
DRAFT

Germantown

Urban Design Guidelines

May 2010

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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

- Connect
- Integrate
- Design
- Diversify

Urban Design Guidelines help implement the recommendations of approved and adopted master plans and sector plans. They provide information on how plan recommendations, Zoning Ordinance, and Road Code requirements can be met. They offer guidelines for the planning area, individual districts and best practice ideas for building and site design.

The planning process is structured in a hierarchy of decisions:

- Master and sector plan recommendations provide the vision for a specific area.
- Zoning Ordinance and other codes establish standards and regulations for development.
- Design Guidelines provide the inspiration and suggestions to fulfill the Plan’s vision, and serve as a problem-solving tool.

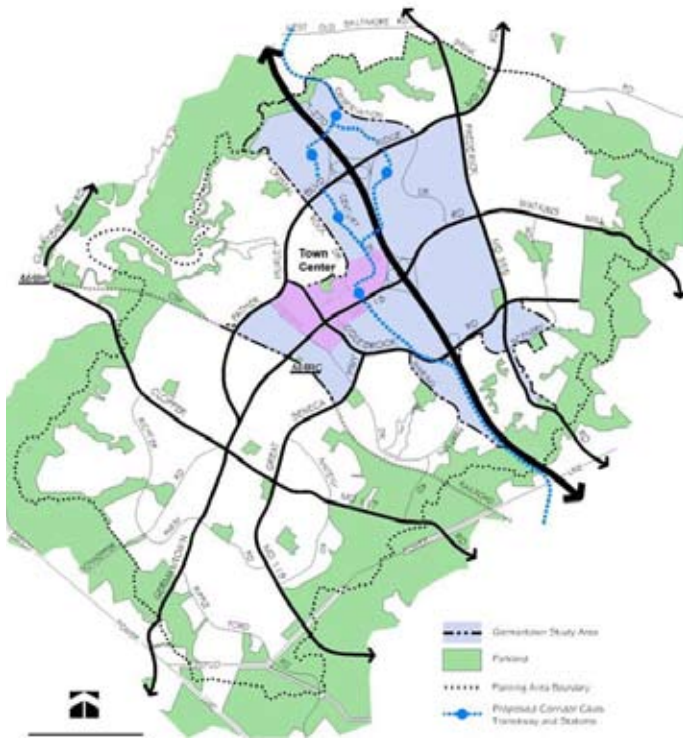
The guidelines are developed through work with property owners, residents, institutions, interest groups, and Executive agencies. They are approved

by the Planning Board for use by planning staff in developing and evaluating proposed building projects and other applications. They will be revised and updated as necessary.

With the exception of street standards and other specific recommendations included in the plan, the Guidelines are not regulations that mandate specific forms and locations for buildings 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.

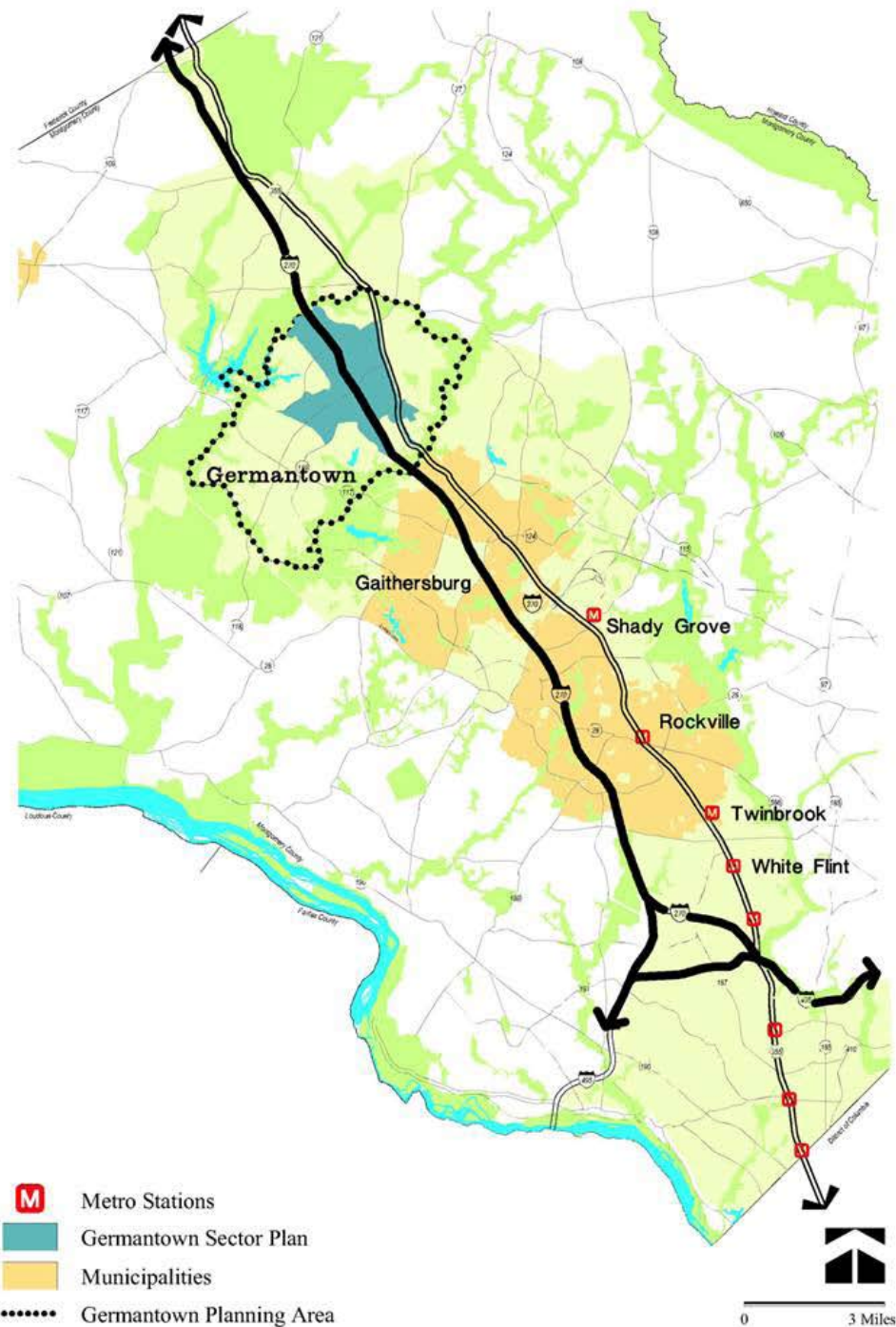
The examples and case studies are intended to frame discussions regarding building design in a flexible way without prescribing a specific solution.

The 2009 Germantown Sector Plan is available online at montgomeryplanning.org/community/Germantown



Context

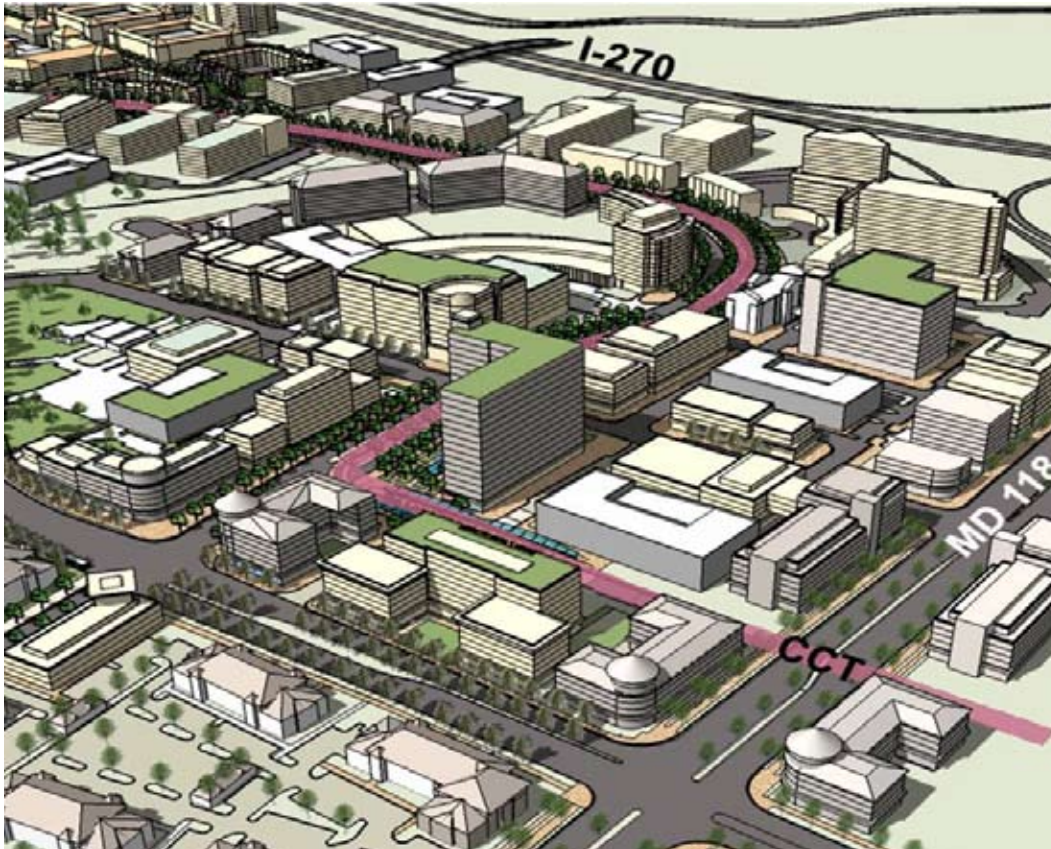
Germantown is a corridor city located in the western end of Montgomery County along the I-270 Corridor. The planning area covers 11,000 acres, an approximately three by five mile area, 22 miles from Washington, D.C. The I-270 Corridor contains almost half of Montgomery County’s workforce. The 2009 Sector Plan focuses on the center of Germantown, an area of approximately 2,600 acres. The design guidelines apply to this area.



Town Center today
Germantown, MD



Town Center tomorrow
Germantown, MD



Introduction

Vision

Germantown will evolve into an urban place with mixed-use development, tall buildings and urban open spaces. With a vibrant Town Center at its core, new mixed use communities oriented around the Corridor Cities Transitway will emerge. The Sector Plan establishes a goal of transforming Germantown into the upper County's business and cultural center through the following recommendations:

- Complete the economic core envisioned in the General Plan
- Increase employment
- Organize communities around transit
- Enhance connections to Germantown's greenbelt and stream valley parks
- Pursue design quality and sustainability in the public and private realms
- Build on cultural, historic and civic facilities

The Plan directs new uses, activities and design attention to the Town Center. Its mixed uses will support the offices on MD 118 and surrounding residential areas, with Century Boulevard's Promenade as the community's main street, lined with retail and anchored with a transit station, a library and arts center.



The Plan builds upon an underlying framework of existing roadways and development patterns. Divided by I-270, Germantown has an east and west side with the emerging Town Center providing the focus of community life. Existing residential communities surround the Sector planning area.

West side of I-270

The Town Center is the major, mixed-use center of community life with its concentration of civic and cultural uses, highest density and tallest buildings. It serves as 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. The West End steps down in density and building heights as a transition to nearby residential communities and the Germantown Historic District. To the north, a series of less dense, mixed-use centers are organized around the Corridor Cities Transitway (CCT) with signature office and technology development lining the I-270 Corridor.

East side of I-270

The Milestone and Seneca Meadows Districts are smaller, mixed-use centers compared to the west side. The existing Milestone Regional Shopping Center will have little change given land ownership patterns. Montgomery College will become a more 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 Design Objectives

The Plan promotes mixed use, diverse communities clustered around transit service, variety of urban public spaces and preservation of existing natural areas. Walkable communities and an attractive public realm are high priorities. The Plan's goals for development, streets, open spaces and natural systems are supported by the following design objectives.

Connectivity

Improve how residents and workers travel to jobs, services, entertainment, recreation and home by:

- Expanding the interconnected street network to improve access, and encourage walking and transit use.
- Promoting slower speed roads to encourage walking and cycling.
- Improving attractive and safe streets including street trees and other streetscape improvements.
- Building the Corridor Cities Transitway (CCT).

Design

Promote functional, efficient and attractive urban development that emphasizes the public realm and the pedestrian experience by:

- Clustering development into centers located at transit stations.
- Locating highest density and tallest buildings around transit stations, stepping down in building height towards existing residential areas.
- Emphasizing uses and designs that support the Town Center's role as the Up County cultural center.
- Creating recreational opportunities with a network of urban and natural open spaces that are publically welcoming encourage use and ensure safety.
- Incorporating Germantown's unique historic, cultural and nature oriented themes into development.

Diversity

Accommodate the needs of a diverse community by:

- Providing a mix of land uses and housing types that serve a range of income levels. Avoid over building the same housing unit type.
- Designing urban space, recreation facilities and natural open spaces for users of all ages, incomes and ethnicities.

Environment

Promote sustainable development and limit the impacts of development to the natural environment by:

- Protecting and enhancing the existing greenbelt of parkland that defines Germantown and the natural systems within the planning area.
- Using innovative stormwater management techniques and reducing imperviousness.
- Increasing forestation of natural areas and tree canopy along streets.
- Promoting energy conservation





Guidelines

Guidelines for Streets

Germantown Sector Plan

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 Plan's street design recommendations are as follows:

Street Network

- 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.
- Pedestrian Emphasis
- 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.

Street Character

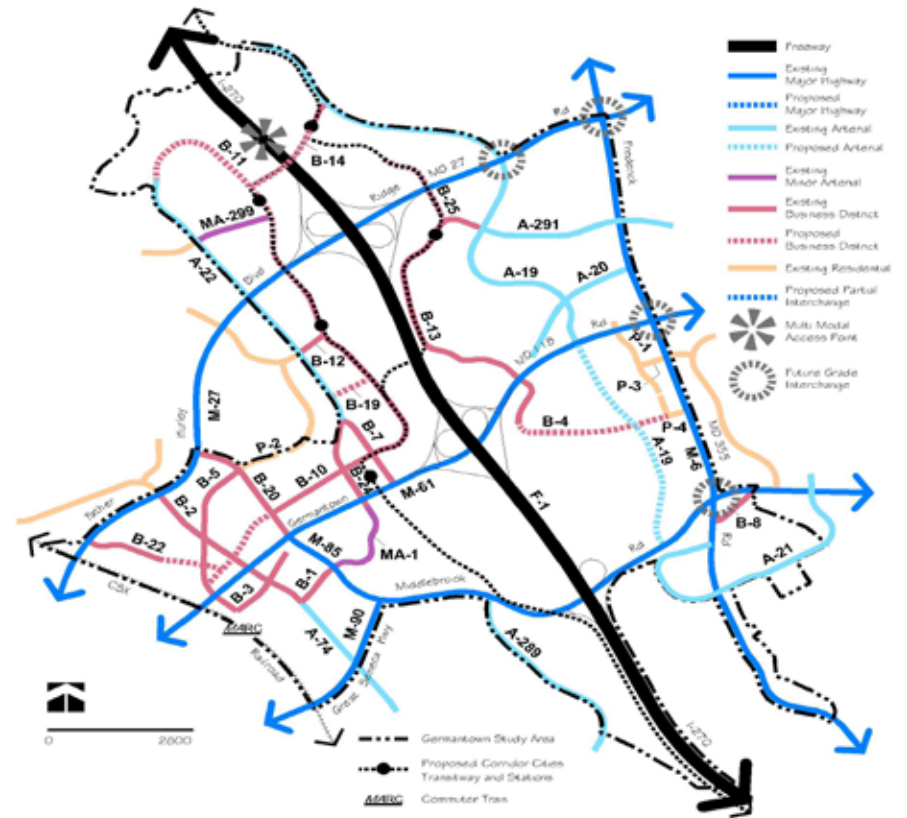
- Achieve tree-lined boulevards and main streets, providing tree cover by such means as closely spaced street trees and landscaped medians.
- Provide special walkway and paving materials, where appropriate, and use special pedestrian scaled lighting.

Parking

- Do not exceed minimum required parking established in the Zoning Ordinance. Locate parking on the street, in mid-block structures or in structures lined with activating uses. Screen surface parking.

Transit

- 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.



Road Code

All streets incorporate context-sensitive characteristics and accommodate a range of users especially pedestrians. The Road code establishes dimensional standards. Any deviation from the Road code will require a waiver.

The Plan's street network and road classifications are in accordance with the Road Code. The 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 guidelines identify street design principles and street characteristics such as building setbacks, tree spacing and street 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 existing Germantown Streetscape will be updated incorporating the Sector Plan recommendations and guideline principles. Developers will be responsible for streetscape maintenance unless an Urban Service District is formed for the area and provides maintenance.

Street Network

- Establish an interconnected network of streets.
- Incorporate alleys in development, where feasible. Emergency access should be from the front of buildings.

Short Blocks

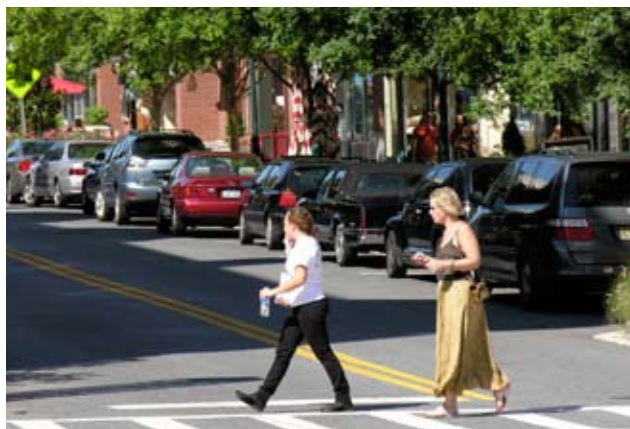
- Create a network of short blocks to promote walking. Short blocks also provide greater solar access.

Intersections

- Design intersections to encourage pedestrian crossing using features such as medians or neck downs.
- Mark or indicate crosswalks to distinguish them with techniques such as special pavement or decorative markings, where appropriate.
- Provide the minimum required curb radius for emergency vehicles.

Parking

- The minimum required on site parking is the maximum allowed.
- On street parking is determined by MCDOT and is encouraged.
- Encourage on site, structured parking, site in mid-block locations and wrap or face structures with buildings.
- Minimize width of driveway entrances; use drop aprons not curb returns to protect pedestrians.
- Use green building techniques such as green roofs.



Guidelines

Building Setbacks from the curb

The higher the target speeds, the greater the building setback. Building setbacks in zones with no required setbacks, apply the following setbacks measured from the curb:

- +135 feet of right-of-way – min. 30 feet building setback
- 100 – 134 feet of right-of-way – min. 20 - 25 feet building setback
- Under 100 feet of right-of-way – min. 15 -20 feet building setback

Utilities

In urban areas, place utilities in locations that enable minimal building setbacks as required in the zone and these guidelines. Provide a coordinated utility concept plan at the time of regulatory review. Avoid a public utility easement (PUE) in front of buildings, if feasible.

Streetscape

- Develop streetscapes that are context sensitive in accordance with the Road Code, and receive County Executive approval.
- Street lighting should match existing street lights unless new energy efficient lighting is approved



Intersections

- Design intersections to encourage pedestrian crossing using features such as medians or neck downs.
- Mark or indicate crosswalks to distinguish them with techniques such as special pavement or decorative markings, where appropriate.
- Provide the minimum required curb radius for emergency vehicles.

