

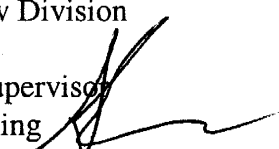



THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION  
Montgomery County Department of Park and Planning

May 23, 2005

**MEMORANDUM**

TO: Daniel Janousek  
Development Review Division

VIA: Shahriar Etemadi, Supervisor  
Transportation Planning 

FROM: Ki H. Kim, Planner   
Transportation Planning

SUBJECT: Zoning Application No. G-833  
Germantown Station at Lullaby Road and Father Hurley Boulevard  
Germantown

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This memorandum is Transportation Planning staff's adequate public facilities (APF) review of the subject zoning application. The application includes 4.5+ acres of land, the Germantown Station Property, located north of Lullaby Road west of Father Hurley Boulevard in the Germantown West Policy Area. The subject site is currently zoned I-3 and proposed to be rezoned as RT-8 for 29 townhouses.

**RECOMMENDATION**

Based on our review of the proposed residential development as shown on the submitted Schematic Development Plan, Transportation Planning staff recommends the following condition as part of the APF test for transportation requirements related to approval of this zoning application.

1. Total development under this zoning application is limited to a maximum of 29 townhouses.

## **DISCUSSION**

### Site Access and Vehicular/Pedestrian Circulation

Access to the site is provided from Lullaby Road. Lullaby Road is classified as a tertiary residential street with variable right-of-way. Staff finds that the access point and the vehicle circulation system shown on the Schematic Development Plan are adequate.

The Schematic Development Plan includes lead-in four feet to five feet sidewalks from Lullaby Road and five feet sidewalk along Lullaby Road frontage. Staff finds the bikeway and pedestrian circulation system to be safe and adequate with the construction of sidewalk inside the property and along Lullaby Road frontage proffered by the applicant.

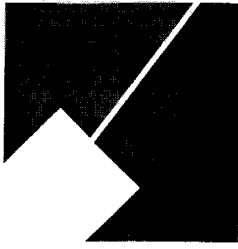
### Local Area Transportation Review

The subject preliminary plan is not subject to the Local Area Transportation Review since the proposed development generates less than 30 peak-hour trips during both the weekday AM peak period (6:30 am to 9:30 am) and weekday PM peak period (4:00 pm to 7:00 pm).

## **CONCLUSION**

Staff concludes that the proposed residential development under the RT-8 zoning with 29 townhouses on the site and construction of the proposed roadway and sidewalks as shown on the Schematic Development Plan will not have an adverse impact on the surrounding roadway network.

KHK:gw



May 27, 2005

## MEMORANDUM

TO: Dan Janousek, Zoning Analyst,  
Development Review Division

FROM: Sue Edwards, I-270 Corridor Team Leader *SUE*  
Community-Based Planning Division

SUBJECT: Zoning Map Amendment Application No. G-833 (Request to  
Reclassify 4.5668 acres from I-3 and R-200 to the RT-8 Zone)  
Germantown Master Plan

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**STAFF RECOMMENDATION**

Approval: This application is generally in conformance with the land use and zoning recommendations of the Master Plan. It will implements many of the goals and objectives of the Master Plan and will be compatible with the existing development .

**BACKGROUND**

This 4.57 acre parcel adjoins the CSX rail right-of-way in north of where future Father Hurley Boulevard will span the active rail line. The site is a highly irregular sliver of land lying along the CSX right of way. It is bounded by Lullaby Road to the south adjacent to residential units in the Kingsview Ridge subdivision. The land slopes to the west and is partially forested.

In accordance with the Master Plan recommendations, the property owner received preliminary (#1-01087) and site plan approval (#8-02006 on April 18, 2002) for a 27, 077 square foot, three-story office building with 82 parking spaces. These plans included 60 percent green space in the form of a 2.6 acre conservation easement.

An adjoining parcel of 12.79 acres, also zoned I-3 in the Germantown Master plan was reclassified by the Montgomery County District Council to the PD-15 Zone by application G-723 on July 23, 1996. This property is now developed as the Villages at Oak Hill with 126 townhomes, (109 market rate and 17 MPDUs).

## **RELATIONSHIP TO THE GERMANTOWN MASTER PLAN**

### Land Use Plan

The Germantown Master Plan, adopted and approved in 1994, identifies this property as KI-B within Kingsview Village. See Figure 1.

