



April 28, 2008

MEMORANDUM

TO: Montgomery County Planning Board

VIA: Glenn Kreger, Acting Chief *GK*
Community-Based Planning Division

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SUBJECT: Germantown Master Plan Amendment – Second Presentation and Discussion of Preliminary Staff Recommendations

STAFF RECOMMENDATION: Approval of preliminary recommendations for land use, zoning, transportation capacity and design.

The May 8, 2008 Planning Board meeting will be the fourth and final worksession preceding submission of a draft Germantown Master Plan. This staff report contains the following sections:

- I. Overall Land Use Concept (page 2)
- II. New Zoning Tools (including the TOMX-1 Zone and a new program to require use of the Building Lot Termination Easement Program for a portion of non-residential density) (page 3)
- III. Land Use and Zoning Recommendations for the Seven Districts within the Study Area (page 5)
- IV. Matrix of Recommendations and Property Owner Response (page 13)
- V. Transportation Recommendations (page 15)
- VI. Design Guidelines (page 18)
- VII. Implementation (page 31)

Next steps for the Germantown Master Plan include:

- Draft Germantown Master Plan (late May)
- Planning Board tour of Germantown (prior to Public Hearing)
- Public Hearing (proposed for June 30)
- Planning Board worksessions in July and September
- Transmit Planning Board Draft Plan to County Executive and County Council (September)

I. OVERALL LAND USE CONCEPT

Four goals drive the land use and zoning recommendations for the Germantown Master Plan:

1. Expanding employment opportunities in Germantown
2. Strengthening the Town Center
3. Creating opportunities for mixed use at transit stations at densities that support the investment in transit
4. Creating identity through cultural facilities, historic features, public art, and quality design.

In developing our recommendations, staff evaluated the impacts of land use on transportation capacity, the roadway character needed to promote pedestrian-friendly streets, appropriate building heights, and other site-specific factors (see Attachment 2: Proposed Land Use Concept).

The resulting density recommendations (see Attachment 3: Proposed Density Distribution) are:

- Retain the highest average density (2.0 FAR) at the Bellemead Town Center Transit Station property
- Most Employment Corridor property currently zoned I-3 (0.5 FAR) should achieve an average density of 1.0 FAR
- Limit average density to 0.50-0.75 FAR for employment properties north of Father Hurley Boulevard
- Locations not served by CCT or MARC should develop average densities (0.3-0.5 FAR)

Land use recommendations result in approximately 20 million square feet of commercial activity. Staff estimates that approximately 62,500 jobs would be created under this scenario with a Jobs:Housing ratio of 4.46 within the study area.

The desired Jobs:Housing ratio reflects the number of workers per household of approximately 1.8. When the entire Germantown planning area with approximately 32,000 housing units is considered, the resulting Job:Housing ratio is 1.9.

Study Area Existing and Proposed Development

	Existing Development	1989 Master Plan	Proposed
Dwellings	6,075	5,845	13,990
Commercial (s.f.)	13,990,000	20,345,500	20,000,000
Jobs	23,030	59,850	62,500

II. NEW ZONING TOOLS

This Plan recommends use of a newly revised Transit-Oriented Mixed Use Zone (TOMX) for most of the planning area. The TOMX-1 Zones are currently under review at the Planning Board and the County Council for initial use in the Twinbrook Sector Plan with a maximum density of 1.0 FAR. The TOMX-1 Zones have been introduced at the Council and the Planning Board will review the zone again on May 15, 2008.

Land classified in the zone must be located in a transit station development area as defined by the Zoning Ordinance. The zone permits a broad list of allowed uses including residential; transportation, communications, and services; commercial; research and development and biotechnology; and cultural, entertainment and recreation. This extensive list of uses is not currently available in mixed use zones that are not in transit station development areas.

Two methods of development are possible in the TOMX-1 Zone, both requiring site plan approval:

- Standard method (0.3 FAR)
- Optional method (0.3 to a maximum 1.0 FAR)

When TDRs are required under the TOMX-1/TDR Zone, the following densities are allowed:

	TOMX-1 (FAR)	TOMX-1/TDR (FAR)
Standard Method	0.5	0.3
Standard Method with TDRs	Not applicable	0.36
Optional Method	1.0	0.5
Optional Method with TDRs	Not applicable	1.0

The base density of standard method is set at a level that encourages use of the optional method to achieve the public objectives of the Plan. Under this zone, the standard method and optional method contain different development standards related to minimum public use space and minimum setbacks. Maximum building height must be consistent with guidelines established in the applicable master plan or sector plan.

1. Building Lot Termination Easement Program

The Montgomery County Zoning Ordinance allows two methods of development for many mixed use zones; the standard method requires compliance with a specified set of development standards and permits a range of uses and density based on these standards. By using the optional method of development, the property owner receives additional density, uses, and height in consideration of public benefits including public use space scaled to the additional density, increased attention to overall design and to the public realm.

Another public gain from the optional method of development would be the elimination of building lots in the Agricultural Reserve which is immediately adjacent to the overall Germantown planning area. Germantown, it could be argued, is the immediate beneficiary of the agricultural productivity of the Ag Reserve as well as the recreational and scenic value of this working landscape.

The origin of the proposed Building Lot Termination Easement Program (BLT) is found in earlier Planning Board discussions on (1) potential strategies for resolving TDR absorption issues (January 24, 2008) and (2) equating commercial density to TDRs. Links to these two items are:

http://www.montgomeryplanningboard.org/agenda/2008/documents/20080327_twinbrook_zoning-transit_center_print.pdf

http://www.montgomeryplanningboard.org/agenda/2008/documents/tomx_print.pdf

The Ad Hoc Agricultural Policy Working Group (Ag Group) recommended creation of a BLT easement program. As stated in the January 24, 2008 material prepared by Richard Tustian, Policy Advisor “the Ag group recommends, in general terms, that a new system be created whereby BLTs would be designated as a category separate from the regular TDRs. The purpose of this system would be to permit Ag reserve land owners to sell these BLTs at a price comparable to their value when used for construction on site but without the necessity of these rights being used to construct houses in the Ag Reserve” that do not contribute to preserving agriculture in Montgomery County.

On March 1, 2007 the Planning Board supported the Ag Group recommendations including:

- Evaluating the feasibility of creating a program by which TDRs on commercial and industrial properties will purchase buildable TDRs (called BLTs) instead of excess TDRs
- Drafting amendments to the Zoning Ordinance and Subdivision Regulations to require excess TDR receiving capacity in floating zones, research and development, certain commercial, industrial, and mixed use zones

2. Components of the BLT Easement Program

Instituting the BLT program requires establishing formula for conversion of residential units to square footage, equivalencies between residential square feet and non-residential square feet, and determining payments in lieu of purchasing BLTs as described below:

Step One: Conversion

The background paper prepared by Mr. Tustian suggests the following conversion factor based on a comparison of average multi-family dwelling units sizes and prices in Metro Station areas (the existing value factor for TDRs) and the amount of non-residential floor space obtainable at that price. The study yields a factor of:

1,800 square feet residential space = 1,500 square feet office floor space

and

1 TDR = 1,500 square feet non-residential floor space

A market-based trading system for BLTs would need to establish a price comparable to what a BLT could command for actual residential construction. The Tustian paper concludes that BLTs must be valued at a substantially higher rate than standard TDRs in order to provide an incentive for selling them.

The BLT system proposed here assumes five times the value of a TDR which staff considered would be nearly equivalent to the amount needed to sever the building lot from the agricultural property.

One BLT = 7,500 square feet of non-residential floor space

Step Two: Density Subject to BLT

The BLT Easement Program proposed here would require five percent of non-residential development (expressed in square feet) to purchase a BLT Easement based on 7,500 square feet per BLT. A minimum of one BLT must be purchased for any non-residential development using the TOMX-1 Zone.

An example: Using the optional method of development in the TOMX-1 Zone, the property owner requests 100,000 square feet of development:

100,000 square feet @ five percent = 5,000 square feet
5,000 square feet divided by 7,500 square feet conversion factor for BLT = 0.66
A minimum of one BLT is required

Step Three: Payments in Lieu of Purchasing BLTs

In the event that sufficient BLTs are not available in the market, the proposed BLT Easement Program will allow for payments made in lieu of purchasing BLTs. The payment in lieu will be indexed to the 12-month average cost of construction for Class A office space in the location of the project. Further refinement of this approach is needed.

Step Four: Amendments to Zoning Ordinance

The BLT Easement Program will require zoning text amendments to the TOMX-1 and TOMX-2 zones to include BLTs as requirements of the optional method of development. These text amendments will be drafted and made available for comment during the summer 2008 worksession(s) for the Germantown Master Plan.

III. LAND USE AND ZONING RECOMMENDATIONS

The study area is divided into seven districts for analysis purposes (Attachment 4: Germantown Districts) which closely correlate to traffic zones used for transportation modeling. Within these districts are neighborhoods intended to develop with unique characteristics and image, especially to capitalize on historic or cultural aspects.

Recommended land use and zoning levels require a substantial investment in transportation and other infrastructure including energy and fiber-optic transmission. The Corridor Cities Transitway and other major roadway investments such as I-270 widening and the Midcounty Highway (M-83) will be needed. Local infrastructure improvements and public facilities are identified for each district.

A. Town Center District and West End Neighborhood

The Town Center is emerging as Germantown’s “downtown” for community shopping, entertainment and leisure (Attachment 5: Town Center Proposed Land Use). The Black Rock Center for the Arts, a Town Common, regional Library and future urban park form the centerpiece of civic use in the Town Center. In addition to retail, multifamily residential and the Upcounty Regional Services Center, a signature seven-story building with structured parking is planned in the northwest quadrant of the I-270/MD 118 interchange.

Land area: 323 acres
 Land use: Commercial mixed use with office, retail, service and housing
 Transit stations: CCT Town Center Station, MARC commuter rail station

Land use and zoning recommendations for the Town Center Core include:

Name/Owner	Existing Zoning	Proposed Zoning	Change to Existing Land Use
Transit station/Bellemead	T-S	No change	Highest density for transit station
Bellemead additions to T-S	T-S	No change	
Police and Fire	I-3	Mixed Use Transit Station Zone	Add work force housing and ground floor retail
Matan	I-3	TOMX-1/TDR	Add retail and housing
Century XXI/Savatar	I-1	TOMX-1/TDR	Add housing and retail. Structured parking exists
Aircraft Drive properties	I-3	TOMX-1/TDR	Add commercial and housing
Gas station at Aircraft Drive	C-3	TOMX-1	
Office condo (new)	O-M	No change	
Kindercare	C-3	No change	
Exxon station	C-3	TOMX-1	Add commercial and housing
The Colony residential	PD 13-15	No change	
Medical/hospital	C-T	No change	
Bank of America	C-3	TOMX-1	
Mi Rancho properties	C-3	TOMX-1	
Auto shop	C-3	TOMX-1	
Dentist special exception	R-30	TOMX-1	
Trevion offices	C-O	TOMX-1	Employment emphasis, add housing
MD 118 commercial properties	C-2/C-3	TOMX-1	Employment emphasis, add housing
Artery properties	T-S	No change	
Germantown Commons	T-S	No change	Amend Development Plan to add housing
Sugarloaf Center/Lotte Plaza	C-2/C-1	RMX-2C/TDR	Add housing under standard method. Not recommended for optional method

Transportation improvements needed to support these recommendations include:

- Intersection improvements along MD 118
- Implement one-way pair of Aircraft Drive and Crystal Rock Drive in the vicinity of the Transit station.

West End Neighborhood

The West End of Town Center is currently an under-developed area of commercial services, housing and light industrial uses located west of Wisteria Drive between MD 118 and Father Hurley Boulevard. These recommendations will complete transit-served development between Father Hurley Boulevard and MD 118 as well as redevelop the Sugarloaf Center/Lotte Plaza retail center.

Land use and zoning recommendations for the West End include:

Name/Owner	Existing Zoning	Proposed Zoning	Change to Existing Land Use
Martens property remainder	RMX-2	RMX-2/TDR	Add housing with recommendation for Optional Method and limit on commercial
Wildman and Waters Road properties	RMX-2	RMX-2/TDR	Add housing with recommendation for Optional Method and limit on commercial
Properties along Locbury Drive	C-2	RMX-2C	Not recommended for Optional Method unless assembled
County-owned land occupied by MARC surface parking	R-200	TOMX-1	Allows for office and structured parking. Height sensitivity with Historic District across CSX tracks.
O-M properties near MARC	O-M	TOMX-1	
Post Office	C-2	RMX-2/TDR	
Townhouse medical offices	R-200	RMX-2/TDR	

Transportation improvements needed to support these recommendations include:

- Completing the Father Hurley Boulevard crossing of the CSX tracks
- Extend Century Boulevard through the Germantown Commons and Sugarloaf retail centers
- Create a direct connection from Waters Road to MD 118 lined up to form an intersection with Bowman Mill Drive
- Recognize Bowman Mill Drive as a master plan roadway
- Complete Locbury Drive from Wisteria Drive to Middlebrook Road

B. Gateway District

The Gateway District extends from I-270 west along Middlebrook Road and comprises Seneca Valley High School, several residential neighborhoods and commercial areas (Attachment 6: Gateway District Proposed Land Use). This Plan recommends that the Rolling Hills rental apartment complex be partially redeveloped under the Moderately Priced Dwelling Unit (MPDU) bonus provisions. A critical mass of the existing two-bedroom, two-bath affordable rental units should be retained along Great Seneca Highway.

Land area: 382 acres
 Land use: Multifamily residential; institutions; and industrial, technology and office
 Transit station: Portions are within walking distance of the MARC commuter rail station

Land use and zoning recommendations for the Gateway District include:

Name/Owner	Existing Zoning	Proposed Zoning	Change to Existing Land Use
Rolling Hills apartments	PD-9/R-H/R-30	R-30 base PD-18	Allows for partial redevelopment with MPDU bonus provisions
Residential properties along Middlebrook Road	PD-13	No change	
Small auto dealer	I-1	No change	
Storage	I-1	No change	
Middlebrook Office Park	I-1	No change	
Chevron and office property	I-1	No change	
Storage USA	I-1	No change	
Fitzgerald Auto	I-1	No change	
Criswell properties	I-1	No change	
Warehouses	I-1	No change	
Department of Energy	R-200	No change	

Transportation improvements needed to support these recommendations include:

- Pedestrian access from Rolling Hills apartments to MARC station

C. Cloverleaf District

The Cloverleaf District is a small district on the west side of I-270 (Attachment 7: Cloverleaf District Proposed Land Use). It is currently developed with employment uses in older office buildings, some of which have been vacant for several years. A future CCT station along Century Boulevard provides the opportunity to create a new transit-served, mixed-use neighborhood.

Redevelopment of vacant buildings and underdeveloped properties visible from I-270 provide opportunity for a sustainable mixed use project. This effort would be directed toward improving water quality over existing conditions and would link open space and protected green space to existing and proposed development including a linear green space along Crystal Rock Drive.