Corridor Cities Transit Station

- Design CCT station platforms with high quality, standardized components that give identity to the stations.
- Provide shelters, seating, and information systems to that inform users of the real time schedule of transit service.
- Provide special paving on the platform and special marked cross walks.
- Incorporate streetscape improvements called for in the streetscape plan.
- Integrate art and other amenities.



Parking

- The minimum required on site parking is the maximum allowed.
- On street parking is determined by MCDOT and is encouraged.
- Encourage on site, structured parking, site in mid-block locations and wrap or face structures with

Street Tree Plantings

- Increase the tree canopy along all streets.
- Plant closely spaced street trees within urban areas. 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

- 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 planting details to be determined.

Transit Sidewalk Loop

Identify the transit sidewalk loop with special pavement or other elements that helps way finding to transit stops.

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.

Street Character

Germantown Sector Plan

The Plan calls for tree lined streets, underground utilities and pedestrian-oriented streetscape to support Germantown's economic vitality, transit usage and overall attractiveness. The Plan identifies street character and provides street sections.

Boulevards

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 Road Code's buffer area to achieve a double row of trees. Among the six boulevards, only MD 118 within the urban area of the Town Center should have closely spaced street trees, special lighting and special sidewalk paving.

Main Streets

Two to four-lane streets that distribute traffic. City life occurs along these streets due to adjacent activating 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 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 with trees planted in cut-outs in the sidewalk.

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.

Transitways (new standard required)

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

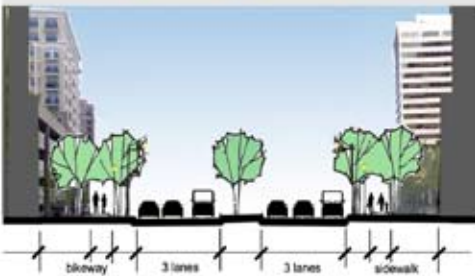
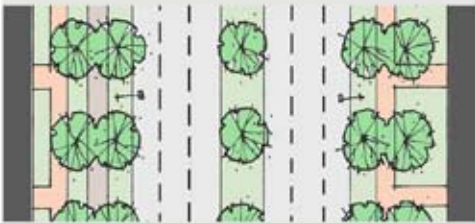
Greenways (new standard required)

Greenways 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 Designs

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

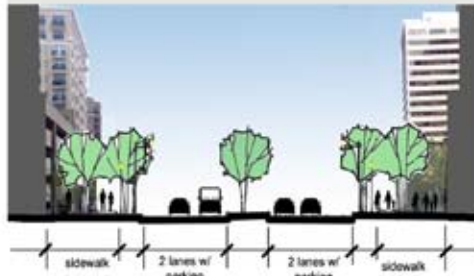
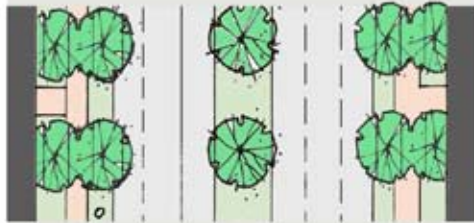


MD 118 (M-61) Town Center

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

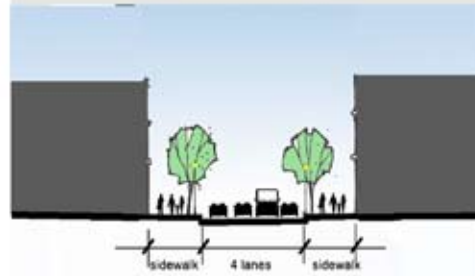
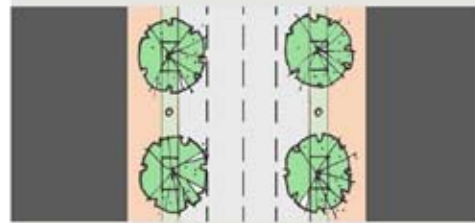


Middlebrook Road (B-20)

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

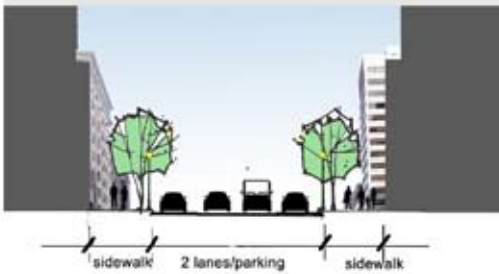
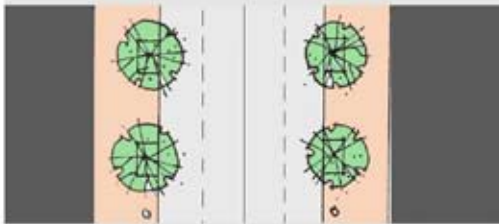


Observation Drive (A-19)

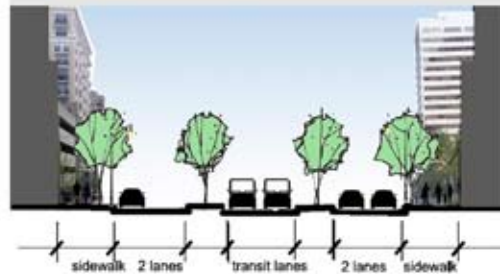
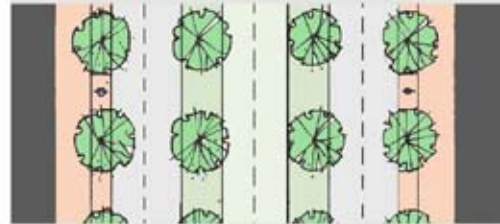
Main Street (Arterial - 2004.08)

ROW	80 feet
Lanes	4 undivided
Parking	not provided in Section
Medians	None
Sidewalk widths	5 feet

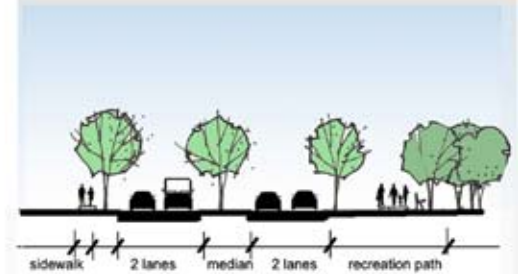
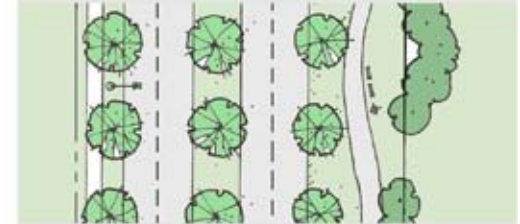
Bldg. Setback	min. 15 - 25 feet
Tree Spacing	+/- 30-50 feet o.c.
Lawn Panel	6.5 feet
Street lighting	Washington poles and globe



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

Guidelines for Open Space

Sector Plan's Hierarchy of Open Space

The Plan responds to the increasing demand for indoor and outdoor recreation by providing a variety of open spaces and connections. The Plan's objectives are to serve diverse user groups, ensure access, emphasize the pedestrian experience, encourage social gathering, provide safety, and consider maintenance.

Open Spaces

- Natural areas in all districts
 - Stream valley parks, forest areas, and wetlands
 - North End West Side – forest adjacent to Black Hill Regional Park
 - Montgomery College – 46 acres of high priority forest
- Public Parks in Town Center
 - Existing Urban Park, BlackRock's Town Commons and a new Urban Play Park approximately 1 acre in size.
- Neighborhood greens in each district
 - Cloverleaf - .5 acre neighborhood green
 - North End Westside - .75 acre neighborhood green
 - Seneca Meadows - .5 acre neighborhood green
 - Montgomery College – 46 acres of high priority forest
- Urban spaces (plazas and gathering places) in all districts
- Transit station plazas in all transit-served districts

Trails and Connections

- Promenade along Century Boulevard
- Greenway s – Crystal Rock Drive and Observation Drive
- Transit sidewalk system
- Connections such as trails, sidewalks and bikeways to open spaces and other destinations

Sector Plan's Open Space Concept

The Plan recommends a system of parks and open spaces linked by bikeways, sidewalks, and pathways. Major urban parks are clustered in the Town Center and will serve the entire plan area. Natural stream valley parks provide nature-oriented recreation and environmental benefits.

Urban open spaces are specified 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. See Sector Plan's District Amenities.

Urban Open Space, Parks and Trails



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. There are four types of open spaces addressed in the guidelines.

Natural Areas and Stream Valley Parks

- 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.



Public Urban Parks

Proposed Urban Play Park

- Include a 6 foot minimum sidewalk and a 8 foot minimum hard surface walkways within the park.
- Provide multi-age recreation with family-oriented facilities such as play equipment and climbing structures. Incorporate interactive elements such as musical chime sculptures, splash fountains, and boulders. Fences may be appropriate.
- 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 making the park unique, include special paving, benches, fountains, and integrated artwork.
- Incorporate landscaping for seasonal change and color. Maximize tree cover for shade.
- Integrate lighting for safety and night use. Avoid glare.



Town Center Urban Park

Increase park use by such measures as additional seating, interactive artwork, and more programs using public/private partnerships.

BlackRock Center for the Arts' Town Commons

Improve use of the space with seating and better maintenance of the lawn. Provide programmed activities coordinated through the Parks Department. Promote public/private partnership programming that includes the Recreation Department, schools, BlackRock Center for the Arts and the Urban Service District to achieve multiple outdoor programs each season.



Gathering Places

Neighborhood Greens

- Locate in mixed-use or residential areas as central open spaces, defined by streets. Do not locate on the edge of communities or along high-speed roads incompatible with play areas.
- Provide a usable, level lawn area that supports multiple informal activities such as lounging, play and exercise and range in size from ½ to 1 acre.
- Should be privately developed and located through regulatory review.
- Include a periphery sidewalk, at least six feet wide. Incorporate internal, hard surface walkways.
- Provide seating. Include moveable tables and chairs, in secure sites. Identify maintenance responsibilities. Shade seating areas with trees or arbors and gazebos.
- Incorporate artwork and other amenities.
- Program activities through the Urban Service District.



Urban Plazas

- Locate in highly visible locations and animate with adjacent uses. Disperse plazas throughout the district.
- Design to be welcoming to the public and not perceived as private area. Railings, fences, or gates are not permitted.
- Design for social outdoor activities with seating including moveable tables and chairs.
- Should be privately developed as public use space.
- Provide extensive landscaping using large, five ½-inch caliper shade trees. Locate plazas to receive sunlight but also provide shade with trees or structures.
- Provide amenities such as fountains, special paving, and other elements, including integrated and participatory artwork. Incorporate historic, nature-oriented, or cultural themes.
- Use quality materials such as special pavers, steel, wrought iron, stone or pervious paving.
- Integrate lighting for safety and to avoid glare.



Transit Station Plazas

- Locate along the street sidewalk, close to the transit platform in each district. 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.
- Should be privately developed as public use space.
- Design each transit plaza as a unique place with seating, shelter, and amenities.
- Include place-making artwork in the transit plaza designs, including the work of local artists.

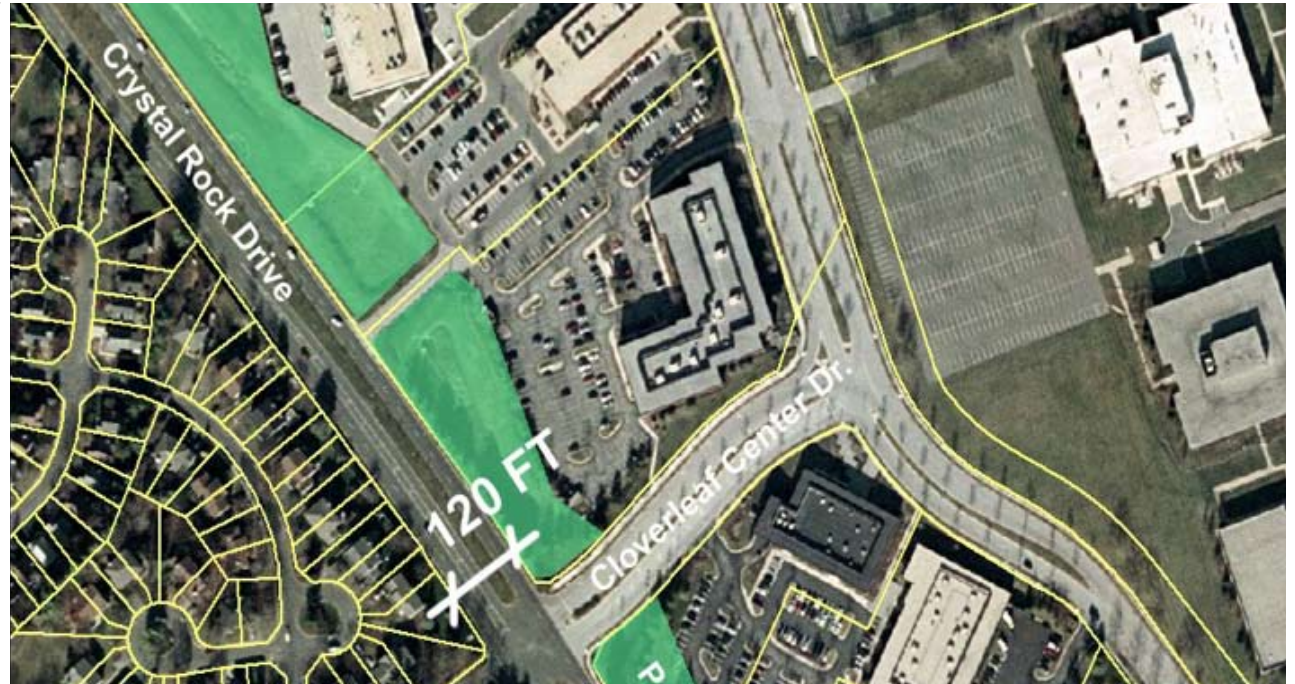


Greenways

Crystal Rock Greenway

This greenway connects the Town Center to Black Hills Regional Park.

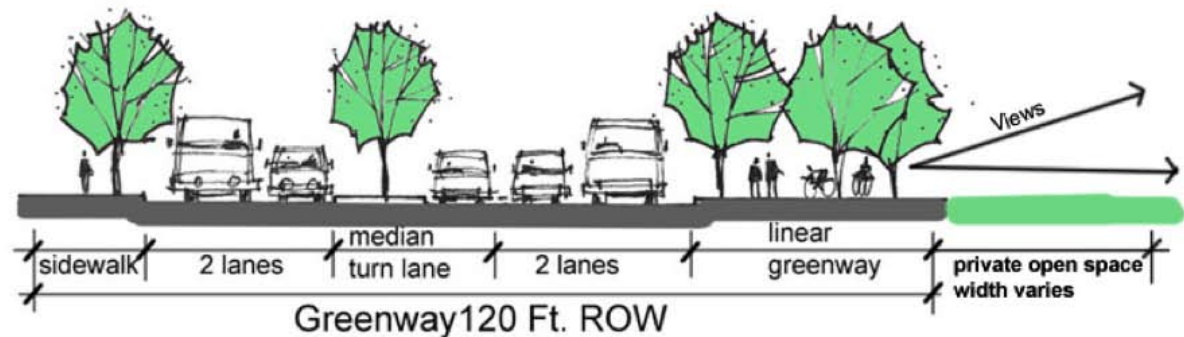
- Rebuild the existing roadway to create a 40-foot-wide linear recreation area along the east side of the right-of-way. Maintain by the Urban Service District. North of Father Hurley Boulevard, provide only a shared use path.
- Provide an eight-foot wide shared use path that meanders through the linear recreation area.
- Incorporate recreation facilities such as a skateboard facility, a heart smart exercise trail, and benches. Provide historic or nature interpretative signage.
- Landscape extensively with a variety of shade trees creating an informal park-like character.
- Provide pedestrian scaled lighting along the entire pathway to accommodate night use and ensure safety.
- Integrate place-making artwork along the linear pathway.



Observation Drive Greenway

This greenway connects Montgomery College with Milestone Shopping Center.

- Provide an eight-foot wide bikeway along the eastern side of the roadway within the street 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.



Guidelines for Buildings

Sector Plan

The Plan promotes compact and street oriented development that emphasizes the public realm and the pedestrian experience. Compatibility with adjacent residential neighbors is required. The Plan recommends:

- Development with front doors facing the street.
- Setting back upper floors from the street on buildings over 60 feet in height (4 – 5 stories) to reduce mass and bulk.
- Building setbacks to frame the sidewalk.
- Locating tallest buildings at transit stations with step downs towards existing residential communities.
- Achieving minimum building height of 3 stories, where feasible.

Guidelines

The guidelines further promote an urban character and a walkable environment with detailed guidance on building form, 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.



Building Form

Evolve existing development patterns into an urban form with buildings lining streets and parking located to the rear or mid-block.

- Locate buildings to create building walls that define the street and sidewalk.
- Locate primary entrances at sidewalk level.
- Develop blocks with alleys for service areas and loading.

Massing and Height

Germantown’s seven districts should each have an identifiable center created by locating density in a core area.

- Cluster development around transit stations.
- Arrange buildings to define gathering places and urban plazas.
- Design buildings at street corners to facilitate pedestrian movement.
- Set back taller, high-rise towers to reduce shadows and mitigate building height.
- Design slender floor plates for buildings over five stories to avoid massive, bulky forms and shadows.
- Design buildings to disperse winds, avoid accelerating drafts, and protect pedestrians.
- Provide tall floor ceiling heights to accommodate a range of uses.
- Develop two to three story buildings, where feasible, if market conditions do not result in buildings using the allowable density.
- Vary building heights along a street.
- Step down building heights adjacent to residential communities to 35 feet (50 feet maximum including bonus density) to achieve compatible transitions unless the Plan identifies specific heights.
- Design for solar orientation.



Facades

Building facades and entrances define and animate the public realm creating community character. Visual interest at the pedestrian scale is important.

- Design facades with a base, middle and top, maintaining a continuous cornice or horizontal line along the street.
 - Place building entrances close together along active streets. Not all streets should be considered as active streets.
 - Highlight entrances with a change in materials, textures, or color; recesses and projections; and cornice lines or other horizontal elements.
- Incorporate place-making elements drawn from Germantown's historic or cultural themes.
 - Commercial buildings, in general, should look different from residential buildings.
 - Design signage as an integral element of the building. Pole mounted signs are not permitted. All signage along streets should be either wall mounted or a monument type on a base and placed within a landscaped setting. The top of monument signs should be no higher than six feet.
 - Consider the use of green walls and other energy conservation measures.



Street Level Retail

Retail, restaurant, and entertainment uses help animate the public realm and provide needed services.

- Cluster retail, restaurant, and entertainment uses along identified retail streets.
 - Locate storefront entrances close together. Locate entries at street level, avoiding steps. Use facade treatments to increase legibility, emphasize entrances, and enliven the street.
- Achieve a significant amount of transparency, between 60 to 70 percent for the ground floor. 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.
 - Set buildings back 22 to 25 feet from the curb where outdoor cafés are proposed to ensure adequate pedestrian passage.





Walkable, mixed-use communities should include a range of housing types and varied architecture.

- Provide a variety of residential unit types within a block.
- 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 plazas, neighborhood greens, or other gathering places adjacent to or nearby



Varied roof designs should create visually interesting skyline seen from above and as well as from the street.

