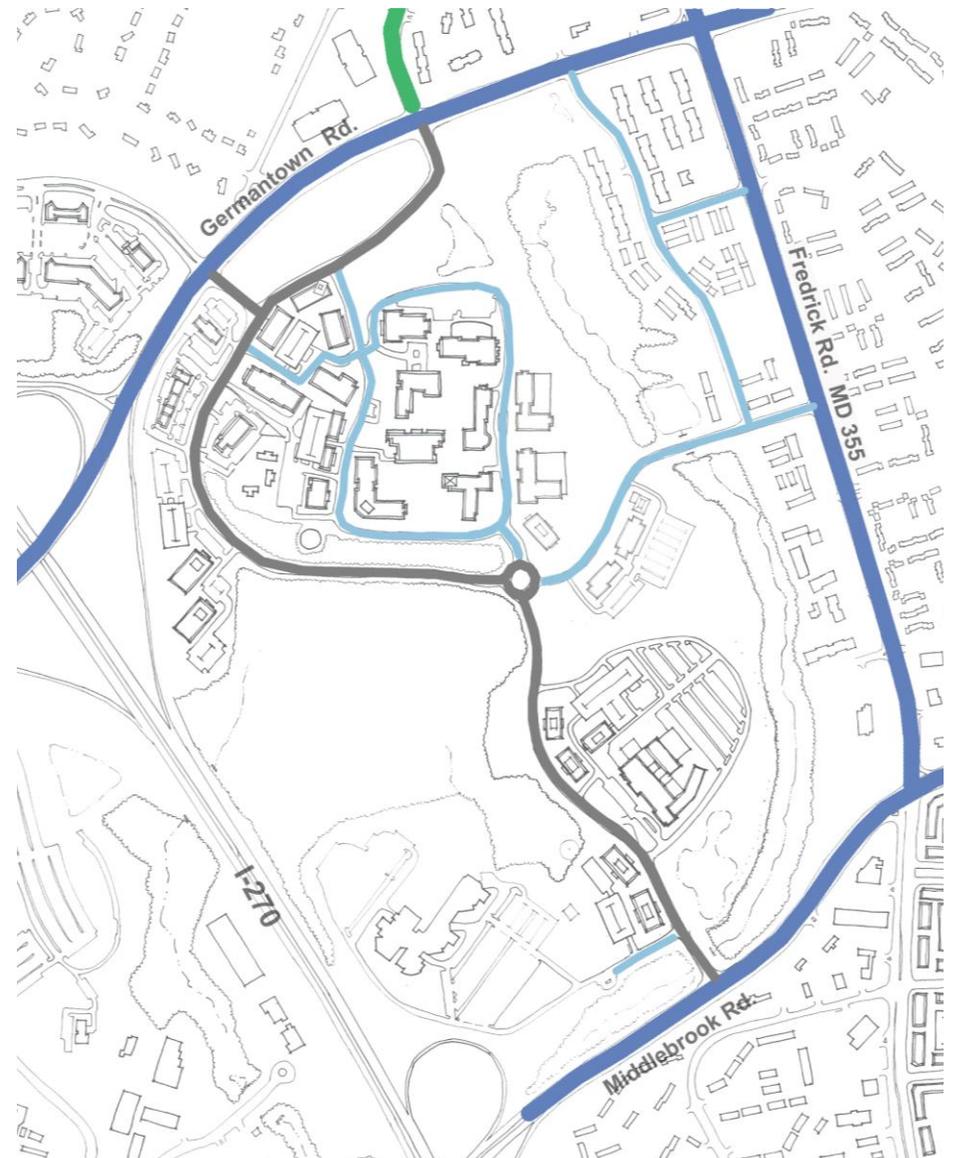


Streets

Connectivity is achieved by the extension of Observation Drive south to Middlebrook Road and by a street connection to Cider Press Place intersecting with MD 355. Observation Drive Extended swings through the district, connecting with Goldenrod Lane along the western side of the campus, turning east through the upper end of the forest and eventually turning south to connect with Middlebrook Road. This alignment is required to preserve an extensive amount of existing forest and avoid bringing unwanted traffic into the college campus. A network of new local streets creating short, walkable blocks of 250 to 350 feet in length is supported.

The guidelines illustrate the Sector Plan's street recommendations and alignment of Observation Drive Extended. The 80-foot right-of-way and its bike lanes connect the college to residential and the Milestone Regional Shopping Center to the north. Development of this roadway should minimize grading in forest or woodland areas.

- Streets**
-  **Boulevards**
Germantown Road MD 118
Frederick Road MD 355
 -  **Main Streets**
Goldenrod Lane
 -  **Local Streets**
New Streets and Campus Loop
 -  **Greenways**
Observation Drive