Land area: 130 acres
 Land use: Employment Mixed Use with office, retail, service, housing
 Transit station: CCT Cloverleaf Station

Land use and zoning recommendations for the Cloverleaf District include:

Name/Owner	Existing Zoning	Proposed Zoning	Change to Existing Land Use
Century Technology Campus (Trammell Crow)	I-3	TOMX-1/TDR	Add housing, hotel and retail
Trammell Crow flex space	I-3	TOMX-1/TDR	If redeveloped, add housing
Matan flex space	I-3	TOMX-1/TDR	If redeveloped, add housing
Extended Stay Hotel	I-3	TOMX-1/TDR	If redeveloped, add housing
First Federal Corporation	I-3	TOMX-1/TDR	If redeveloped, add housing
Cloverleaf Center LLC	I-3	TOMX-1/TDR	If redeveloped, add housing
Salvation Army	I-3	TOMX-1/TDR	If redeveloped, add housing

Transportation improvements needed to support these recommendations include:

- A new roadway and crossing over I-270
- A grid of new streets within the Century Technology Park
- A public road connection between Century Boulevard and Crystal Rock Drive
- At-grade improvements to Century Boulevard
- Pedestrian facilities along Crystal Rock linear open space

D. North End District

The North End District is located on both sides of I-270 at the northwest end of Germantown’s new mixed-use districts (Attachment 8: North End District Proposed Land Use). The Cloverleaf CCT station will serve this district on the west; the Milestone CCT stop will be on the east side of I-270. The future Dorsey Mill Road bridge will link the east and west employment areas along I-270.

On the east side of I-270 are the Milestone Business Park and Milestone residential neighborhoods along Observation Drive. The Plan recommends a mixed-use neighborhood centered at the transitway on the west side. Existing residential and employment and research and development uses are changed very little by the Plan recommendations.

The Symmetry/Totah property located adjacent to the Father Hurley Boulevard ramp from I-270 is currently undeveloped. The Far North Village property is currently undeveloped yet has approval for employment uses within the Town Sector (T-S) Zone. Staff is evaluating a change to the T-S Zone for this property and will make a formal recommendation in the draft plan this summer. The Plan will recommend extraordinary protection measures and potential land acquisition for retaining high quality forest contiguous with Black Hill Regional Park.

Land area: 355 acres
 Land use: Employment Mixed Use with office, retail, service, housing
 Transit station: CCT Dorsey Mill station and CCT Milestone station

Land use and zoning recommendations for the North End District include:

Name/Owner	Existing Zoning	Proposed Zoning	Change to Existing Land Use
Far North Village/Lerner	T-S	No change	Density cap of 0.50-0.75 FAR
Symmetry/Totah	I-3	TOMX-1/TDR	Density cap of 0.75 FAR
Milestone Business Park	I-3	TOMX-1/TDR	Density cap of 0.75 FAR, add housing to existing employment
Milestone residential	R-30	No change	

Transportation improvements needed to support these recommendations include:

- Construction of Dorsey Mill Road bridge over I-270
- Urban diamond ramps to and from the north at I-270
- Extending Observation Drive into Clarksburg
- Widening MD 355 north of MD 27 into Clarksburg
- Improved access to Crystal Rock Drive

E. Milestone District

The Seneca Meadows/Milestone District is a large area containing employment, regional retail, and housing uses (Attachment 9: Seneca Meadows/Milestone District Proposed Land Use). It incorporates a number of distinct neighborhoods: Seneca Meadows Technology Park, Milestone Regional Shopping Center (including the Neelsville Village Center), Shakespeare Boulevard's Eaton Manor residential neighborhoods, Meadowbrook Estates and the medical park along old MD 118/Boland Farm Road. The CCT station along Seneca Meadows Parkway offers an opportunity to create a focus of development and activity in the area.

Land area: 389 acres
 Land use: Employment Mixed Use with office, retail, service, housing
 Transit station: CCT Cloverleaf Station

Land use and zoning recommendations for the Milestone District include:

Name/Owner	Existing Zoning	Proposed Zoning	Change to Existing Land Use
Milestone Center	RMX-3/TDR	No change	Currently allows for mixed-use; separate ownership
Neelsville Center	RMX-1	No change	Currently allows for mixed-use
Eaton Manor residential	RMX-3/TDR	No change	
Seneca Meadows	I-3	North end TOMX-1/TDR	Dedicate land for urban recreation center at north end above Milestone Tributary

Transportation improvements needed for these recommendations include:

- Grade separation of MD 355 and MD 27/Ridge Road or an equivalent at-grade treatment
- Consider an alternative to M-83 that uses MD 355
- Widen MD 355 to provide six through lanes

F. Montgomery College District

The Montgomery College District is approximately 280 acres containing primarily publicly owned land occupied by Montgomery College with employment and technology uses oriented towards I-270 (Attachment 10: Montgomery College District Proposed Land Use). The College is conducting a five-year facility plan to determine capital needs for future academic and student service buildings and facilities. Housing for this district is located along MD 355.

Montgomery College and a private development partner seek to build a technology park adjacent to the academic campus. This business park will link education and training elements of the College with business applications by the private sector. The entire District consists of similar use properties; a uniform zoning recommendation will need to be developed. At present, the College is requesting a “flexible mixed-use zone similar to the Life Sciences Center Zone” which has not been drafted.

The future Observation Drive extended and internal roadways should avoid the high quality interior forest of the site; replanting should first occur in unforested stream buffers within this watershed.

Land area: 334 acres
 Land use: Industrial and technology with Montgomery College academic facilities
 Transit station: None

Land use and zoning recommendations for the Montgomery College District include:

Name/Owner	Existing Zoning	Proposed Zoning	Change to Existing Land Use
Goldenrod properties	I-3	I-3 mixed use	
Hughes Network	I-3	I-3 mixed use	
Montgomery College	I-3, R-60, R & D	I-3 mixed use	Would allow academic and business park uses
Properties along MD 355	R-60/TDR	No change	
Ben Lewis Plumbing property	C-1	No change	

Transportation improvements needed for these recommendations include:

- Extend Observation Drive southward to Middlebrook Road selecting an alignment on the eastern edge of the campus to avoid upland forest area
- Examine extending Goldenrod Lane
- Evaluate the feasibility of a connection from future Observation Drive to MD 355
- Grade separation of MD 355 at MD 118 or an equivalent treatment
- Consider an alternative to M-83 that uses MD 355

G. Fox Chapel District

The Fox Chapel District straddles MD 355 (Attachment 11: Fox Chapel District Proposed Land Use) and is comprised of primarily commercial and retail uses. It is a gateway into Germantown, extending down to the Germantown Greenbelt. The Plan seeks to strengthen the focus of the commercial center on the east side of MD 355, increasing housing opportunities and improving the gateway.

Contract purchasers for the mobile home park do not agree with staff recommendations for this property. A consortium of residential property owners on MD 355 between Scenery Drive and Plummer Drive request consideration of O-M zoning.

Land area: 115 acres
 Land use: Commercial mixed use with office, retail and multifamily housing
 Transit station: None

Land use and zoning recommendations for the Fox Chapel District include:

Name/Owner	Existing Zoning	Proposed Zoning	Change to Existing Land Use
Middlebrook Square retail center	C-1/C-2	No change	
Fox Chapel retail center	C-1	RM-2C/TDR	Support Standard Method at 0.3 FAR; not recommended for Optional Method
Undeveloped office site	O-M	No change	
Commercial and split zoned properties	C-1/R-200	RMX-2C	Properties fronting on MD 355 will be commercial
Mobile home park	C-1 some residential	RMX-2C for commercial, R-30 base for resident.	Primarily multifamily housing
Credit union property	R-90	C-2	Adjacent to commercially zoned property (gas station)
Residential properties along MD 355	R-200	No change	Support text amendment for accessory units by right
Middlebrook Inn	R-90	C-2	Restaurant operating as non-conforming use

Transportation improvements needed for these recommendations include:

- Grade separation of MD 355 at Middlebrook Road or an equivalent treatment
- Consider an alternative to M-83 that uses MD 355 that may require extensive right of way

IV. MATRIX OF RECOMMENDATIONS AND PROPERTY OWNER RESPONSE

In order to assist the Planning Board in evaluating the preliminary staff recommendations for land use and zoning, the following matrix and map (Attachment 12: Key Property Owner Concerns) summarizes the positions of the various property owners and staff's response to their concerns. The letter from the Gaithersburg-Germantown Chamber of Commerce questioning the density levels of the TOMX-1 Zones is included as Attachment 13.

Reactions to Preliminary Recommendations

Map #	District	Property Name	Staff Recommendation	Owner Position	Staff Response
1	Town Center	Matan	TOMX-1/TDR	TDRs apply above 1.0 FAR	Commercial density increases by 100% with broad permitted uses
2	Town Center	Wildman	RMX-2	Requests RMX-2C for commercial use	Residential near MARC is more desirable
3	Town Center	Falahi	TOMX-1/TDR	Requests removal of loop road	Loop road removed
4	Town Center	Trevion	TOMX-1	Agrees	Current O-M zoning allows 1.5 FAR office
5	Gateway	Rolling Hills Apts.	R-30/PD-18	Complete redevelopment to 1,700 new units using R-H/PD-35	Partial redevelopment near transit; retain affordable 2 BR/2BA rental units
6	Cloverleaf	Century Technology Park	TOMX-1/TDR	Opposes TDRs less than 1.0 FAR; opposes road across I-270	Density increased by 90% plus 790 du not previously allowed.
7	North End	Symmetry	TOMX-1/TDR capped at 0.75 FAR	1.5 FAR Interim uses to pay for infrastructure Flexibility to exchange housing and commercial	Density increased by 50% plus 400 du not previously allowed. Adjacent residential developed assuming subject property at 0.5 FAR. Interim uses subject to design guidelines including structured parking

Map #	District	Property Name	Staff Recommendation	Owner Position	Staff Response
7	North End (continued from page 13)			120' height at I-270 I-270 access options	Housing/commercial flexibility needs more study Support height and I-270 access options
8	North End	Lerner	Retain Town Sector Zone	Mixed use transit station (0.5 to 0.75 FAR)	Retain T-S Housing limited by zone maximum No mechanism for TDRs Adjacent residential developed assuming subject property at 0.5 FAR
9	North End	Milestone Business Park	TOMX-1/TDR capped at 0.75 FAR	Higher density with TDRs applied if above 1.0 FAR	Density increased by 60% plus 225 du not previously allowed. Adjacent residential developed assuming subject property at 0.5 FAR
10	Eastern Side of I-270	Various	As shown	Resident observed that most of the development and amenities occur west of I-270	An urban-type rec center will be built on the east side of I-270. Observation Dr. extended through Montgomery College will contain bikeways/paths that link to Black Hill.
11	Montgomery College	Montgomery College	I-3 optional	Life Sciences overlay zone	Discussions on-going
12	Fox Chapel	Mobile Home Park	RMX-2C and R-30 (0.3 FAR)	53,000 retail, live/work units, 722 du with MPDU bonus	Density not supported because property is not transit served

Map #	District	Property Name	Staff Recommendation	Owner Position	Staff Response
13	Fox Chapel	Residences	R-200	O-M	Granting commercial zone is inconsistent with other locations in County
14	Fox Chapel	Middlebrook Inn	R-90	Requests commercial zone	Needs commercial zoning in order to sell; adjacent to gas station and future credit union
15	Fox Chapel	Tim Shaw	RMX-2	Requests commercial zone	Would require subdivision and site plan

V. TRANSPORTATION RECOMMENDATIONS

The transportation element of the Germantown Master Plan proposes a multimodal transportation system to accommodate planned growth both within the Plan area and elsewhere in the I-270 Corridor. The Plan will include the following primary components to provide adequate mobility as defined under current growth policy objectives:

- Transit action and travel demand management (25 percent non-auto mode share)
- Retaining primary transportation projects in the 1989 Master Plan including the CCT as bus or rail; widening I-270 to 12 lanes; and constructing Midcounty Highway (M-83)
- Widening MD 355
- Widening Great Seneca Highway
- Constructing grade separated interchanges at the Ridge Road junctions with MD 355 and Observation Drive

Staff recommends additional transportation enhancements (Attachment 14: Proposed Roads) including:

- A partial interchange to and from the north on I-270 at Dorsey Mill Road to reduce congestion at the intersection of Crystal Rock Drive and Father Hurley Boulevard and also reduce commercial traffic on Kinster Drive
- A new road crossing of I-270 without ramp access connecting Century Boulevard to Seneca Meadows Parkway
- Recognizing Bowman Mill Road as a Master Plan roadway and extending the road across MD 118 to connect with Waters Road
- Extending Observation Drive southward through the Montgomery College campus
- Implementing interchanges at MD 355 junctions with MD 118 and Middlebrook Road.

Several elements of the 1989 Germantown Master Plan will be removed:

- Middlebrook Road CCT; the proposed station serves a limited commercial area unsuitable for transit-oriented development due in part to its size, shape, and topographic constraints.

- Reducing travel lanes on the portion of Father Hurley Boulevard west of Wisteria from six lanes to four lanes.
- Eliminating the access roadway from Century Boulevard to Black Hill Regional Park as mandated in the Black Hill Regional Park Master Plan; the trail connection should be retained.

Recommended local transportation improvements include:

- Converting most Industrial street classifications to Business streets to reflect the type of commercial and mixed use development anticipated
- Establishing the new Minor Arterial roadway classification for roadways where traffic calming is appropriate for surrounding land uses
- Expanding the street grid to enhance pedestrian and vehicular access to the CCT stations and the MARC station
- Enhancing the planned Bikeway system to connect activity centers and to extend access to the surrounding greenbelt edges of Germantown and the “bicycle beltway” described in the 2005 Countywide Bikeways Functional Master Plan
- Incorporating elements of the recently adopted Road Construction Code to establish target speeds for vehicles and foster pedestrian-oriented design in urban and mixed use areas.

Attachment 15 shows the Proposed Bikeways.

Capacity Considerations

Staff analyzed the end state of proposed land use using the most intensive scenario, Alternative 3, for the Policy Area Mobility Review (PAMR). Staff recommended land use is commensurate with that tested as Alternative 3. The proposed land use and transportation system can be found to be in balance, due in large part to implementation of regional facilities already in the Master Plan including I-270 widening, the CCT, M-83, and MD 355 widening. Attachment 16 shows the results of the PAMR analysis, comparing conditions for 2005, 2011, and Alternative 3.

As shown in Attachment 17: Congested Locations, there are several locations where forecasted localized congestion problems are generally either related to I-270 access points or locations where major highways intersect. The proposed partial interchange at I-270/Dorsey Mill and several new master planned streets break up the superblocks, providing additional traffic distribution and access to walking, biking, transit and bus.

The localized congestion problems shown in Attachment 17 reflect the current growth policy intersection congestion standards. For those intersections where future interchanges are not recommended, pedestrian needs must be incorporated within any proposed reconstruction. Travel demand management measures should be considered as the first priority for addressing congestion. In the Plan’s transit station areas, intersection widening should be considered a last resort, as some transit-oriented development will likely need to be implemented in advance of full CCT implementation.

The upcoming plan will not explicitly specify intersection improvements for three reasons:

- The balance between vehicular congestion and pedestrian accessibility should be made on a case-by-case basis through subdivision cases or facility planning studies as needs arise,
- The level of travel demand forecasting performed for Sector Plan analysis is useful for assessing long-term trends, but not for programming 20-year needs on an intersection-specific basis,
- Current growth policy standards are evaluated every two years and are subject to change during the lifetime of the Sector Plan.

The staging plan will be important to reconcile the current “acceptable only with full mitigation” status in the Germantown East Policy Area with long range forecast conditions (see Attachment 18: Memorandum from Transportation Planning).

MD 355 Corridor Considerations

Severe traffic congestion is forecast along the MD 355 Corridor at locations where MD 355 intersects east-west major highways such as Ridge Road (MD 27). The 1989 Master Plan recommends a grade-separated interchange at this location. Staff is evaluating a combination of minor changes to land use and implementing an urban network of one-way streets made known by Peter Calthorpe.