- Place mechanical equipment within enclosed structures.
- Locate recreational facilities on the roof of tall buildings to make efficient use of the space and meet recreation needs.
- Reduce stormwater runoff by providing green roofs on buildings that can support the additional weight. Use cisterns where

Residential Buildings

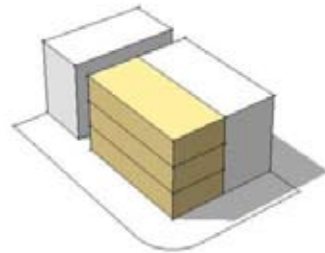
residential buildings.

- Include activating uses at the ground floor if located along a primary retail street.
- Meet recreational needs within multifamily buildings by providing facilities such as exercise rooms, gyms, and common spaces such as lounges and meeting rooms, and roof top sun decks and pools.
- Place primary front entrances along the street with rear garage entrances.
- Provide secure storage space for bikes within the garage.

Building Rooftops

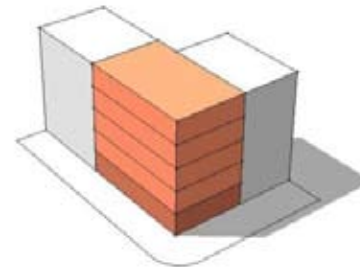
recreation areas are proposed.

- Encourage varied roof designs for visual interest and character.
- Incorporate artwork “roofscapes” where roof levels can be seen.
- Incorporate green technologies such as green roofs, reflective surfaces, solar panels and wind generators on roofs.



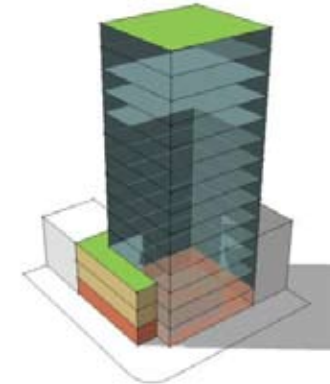
Base 1: Transition Buildings

- 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

Sector Plan

The Plan's Environmental Framework of greenbelt and natural areas gives shape to Germantown's pattern of development. This natural 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.



Provide forest coverage, Montgomery College

Guidelines

Stream Protection

Respect stream valley buffers.
Orient development to take advantage of views into natural stream valley areas.

Forestation/Tree Canopy

Maximize forest cover and re-establish tree cover in natural areas especially in the stormwater management area along Crystal Rock Drive. Increase the tree canopy along streets and within public spaces especially in the Town Center Urban Park.

Stormwater Management

Decentralize on-site infiltration areas, where feasible, to reduce runoff, downstream erosion and water quality impacts.
Promote green roofs or other storm water collection systems 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.
Use planting designs that protect street tree root from contaminants.

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.

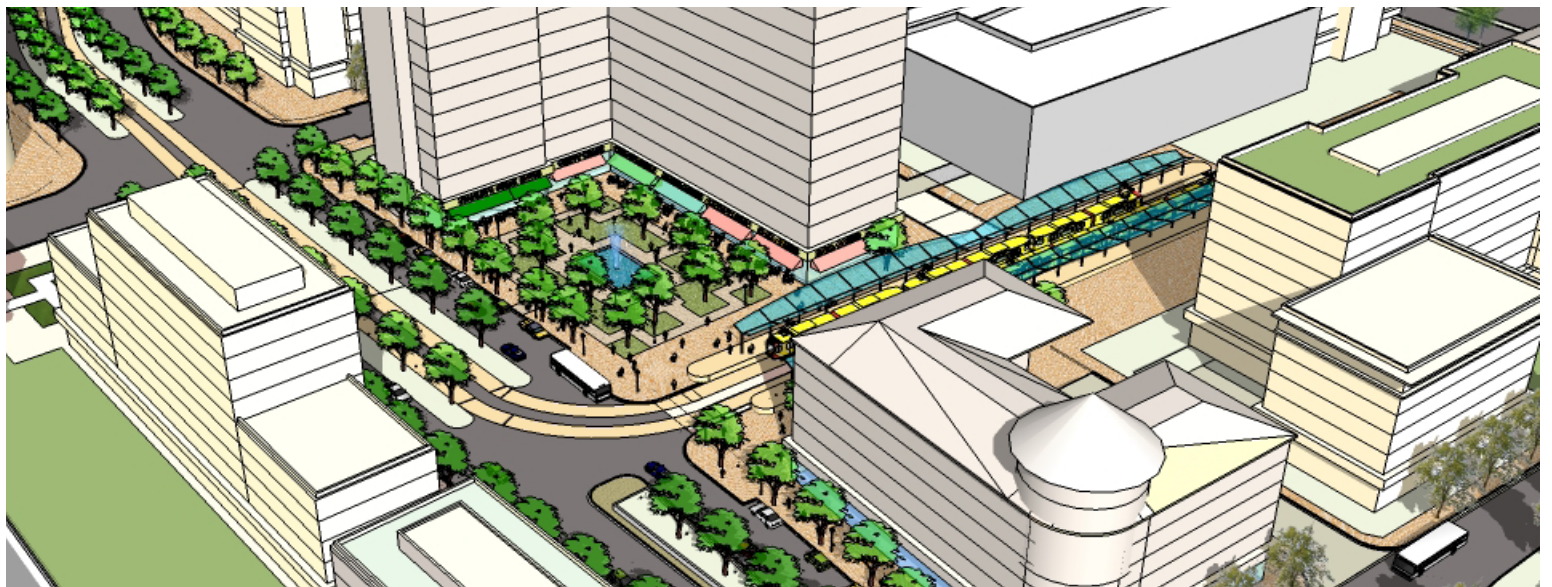
Connectivity

Promote street and pathway connections that encourage walking, cycling or other access that reduce auto use. Surface paving for pathways to be determined case-by-case.
Promote the use of zip cars, bike parking and showers in development.



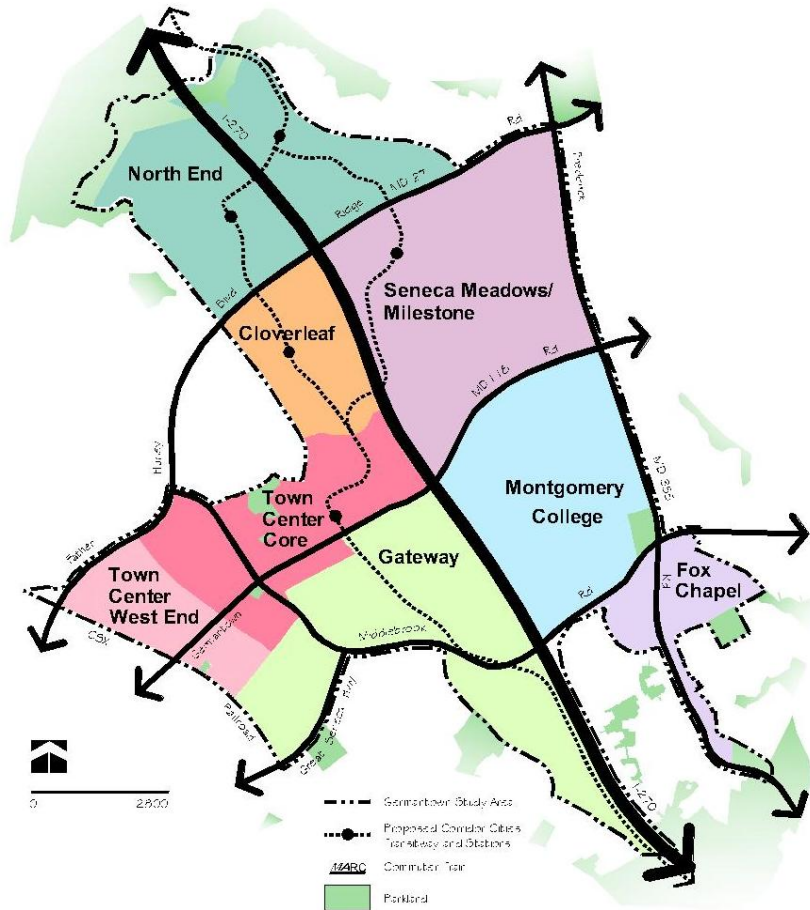
Protect Wetlands

Provide stormwater bio-infiltration areas



Districts

Germantown Districts



District Guidelines

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

The Sector Plan recommends land use characteristics, density, percentage of housing and commercial uses and written descriptions of the vision for each district.

The guidelines implement the Plan’s vision for each district through application of design principles for streets, open spaces and buildings. Area wide principles will apply to all districts as appropriate.

Town Center

Achieving the Vision

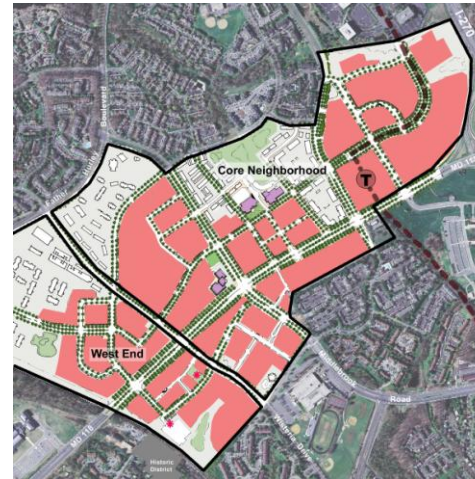
The **Sector Plan** views the Town Center as the heart of Germantown and the Up County's cultural center. The Plan transforms the Town Center into a high rise, mixed use urban center that clusters cultural, entertainment, retail, employment and housing uses within a pedestrian and transit-oriented environment. Town Center is divided into the Core Neighborhood and the West End with the higher densities and height adjacent to the transit station and I-270. The Sector Plan recommends:

Core Neighborhood

- A lively core neighborhood with shops, restaurants, entertainment and civic uses lining Century Boulevard's Promenade.
- An office corridor along MD 118 developed into a boulevard.
- A mixed use, transit station development with the highest density and tallest buildings in the Town Center.
- Redevelopment of the police and fire station with mixed use housing and expanded public facilities
- Improvements to the Town Commons at BlackRock Center for the Arts, the Town Commons, and the Town Center Urban Park that encourage use, safety and strengthen the sense of place.
- Provision of a new Urban Play Park for family oriented recreation.
- An expanded local street network of attractive, safe and pedestrian friendly streets that define buildable blocks.
- Compatibility for the adjacent residential areas by stepping down building heights in transition areas.

West End

- A range of housing and commercial development with office uses along MD 118.
- Limited development of the County's MARC station with compatible building heights adjacent to the Historic District.
- Compatible development adjacent to the Pumphrey-Matney House



Street framework in Town Center



Mixed use, pedestrian oriented Town Center



Example of Main Street, Bethesda Avenue, Bethesda, MD

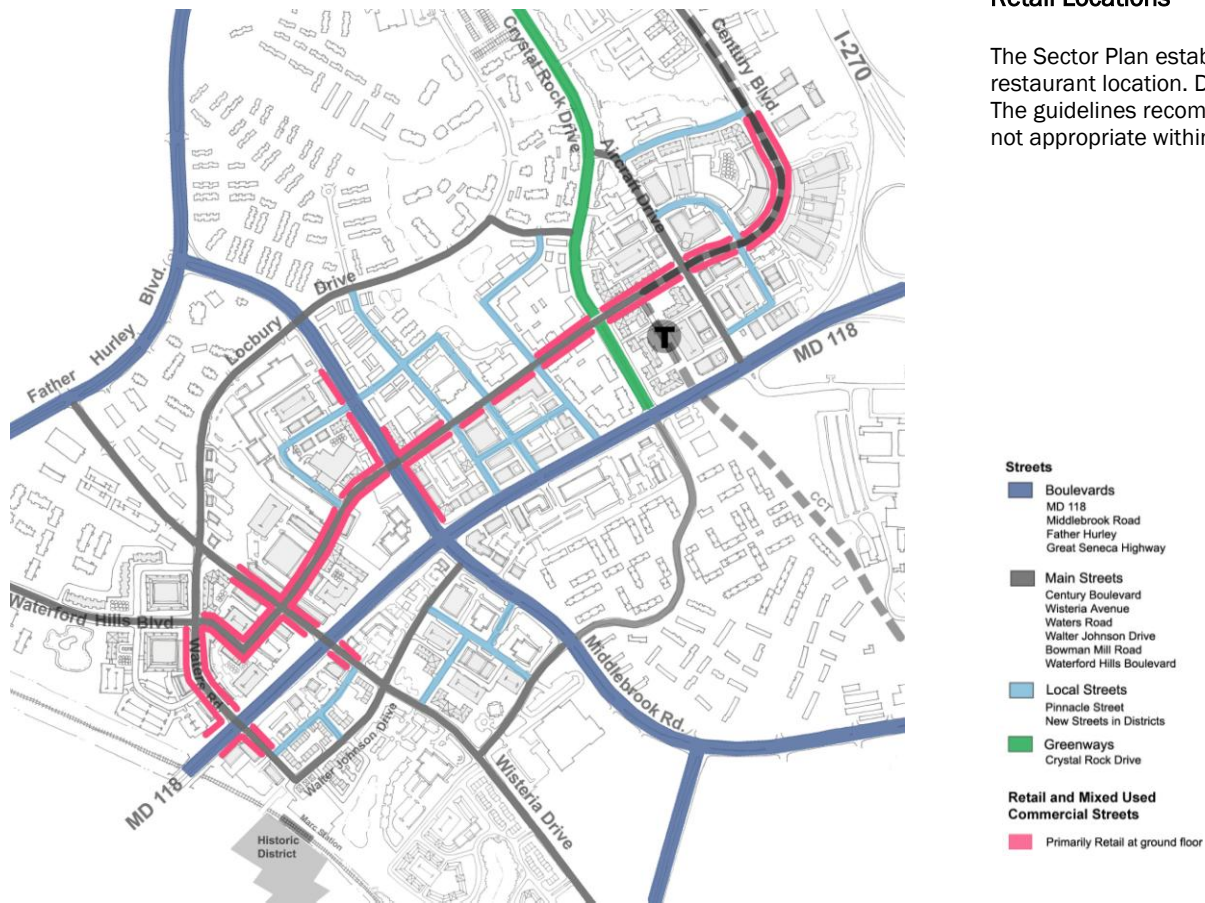
Streets

The **Sector Plan** increases the network and mobility choices within the Town Center. MD 118, Middlebrook Road and Father Hurley Boulevard are identified as boulevards with the majority of streets defined as main streets or local streets and a greenway along Crystal Rock Drive. Century Boulevard is the main street, designated as a Promenade.

The **guidelines** illustrate the Plan's street typology and show additional local streets that facilitate mobility.

Retail Locations

The Sector Plan establishes Century Boulevard as the primary retail and restaurant location. Designated retail streets may have on-street parking. The guidelines recommend that drive through restaurants or retailers are not appropriate within the Core Neighborhood.





Develop the Promenade with wide sidewalks, special paving and closely spaced street trees. Example of promenade, Silver Spring, MD

Open Spaces

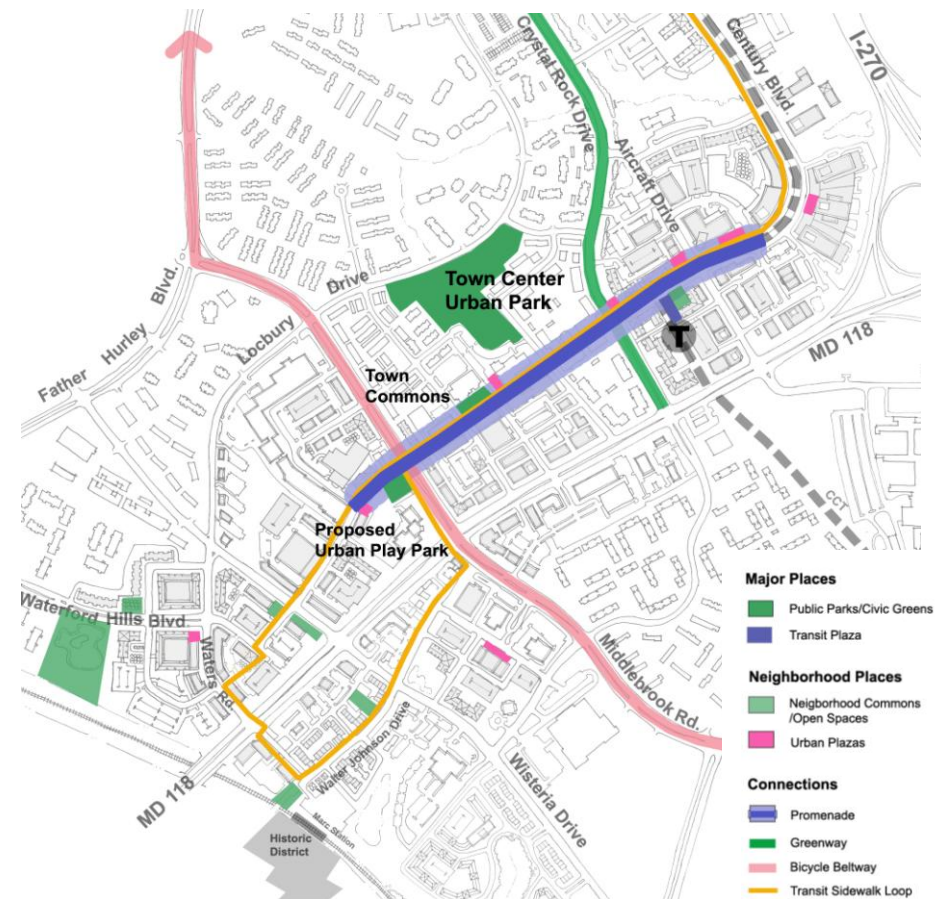
The Sector Plan provides a range of open spaces:

- 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
- a linear park along the Crystal Rock Greenway

The Plan recommends the Urban Play Park to provide family oriented facilities and the existing Civic Green to be maintained and programmed by the Parks Department when the Urban Service District is created. See the Plan's recommendations for District Amenities. The urban plaza locations and sizes that are not specified in the Sector Plan will be determined through regulatory review.