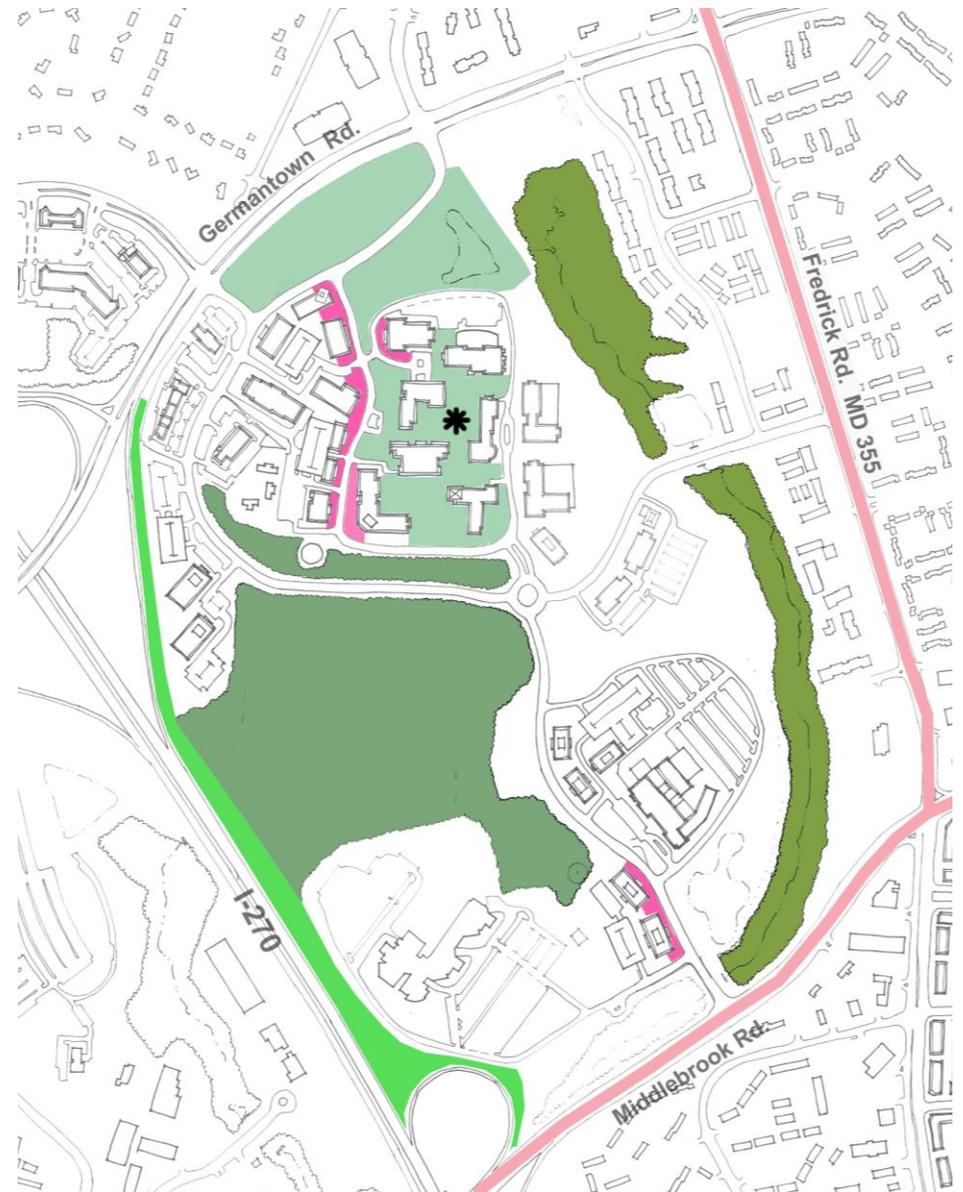


Open Spaces

The Sector Plan specifies that 46 acres of high quality forest will be protected in the center of the district for students and technology workers to enjoy. It also preserves the Gunner's Branch Stream Valley along the east side of the district as a buffer to the adjacent residential community. The Plan recommends a variety of urban spaces within the campus for social gathering.

The guidelines illustrate the preserved 46 acre forest area and a variety of urban spaces within the campus. The open space system will help distinguish the college and give students a communal setting for social life.

- Provide the I-270 landscape treatment along the highway and screen parking structures.
- Improve the existing, Gunner's Branch Stream Valley open spaces with natural, forest plantings using native species.
- Locate public spaces within the college along the main street and the Student Service Center and near major buildings within private development area.
- Provide a privately developed neighborhood green for public use if residential areas are proposed.
- Preserve 46 acres of the existing forest and develop trails, seating areas, and interpretive areas for educational benefit.



Building Lines

Buildings should front all streets to create a walkable, pedestrian environment. Within the campus, buildings also should be oriented toward streets. Parking should be located behind buildings and, over time, developed into garages. Hospital uses may setback further from the street to allow for an entrance access and short term parking. New structures along MD 355 should setback along the existing building line. Along I-270, design buildings with two front facades to take advantage of I-270 views. Set buildings back 200 feet from I-270's existing right-of-way and 100 feet from ramps. Maintain the existing required building setbacks if I-270's right-of-way widens.