The Master Plan describes analysis area KI-B as "This 21 acre Analysis Area is located directly south of the CSX Railroad right-of-way and west of relocated MD 118. The property is surrounded by existing and proposed uses in the RM-X, PD-15, I-1, and R-200 Zones. This analysis area was identified as the result of testimony received by the County Council from the property owner.

This Plan recommends that the property be zoned I-3 with a .25 FAR. The base zone should be R & D; however, this area is not suitable for the optional method of development due to issues of compatibility with surrounding residential uses" (page 73).

### Housing Mix

One of the most important principles of the 1989 Germantown Master Plan is to modify the mix of housing from conditions present in 1987. "This Plan recommends policy changes to assure a broader mix of housing choices in Germantown. Without these changes, too many properties would be developed with 40 percent or more attached units. This would result in fewer than 20 percent single-family detached units in the end-state housing supply" (page 30).

Figure 2 illustrates the Mix of Housing Types in Germantown at the time of the Master Plan adoption and at end-state with over 36,000 housing units.

### Balance of Jobs and Housing

The intent of the Germantown Master Plan is to provide greater opportunity for people to both live and work in Germantown. The Plan states that at the time of Plan adoption ten percent of the residential work force was employed in Germantown. The projected ratio of employment opportunities to employed residents at build out is expected to provide approximately 1.3 jobs for each employed resident (page 35). The transportation analysis done for this Plan estimates that about 30 percent of the resident work force will be working in Germantown at the time development is built out (page 11).

Recent projections performed for the Germantown Master Plan update show that job growth will exceed household growth in 2015 (Attachment A).

## **ANALYSIS**

Modifying the mix of housing in Germantown has fallen short of the objectives contained in the Master Plan. In preparing for the update to the Germantown Master Plan, staff compiled data on the mix of housing, both built and approved, through December 2004. With approximately 32,775 housing units built or approved (90 percent of build-out), the housing mix arrays as follows:

Single-family detached	26.3 % built	29 % goal
Single-family attached	41% built	31 % goal
Multi-family	32.7% built	40 % goal

Attachment B shows the progress made through the 14 years since Plan adoption. Completing the 4,000 units remaining with current land constraints and market trends will not achieve the desired housing mix. Staff concludes, therefore, that the application generally meets the objectives of the Germantown Master Plan.

The proposed local map amendment to reclassify the subject property from I-3 to RT 8 does not conform to the Master Plan recommendations for employment. In reviewing a related rezoning request in 1996, the Hearing Examiner noted that the industrial classification recommended in the Master Plan relied upon obtaining access through other industrially zoned land also bordering the CSX rail line. This access was ultimately unavailable which rendered the related parcel unsuitable for employment. The Hearing Examiner concluded that "The Planning Board now considers the [adjoining] site less critical for employment uses than other locations in the Germantown employment corridor along I-270" (applicant Land Use Report, page 7).

The employment yield from this property under existing I-3 zoning is low: approximately 100 jobs. This represents a negligible reduction from an employment future of 78,000 jobs in Germantown. This conclusion, however, does not establish a precedent that allows conversion of employment-zoned land to residential uses elsewhere in the Germantown planning area.

## **CITIZEN CONCERNS**

Community Based Planning staff participated in several community meetings concerning this application. Adjoining residents, for the most part, favored the townhouse proposal over the office building approved for the property. The approval for the office use was in place before the Village at Oak Hill residences were constructed. The Germantown Alliance also endorses residential use of this property.

The Germantown-Gaithersburg Chamber of Commerce, in a letter to Chairman Berlage in 2004, urges that "no land planned for employment in Germantown be converted to other uses during the time of the Master Plan update".