Facility planning for Midcounty Highway Extended is expected to be completed by DPWT in early 2010, after the Germantown Master Plan adoption. The master-planned alignment which is physically outside the Plan boundary is considered in network assumptions of both the master plan and the regional Constrained Long Range Plan. This roadway has been assumed as part of the network of regional transportation improvements for the purposes of master plan analysis.

DPWT has studied an alternative to building M-83 by improving MD 355. Their preliminary findings are that an MD 355 alternative that generally respected the current 150' wide right-of-way and existing development in the corridor would not meet the study purpose and need. Staff concurs with that finding, but has requested that DPWT expand their alternative definition to develop an alternative that does meet the purpose and need, in order to more fully evaluate alternatives to M-83. DPWT is developing such an alternative and will brief the Planning Board later this spring on their study process. Staff proposes to identify an ultimate 250' wide right-of-way for MD 355 in the draft plan with a staging element that includes study of bus rapid transit concept would link the ultimate right-of-way width to a County Council decision regarding the M-83 study in 2010.

Staff also evaluated an urban network providing at-grade, one-way couplets where major highways meet. This concept could be applied at each of the MD 355 intersections with MD 27, MD 118, and Middlebrook Road. Preliminary analyses indicate that this approach (replacing a single wide intersection with four intersections of one-way streets around a town square type of feature) could be functionally equal to the proposed grade-separated interchanges. The urban network would also have a lower capital cost, but requires a substantial and coordinated redevelopment to implement. The Plan recommends that the urban network concept be studied further, either as a supplemental study to the Plan (should budgetary constraints permit) or as an alternative within any project planning study of interchange construction.

VI. DESIGN GUIDELINES

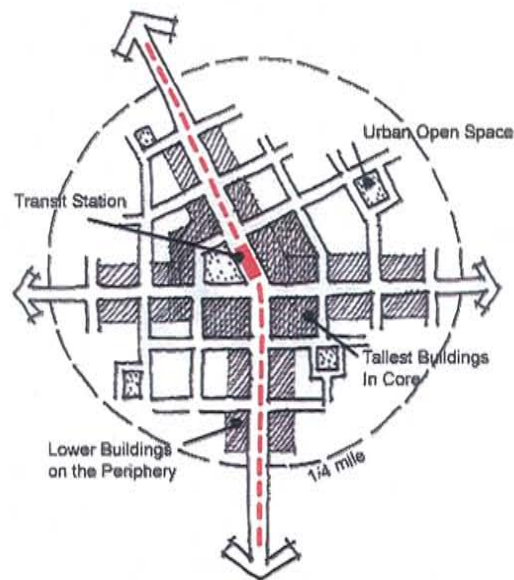
Urban Form and Community Identity

Germantown's existing development pattern creates a series of distinct districts following the guidance of the 1984 Master Plan. The proposed land use mix and density builds upon the existing patterns and modifies it by clustering new mixed uses at transit stations and within the Town Center. The proposed urban form recommendations strengthen these districts and their distinct sense of place.

The proposed framework establishes a focus on the Town Center by concentrating density and building heights within the core. This reinforces its role as the heart of Germantown and will create a vitality and urbane atmosphere supporting commercial businesses and cultural activities. Several other mixed used, transit oriented districts are recommended along I-270 with centers at their transit stations. The clustering of mixed-use development around transit stations is a fundamental urban form recommendation. See Urban Design Framework Concept. The key urban form recommendations are as follows:

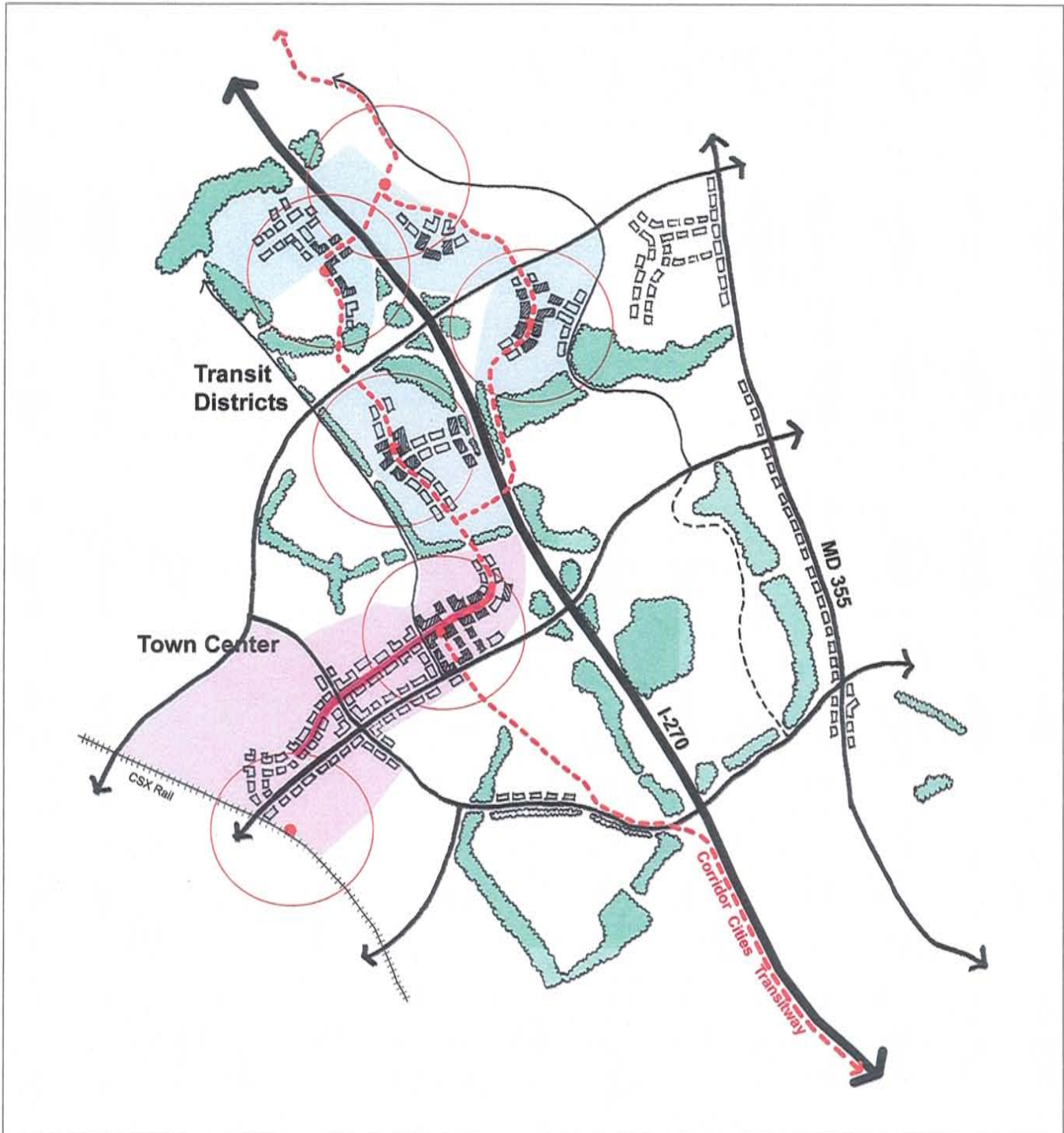
- Create districts that build upon existing patterns and convey a sense of place.
- Expand the Town Center and concentrate density along Century Boulevard within the Core Neighborhood of the Town Center.
- Cluster development around transit stations.
- Expand the interconnected system of natural open spaces.






Area wide design guidelines are provided for the entire planning area to help achieve a walkable, attractive and compatible form of development. The design guidelines support the key urban form recommendation of transit oriented development (TOD) as illustrated in the diagram below based upon the Peter Calthroe model. In addition, each district will have specific design guidelines for the district to help create a distinct area and strengthen community identity.



TOD Diagram

Urban Design Framework



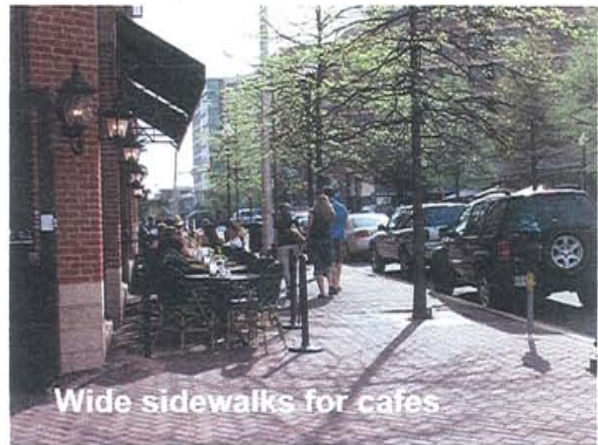
-  Concentrate tallest buildings and density at Transit Stations
-  Achieve street oriented development
-  Create " Main Street" character with seating, parks, amenities and streetscape improvements
-  1/4 mile walking distance to transit station
-  Use stream valleys and forests as natural borders defining neighborhoods



Area Wide Design Guidelines

Street Oriented Development

- Achieve street oriented development with buildings facing sidewalks.
- Provide wide sidewalks, 20 to 26 feet, where café and seating areas are desired.



Street Corridors

- Create a network of tree lined boulevards and main streets.
- Design streets and intersections to be pedestrian friendly. Minimize crossing distance with landscaped median, neck downs or other means.



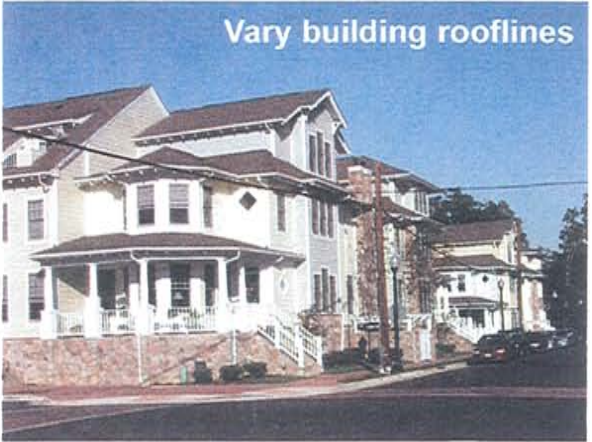
Building Bulk, Mass and Step Backs

- Reduce building bulk and mass through building design and facade treatment. Minimize building footprints and articulate facades.
- Provide building setbacks above 3 to 4 stories to achieve more light and air along the street.
- Terminate important views and vista with architectural elements such as circular or corner towers.



Building Heights and Transitions

- Locate tallest building heights at transit stations stepping down to lower heights at the edges of districts.
- Achieve compatible height relationships with adjacent residential communities by stepping down heights.
- Vary building heights and rooftop designs.
- Enclose all rooftop mechanical space within structures integrated with the architecture of the building.



Building Entrances and Facades

- Locate multiple building entrances along streets to provide pedestrian convenience and street life activation.
- Define the street level through architectural elements such as awnings and continuous cornice lines.



Retail Uses and Street Life

- Locate retail uses along streets and adjacent to urban space to add vitality and convenience.
- Design retail storefront with large, clear glass display windows for visual interest.



Parking

- Design structured parking as part of the building's footprint and architecture.
- Locate parking behind buildings, within the block or below grade.



Natural and Urban Open Space

Natural Open Space

- Achieve an interconnected network of open spaces that provide habitat, environmental protection of stream valleys, and access throughout the planning area.



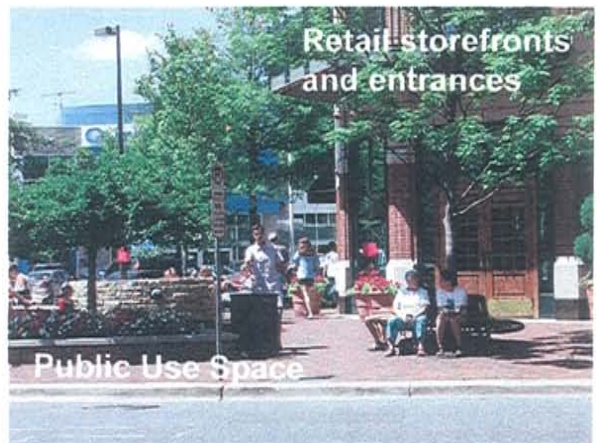
Green Commons

- Provide each district with green spaces that feature lawns, tree areas, passive recreation and non programmed space for spontaneous activity. Vary sizes and areas to create unique places.
- Ownership and maintenance will be the responsibility of private development or the Urban Maintenance District when it is created.



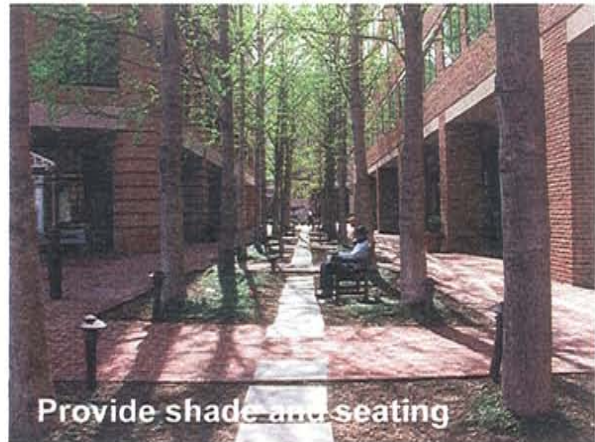
Plazas and Gathering Places

- Provide a series of hard surfaced, urban spaces for outdoor enjoyment with seating, landscaping and other special amenities.
- Locate urban space next to all transit stations and in areas that are activated by adjacent uses.
- Design urban spaces with place-making elements, enhancing community identity by incorporating historical and cultural themes.

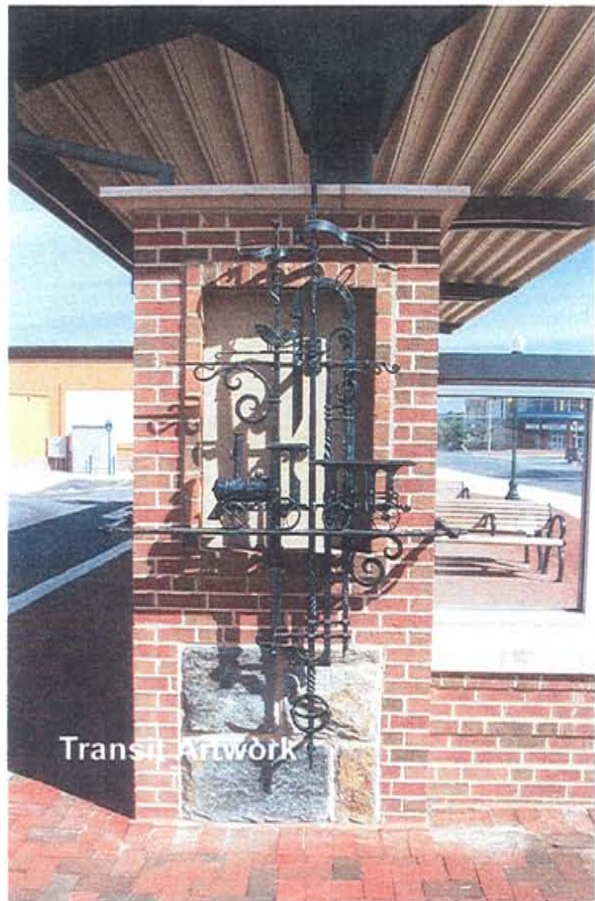


Plazas and Gathering Places (con't.)