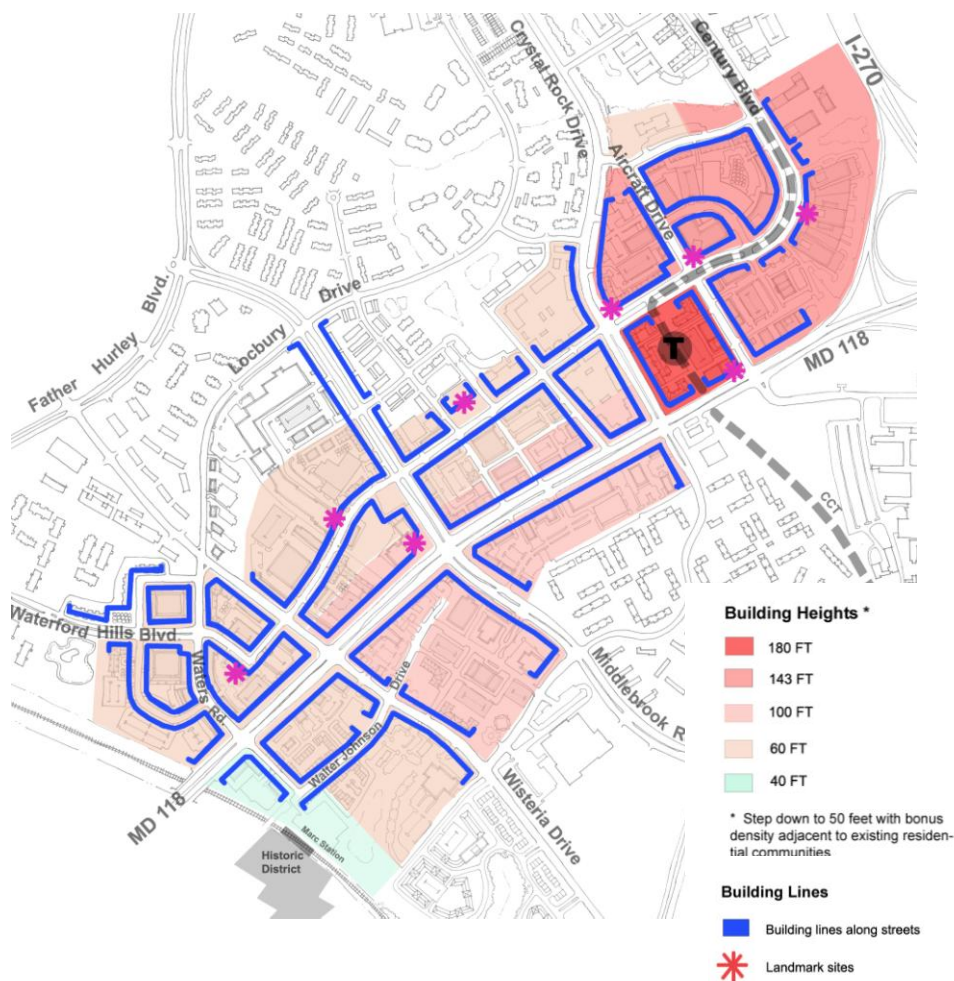
The Guidelines recommend the following:

- Moveable tables and chairs and night lighting for the Urban Play Park.
- Additional seating and interactive elements such as musical chimes, climbing rocks, or a splash fountain for the Civic Green
- Programs scheduled for a minimum of three times a year in the Civic Green.
- Century Boulevard's Promenade to be designed as a linear public space functioning as a social gathering place with adjacent activated uses. Develop sidewalks between 20 and 25 feet measured from the street curb to the building line. Match the existing special paving, street furnishings and street lights called for in the Town Center Design Study, 1992.
- Crystal Rock Greenway's linear park to have wide sidewalks, extensive public seating with benches, moveable tables and chairs, special pavement and artwork. Include activities for young adults and teenagers such as a skateboard park.





Build to the street, Platt Valley, Artery Organization



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 setbacks 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 are as follows:

- MD 118 - 30 to 35 feet
- Middlebrook Road - 20 to 25 feet
- Arterials and business streets between 100 to 134 feet ROW - 20 to 25 feet
- Right of ways under 100 feet in width - 15 to 20 feet
- Century Boulevard Promenade - 20 to 25 feet from face of curb to ensure adequate pedestrian passage.
- I-270 Corridor- 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 terminate the view with elements such as towers or other vertical features.

Building Heights

The Sector Plan establishes building heights to create a sense of center allowing a range up to 180 feet.

The guidelines give additional guidance at the edges of the district next to existing residential areas. Allow up to 35 feet in height (50 feet maximum including a bonus density) at the edges to achieve compatible transitions. The MARC station parking lot development will not exceed 40 feet (three stories) to achieve a compatible relationship with the Historic District.

Montgomery College

Achieving the Vision

The Sector Plan envisions Montgomery College to evolve 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 adjacent to Middlebrook Road. The high quality forest is an extraordinary asset to be preserved and enjoyed. Existing residential properties along MD 355 will remain. The Sector Plan recommends the following:

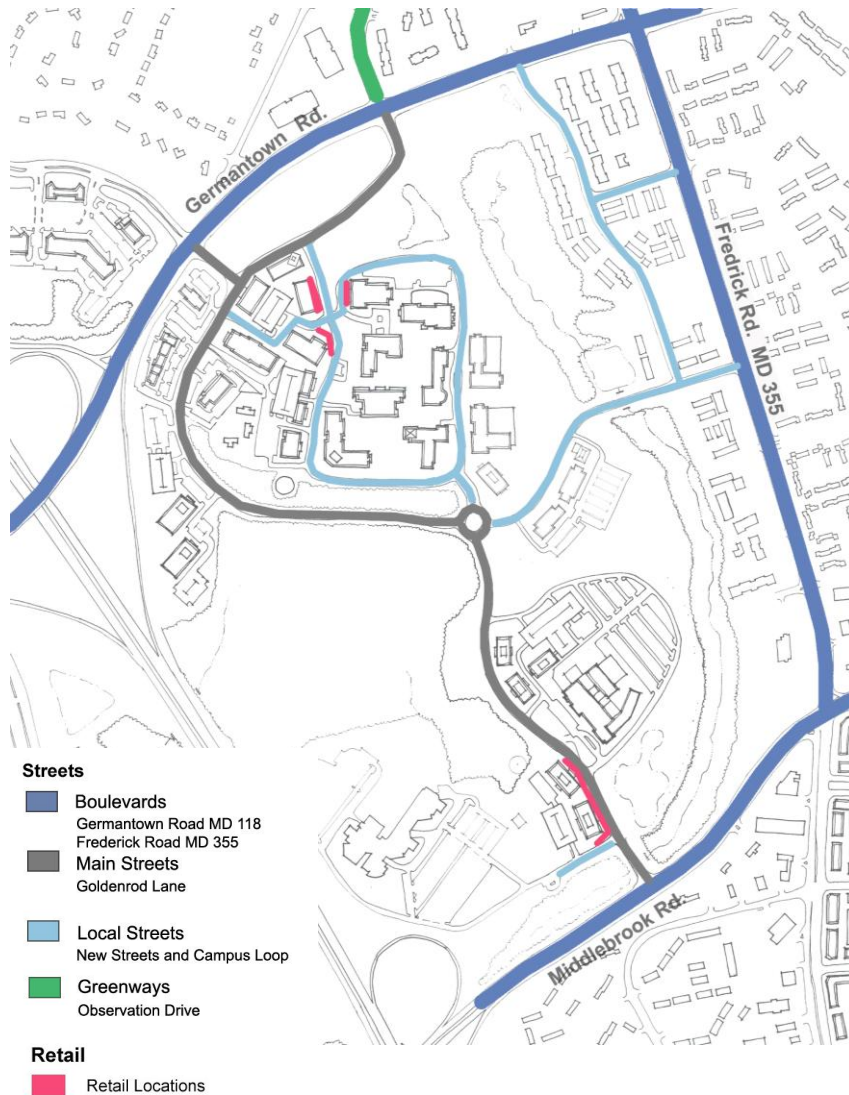
- Create a compact college campus and a technology park that encourages interaction and synergy between the two uses. Achieve a minimum of 3 stories and small floor plates, where feasible. Design streets, open spaces and building to achieve an attractive the pedestrian experience.
- Locate signature technology and office development along I-270
- Allow for medical uses
- Maintain and protect existing residential uses along MD 355
- Extend Observation Drive southward to connect to Middlebrook Road via Goldenrod Lane. Connect to MD 355 via Cider Press Place. Create a network of new streets within the campus to accommodate pedestrian access
- Preserve 46 acres of high quality forest located in south of the campus and improve the Gunner's Branch Tributary.



Street framework in Montgomery College District



Develop biotechnology and Technology Park uses similar to Bioscience Center, University of Michigan, Ann Arbor, Michigan



Streets

The Sector Plan extends Observation Drive west of the campus and south to Middlebrook Road and provides a street connection to Cider Press Place with access to 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. The Plan calls for a network of new local streets creating short, walkable blocks of 250 to 350 feet in length.

The guidelines illustrate the Sector Plan's 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. All streets will have streetscape and sidewalks on both sides of the street. Development of roadways will minimize grading in forest or woodland areas.

Retail Locations

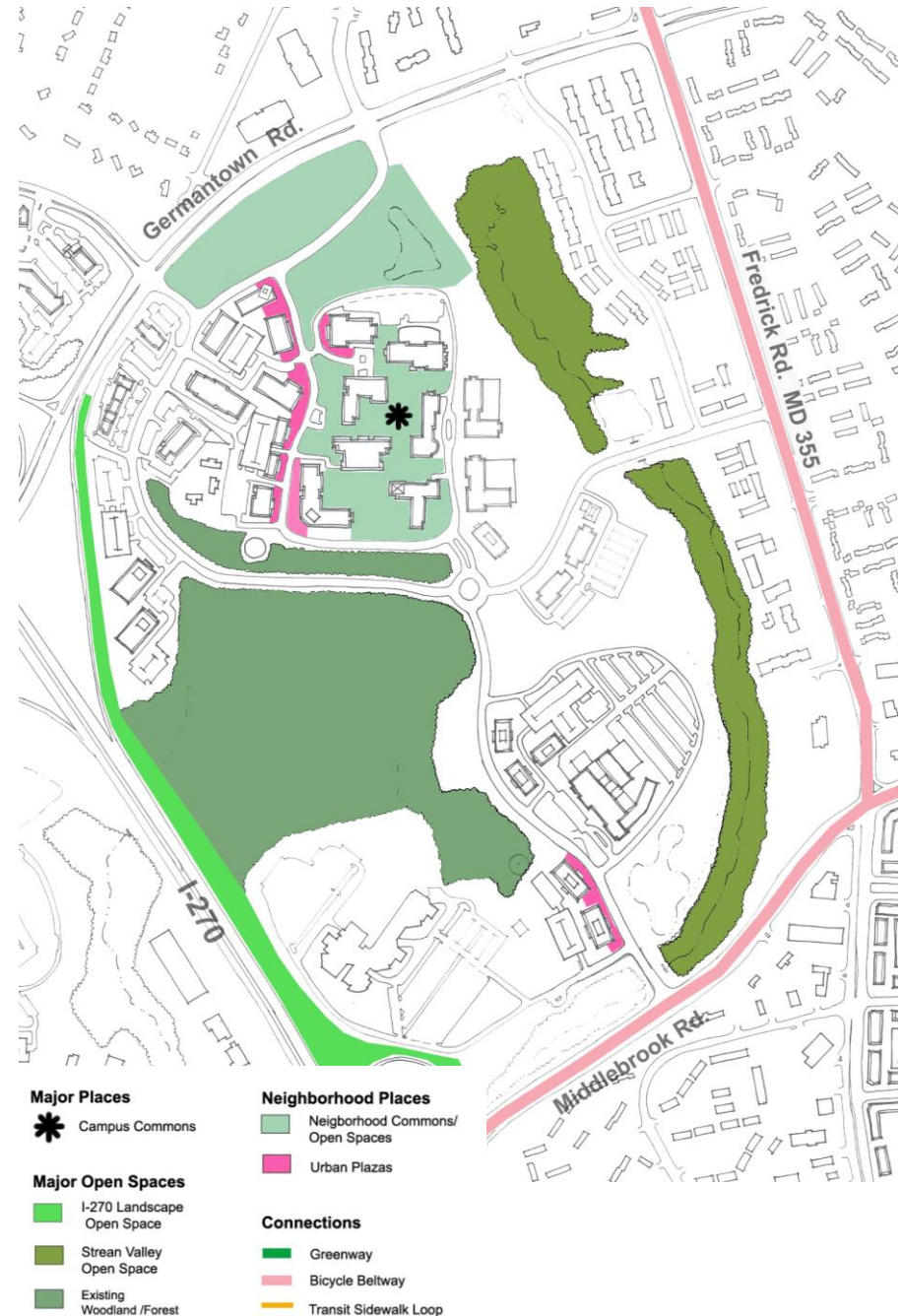
Allow a limited amount of retail uses to support commercial and potential residential areas. Locate near housing and mixed-use development. Retail within the campus will be clustered near the Student Service Center.

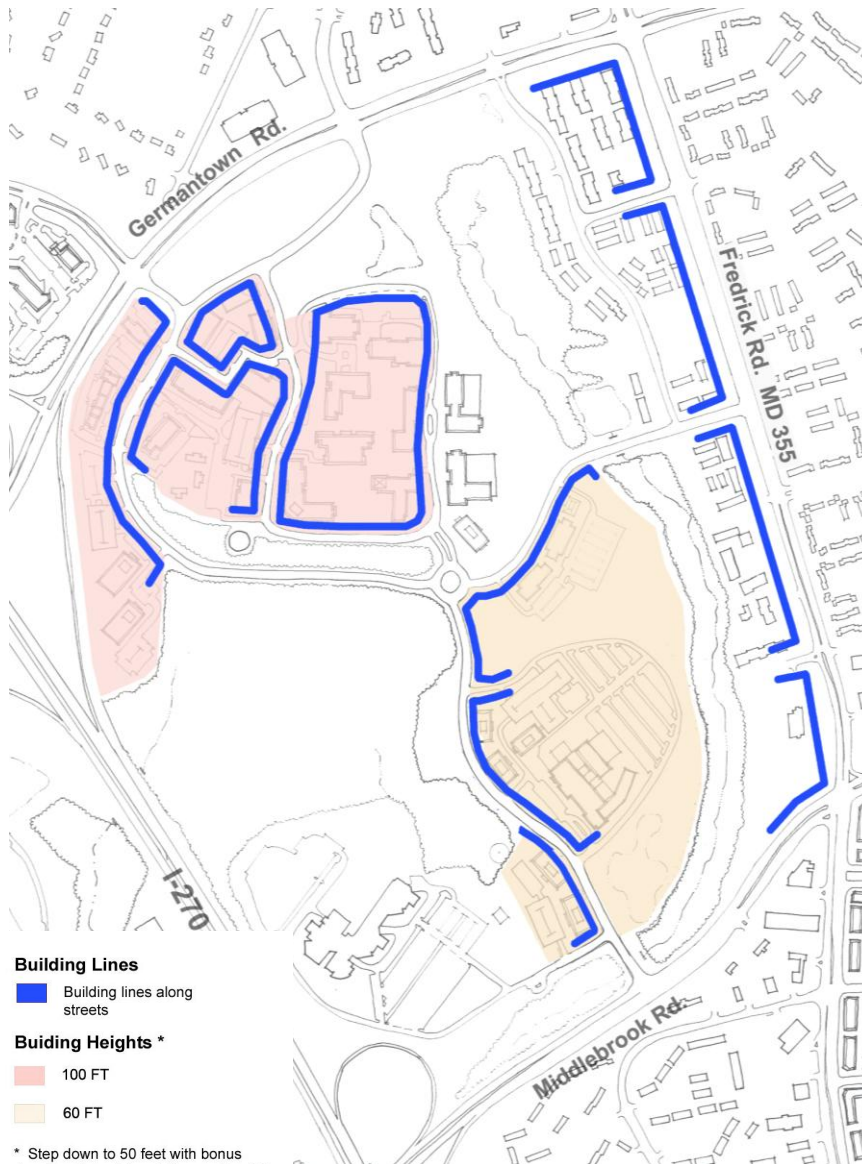
Open Spaces

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 the 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, and 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

The Sector Plan setbacks buildings 200 feet from I-270's existing right-of-way and 100 feet from ramps. The Plan maintains the existing required building setbacks if I-270's right-of-way widens. The Plan supports street oriented buildings to create a walkable, pedestrian environment. Parking will be located behind buildings and, over time, developed into garages.

The guidelines recommend that along I-270, buildings will be designed with two front facades to take advantage of I-270 views. Buildings will setback 25 to 35 from the street. Hospital uses may setback further from the street to allow for an entrance access and short term parking. New structures along MD 355 will setback along the existing building line.

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 will create a compact campus. In the southern end of the site, 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 will be a minimum of three stories, where feasible.

Mixed Use Communities

Cloverleaf, North End– Westside, North End - Milestone, and Seneca Meadows are mixed use communities served by the Corridor Cities Transitway. The transit stations are the organizing element that forms the center of these districts. Gateway and Fox Chapel are not served by the CCT but will achieve compact, street oriented development.

All the Mixed Use Communities will incorporate the following design principles:

- Create a central core of development
- Achieve a network of interconnected streets
- Provide street oriented development
- Locate density and the tallest buildings at CCT stations if district is served by the CCT
- Achieve a mix of housing types
- Step down building heights towards adjacent residential areas
- Design public use spaces (urban plazas, neighborhood greens) to be safe, welcoming and attractive
- Locate parking behind buildings, in mid block areas, in structures or underground.
- Cluster retail along active streets if recommended by the Sector Plan
- Improve streetscape character with tree lined streets and underground utilities
- Decentralize stormwater management
- Conserve energy in building design

Gateway District

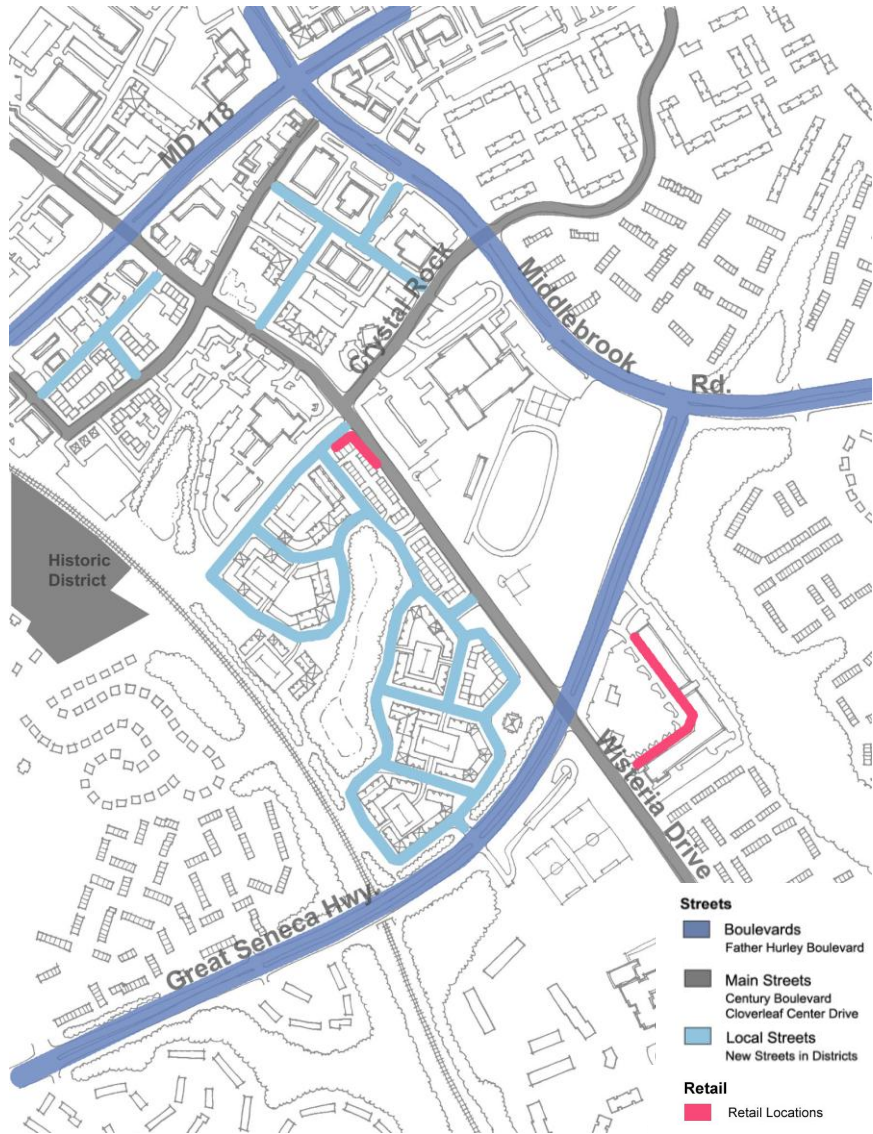
Achieving the Vision

The **Sector Plan** views the Gateway District with its mix of industrial, office and housing uses as the entrance to the Town Center from I-270. The Plan supports the existing employment character along I-270, the commercial and industrial character along Middlebrook Road and the existing residential areas. Increased residential density is recommended for the Rolling Hills Property, one of the few properties likely to redevelop. The Plan achieves the following:

- Maintains technology and signature office development along I-270 Technology Corridor
- Recognizes Middlebrook Road as a significant entrance to the Town Center and recommends establishing a building line along the east side with gateway streetscape treatment.
- Supports the expansion of Seneca High School with a front orientation along Middlebrook Road.
- Encourages the redevelopment of Rolling Hills with residential uses and establishes building heights that respect the nearby Historic District.
- Protects and enhances the Gunner's Branch Tributaries.