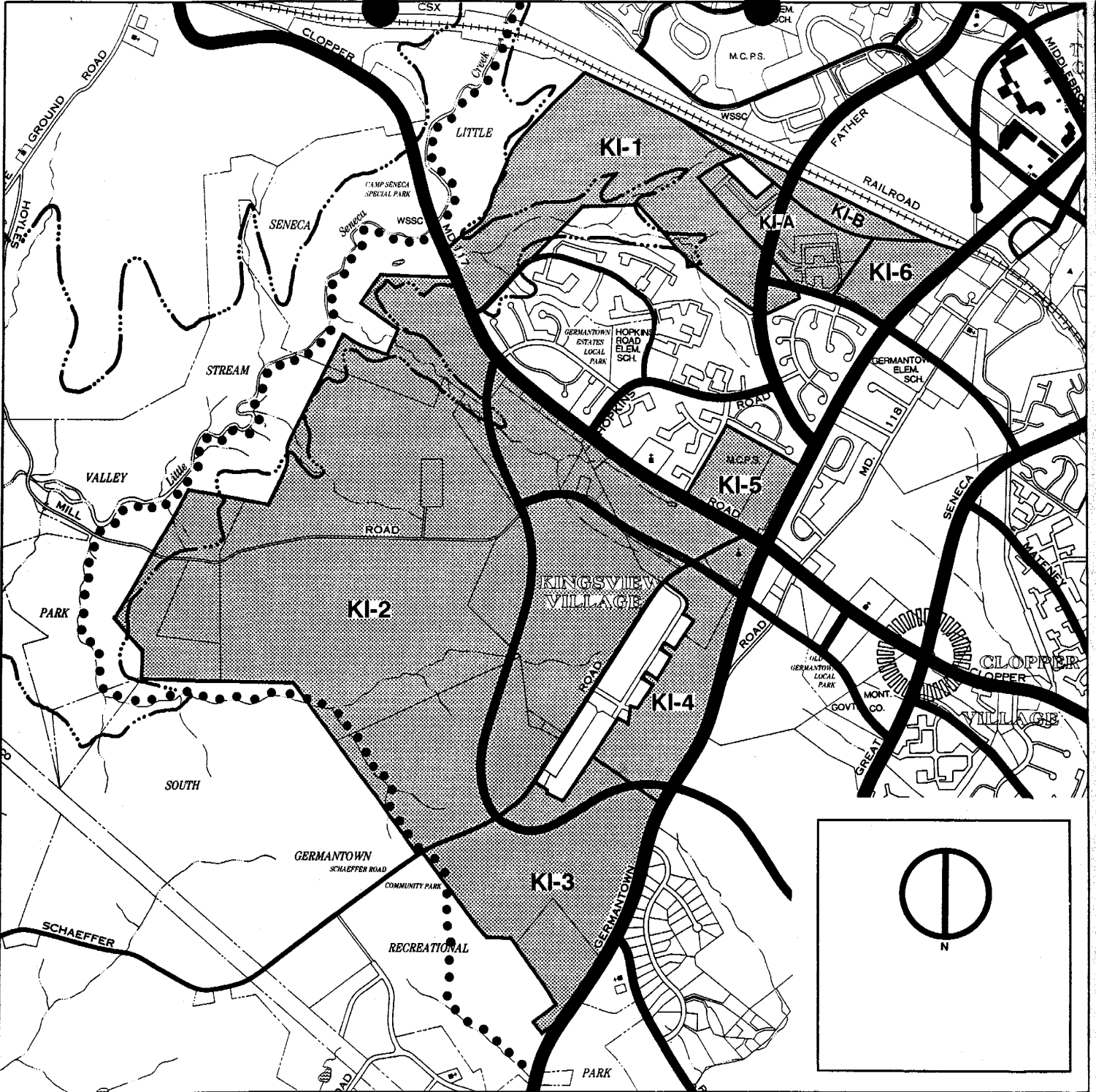
## **CONCLUSION**

Staff recommends approval of Zoning Application No. G-833 for the reasons stated in the report and subject to the Binding Elements contained in the Development Plan. This recommendation for reclassification of property from I-3 to residential use does not constitute an endorsement of any other properties that may contemplate a similar change in use.

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Figure 21

Figure 1



## Kingsview Village: Analysis Areas



Comprehensive Amendment  
to the Master Plan for Germantown

Montgomery County, Maryland

The Maryland-National Capital Park and Planning Commission

**TABLE 1**  
**MIX OF HOUSING TYPES IN GERMANTOWN**

Mix of Housing Types	TOTAL	SFD	SFA	MF
Existing + Approved Dwelling Units (January 1, 1987)	19,199 18%	3,545 51%	9,843 30%	5,811
1974 Master Plan + Existing + Approved (Dwelling Units)	32,011 18%	5,775 54%	17,183 28%	9,053
1989 Master Plan + Existing + Approved Dwelling Units	36,783 29%	10,735 31%	11,258 40%	14,790
Change from Existing Plus Approved	17,584	7,190	1,415	8,979
Change from 1974 Plan	4,772	4,960	(5,925)	5,737

SFD: Single-Family Detached.