- Increase the amount of greenery and trees within plazas and gathering places. Reduce imperviousness and add tree canopy.

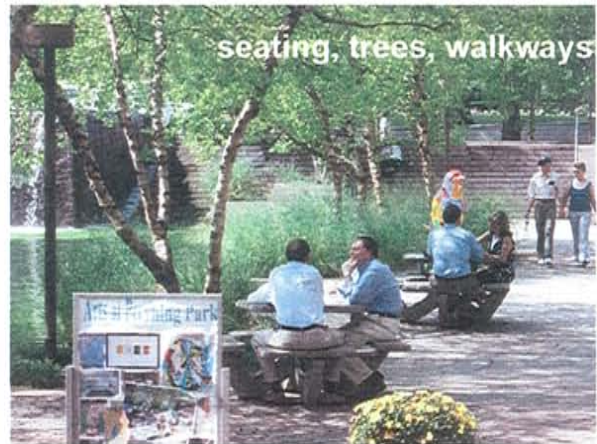


- Incorporate place-making art into urban open spaces that engage the viewer and draw upon historic, cultural or natural themes relevant to Germantown.
- Provide wayfinding signage throughout Germantown to help orient pedestrians and drivers.



Urban Parks

- Provide urban parks in central locations within districts serving mixed use areas and ensure good visibility within the park.
- Plan urban parks to be key destinations within the open space system.
- Design urban parks to support and enhance the experience of the public realm.
- Urban parks are to be publicly owned and maintained.

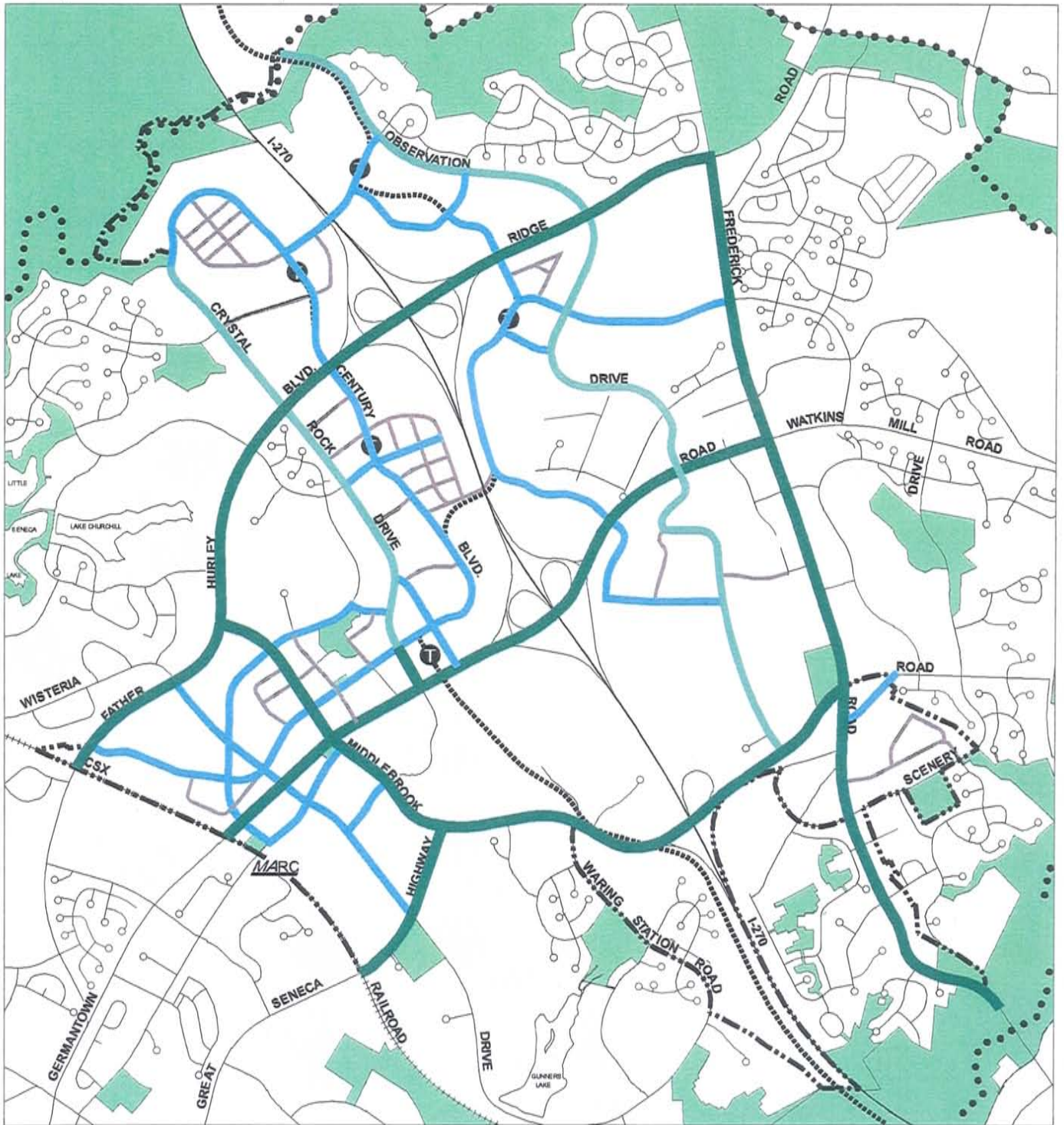







Trails, Bikeways and Sidewalks





- Create a “greenway” along Crystal Rock Drive that connects the Town Center entertainment district to Black Hill Regional Park, urban open spaces and easy access from transit stations.
- Provide a “pathway” of bikeways and sidewalks along Observation Drive that connects Montgomery College to the North Germantown Greenway.
- Provide the Bicycle Beltway that connects the Study Area to surrounding parkland and trails. Close the gap by building M-83 bikeway, or an alternative, if M-83 is not built.



Proposed Streetscape Plan

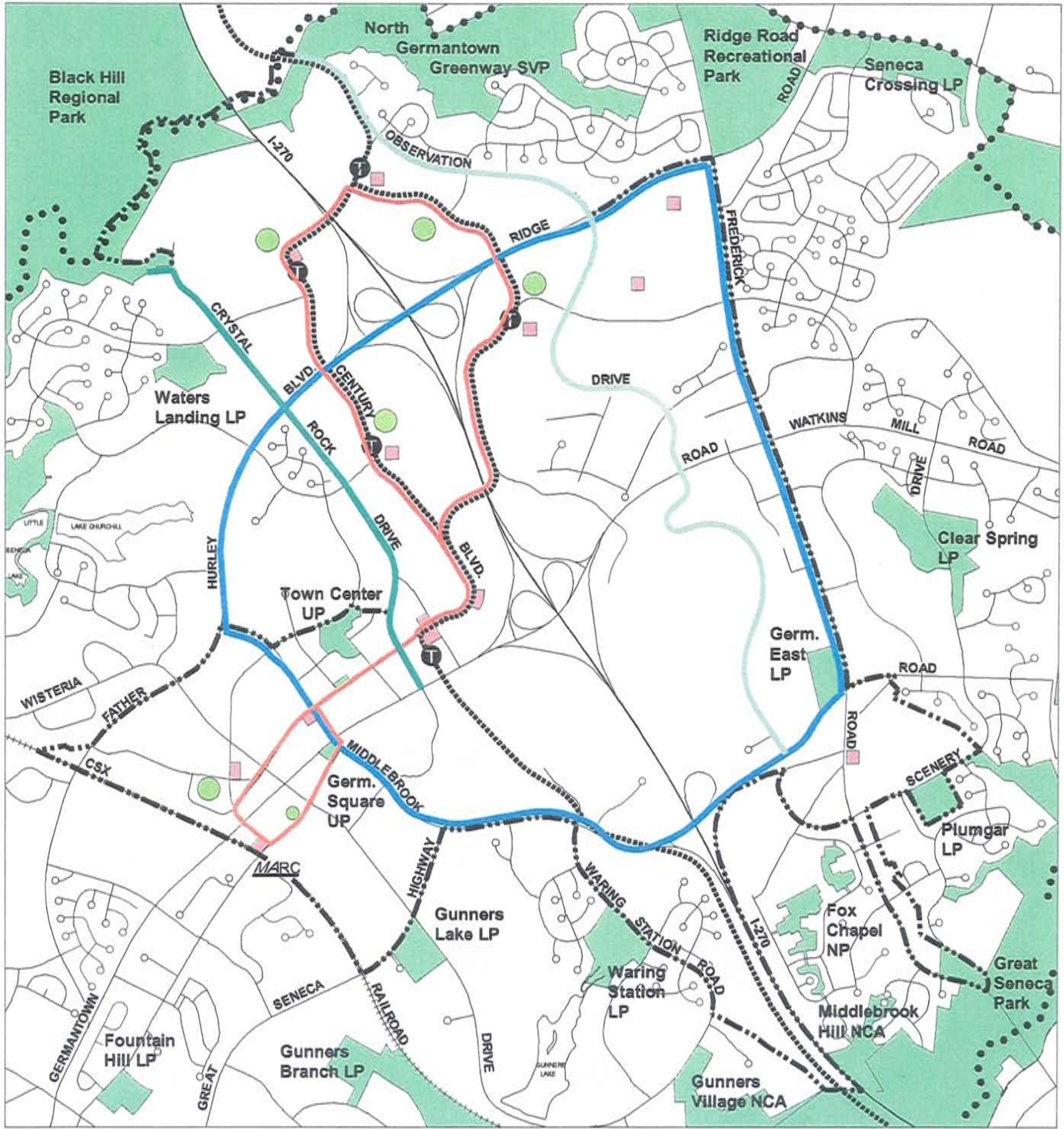













-  Existing Parkland
-  Boulevards
-  Main Streets
-  Internal Streets
-  Greenways

-  Germantown Planning Area
-  Germantown Study Area
-  Proposed Corridor Cities Transitway and Stations
-  Commuter Train



Parks, Urban Open Space and Trails



	Existing Public Parks		Proposed Transit Sidewalk Network		Germantown Planning Area
	Proposed Urban Open Space		Proposed Bikeway Beltway		Germantown Study Area
	Proposed Green Commons				Proposed Corridor Cities Transitway and Stations
	Proposed Black Hill Greenway				Commuter Train
	Proposed Observation Drive Pathway				



VII. IMPLEMENTATION

The Plan will evaluate the fiscal impacts of the recommended land uses, anticipated tax revenues and the cost of capital projects to be completed by the County and State. Evaluating whether incentives contained in the Plan are sufficient to produce the desired amount and type of development and infrastructure envisioned by this Plan will not, at this time, be attempted by staff. Resource limitations have severely constrained the Department's ability to contract for outside services such as a development feasibility analysis for the Germantown Master Plan. The Planning Board will therefore need to rely upon economic studies that may be privately prepared and submitted in order to understand the feasibility of this Plan's recommendations.

When completed, the Germantown Master Plan will contain a range of implementation mechanisms, including:

- Zoning text to implement a BLT Easement Program
- Zoning recommendations to be implemented via a Sectional Map Amendment
- Detailed design guidelines including form-based elements applied to the Town Center District
- Staging elements to give preference to employment development in mixed use districts
- Staging to identify which development opportunities should go first based on infrastructure capacity
- Infrastructure program including technology infrastructure and energy
- Urban Service District for CBD-level maintenance and promotion

Property owners have also requested (1) flexibility in zoning and approvals to allow for market shifts, and (2) consideration of interim levels of development to create positive cash flow for a period of time before being required to make extensive infrastructure investments.

The ability to affect CCT mode selection of either light-rail transit (LRT) and bus-rapid transit (BRT) will impact the recommended phasing, opportunities for private sector funding and operating segments involving both the west and east sides of I-270.

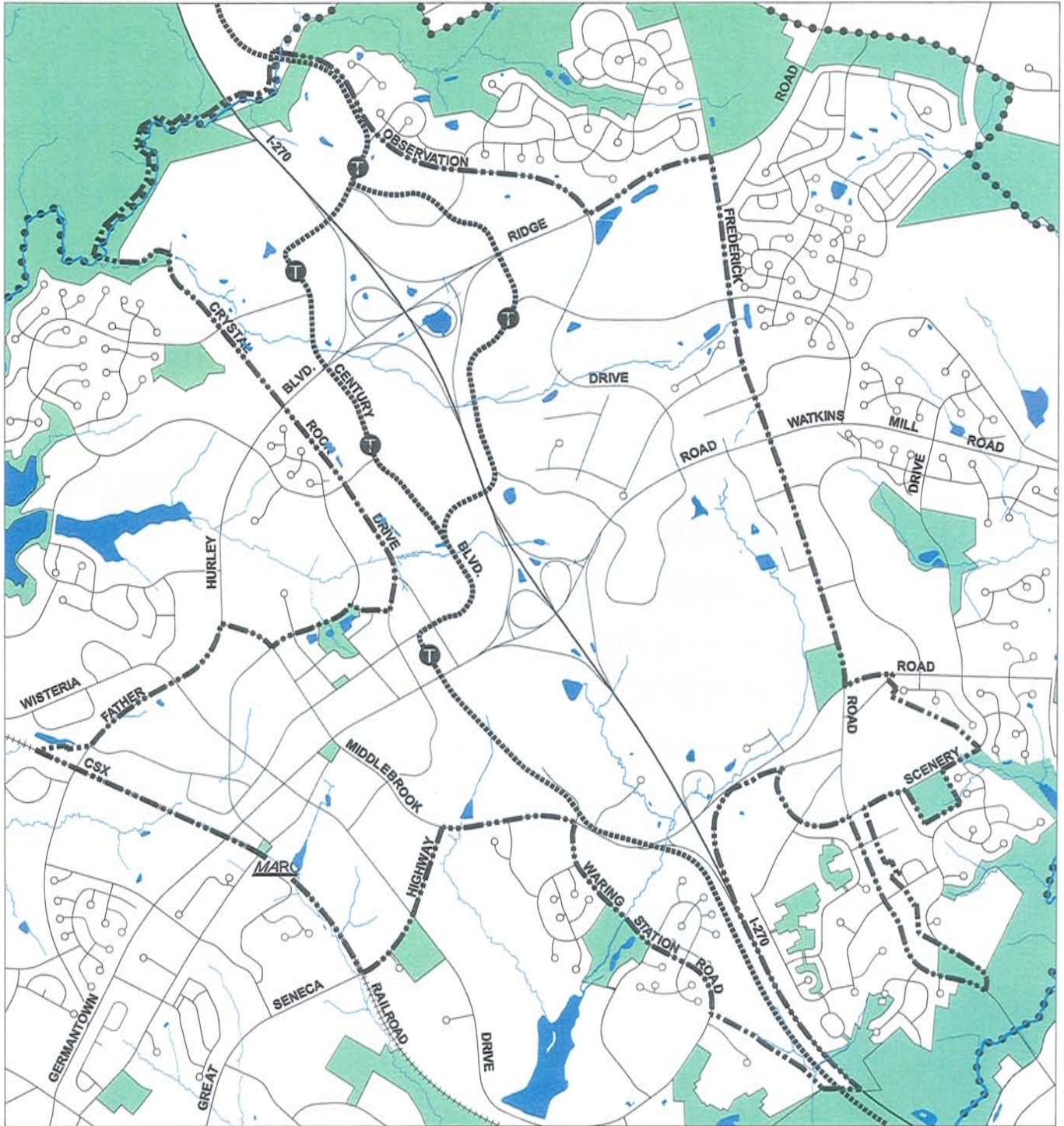
Determining the sequence of development will depend on funding levels to complete large Federal projects such as I-270 widening and shared funding options for CCT and M-83. These transportation investments support development throughout the I-270 Corridor.