Create neighborhood scaled streets and short walkable blocks within Rolling Hills.



Streets

The Sector Plan supports a network of the streets with Middlebrook Road and Great Seneca Highway defined 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 areas.

The guidelines illustrate the Sector Plan's street character and add additional local streets on the Rolling Hills Property to further promote connectivity. The street layout for Rolling Hills will 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 will be determined during regulatory review.

Retail Locations

The existing shopping center along Great Seneca Highway will 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.

Open Spaces

The **Sector Plan** preserves existing stream valleys and open spaces in this district. There is a variety of open spaces ranging from existing stream valleys, high school playing fields, and the Gunner's Lake Local Park just outside the Plan boundary along Great Seneca Highway.

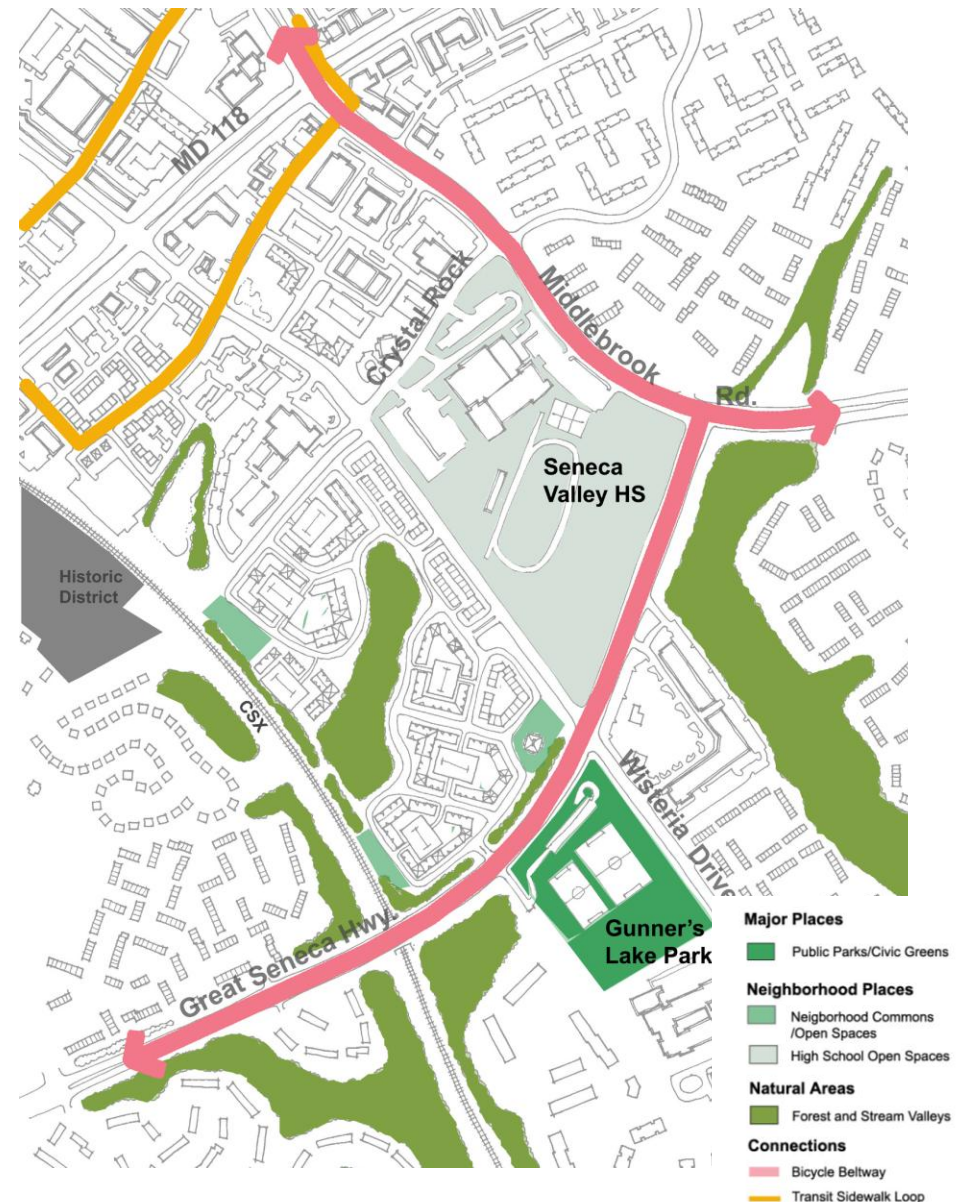
The **guidelines** recommend landscape improvements along major road corridors and show additional open spaces and recreation on the Rolling Hills Property.

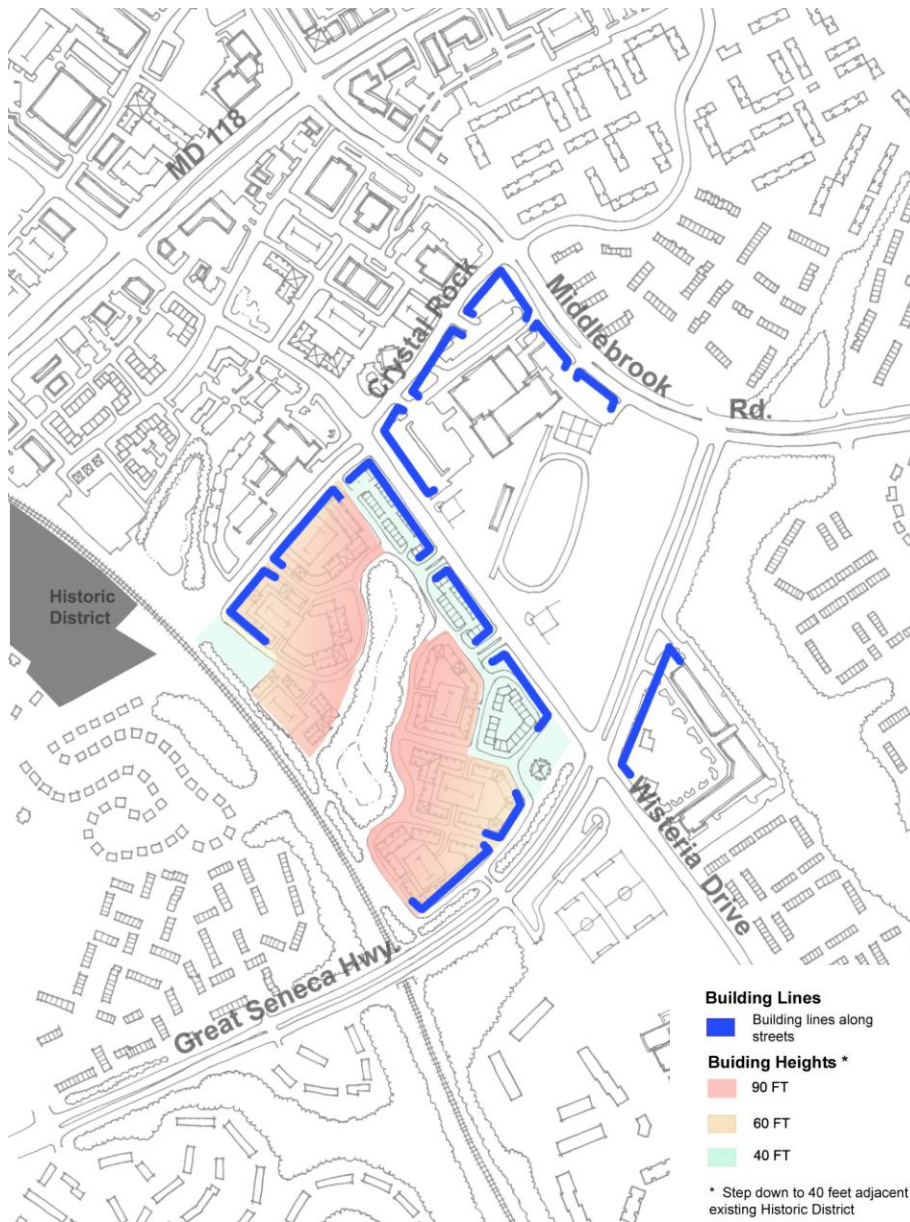
Rolling Hills Property

- Strive to preserve the woodland edge to the maximum extent possible along CSX and Great Seneca Highway if supported by the Forest Conservation Plan.
- On site recreation facilities for residents will include facilities such as children's multi-age play areas, a swimming pool, a multi-purpose 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), supplement with informal plantings 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 along Great Seneca Highway by planting an informal arrangement of native trees and shrubs.





Building Lines

Achieve the following building orientations and setbacks to strengthen building lines:

- Establish a consistent building line along Middlebrook Road with building setbacks a minimum of 30 feet from the right-of-way and parking and service areas located behind the buildings.
- Setback buildings on the Rolling Hills Property a minimum of 25 feet from the curb of Wisteria Drive and a minimum of 50 feet from Great Seneca Highway's right-of-way given its high speeds.
- Orient Seneca Valley High School buildings towards Middlebrook Road and allow less than 30 feet of setback.
- Maintain the 200 feet setback along the I-270 right-of-way. Maintain existing building line along I-270 if the right-of-way widens.

Heights

The Gateway District is a low-rise area characterized by one to three story buildings. On Rolling Hills, **the Sector Plan** allows up to 90 feet stepping down towards the perimeter of the site where the edge of the property faces the historic district. The Plan states that high-rise residential buildings will be located on the lower site elevations to avoid incompatible relationships with the nearby historic district.

The guidelines provide more specific height guidance following the design principle of stepping down to the edges.

- 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. Stories may vary due to land use and floor to floor heights.
- Along I-270 frontage (not shown on map), allow 100 feet (eight stories) to accommodate signature office and technology development.

Cloverleaf District

Achieving the Vision

The Sector Plan envisions a diverse, mixed-use and transit-served neighborhood with predominately employment and technology uses along I-270. Housing is integrated throughout the district with retail near the transit station. The district's main assets are the future transit station, a linear recreational open space along Crystal Rock Drive, and excellent visibility from I-270. The Plan achieves the following:

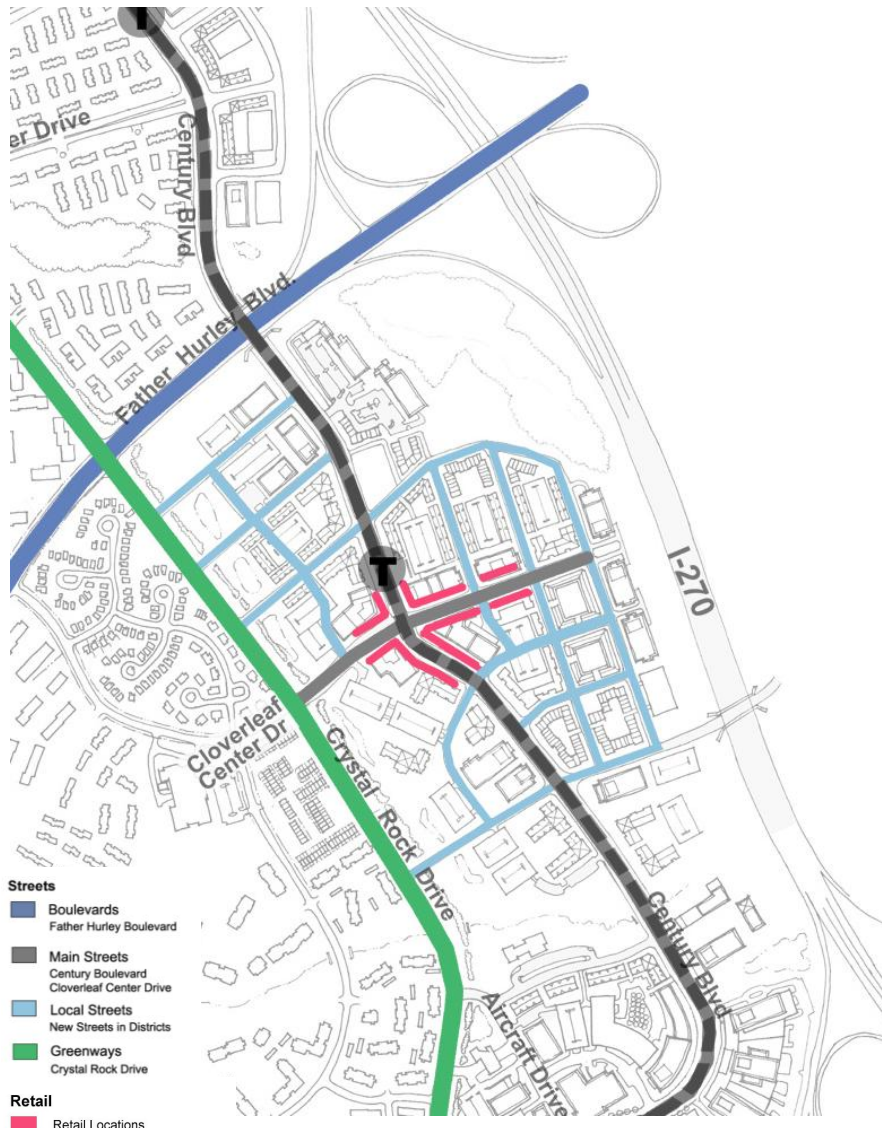
- Locate the highest density and tallest buildings at the corner of Cloverleaf Center Drive and Century Boulevard near the transit station.
- Locate signature office and technology development along the I-270 Corridor taking advantage of visibility from I-270..
- Step down development towards the Crystal Rock Greenway across from existing residential neighborhoods.
- Integrate a neighborhood green and public use space into the overall development of the district.
- Contribute to the development of the Crystal Rock Greenway.
- Provide a 134 foot right-of-way for Century Boulevard to be developed a transitway for the Corridor Cities Transitway (CCT) with a median and streetscaping. Provide a CCT bridge over I-270 for Phase II.
- Protect and enhance the Crystal Rock Tributary and the extensive stormwater open space along Crystal Rock Drive.



Street framework in Cloverleaf District



Example of mixed used residential and retail, Rockville Town Center



Example of Local Street, Carlyle, Alexandria, VA

Streets

The Sector Plan establishes Century Boulevard, a transitway, and Cloverleaf Center Drive as the two main streets serving the district. The Plan calls for Crystal Rock Drive to be developed as a greenway. Interconnected local streets will have approximately 250 – 350 foot block lengths to promote walking. Century Boulevard is to have a 134-foot right-of-way incorporating the Corridor Cities Transitway (CCT) in the median. A transit bridge connection over I-270 for Phase II of the CCT is required.

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

Retail Locations

Cluster retail along Cloverleaf Center Drive and Century Boulevard near to the transit station to ensure visibility and reinforce the sense of center.



Example of public use space, Rockville, MD

Open Space

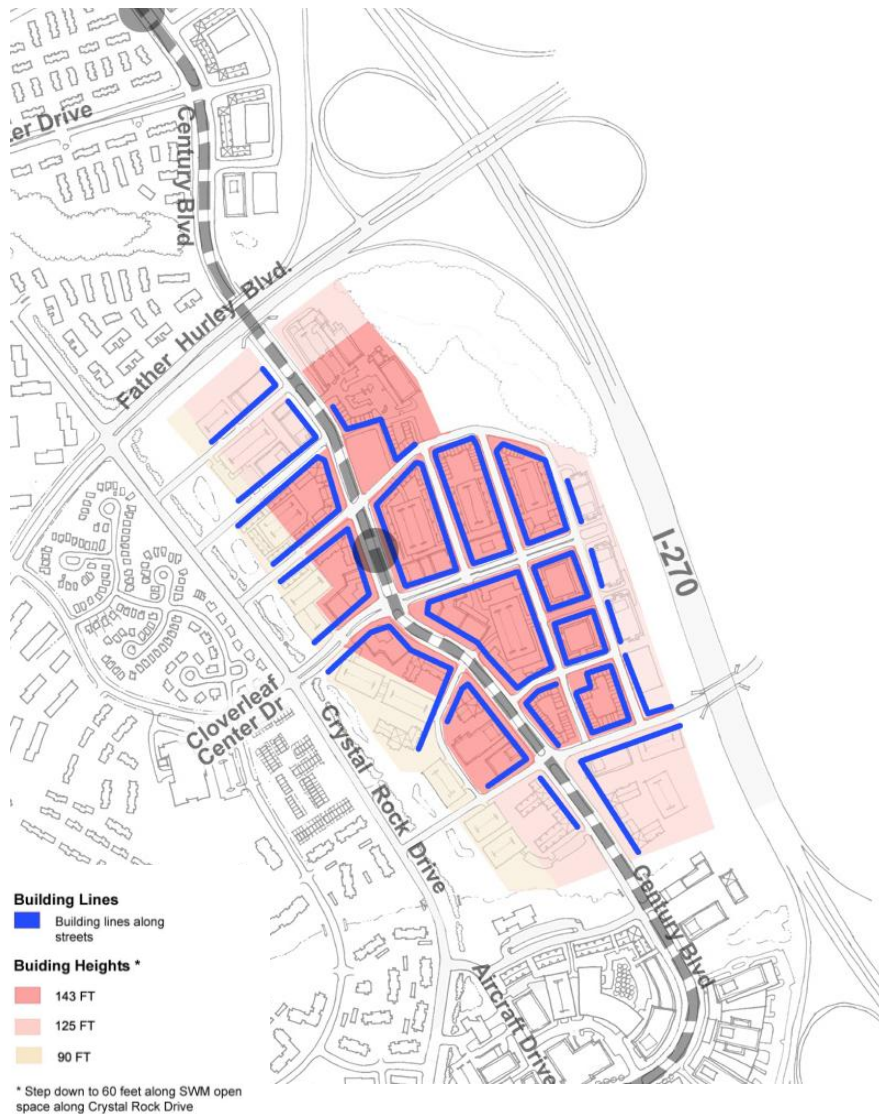
The Sector Plan provides a variety of open spaces:

- Natural stream valleys along I-270
- Stormwater management open spaces along Crystal Rock Drive
- A transit plaza north of Cloverleaf Center Drive
- A linear recreation area along Crystal Rock Drive
- 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 within blocks, and illustrate the Plan's open space system to be achieved primarily through regulatory review.

- Provide an informal landscape character along I-270 and heavily screen parking structures.
- Achieve wide sidewalks along Century Boulevard especially adjacent to the transit station.
- 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.





Building Lines

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.

The guidelines recommend that the Century Boulevard Transitway and Cloverleaf Center Drive will be framed with buildings. Deviation from the building line is allowed to create urban open space, wide sidewalks for outdoor cafes, and to accent building entrances.

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.