SFA: Single-Family Attached.

MF: Multi-Family.

(Percentages may not total to 100% due to rounding.)

Source: Community Planning North Division, Montgomery County Planning Department.

c) establish specific development guidelines for individual areas. Each of these actions is discussed below.

### MODIFY THE MIX OF HOUSING

The majority of residential construction in Germantown has been of single-family attached units or townhouses.<sup>2</sup> The result is less diversity of housing type than intended in the 1974 *Master Plan*; and a very monotonous, generally undifferentiated townscape.

This Plan recommends policy changes to assure a broader mix of housing choices in Germantown. Without these changes, too many properties would be developed with 40 percent or more attached units. This would result in fewer than 20 percent single-family detached units in the end-state housing supply. (See Table 1.)

The predominance of single-family attached units is the result of the following combination of factors:

- The low- to moderate-density Euclidean zones allow an increase of 20 percent in density for providing moderately priced dwelling units and permit at least 40 percent of the units to be attached units. Because of the amount of environmentally sensitive land, which reduces buildable area, and the strong market for attached units, a high percentage of attached

units were constructed during the first decade of Germantown's rapid growth.

- The 1974 *Master Plan* recommended several parcels for development in the R-T (Residential Townhouse) Zones or for single-family, attached residential in the Development Plans of Town Sector and Planned Development Zones. These parcels have, with one exception, been developed entirely with single-family attached units.
- During the later 1970's and early 1980's, a significant number of new households were formed by the baby boomers who needed starter housing.
- Germantown is located on the edge of suburban development where lower priced units are normally developed; these units have predominantly been single-family attached units.
- The high mortgage interest rates during the late 1970's reduced the buying power of new families, which increased the demand for lower priced homes. This further strengthened the market demand for single-family attached units.
- The low profitability of multi-family residential units compared with the high

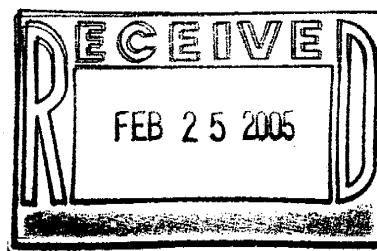
2 Between 1974 and 1985, over 8,000 dwelling units were constructed; approximately 1,100 of these are single-family detached, 4,100 are single-family attached, and 2,800 are garden apartments. (See Table 1.)