Heights

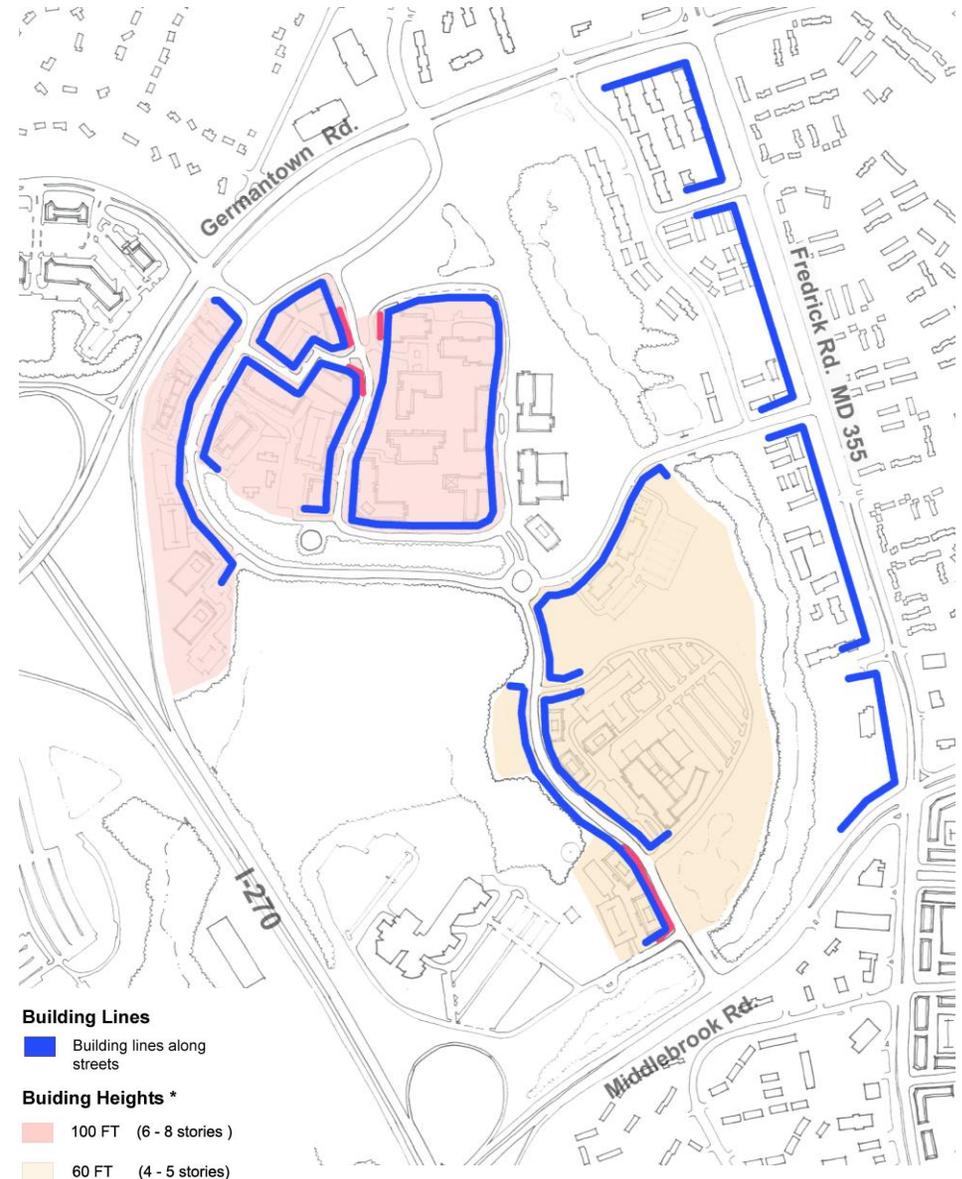
The Sector Plan allows up to 100 feet within the district and supports a minimum of three stories, where feasible to encourage compact development.

The guidelines orient tall buildings, up to 100 feet, within the campus and along the I-270 frontage. Within the college, multi-story buildings should create a compact campus. In the southern end of the side, building heights step down to 60 feet (4 to 5 stories) towards the surrounding residential community. A compatible transition along the eastern edge is established by the existing Gunner's Branch Stream Valley. Private office, technology, or medical buildings should be a minimum of three stories, where feasible.

Retail

- Allow a limited amount of retail uses to support commercial and potential residential areas. Locate near housing and mixed-use development.
- Retail within the campus should be clustered near the Student Service Center.

Design excellence in building location and architectural design should be achieved through the application of the Area Wide Building Guidelines.



Building Lines

■ Building lines along streets

Building Heights *

■ 100 FT (6 - 8 stories)

■ 60 FT (4 - 5 stories)

Retail

■ Retail Locations

* Step down to 50 feet with bonus density adjacent to existing residential communities

Fox Chapel

Vision

The Sector Plan transforms the existing commercial center east of MD 355 into a diverse, mixed-used village center that includes housing, office and retail uses. Commercial properties on west side of MD 355 are not expected to redevelop due to fragmented property ownership. The Sector Plan reflects the following design principles:

- **Connectivity** – Create an interconnected street system that increases access and promotes walking and transit usage. The Sector Plan supports a network of new streets on the east side of MD 355 and recommends a future study of a one way couplet study at the intersection of MD 355 and Middlebrook Road as an alternative to a potential interchange. The guidelines illustrate the local street network.
- **Design** – Create a compact, urban center. The Sector Plan supports assemblage of east side properties and street oriented development with building heights that achieve a compatible transition to existing residences. The guidelines illustrate an assembled scenario. The streets, open spaces and buildings will emphasize the pedestrian experience.
- **Diversity** – Provide mixed-use development to achieve a range of jobs, housing types and income diversity. The Sector Plan calls for diverse land uses. The guidelines illustrate an arrangement of recommended land uses.
- **Environment** - Protect and enhance the existing natural systems and promote sustainable site plan and building design practices. The Sector Plan preserves the eastern woodland edge of the district. The guidelines provide further detail of woodland preservation.

Urban Design Concept

The Sector Plan recommends a mixed-use urban village center to be achieved by redevelopment of the eastern side of MD 355. Commercial uses will line MD 355 and multi-family housing will be integrated with open spaces. The street network is subject to change if a future study produces an urban street network for the intersection of MD 355 and Middlebrook Road.

The guidelines describe and illustrate the assembled scenario of the Sector Plan's mixed-use village center. Blunt Road is shown in a realignment that contributes to an internal street network.