North End District – West Side

Achieving the Vision

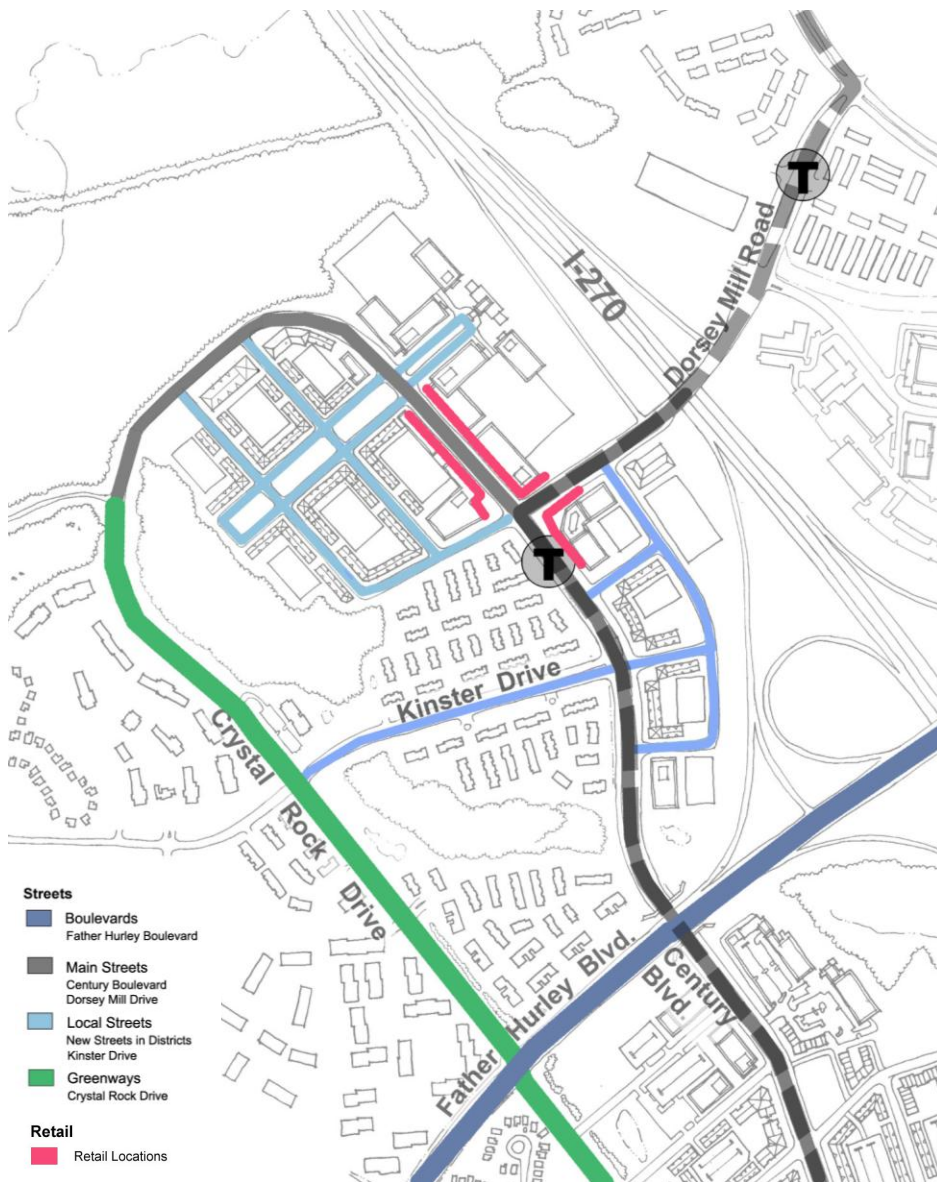
The Sector Plan envisions a mixed-use neighborhood within walking distance to the transit station, signature office development, along I-270 and preservation of a mature forest adjacent to Black Hill Regional Park. Residential, retail and hotel uses also are envisioned. The Plan achieves the following:

- Cluster the tallest buildings at Century Boulevard and Dorsey Mill Road near the transit station to create a center and along I-270.
- Extend Century Boulevard into the district and connect with Crystal Rock Drive. Improve east and west access with a new bridge over I-270 that includes the CCT in the median. Create a network of new local streets to serve the neighborhood.
- Extend Dorsey Mill Road over I-270 and allow access from I-270 on to Dorsey Mill Road.
- Step down in height adjacent to residences along Kinster Drive.
- Locate a neighborhood green on the Lerner Property adjacent to proposed residential
- Integrate public use spaces throughout supported by activating uses.
- Expand the forest along the northern end of the Lerner Property adjacent to Black Hill Regional Park and protect the Crystal Rock Tributary.



Street framework in the North End District – West Side

Insert character image



Streets

The Sector Plan establishes Century Boulevard and the Dorsey Mill Extension over I-270 as the main streets serving the district. A series of new local streets with short blocks, such as 250 to 350 feet in length are illustrated to increase circulation and access. The Plan defines Crystal Rock Drive as a Greenway.

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

The Crystal Rock Greenway provides an important connection to the Black Hill Regional Park's trail system. An eight-foot wide, shared use path will 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 will connect with the Crystal Rock Greenway's path.

Retail Locations

Locate retail close to the transit station along Century Boulevard.



Example of public use space, Pershing Park, Washington, D.C.

Open Space

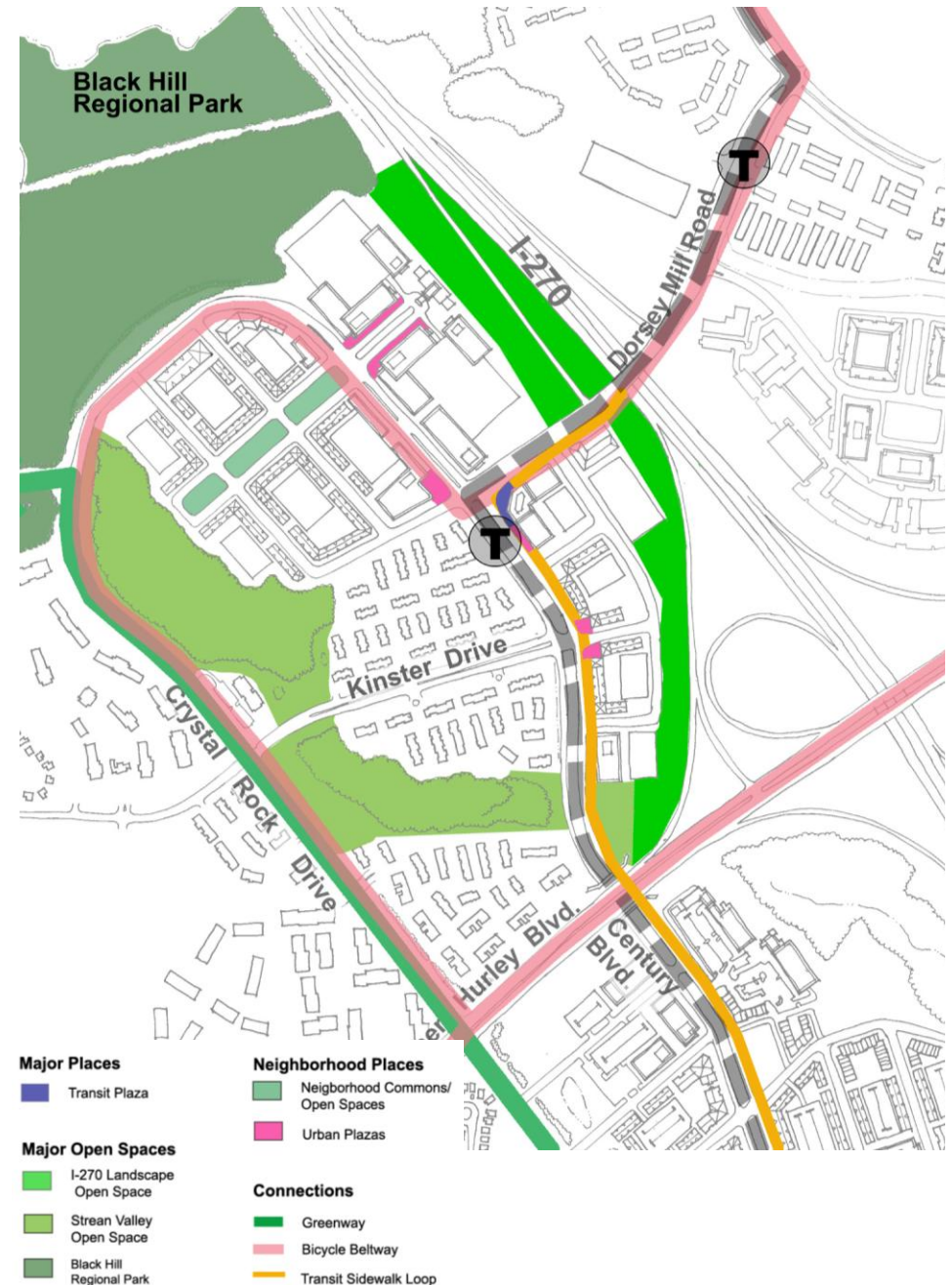
The **Sector Plan** preserves significant natural areas in this district. The West Side is bordered by: Black Hill Regional Park to the north, the stream valley to the west, and the landscaped areas of I-270 to the east that are preserved by the Sector Plan. The Sector Plan provides a variety of open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

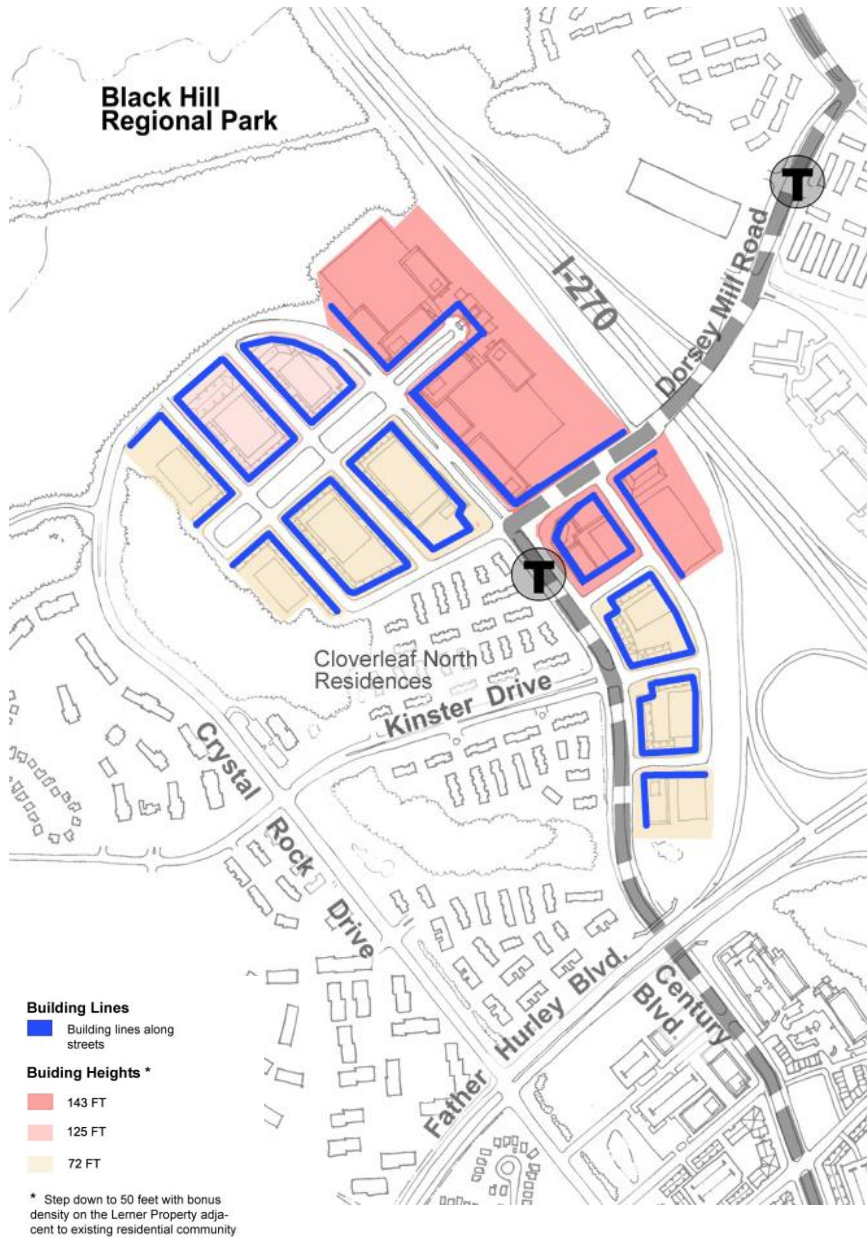
- Preservation of the existing Crystal Rock Tributary
- Preservation of the forest adjacent to the Black Hill Regional Park,
- Preservation of the open space along I-270,
- Creation of .75 acres of a neighborhood green within the residential areas of the Lerner Property and
- Provision of a transit plaza.

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 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 will be located close to residential development.
- Preserve existing forest adjacent to Black Hill Regional Park.
- Provide the transit sidewalk loop with special paving.





Building Lines

The **Sector Plan** calls for buildings along I-270 to be setback 200 feet from the existing right-of-way. Maintain existing building line if I-270's right-of-way expands.

The **guidelines** recommend that buildings face 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 will be designed to take advantage of the significant I-270 view.

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** recommend the following:

- Vary building heights to create a visually interesting skyline.
- Within the 145 foot building height area, encourage the predominant building height to be eight stories given the close proximity of Cloverleaf North, an existing residential community.
- Step down building heights north of Cloverleaf North to 50 feet (4 stories) to be compatible with the existing residential area.



Street framework in Milestone North

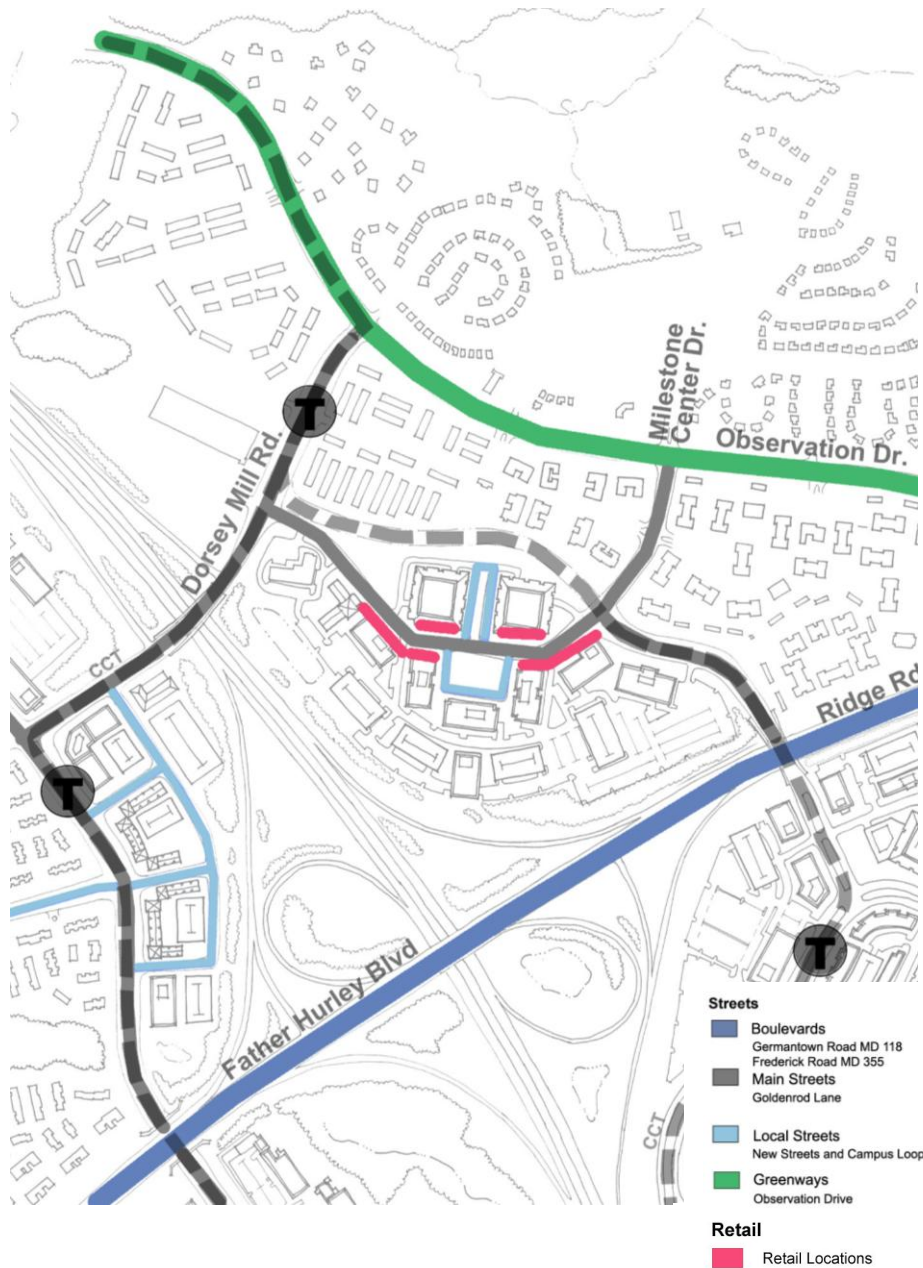
North End District – Milestone North

Achieving the Vision

The Sector Plan views Milestone North as predominately an employment area with hotel, residential and retail uses. 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 achieves the following:

- Cluster new development along Milestone Center Drive maintaining the existing commons.
- Extend Dorsey Mill Road over I-270 and develop the transit station with pedestrian access
- Orient tall buildings along I-270
- Step down building heights adjacent to the Milestone apartment and condominiums.

Insert character image



Streets

The **Sector 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 but is the primary main street through the district. The Plan defines a 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 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 will be provided.

Extend Dorsey Mill Road over I-270 to improve east/west access across I-270. Access to the south is improved by the new street connection bridging Father Hurley Boulevard 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 will include pedestrian connections to the station.