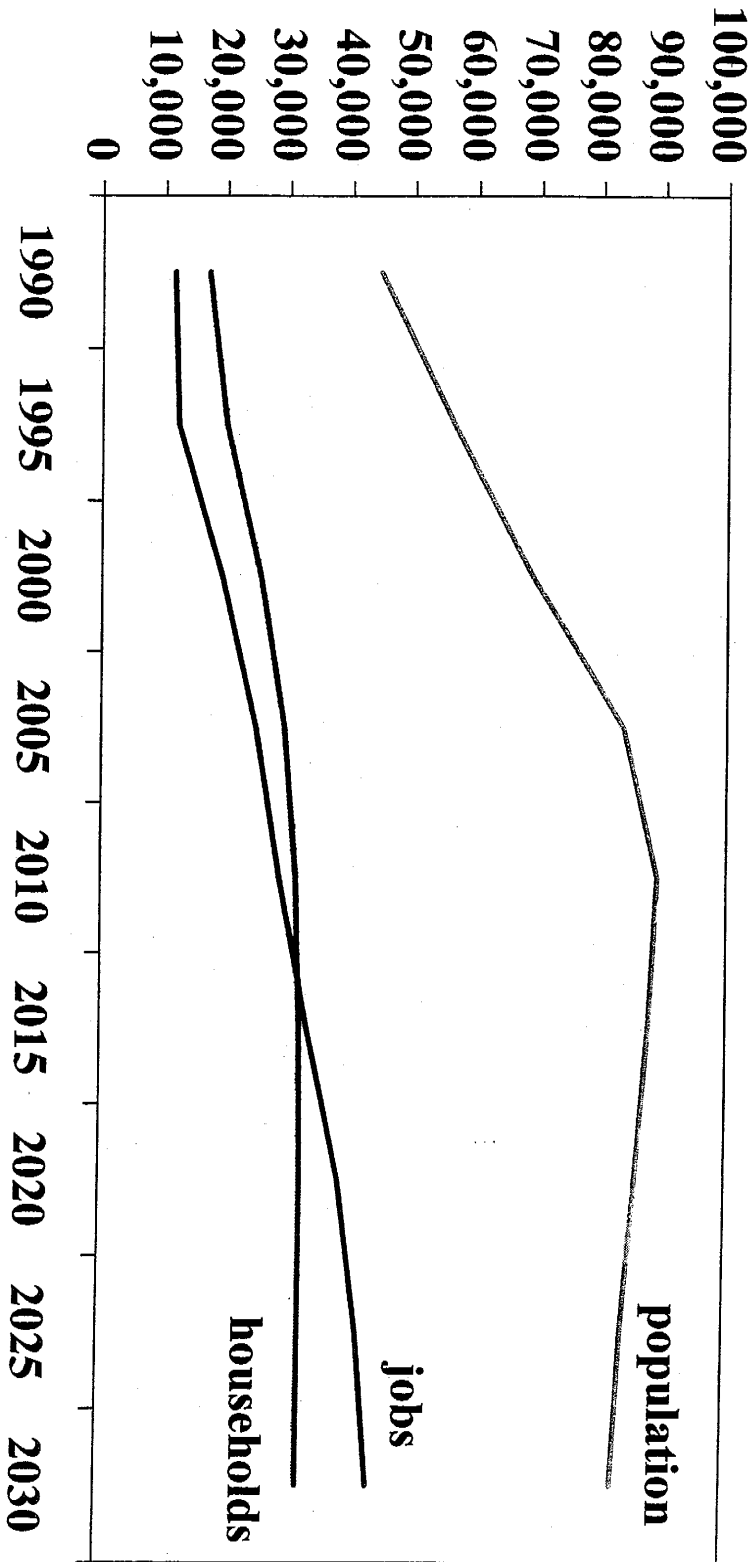
**A** Housing Unit Estimates and Pipeline by Structure Type for the Germantown Planning Area 1990-2004

Year	Single-Family	Townhouse	Multi-Family	Total Units	Single-Family	Townhouse	Multi-Family
1990	3,119	8,729	6,094	17,942	17.4%	48.7%	34.0%
1991	3,179	8,973	6,449	18,601	17.1%	48.2%	34.7%
1992	3,247	9,123	6,702	19,072	17.0%	47.8%	35.1%
1993	3,388	9,459	6,882	19,729	17.2%	47.9%	34.9%
1994	3,588	9,618	6,937	20,143	17.8%	47.7%	34.4%
1995	3,988	10,032	7,083	21,103	18.9%	47.5%	33.6%
1996	4,448	10,494	7,633	22,575	19.7%	46.5%	33.8%
1997	4,835	10,966	7,925	23,726	20.4%	46.2%	33.4%
1998	5,257	11,326	8,046	24,629	21.3%	46.0%	32.7%
1999	5,850	11,704	8,186	25,740	22.7%	45.5%	31.8%
2000	6,487	12,068	8,399	26,954	24.1%	44.8%	31.2%
2001	6,873	12,370	8,583	27,826	24.7%	44.5%	30.8%
2002	7,388	12,746	8,979	29,113	25.4%	43.8%	30.8%
2003	7,731	12,822	9,020	29,573	26.1%	43.4%	30.5%
2004	7,826	12,822	9,020	29,668	26.4%	43.2%	30.4%
2004 + Pipeline	8,604	13,451	10,720	32,775	26.3%	41.0%	32.7%

Notes: These estimates are from the Parcel File based on the Tax Assessor's assignment of year built.  
The Parcel File's county land use codes were used to determine structure type.



# By 2015, Jobs Are Expected to Exceed Housing



Germantown Round 6.4A Cooperative Forecast



Research & Technology Center  
Montgomery County Dept. of Park & Planning, M-NCPPC