Area 1

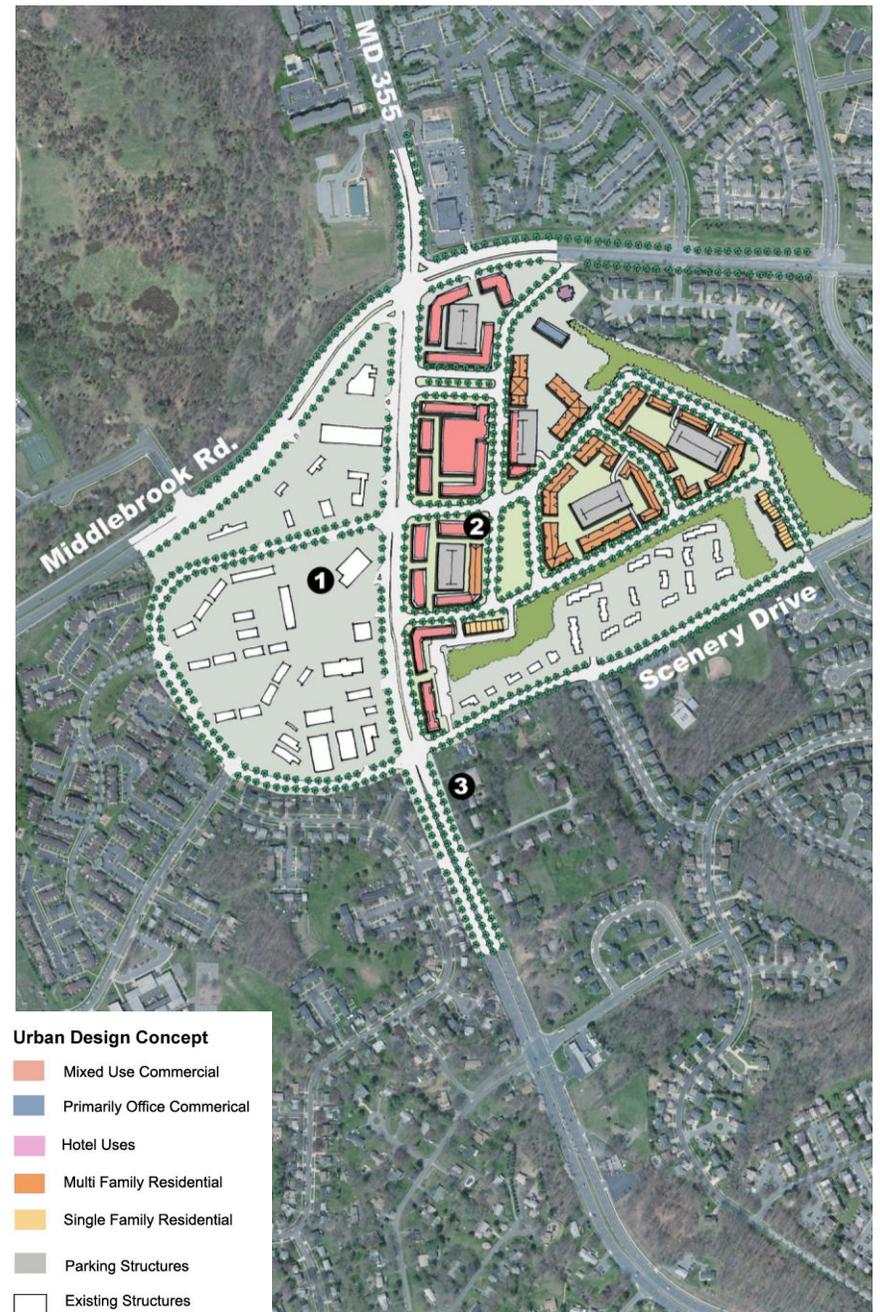
Existing west side commercial development, if redeveloped, should achieve street oriented development along MD 355 and create a street network.

Area 2

East side properties should be encouraged to assemble and create a mixed-use center with retail, office, and housing, a set of interconnected streets creating development blocks and open spaces. If assemblage does not occur, individual properties should redevelop with street-oriented buildings along MD 355 following the guidance in the Area Wide Guidelines.

Area 3

If redeveloped, the existing commercial and residential uses along MD 355 should be street-oriented with parking behind buildings.