Attachments:





1. Germantown Study Area
2. Proposed Land Use Concept
3. Proposed Density Distribution
4. Germantown Districts
5. Town Center Proposed Land Use
6. Gateway District Proposed Land Use
7. Cloverleaf District Proposed Land Use
8. North End District Proposed Land Use
9. Seneca Meadows/Milestone District Proposed Land Use
10. Montgomery College District Proposed Land Use
11. Fox Chapel District Proposed Land Use
12. Key Property Owner Concerns
13. Letter from Gaithersburg-Germantown Chamber of Commerce
14. Proposed Roads
15. Proposed Bikeways
16. Policy Area Mobility Review
17. Congested Locations
18. Memo from Transportation Planning

ATTACHMENT 1

Germantown Study Area



-  Parkland
-  Lakes, Ponds, and Streams

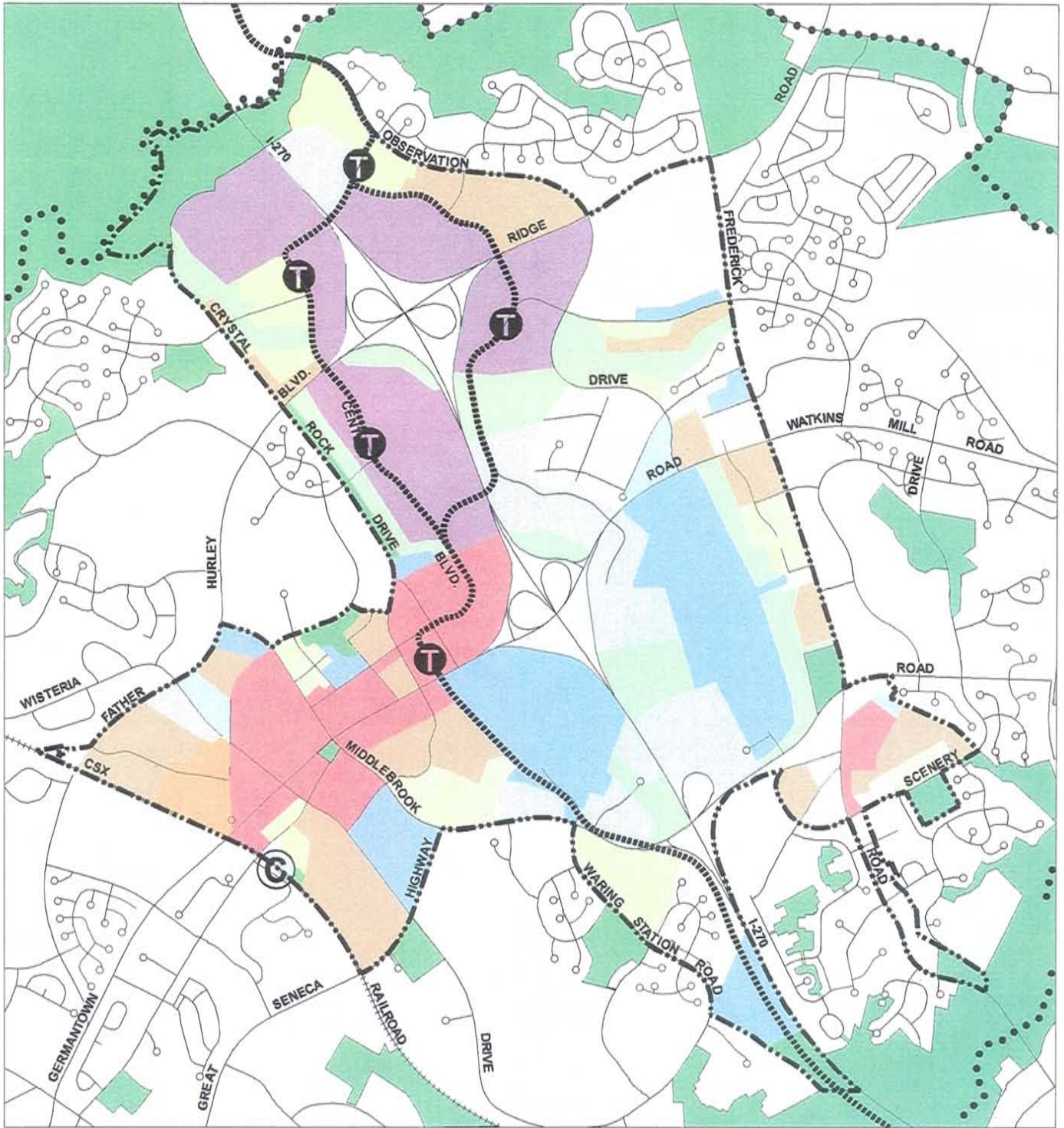
-  Germantown Planning Area
-  Germantown Study Area
-  Proposed Corridor Cities Transitway and Stations
-  MARC Commuter Train



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ATTACHMENT 2

Proposed Land Use Concept



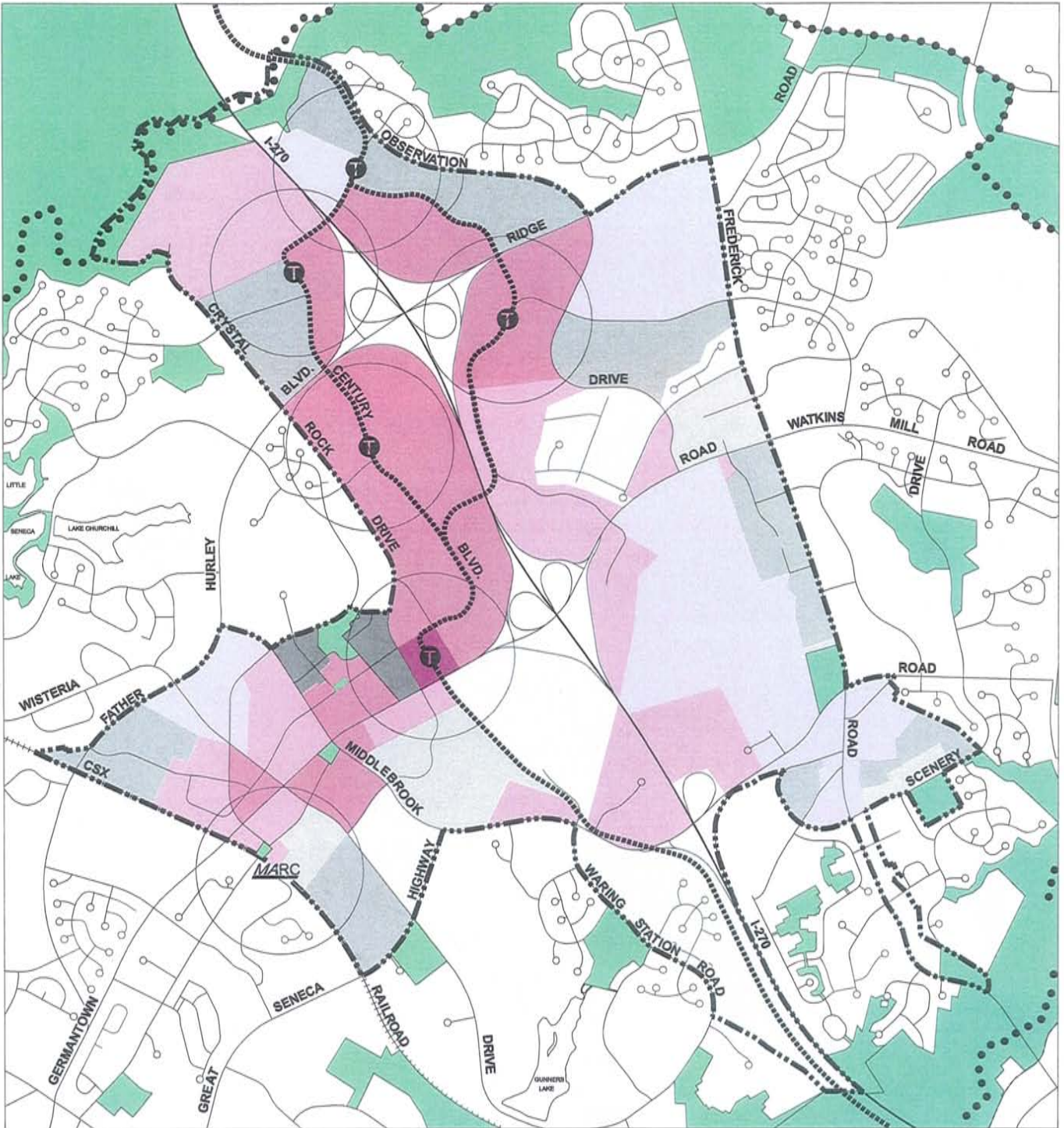
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- | | | |
|--|--|----------------------------|
| Residential, Single-Family | Commercial Uses | Private Open Space |
| Residential, Townhouse | Office Uses | Proposed CCT and Stations |
| Residential, Multi-Family | Technology, Office (Research and Development) | MARC Commuter Rail Station |
| Residential, Mixed-Use (Primarily Residential) | Industrial | Germantown Study Area |
| Commercial, Mixed-Use (Office, Retail, Service, Housing) | Institutions (Public and Private) Schools, Churches, Post Office | Germantown Planning Area |
| Transit, Mixed-Use (Office, Retail, Service, Housing) | Public Parkland and Open Space | |