Retail Locations

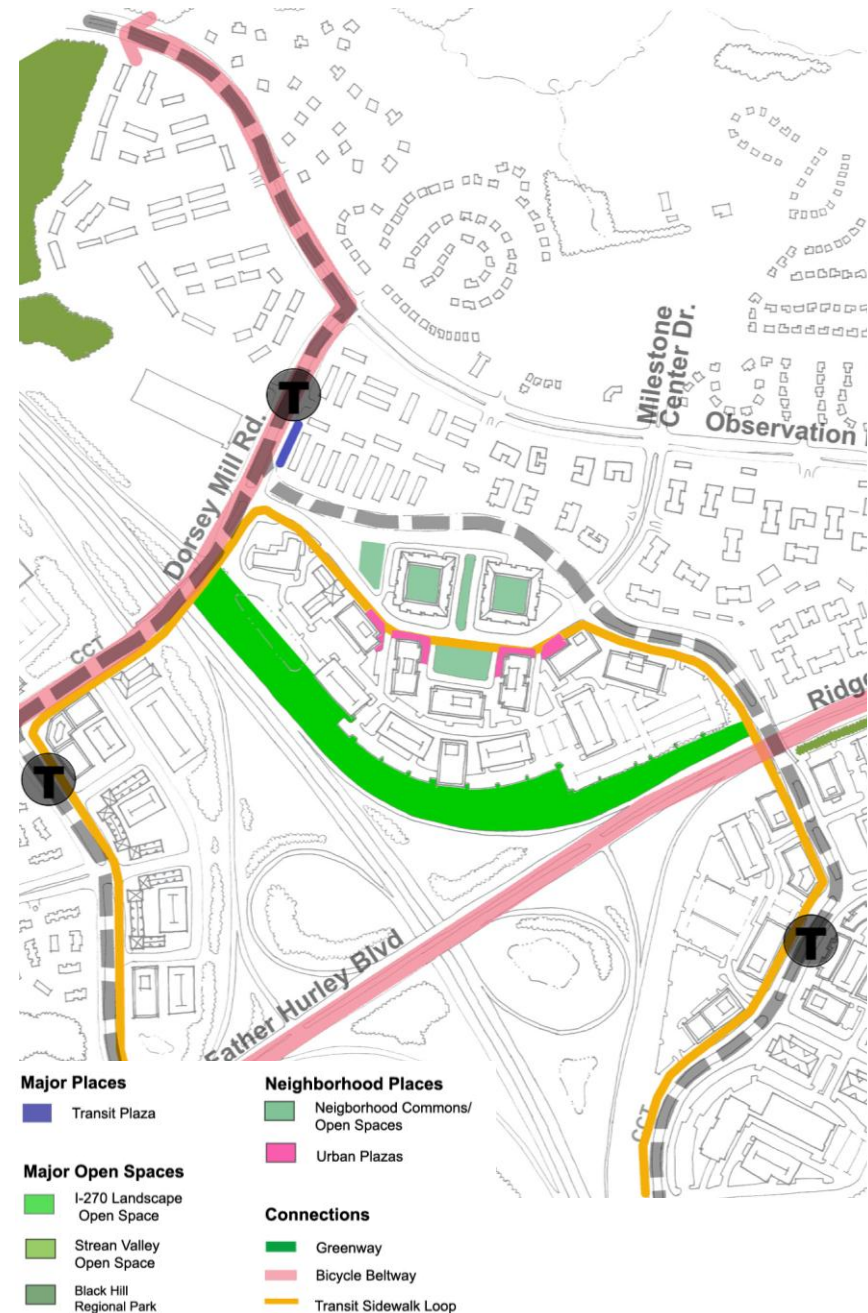
Allow limited retail uses to support commercial and residential development. Locate retail uses along Milestone Drive adjacent to the existing neighborhood green.

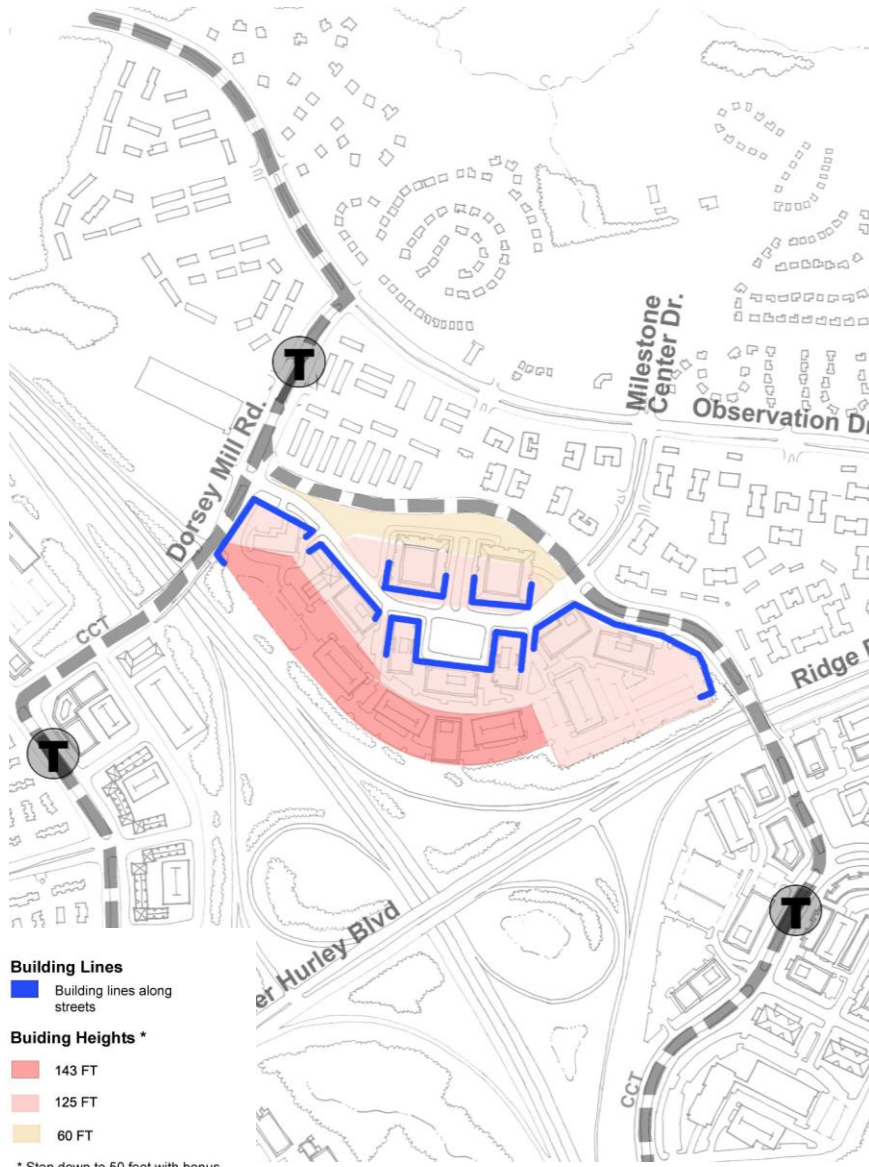
Open Space

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 will be determined by regulatory review.

The **guidelines** illustrate the range of open spaces:

- 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 will be located close to residential development.





Building Lines

The Sector Plan establishes a 200 foot building setback along I-270's existing right-of-way. The Plan maintains the existing building line if I-270's right-of-way is expanded. Buildings will front Milestone Drive.

The guidelines recommend that buildings along I-270 building will have two front facades to take advantage of the significant I-270 views. Along all streets, buildings will 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 create a focus with the taller buildings located along Milestone Drive and near the I-270 Interchange.

- 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.

Seneca Meadows

Achieving the Vision

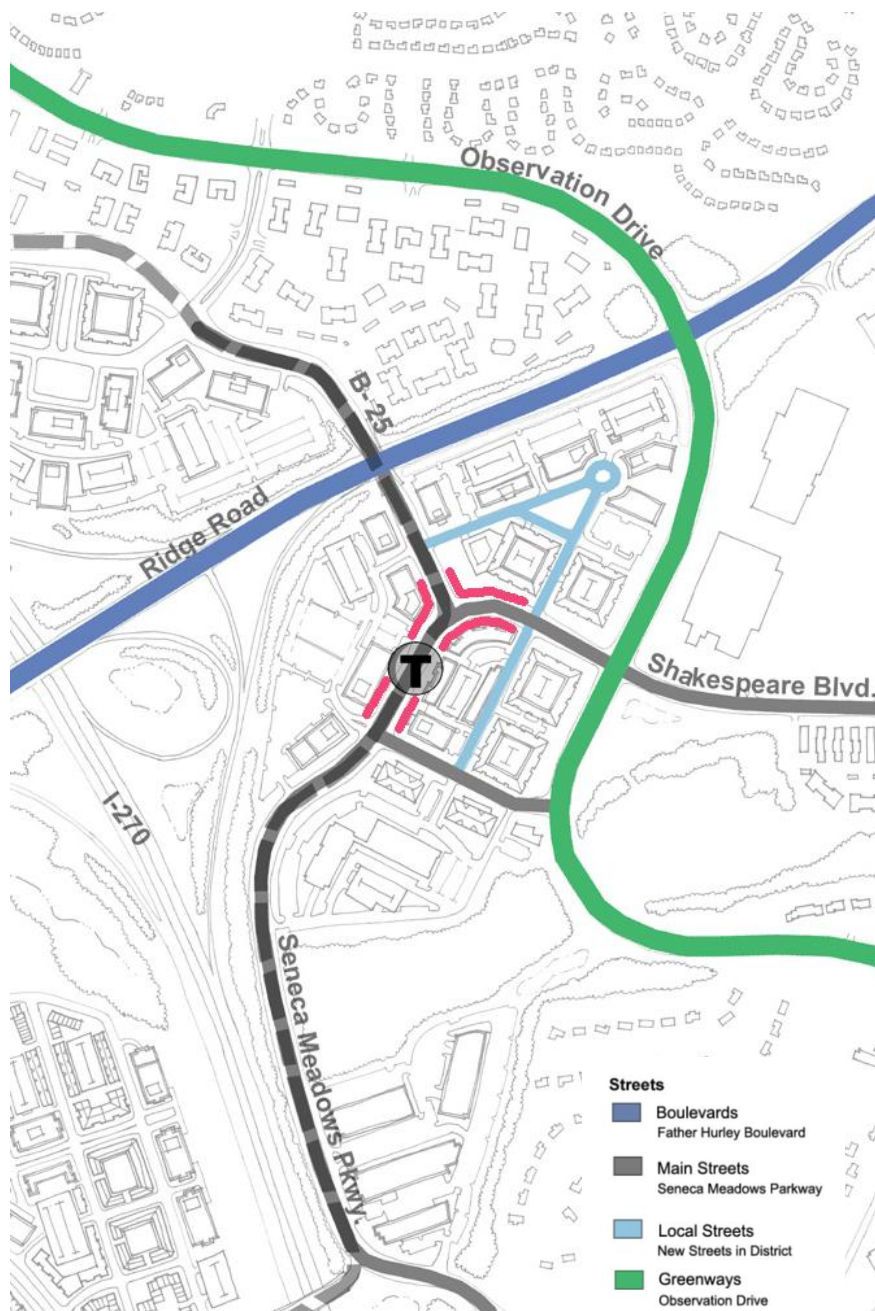
The Sector Plan envisions a mixed-use employment area for the north end of the district and reaffirms the existing industrial park in the southern end. The mixed use, north end will have office, housing and retail. The Sector Plan achieves the following:

- Cluster mixed uses and the tallest buildings around the intersection of Seneca Meadows Parkway and street B-25 near the transit station.
- Provide a bridge over Ridge Road accommodating the CCT
- Provide a neighborhood green into residential development
- If a public recreation center is located within the district, provide additional land or integrate into the ground floors of a mixed use building.
- Permit a single-use retail use if it has multiple entrances and smaller retail uses facing the street.
- Support the Milestone Regional Shopping Center and Neelsville Village Center as the Germantown-Clarksburg destination retail center.
- Enhance and protect the Crystal Rock Tributary and the Germantown Bog.



Street framework in Seneca Meadows

Insert character image



Streets

The **Sector 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 character and add a network of local streets to improve circulation within the district. New development will be oriented toward Seneca Meadows Parkway. Safe and convenient pedestrian access to the transit station will be achieved with the alignment of the new local street network.

Retail Locations

The **Sector Plan** supports limited amount of retail uses near the transit station. The Plan also permits a big box retail and if proposed 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 will be integrated with mixed uses, achieve street orientation with mid-block parking and have activated streets achieved with smaller retail shops lining the street.



Example of Neighborhood Commons, Bethesda, MD

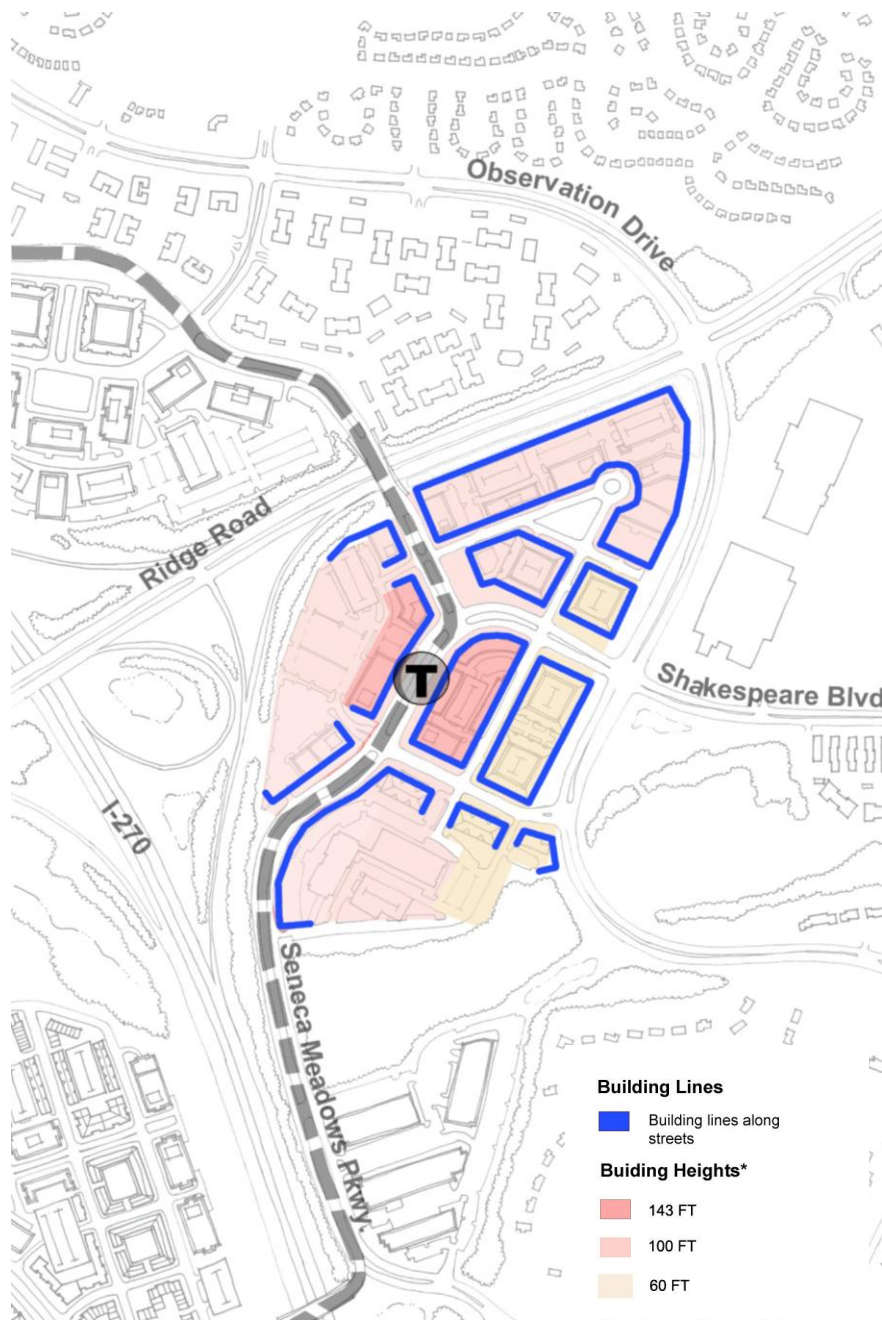
Open Spaces

The **Sector Plan** 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. The Plan requires a ½ acre urban park adjacent to the recreation center if is to be located in this district. A transit station plaza will be required adjacent to the future transit station and provision of the transit sidewalk loop.

The **guidelines** identify additional 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 will be developed for outdoor recreation, seating, and community events.
- Provide a transit plaza adjacent to the transit station.





Building Lines

The Sector Plan establishes a building setback of 200 feet from I-270's existing right-of-way. The Plan maintains the existing building line along I-270 if the right-of-way widens.

The guidelines recommend that buildings will 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. Buildings will be setback from streets 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 will step down in height towards the north, east and south in consideration of existing residential areas. The Plan establishes 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 will step down to the north, east and south. Building heights along Observation Drive will be four to five stories to ensure that the tallest buildings are located at the transit station creating a focus.

Fox Chapel

Achieving the Vision

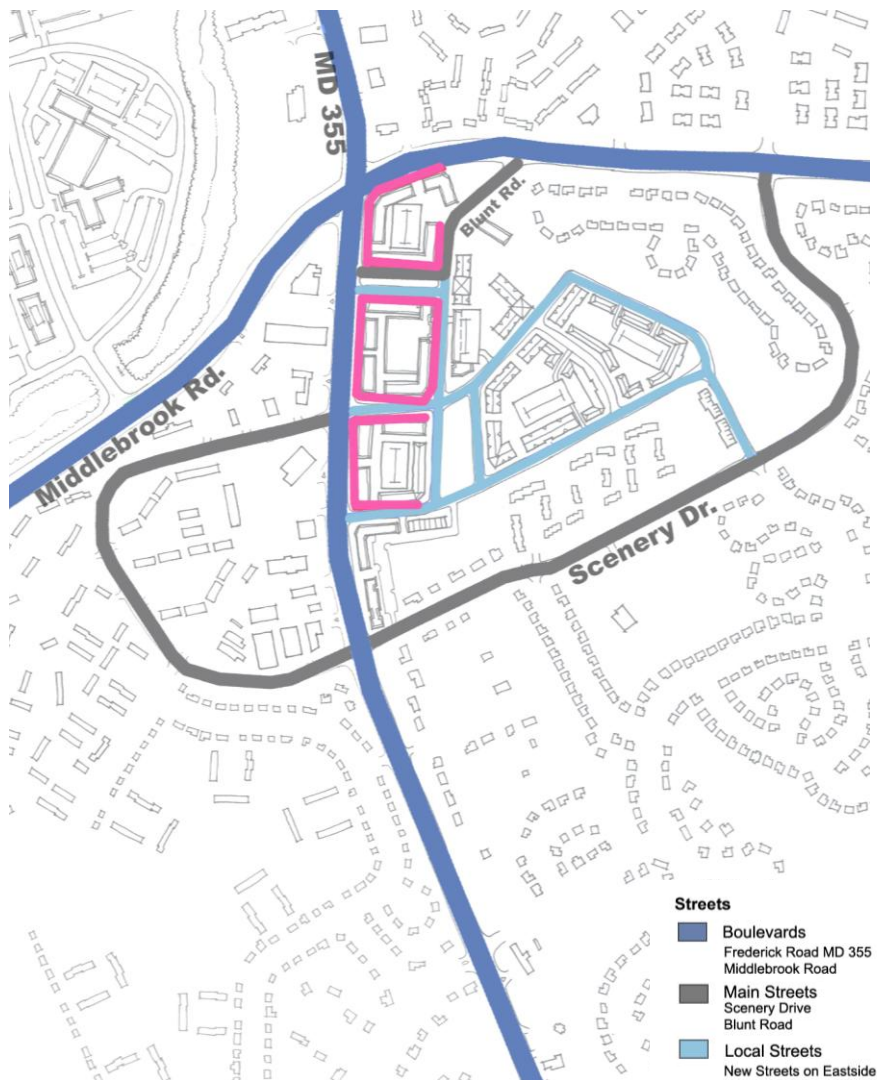
The Sector Plan views Fox Chapel as a small, mixed use commercial center and encourages redevelopment of properties east of MD 355 to achieve a mixed-used village with housing, office and retail uses. Properties on west side of MD 355 are not expected to redevelop due to fragmented property ownership. The Sector Plan achieves the following:

- Allow for increased residential, office and retail density on properties east of MD 355 and encourage assemblage.
- Achieve an interconnected street system with Blunt Road connecting to Middlebrook Road.
- Conduct a future study of the intersection of MD 355 and Middlebrook Road as a one-way couplet replacing a grade separated interchange.
- Establish a consistent building line along MD 118 that accommodates an 8 foot wide sidewalk and streetscape improvements.
- Provide connections to a future bus transit station
- Retain the existing residential character entering Germantown along MD 355.