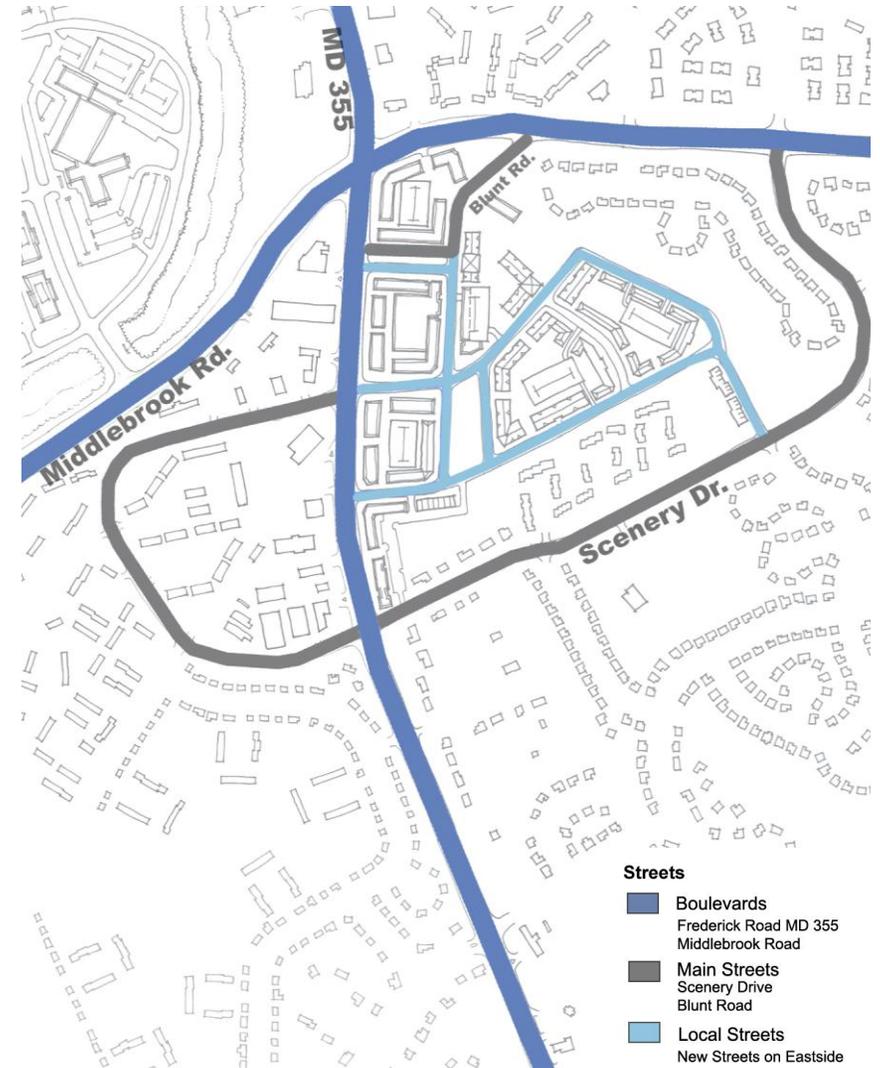
Streets

Connectivity is achieved by the Sector Plan's street network. The Plan classifies MD 355 and Middlebrook Road as major highways with a boulevard street character and an eight foot wide sidewalk in front of development. Scenery Drive is classified as an arterial with a main street character. Blunt Road is designated as a business district street connecting to Middlebrook Road.

The Plan supports an interconnected street system within the Mobile Home Property with connections to MD 355. The Plan also recommends a grade separated interchange at Middlebrook Road and MD 355 and an alternative that would create an at-grade urban network in lieu of an interchange. The at-grade alternative is to be studied.

The guidelines illustrate the Sector Plan's street recommendations under a redeveloped scenario for the east side. The guidelines also add a network of local streets to facilitate circulation between properties. These local streets should have permanent parking, street trees and sidewalks.

If an alternative at-grade urban network is developed, it should result in street oriented development, structured parking and open spaces that support a village center.

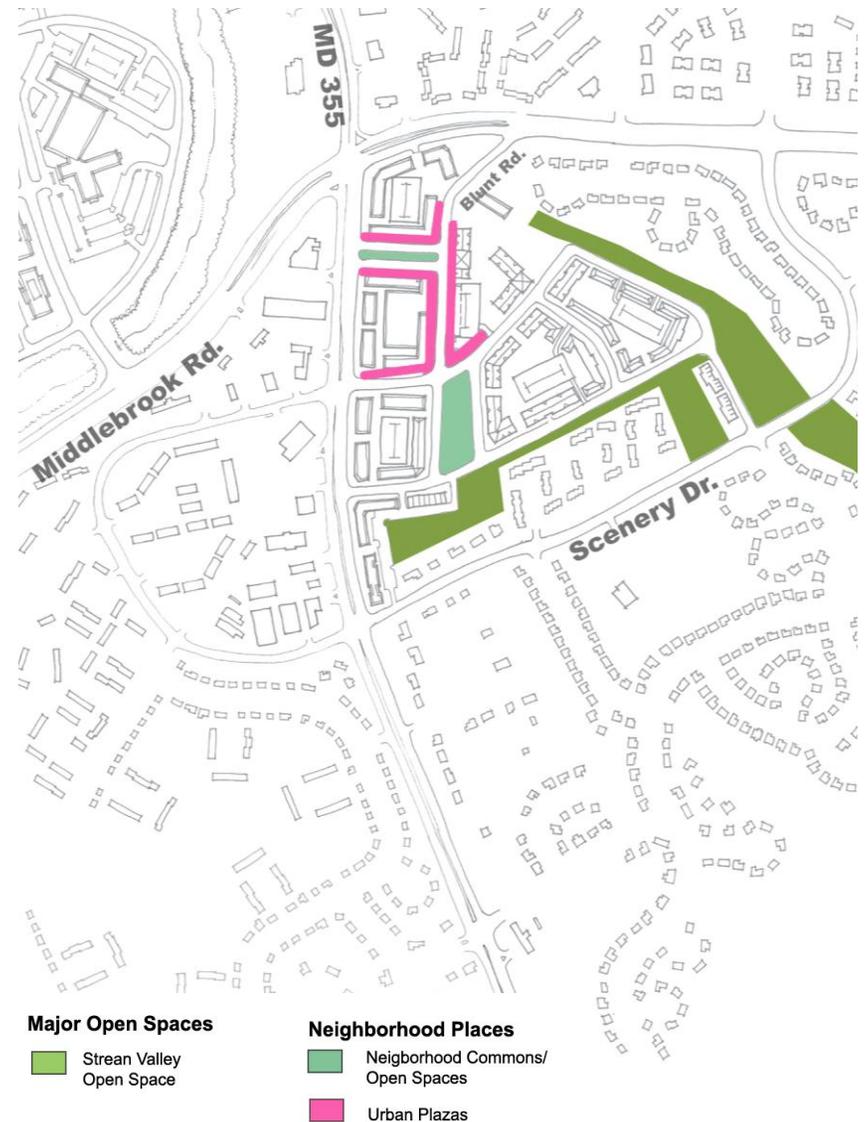


Open Spaces

The Sector Plan requires urban open spaces and a neighborhood green to serve the mixed-use and new residential development. The Plan also supports the preservation of the eastern woodlands to achieve a compatible transition to existing residences.