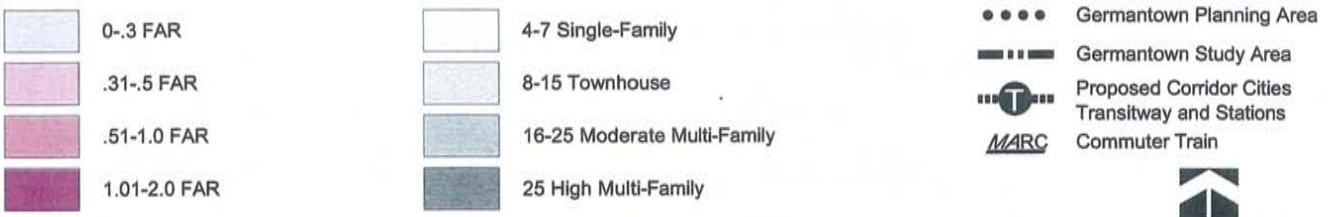


ATTACHMENT 3

Proposed Density Distribution

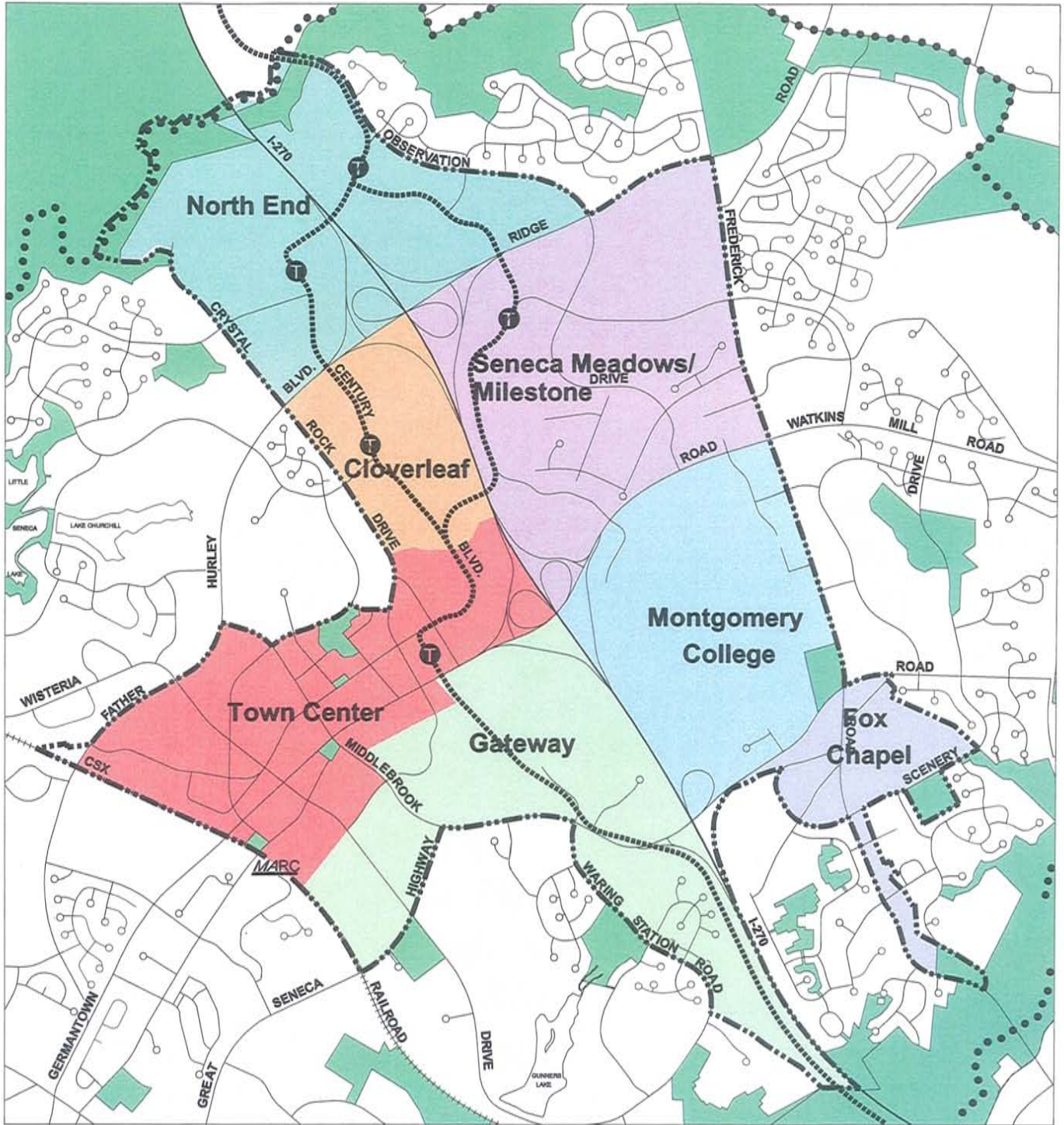


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ATTACHMENT 4

Germantown Districts



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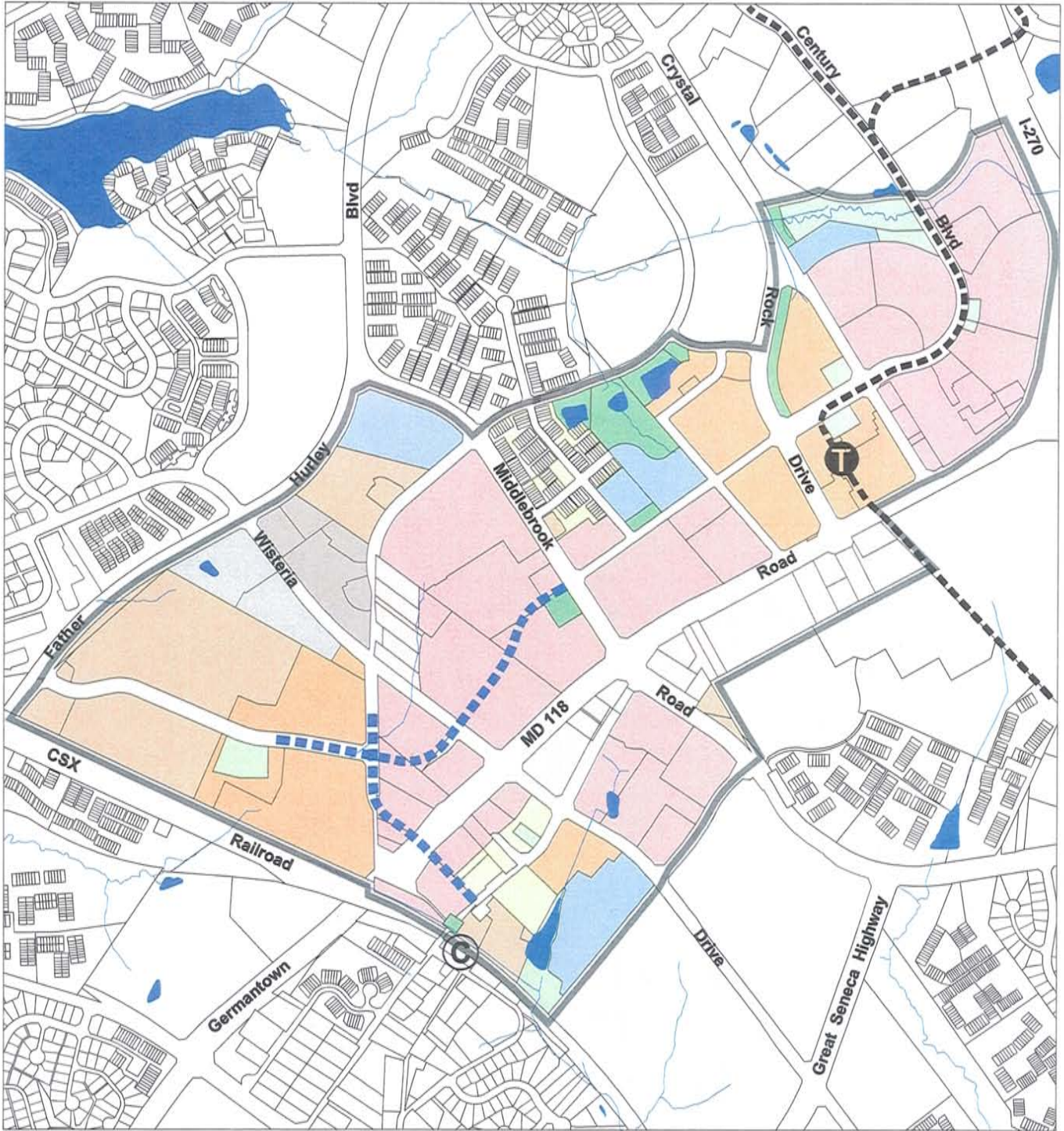
 Existing Parkland

-  Germantown Planning Area
-  Germantown Study Area
-  Proposed Corridor Cities Transitway and Stations
-  Commuter Train



ATTACHMENT 5

Town Center Proposed Land Use

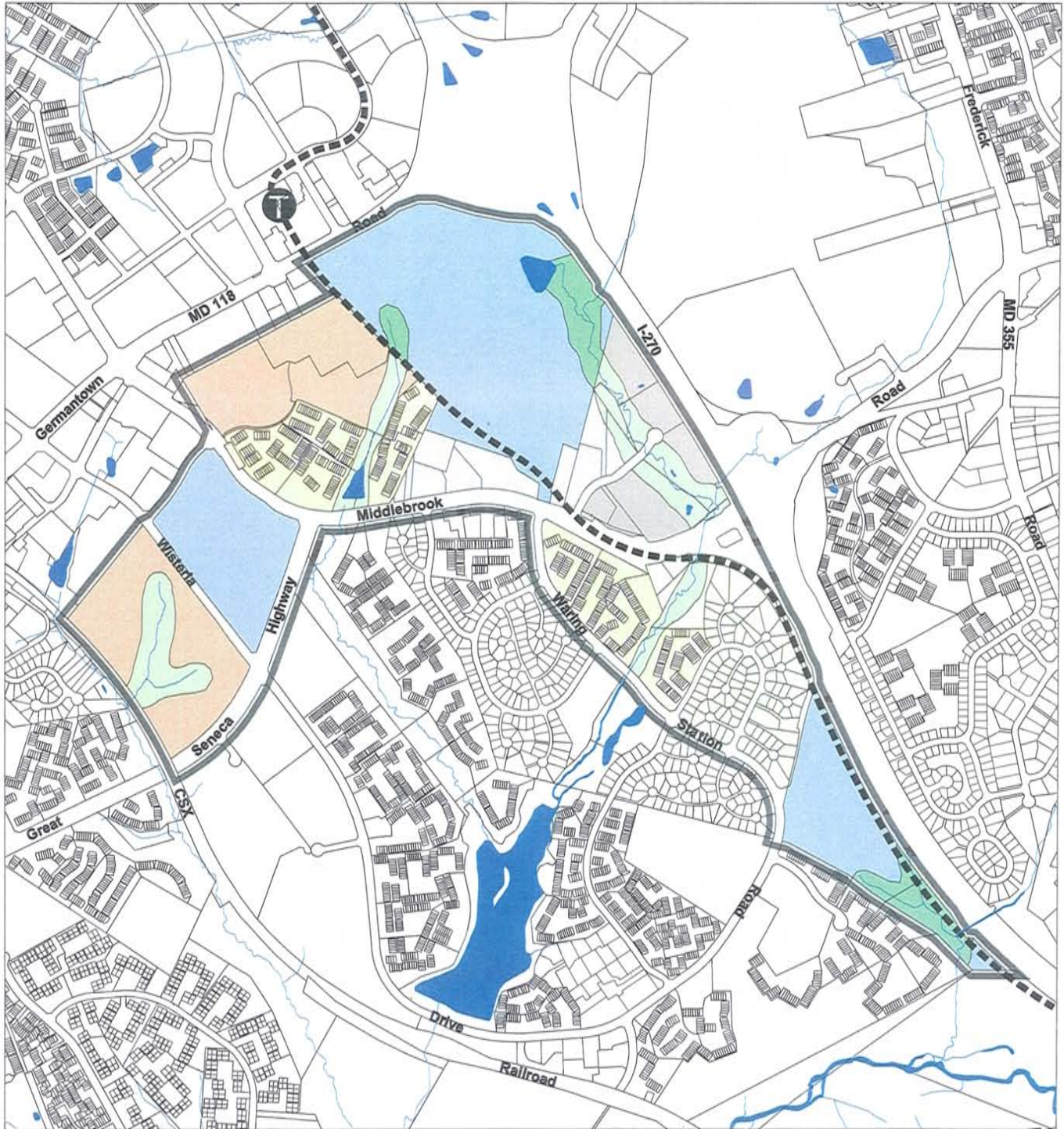


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ATTACHMENT 6

Gateway District Proposed Land Use



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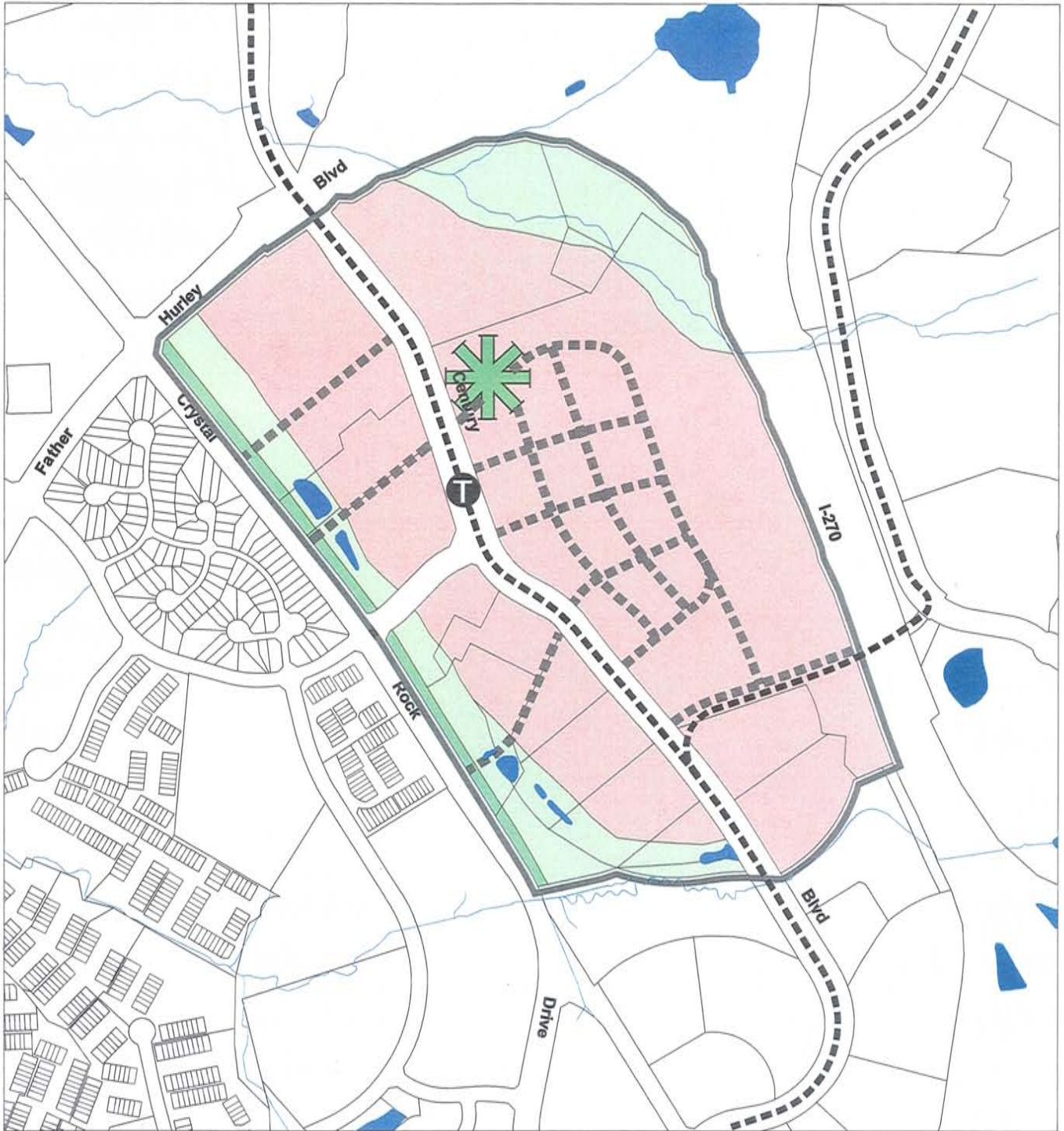
- Residential, Single-Family
- Residential, Townhouse
- Residential, Multi-Family
- Technology, Office (Research and Development)
- Industrial

- Institutions (Public and Private) Schools, Churches, Post Office
- Public Open Space
- Private Public Use Space
- T Proposed CCT and Stations
- Streams



ATTACHMENT 7

Cloverleaf District Proposed Land Use



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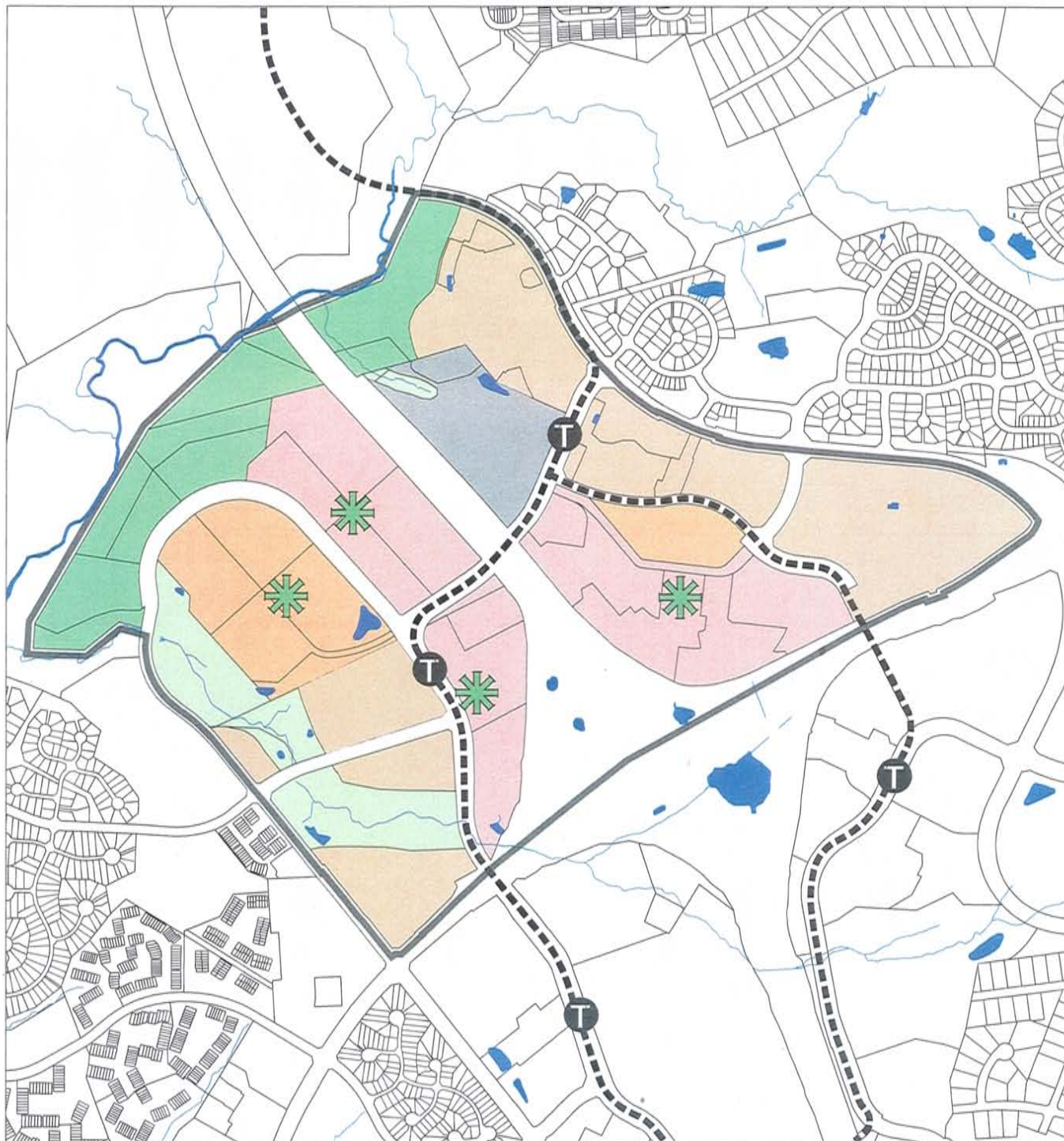
- Commercial, Mixed-Use (Office, Retail, Service, Housing)
- Public Open Space
- Private Open Space
- Proposed CCT and Stations
- Urban Open Space
- Transportation Improvements
- Streams