Street Framework in Fox Chapel

Insert character image



Streets

The **Sector 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 add a network of local streets to facilitate circulation between properties. Develop local streets with permanent parking, street trees and sidewalks.

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

Retail Locations

Retail development will 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.



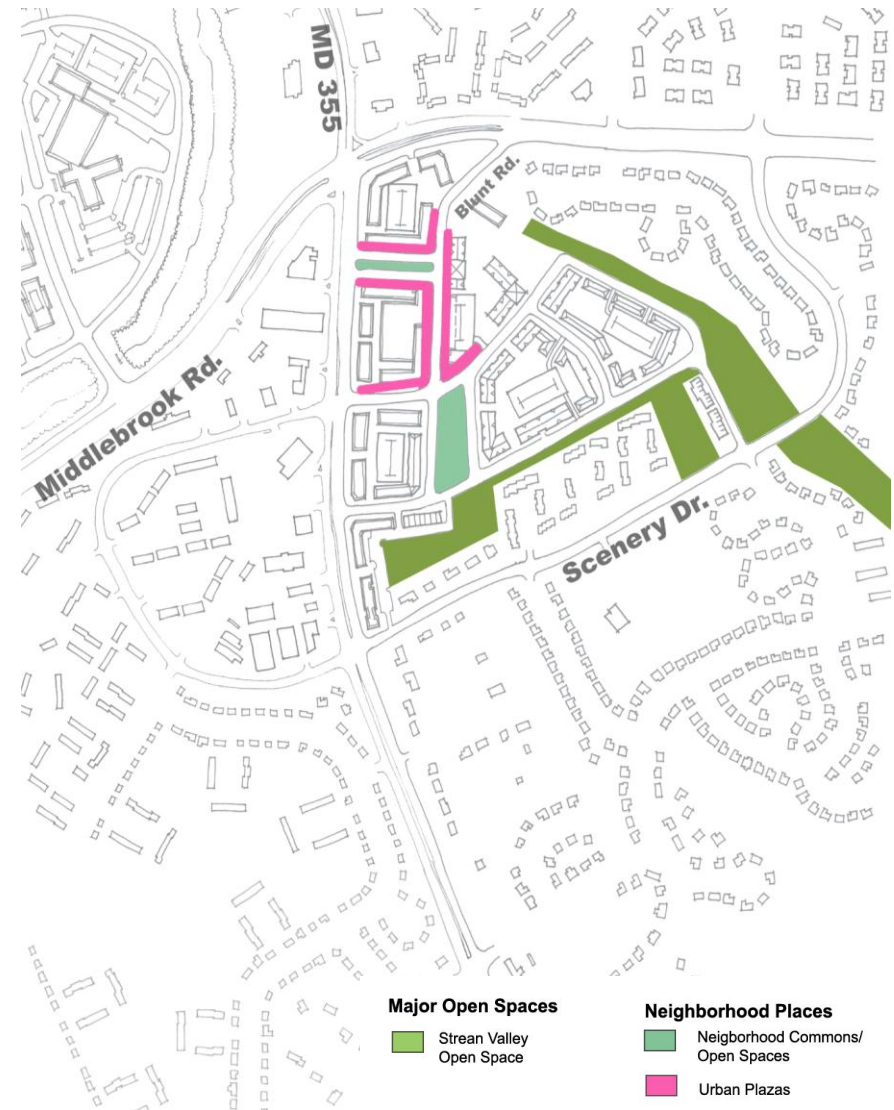
Example of Neighborhood Commons, Carlye, Alexandria, VA

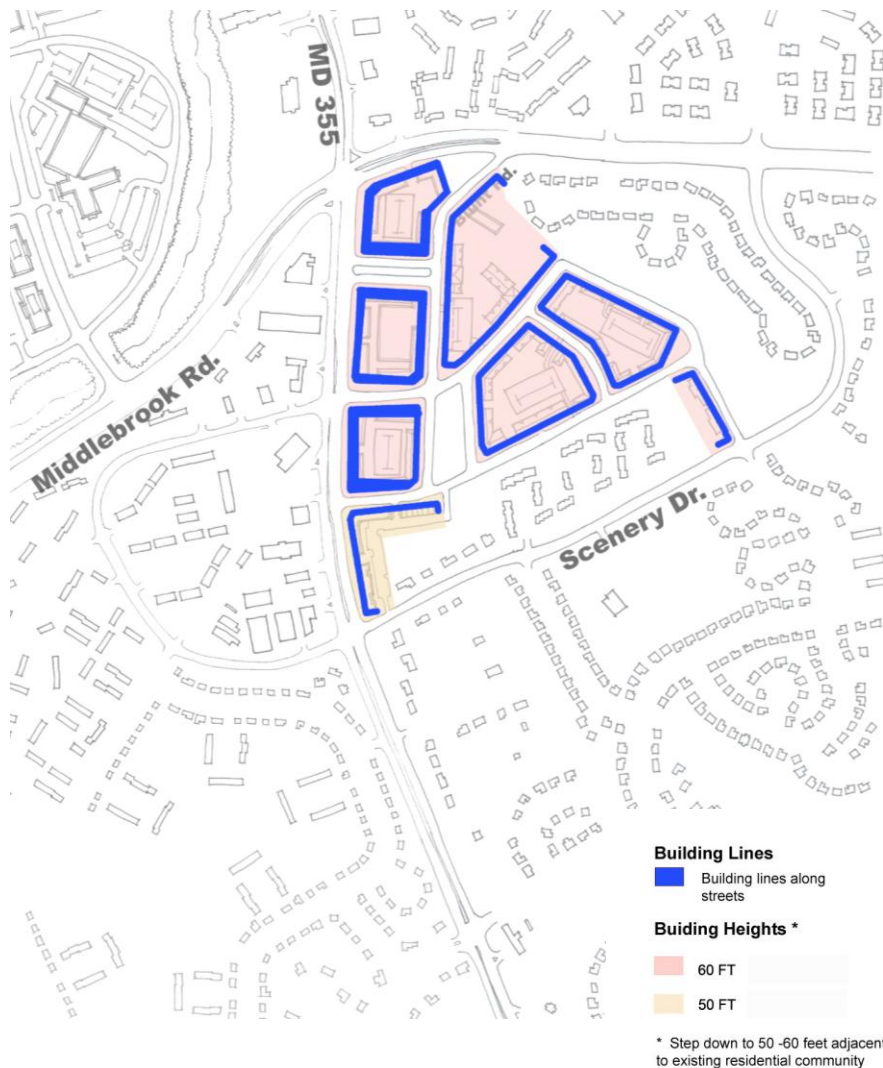
Open Spaces

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.

- 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

The **Sector Plan** requires street-oriented buildings with parking located in the interior of blocks to create a pedestrian-oriented environment. The Plan calls for a consistent building line along MD 355 with an 8 foot wide sidewalk and streetscape.

The **guidelines** recommend commercial storefronts along MD 355 and activating uses along commercial streets within the block. Building setbacks along MD 355 will 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 **guidelines** recommend building heights to be predominately 40 to 60 feet (three to five stories) throughout the district with 60 feet along MD 355. Taller buildings, up to six floors to achieve residential density, will be allowed within the interior of the Mobile Home Property. Building heights of 50 to 60 feet (four - five stories) adjacent to the existing R-200 residential community are acceptable due to the lower elevations of the Mobile Home Property.

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

- 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 – Table A

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.

Street Name and MP Road #	Sector Plan ROW, Sections and Speeds			Standards Approved by County Executive		Standards Recommended by M-NCPPC		Guidelines set by M-NCPPC		Notes
	ROW and lanes	Road Sections	Target Speed	Street*** Tree Spacing	Street Lighting **	Side- walks* ¹	Medians	Bldg. setback (curb to bldg.)		
Boulevards (Highways)										
Crystal Rock Drive A-22, from MD 118 to Century Blvd.	120' 4 lanes	TBD	25 mph	30'-35' urban area	HM poles, CO fixtures	Lawn panel	TBD	min. 20'-25'		
Father Hurley Blvd./ Ridge Road CM-27 from CSX to Crystal Rock Drive	120' 6 lanes	2008.01	40 mph	45'-50'	HM poles, CO fixtures	Lawn Panel	Preserve ex. trees	min. 30'		Retrofit to preserve ex. trees
Father Hurley Blvd./ Ridge Road CM-27 from Crystal Rock Drive to I-270	150' 6 lanes	2008.09	40 mph	45'-50'	HM poles, CO fixtures	Lawn Panel	Preserve ex. trees	min. 30'		Retrofit to preserve ex. trees
Father Hurley Blvd./ Ridge Road CM-27 from I-270 to MD 118	120' 6 lanes	2008.01	40 mph	45'-50'	HM poles, CO fixtures	Lawn Panel	Preserve ex. trees	min. 30'		Retrofit to preserve ex. trees
Frederick Road MD 355, CM-6	150' 6 lanes	TBD	40 mph	45'-50'	HM poles, CO fixtures	Lawn Panel	Preserve ex. trees	min. 30'		In Fox Chapel commercial center, pave to curb and use pavement cut outs for tree plantings..
Germantown Road MD 118, M-61 from I-270 west within Town Center	150' 6 lanes	2008.02	35 mph	30'-35' urban area	HM poles, CO fixtures	Lawn Panel	Preserve ex. trees	min. 30'		Preserve existing double row of street trees.
Germantown Road MD 118, M-61 east of I-270	150' 6 lanes	2008.04	40 mph	45'-50'	HM poles, CO fixtures	Lawn Panel	Preserve ex. trees	min. 30'		
Great Seneca Highway CM-90	150' 6 lanes	2008.04	40 mph	45'- 50'	HM poles, CO fixtures	Lawn Panel	Plant trees	min. 50'		
Middlebrook Road M-85, from MD 118 to MD 355	150' 6 lanes	2008.09	40 mph	45'-50'	HM poles, CO fixtures	Lawn Panel	Preserve ex. trees	min. 30'		

* 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.

**Tree Spacing is approximate; adjust trees spacing to fit within block lengths.

*** HM – High Mount Poles and CO – Cut Off Fixtures, WP/Globe – Washington Poles and Globes

Sector Plan ROW, Sections and Speeds		Standards Approved by County Executive		Standards Recommended by M-NCPPC		Guidelines set by M-NCPPC			
Street Name and MP Road #	ROW and lanes	Road Sections	Target Speed	Street*** Tree Spacing	Street Lighting **	Side- walks*1	Medians	Bldg. setback (curb to bldg.)	Notes
Main Streets (Arterials/Business Streets)									
Middlebrook Road B-20, from MD 118 to Father Hurley Blvd.	112' 4 lanes	2005.04	25 mph	30'-35' urban area	W P /Globe	Lawn panel / Urban	Preserve ex. trees	min. 20'-25'	Retrofit to preserve street trees. Pave to curb and use pavement cut-outs from Locbury Drive to MD 118.
Aircraft Drive B-7	100' 4 lanes	TBD	25 mph	30'-35' urban area	W P/ Globe	Urban	NA	min 20'-25'	Need to develop as a one-way pair with Crystal Rock Drive. Pave to curb and use pavement cut-outs.
Blunt Road B-8	60' 2 lanes	TBD	30 mph	30'-50'	WP/ Globe	Lawn	NA	min.15'-25'	.
Bowman Mill Road B-16	60' 2 lanes	2005.01	25 mph	30'-35' urban area	WP/ Globe	Urban	NA	min.15'-25'	Use pavement cut-outs.
Century Boulevard B-10, from Crystal Rock Drive to Wisteria Road	70' 2 lanes	2005.02	25 mph	30'-35' urban area	WP/ Globe	Urban	NA	min. 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	2005.02	25 mph	30'-35' urban area	WP/Globe	Urban	NA	min.15'-25'	Pave to the curb and use pavement cut- outs for street trees..
Century Boulevard B-10, from Crystal Rock Drive to Dorsey Mill Rd.	134' 4 lanes	TBD	30 mph	30'-35' urban area	WP/ Globe	Urban	50' Transitway w/ trees	min. 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	2005.04	35 mph	30'-35' urban area	WP/Globe	Urban	TBD	min. 20'-25'	Pave to the curb and use pavement cut- outs.
Crystal Rock Drive B-11, from Dorsey Mill Rd. to Blackhill Regional Park	100' 4 lanes	TBD	35 mph	30'-50'	WP/Globe	Lawn panel / Urban	TBD	min. 20'-25'	Pave to the curb and use pavement cut outs for trees adjacent to commercial uses. Plant median near transit
Dorsey Mill Road B-14	150' 4 lanes	TBD	30 mph	30'-50'	WP/ Globe	Lawn panel / Urban	TBD	min. 30'	Pave to the curb and use pavement cut- outs for trees near transit and commercial uses.
Goldenrod Lane B-4	80' 4 lanes	TBD	25 mph	30'-50'	HM poles, CO fixtures	Lawn panel	NA	min. 15'-20'	
Locbury Drive B-5, Wisteria Dr. to Middlebrook Road	80' 4 lanes	2005.01	25 mph	30'-35' urban area	HM poles, CO fixtures	Lawn panel	NA	min.15'-20'	
Observation Drive A-19, from MD 118 to Middlebrook Drive	80' 4 lanes	2004.08	25 mph	30'-50'	HM poles, CO fixtures	Lawn panel		min. 15'-25'	
Seneca Meadows Parkway, B-13	100'-134' 4 lanes	2005.04 /TBD	30 mph	30'-50'	HM poles, CO fixtures	Lawn panel / Urban	50' Transitway w/ trees	min. 20'-25'	Pave to the curb and use pavement cut- outs near transit station.

Street Name and MP Road #	Sector Plan ROW, Sections and Speeds			Standards Approved by County Executive		Standards Recommended by M-NCPPC		Guidelines set by M-NCPPC	Notes
	ROW and lanes	Road Sections	Target Speed	Street*** Tree Spacing	Street Lighting **	Side-walks* ¹	Medians	Bldg. setback (curb to bldg.)	
Shakespeare Blvd. A-291	100' 4 lanes	2004.09	35 mph	30'-50'	HM poles, CO fixtures	Lawn panel	NA	min.20'-25'	
Walter Johnson Dr. B-3	80' 2 lanes	2005.02	25 mph	30'-35' urban area	WP/ Globe	Urban	NA	min.15'-25'	
Waters Road B-5	80' 2 lanes	2005.02	25 mph	30'-35' urban area	WP/ Globe	Urban	NA	min.15'-25'	
Wisteria Drive, B-2, from Father Hurley Blvd. to MD 118 A-74, MD 118 to Seneca Hwy.	100' 4 lanes	TBD/ 2004.09	25/3 mph	30'-35' urban area	HM poles, CO fixtures	Urban/ lawn	TBD	min. 20'-25'	Pave to the curb and use pavement cut-outs adjacent to retail and on street parking.
Local Streets (Business Streets)									
New Streets B-19	70' 2 lanes	2005.02	35 mph	30'-35' urban area	WP/ Globe	Urban	NA	min.15'-25'	
New Street B-25	100' 2 lanes	TBD	35 mph	30'-50'	WP/ Globe	Urban	NA	min. 20'-25'	Bridge over Ridge Road should not exceed 50 feet in width.
Greenways Arterials/Business Streets									
Crystal Rock Drive B-24/A-22, from Century Blvd. to Kinster Drive.	120' 4 lanes	TBD	35 mph	30'-35' urban area	HM poles, CO fixtures	Lawn panel	TBD	min. 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 Kinster Dr. to Black Hill Regional Park	100' 4 lanes	2005.03	35 mph	30'-50'	HM poles, CO fixtures	Lawn panel	TBD	min. 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	2004.10/ TBD	35 mph	30'-50'	HM poles, CO fixtures	Lawn panel	TBD	min. 20'-25'	Maintain existing 8' bikeway along east side of ROW. .

*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.



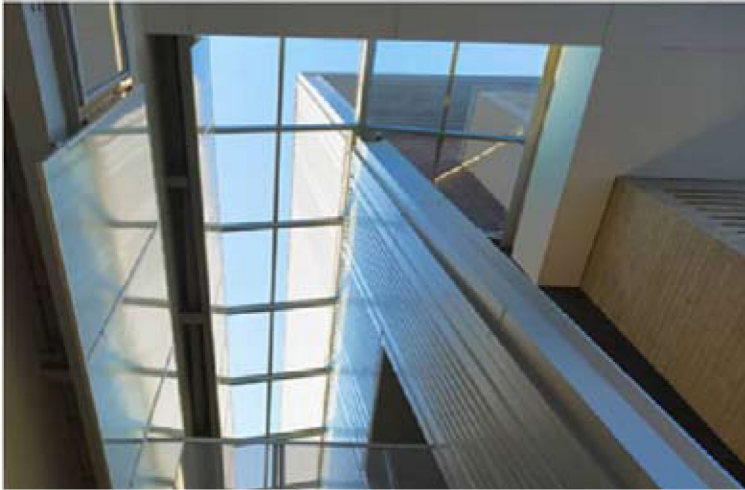
Left: Site Plan

- 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

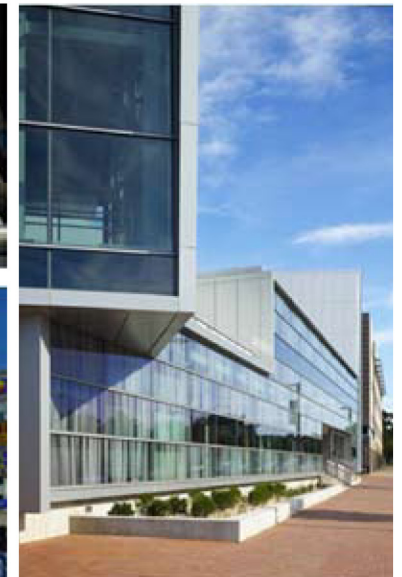
Looking to expand its existing campus, Montgomery College was limited by the amount of available land. After an extensive analysis, the college decided to expand into the urban area of the Silver Spring Central Business District. The campus includes the adaptive reuse of an existing Giant Food Bakery 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.

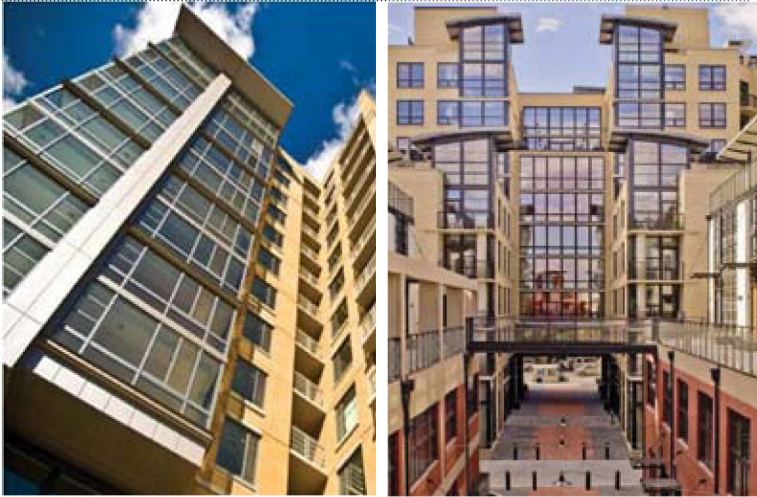


Left: Performing Arts Center entrance from Campus side

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.