The guidelines describe and illustrate the potential arrangement of open spaces as follows:

- Provide a neighborhood green on the east side defined by streets or buildings within new residential development.
- Locate public use spaces designed as urban plazas and a neighborhood green within mixed-use commercial and housing development.
- Provide seating areas and shelters for all bus stops to encourage transit use.
- Achieve adequate sidewalk connections to all destinations and transit stops within the district. Provide pedestrian connections between adjacent properties, if feasible.
- For the mobile home property, preserve a minimum of 50 feet of woodland edge along the eastern property line with the existing R-200 zoned neighborhood.



Building Lines

Buildings should front all streets to create a pedestrian environment. Along MD 355, buildings should include activating uses. Building setbacks along MD 355 should be 25- 30 feet.

Heights

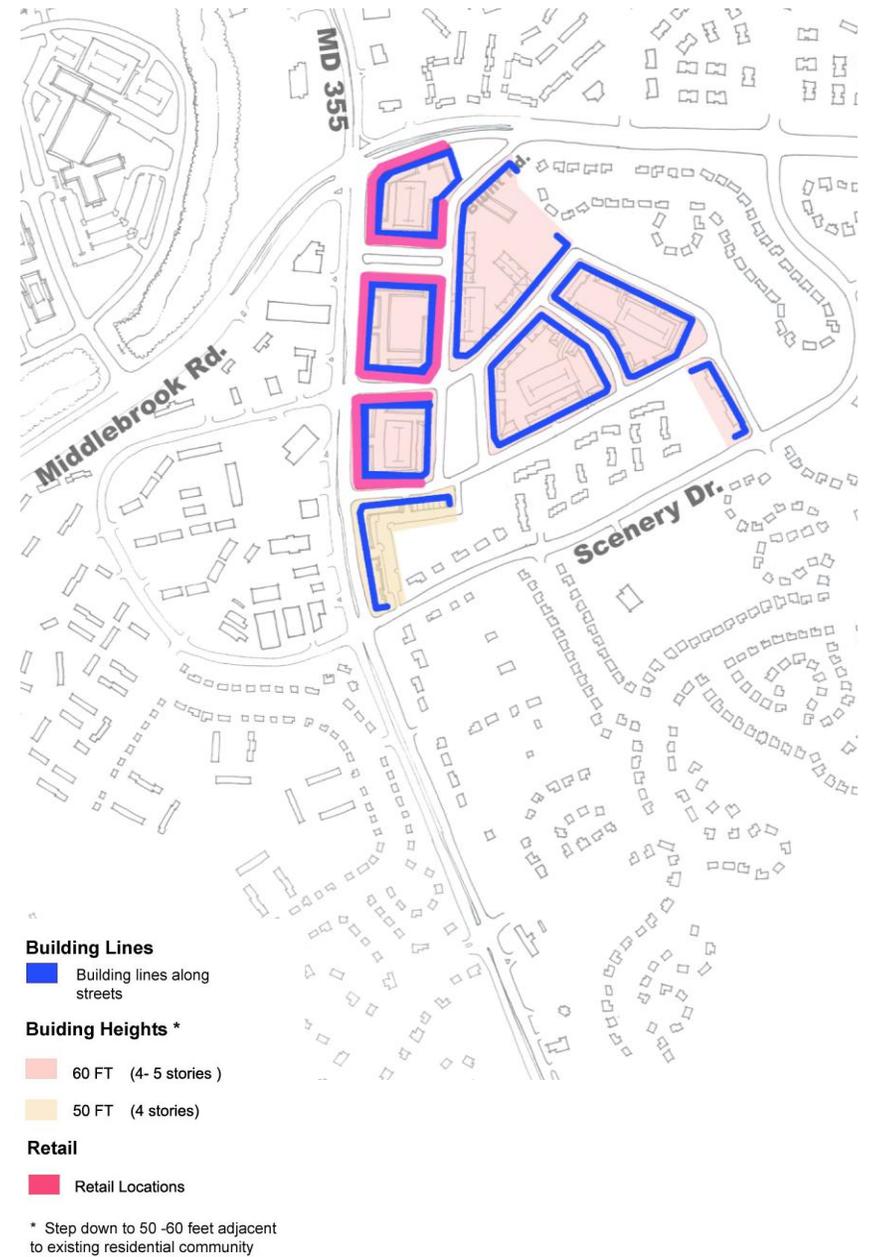
The Sector Plan establishes 60 feet building heights along MD 355 stepping down to 50 - 60 feet along the eastern edge of the district to achieve a compatible transition with the existing residential community.

The design guidelines recommend building heights to be predominately 40 to 60 feet (three to five stories) throughout the district with 60 feet along MD 355 as called for in the Sector Plan. Taller buildings, up to six floors to achieve residential density, will be allowed within the interior of the Mobile Home Property. Building heights adjacent to the existing residential community are established by the Sector Plan as 50 to 60 feet (four - five stories) due to the lower elevations of the Mobile Home Property adjacent to existing residential neighbors.

Retail

Retail development should achieve an urban form with parking in the rear or side of buildings. Encourage mixed-use commercial buildings with retail on the ground floor. Integrate retail in the ground floor of parking structures if parking structures are proposed along the street.

Design excellence in building location and architectural design should be achieved through the application of the Area Wide Building Guidelines.