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ATTACHMENT 8

North End District Proposed Land Use



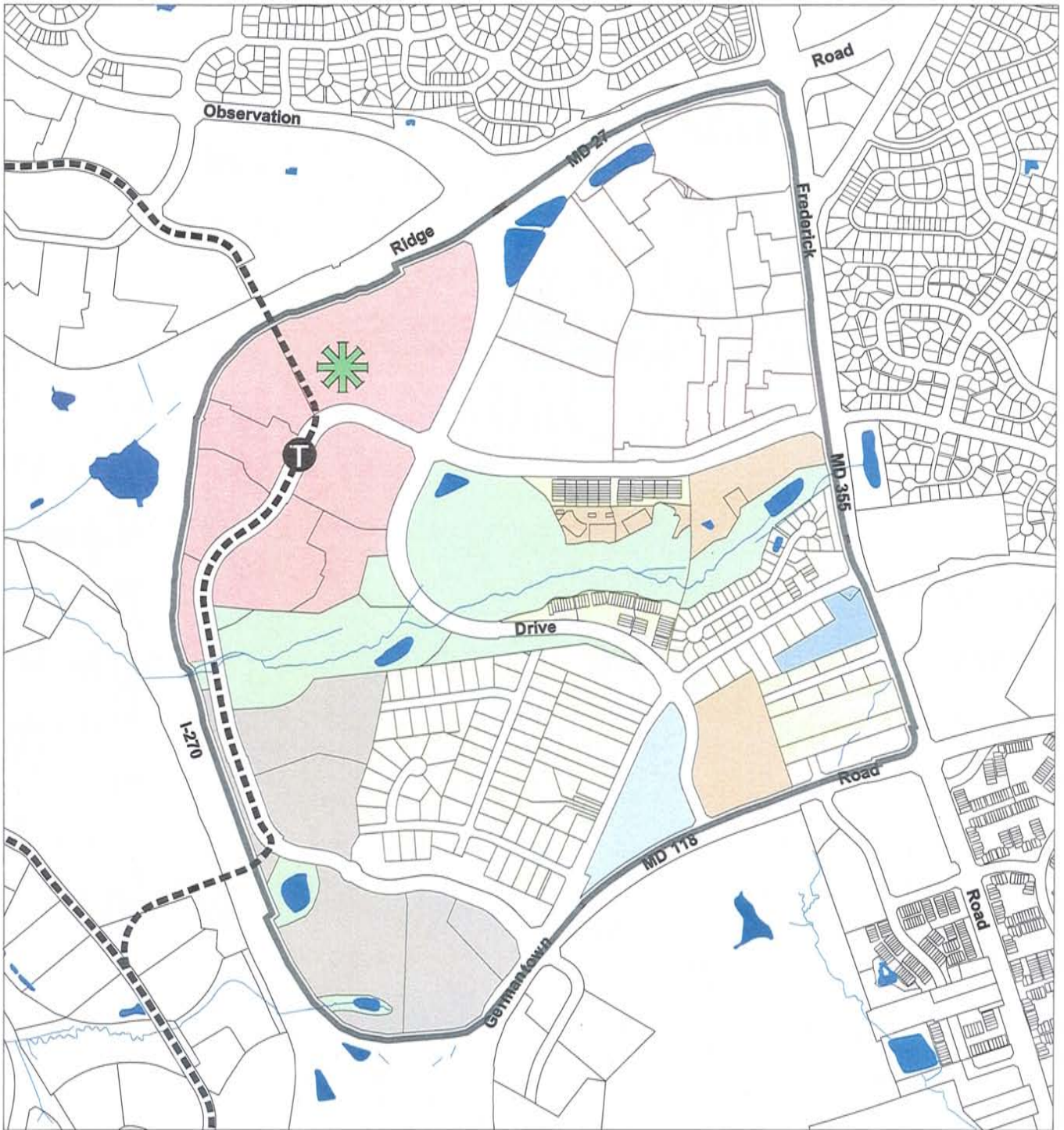
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- | | |
|--|---|
|  Residential, Multi-Family |  Private Open Space |
|  Residential, Mixed-Use (Primarily Residential) |  Proposed CCT and Stations |
|  Commercial, Mixed-Use (Office, Retail, Service, Housing) |  Urban Open Space |
|  Technology, Office (Research and Development) |  Streams |
|  Public Open Space | |



ATTACHMENT 9

Seneca Meadows/Milestone District Proposed Land Use

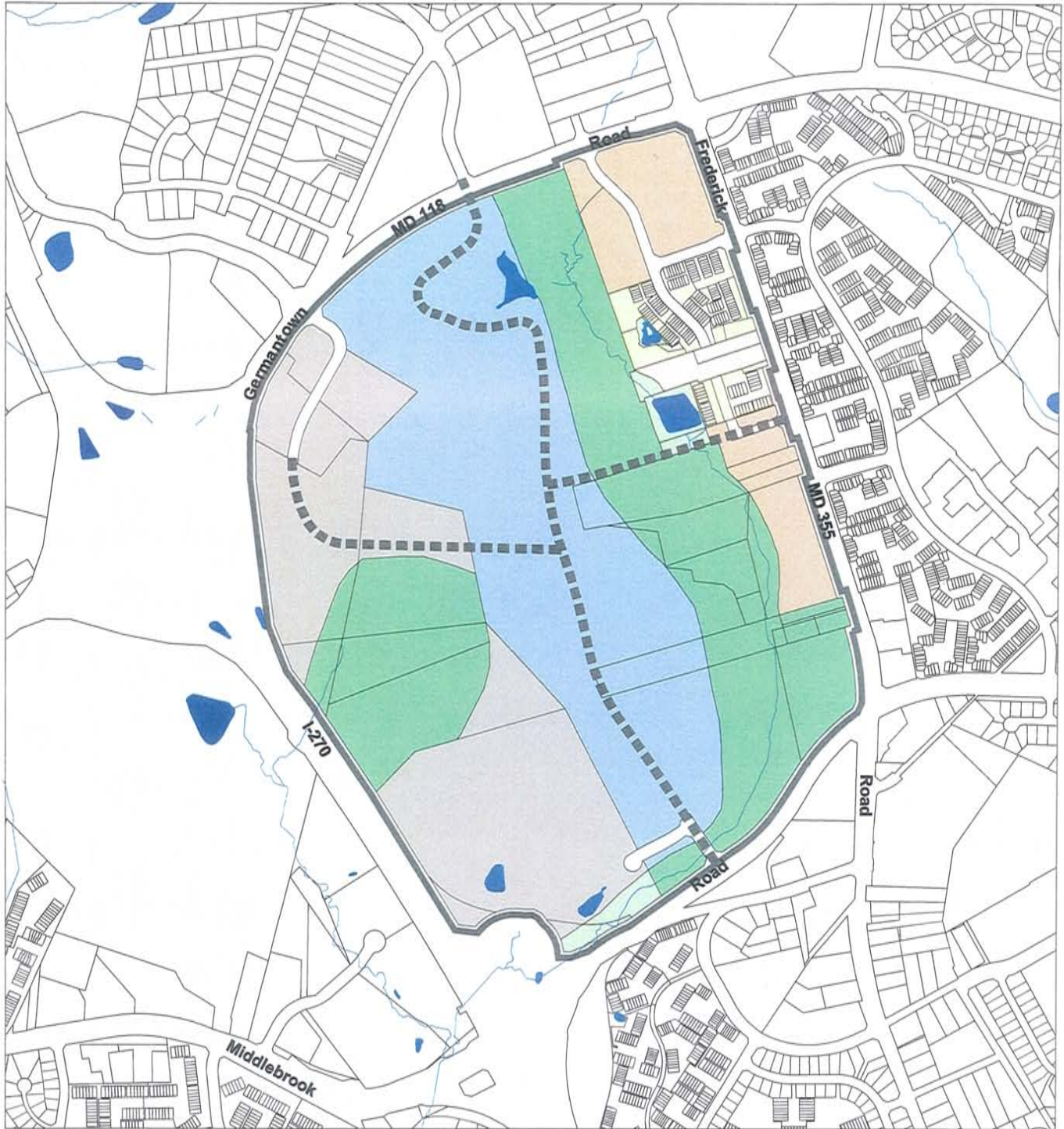


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





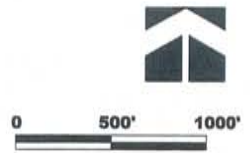
ATTACHMENT 10

Montgomery College District Proposed Land Use



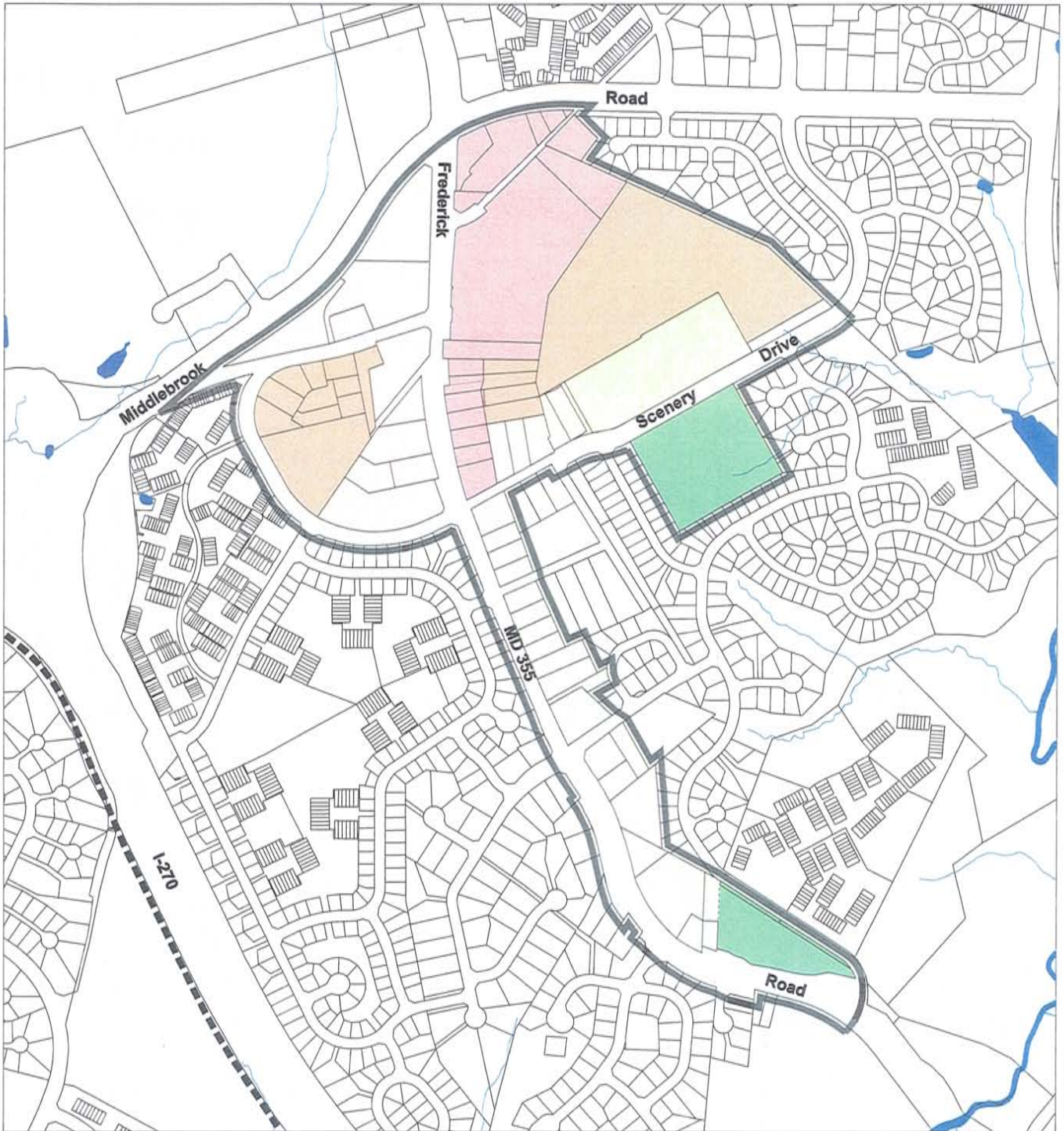
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- | | |
|--|---|
|  Residential, Townhouse |  Public Open Space |
|  Residential, Multi-Family |  Private Open Space |
|  Commercial Uses |  Proposed CCT and Stations |
|  Technology, Office (Research and Development) |  Transportation Improvements |
|  Institutions (Public and Private) Schools, Churches, Post Office |  Streams |












ATTACHMENT 11

Fox Chapel District Proposed Land Use

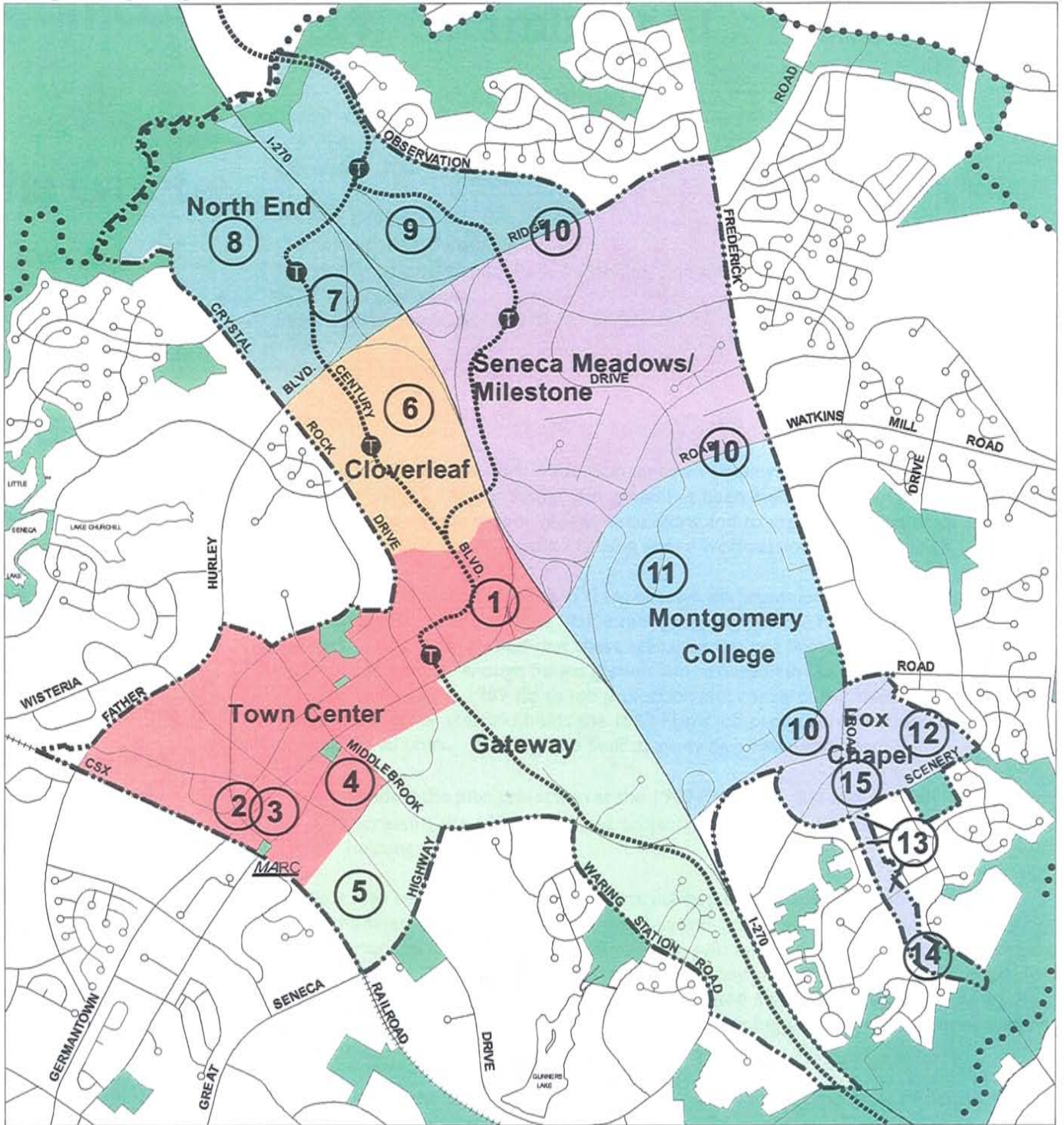


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- | | | | |
|---|---|---|--------------------|
|  | Residential, Single-Family |  | Public Open Space |
|  | Residential, Townhouse |  | Private Open Space |
|  | Residential, Multi-Family |  | Proposed CCT |
|  | Commercial, Mixed-Use
(Office, Retail, Service, Housing) |  | Streams |
|  | Commercial Uses | | |



Key Property Concerns



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- Existing Parkland
- Matrix of Property Owner Concerns

- Germantown Planning Area
- Germantown Study Area
- T Proposed Corridor Cities Transitway and Stations
- MARC** Commuter Train





Gaithersburg-Germantown Chamber of Commerce, Inc.