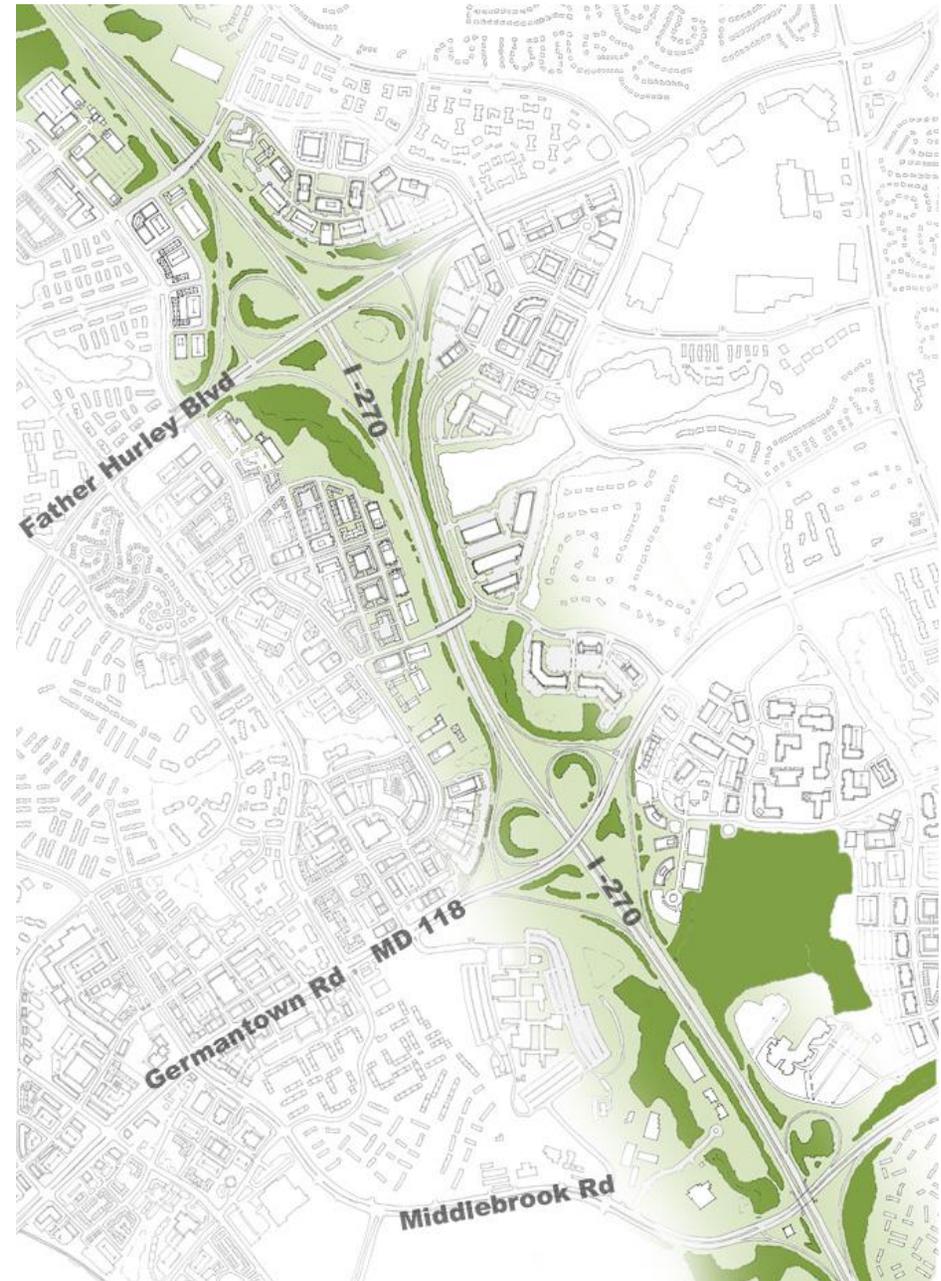
I-270 Landscape Concept

The character of the I-270 landscape creates a setting for signature office and technology development. A unified, attractive character supports economic development, provides an attractive view for motorists, will give identity and regional character to the corridor. The landscape concept applies to the I-270 right-of-way and adjacent, privately owned open space along the highway.

The landscape character should be informal and natural with native woodland and meadows. A unified treatment will give identity and regional character to the corridor. Planting designs should:

- Create or maintain views of signature office or technology buildings along the corridor.
- Preserve existing woodland and increase woodland along the edges and within the interchanges.
- Create meadows using natural grasses and flowers.
- Use native species or compatible plant material.
- Eliminate invasive species.
- Develop stormwater management facilities as part of the pastoral landscape with native plantings and natural (non-engineered) grading.

The I-270 landscape will be improved over time by adjacent development and by the State of Maryland's capital improvement projects.



Street Standards and Guidelines

The following table identifies building setbacks and streetscape elements. These elements will be required for Capital Improvement Projects and development proposals. Where existing conditions and road standards conflict, the road code allows flexibility to retrofit. For streets not listed in this table, see the 2009 Germantown Sector Plan.

Standards Approved by County Executive					Standards Recommended by M-NCPPC		Guidelines set by M-NCPPC		Notes
Street Name and MP Road #	ROW and lanes	Corner turn radii	Street Tree spacing	Street lighting	Side-walks*	Medians	Bldg. setback (curb to bldg.)		
Highways (Boulevards)									
Father Hurley Blvd./ Ridge Road CM-27	150' 6 lanes	30'	40'-45'	High mount poles, cut off fixtures	Lawn Panel	Preserve ex. trees	30'	Boulevard Character	
Frederick Road MD 355, CM-6	150' 6 lanes	30'	40'-45'	High mount poles, cut off fixtures	Lawn Panel	Preserve ex. trees	30'	Boulevard Character, Use pavement cut-outs in Fox Chapel commercial center.	
Germantown Road MD 118, M-61 from I-270 west within Town Center	150' 6 lanes	30'	30'-35' Ex. double row	High mount poles, cut off fixtures	Lawn Panel	Preserve ex. trees	30'	Boulevard Character, Preserve existing trees and continue double row of street trees.	
Germantown Road MD 118, M-61 east of I-270	150' 6 lanes	30'	40'-45'	High mount poles, cut off fixtures	Lawn Panel	Preserve ex. trees	30'	Boulevard Character	
Great Seneca Highway CM-90	150' 6 lanes	30'	40'- 45'	High mount poles, cut off fixtures	Lawn Panel	Plant trees	50'	Boulevard Character	
Middlebrook Road M-85, from MD 118 to MD 355	150' 6 lanes	30'	40'-45'	High mount poles, cut off fixtures	Lawn Panel	Preserve ex. trees	30'	Boulevard Character	
Arterials/Business Streets (Main Streets)									
Middlebrook Road B-20, from MD 118 to Father Hurley Blvd.	112' 4 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Lawn panel / Urban	Preserve ex. trees	25'	Preserve street trees. Do not widen intersections. Use pavement cut-outs from Locbury Drive to MD 118.	
Aircraft Drive B-7	100' 4 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	20'-25'	Need to develop as a one-way pair with Crystal Rock Drive. Use pavement cut-outs.	
Blunt Road B-8	60' 2 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	16'-25-	Use pavement cut-outs.	
Bowman Mill Road B-16	60' 2 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	16'-25'	Use pavement cut-outs.	

* Sidewalks to be separated from street with a lawn panel.

Urban standards require sidewalk to be paved from the curb to the buildings with cut outs for trees.

Standards Approved by County Executive					Standards Recommended by M-NCPPC		Guidelines set by M-NCPPC	
Street Name and MP Road #	ROW and lanes	Corner turn radii	Street Tree spacing	Street lighting	Side-walks**	Medians	Bldg. setback (curb to bldg.)	Notes
Century Boulevard B-10, from Crystal Rock Drive to Wisteria Road	70' 2 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	20'-25'	Develop Promenade with extensive street furnishing, special paving and poles banners. Use pavement cut-outs.
Century Boulevard B-10, from Wisteria Drive to Water's Road	70' 2 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	16'-25'	Use pavement cut-outs.
Century Boulevard B-10, from Crystal Rock Drive to Dorsey Mill Rd.	130' 4 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	50' Transitway w/ trees	20'-25'	Develop CCT Transitway with special paving and crosswalks. Use pavement-outs.
Cloverleaf Ctr. Blvd. B-12, from Crystal Rock Dr. extend into new streets	112' 4 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	TBD	20'-25'	Use pavement cut-outs.
Crystal Rock Drive B-11, from Dorsey Mill Rd. to Backhill Regional Park	100' 4 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Lawn panel / Urban	TBD	16'-25'	Provide urban sidewalks and median near transit
Dorsey Mill Road B-14	150' 4 lanes	30'	30'-35'	Washington Poles and Globe	Lawn panel / Urban	TBD	20'-25'	Use pavement cut-outs near transit.
Goldenrod Lane B-4	80' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cut off fixtures	Lawn panel	NA	16'-25'	
Loebury Drive	80' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cut off fixtures	Lawn panel	NA	16'-25'	
Milestone Center Drive	80' 2 lanes	Effective turn radii 30'	30'-35'	High mount poles, cut off fixtures	Urban	NA	16'-25'	Use pavement cut-outs near transit.
Seneca Meadows Parkway, B-13	100'-130' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cut off fixtures	Lawn panel / Urban	50' Transitway w/ trees	20'-25'	Use pavement cut-outs near transit station.
Shakespeare Blvd. A-291	100' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cut offs	Lawn panel	NA	20'-25'	

* Sidewalks to be separated from street with a lawn panel.

Urban standards require sidewalk to be paved from the curb to the buildings with cut outs for trees.

Standards Approved by County Executive					Standards Recommended by M-NCPPC		Guidelines set by M-NCPPC	
Street Name and MP Road #	ROW and lanes	Corner turn radii	Street Tree spacing	Street lighting	Side-walks**	Medians	Bldg. setback (curb to bldg.)	Notes
Walter Johnson Dr. B-3	80' 4 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	16'-25'	
Waters Road B-5	80' 2 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	16'-25'	
Wisteria Drive, B-2, from Father Hurley Blvd. to MD 118 A-74, MD 118 to Seneca Hwy.	100' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cut off fixtures	Urban/lawn	TBD	20'-25'	Use pavement cut-outs adjacent to retail and on street parking.
Business Streets (Local Streets)								
New Streets B-19	70' 2 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	16'-25'	
New Street B-25	100' 4 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	NA	20'-25'	
Arterials/Business Streets (Greenways)								
Crystal Rock Drive B-24, from MD 118 to Century Blvd.	112' 4 lanes	Effective turn radii 30'	30'-35'	Washington Poles and Globe	Urban	TBD	20'-25'	
Crystal Rock Drive A-22, from Century Blvd. to Father Hurley Blvd.	120' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cutoff fixtures	Lawn panel	TBD	20'-25'	Maintain ex. sidewalk west side. Develop linear recreation area with pastoral landscape treatment, 8' wide heart smart trail, benches, and pedestrian lighting.
Crystal Rock Blvd. B-11, from Father Hurley to Black Hill Regional Park	100' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cutoff fixtures	Lawn panel	TBD	20'-25'	Existing ROW does not permit extension of linear recreation area.
Observation Drive A-19, from MD 118 to northern border	100'-150' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cutoff fixtures	Lawn panel	TBD	20'-25'	Provide an 8' bikeway along east side of ROW. .
Observation Drive A-19, from MD 118 to Middlebrook Drive	80' 4 lanes	Effective turn radii 30'	30'-35'	High mount poles, cutoff fixtures	Lawn panel		16'-25'	Provide an 8' bikeway along east side of ROW.

* Sidewalks to be separated from street with a lawn panel.

Urban standards require sidewalk to be paved from the curb to the buildings with cut outs for trees.