4 Professional Drive, Suite 132
Gaithersburg, Maryland 20879-3426
(301) 840-1400 · Fax (301) 963-3918



The Gazette



The Law Firm of
GIMMEL, WEIMAN, ERSEK &
BLOMBERG, P.A.

HUGHES



MiddleBrook
PHARMACEUTICALS



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In the same vein, we also request the Staff to address the proposed zones for these development areas at the next Advisory Group meeting on October 9. No detailed discussion of zoning recommendations has yet occurred, and the Board must soon focus on these issues. The property owners and others need time to review and discuss whatever recommendations the Staff may make before they are formally proposed. There are complexities about non-conforming uses, interim development, and transition plans that need to be contemplated and addressed appropriately. We would like this process to begin very soon to leave enough time to do it right.

If there are other similar long lead time issues to be addressed as part of the master plan update, we would like the Staff to identify them promptly and let us know your schedule for addressing them. We're not sure how the overall master plan update schedule is currently structured as to these key issues, and we are anxious to leave sufficient time for addressing all of the key issues before the Board finishes with the process in early, 2008. Please let us know what the current agenda is for the Advisory Group meetings in October and November, and for the Planning Board worksessions on October 15 and thereafter.

Thank you very much.

Sincerely,

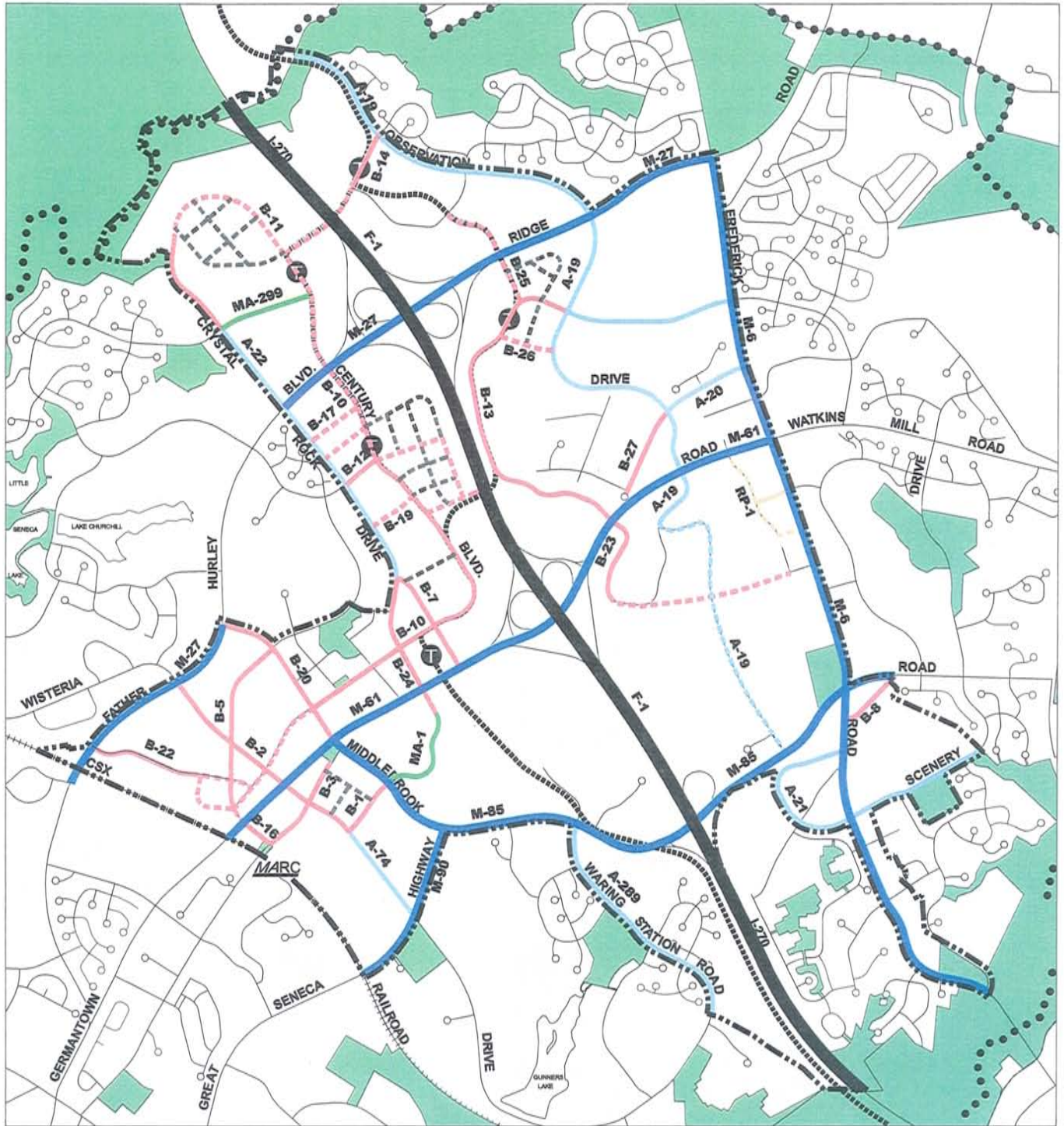
Marilyn Balcombe
President / CEO

Germantown Business District Partners:

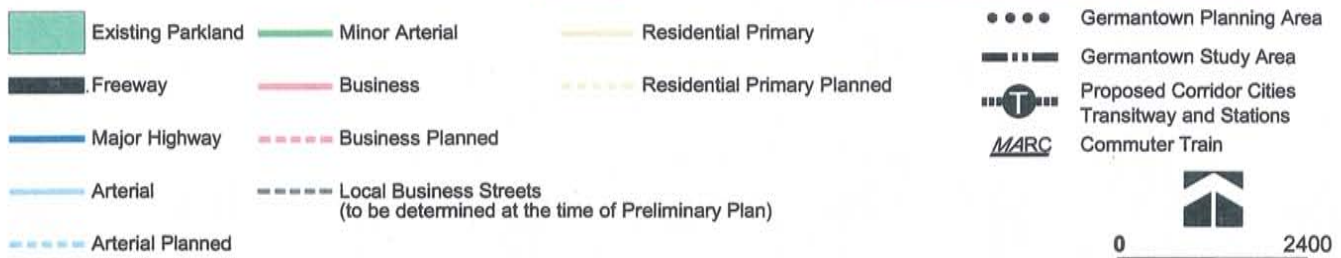
- Bellemead Development Corporation
- Foulger-Pratt Development Inc.
- Hughes Network Systems
- Kennedy Associates
- Lerner Enterprises
- Matan Companies
- Minkoff Development Corporation
- Montgomery College
- Oxbridge Development Group
- Trammel Crow Company

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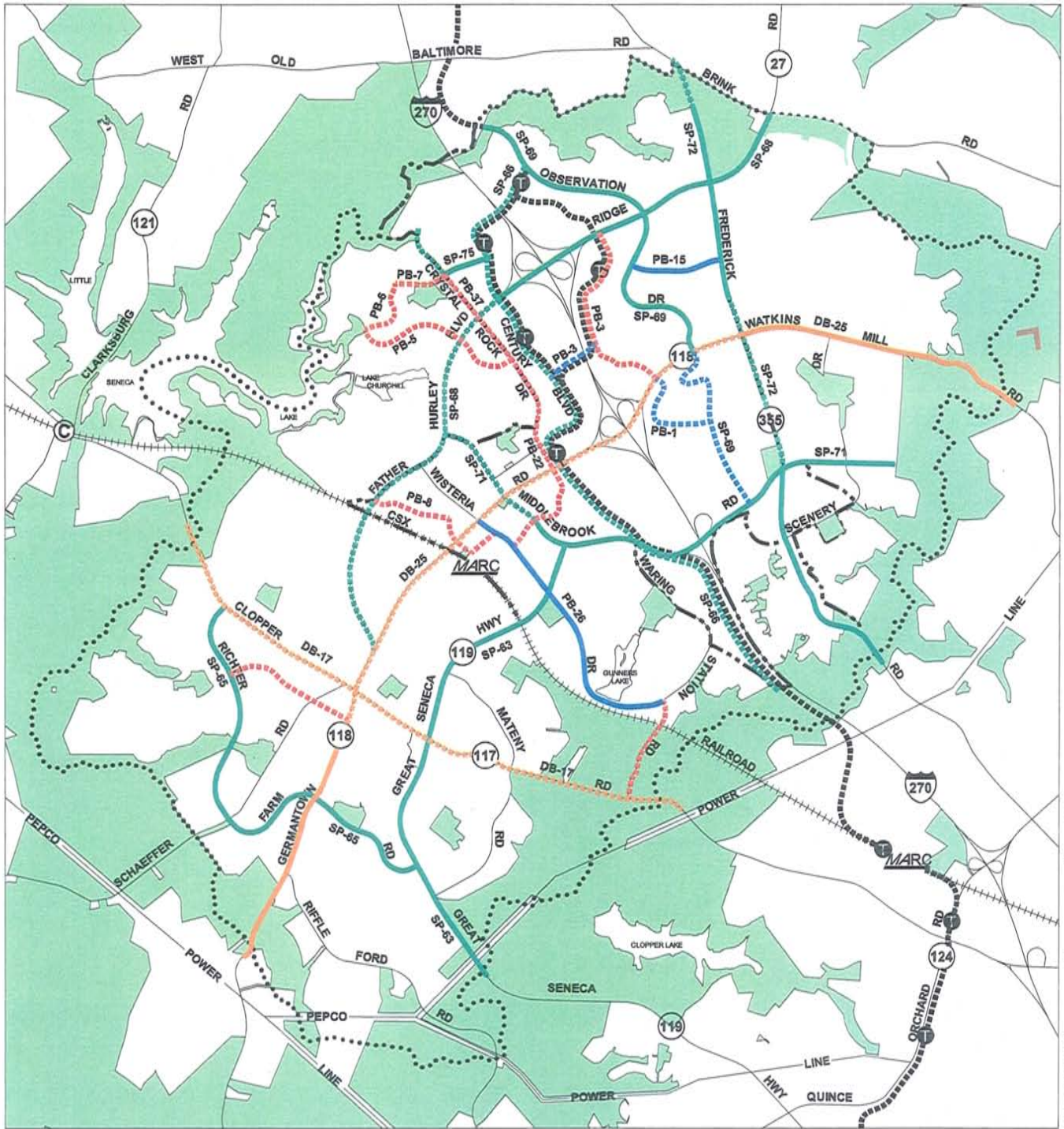
Proposed Roads



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Proposed Bikeways

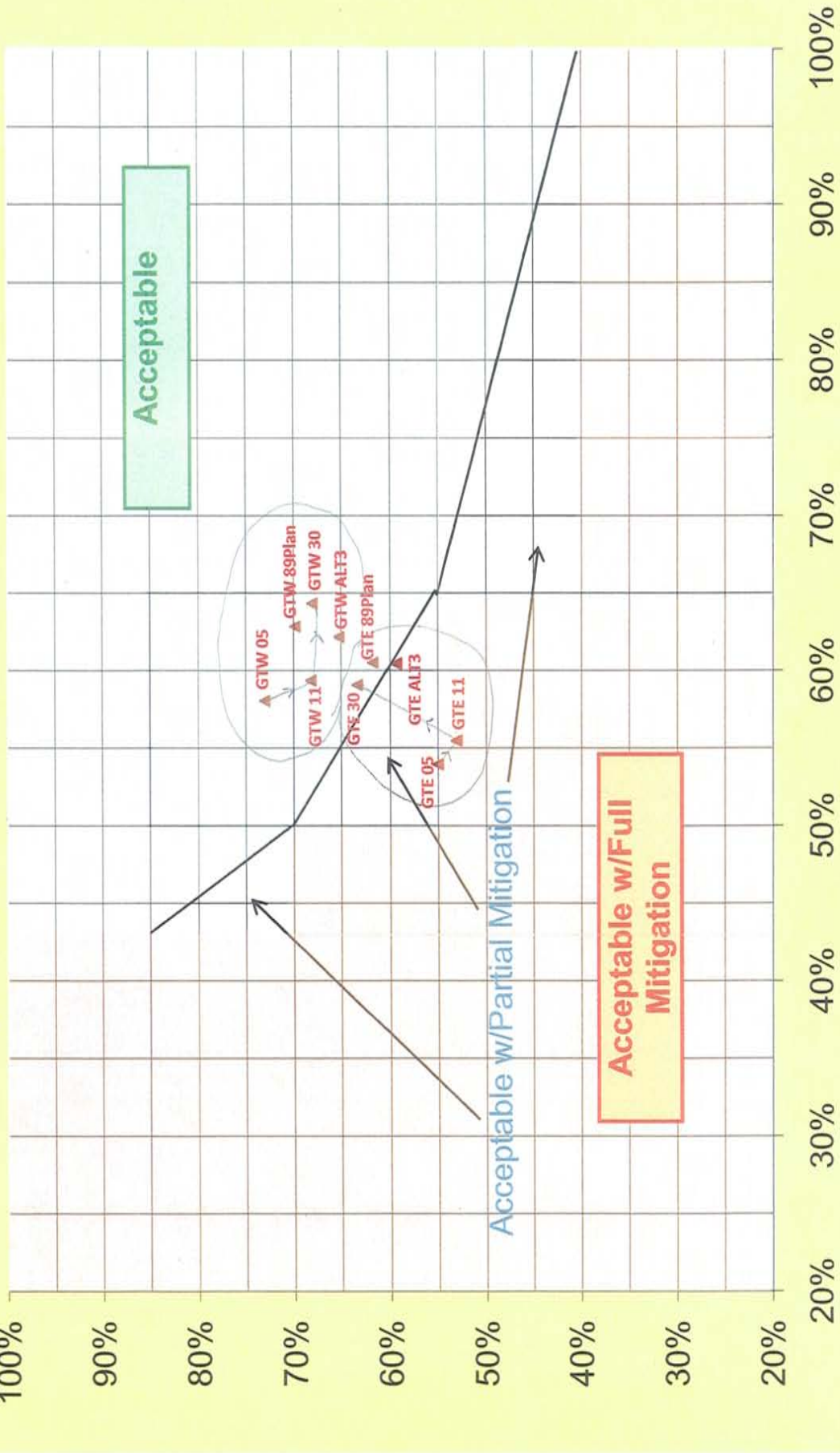


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- | | | |
|---|---|---|
| Countywide Shared Use Path/
Off-Road (Class 1) Existing | Local Shared Use Path/
Off-Road (Class 1) Proposed | Germantown Planning Area |
| Countywide Shared Use Path/
Off-Road (Class 1) Proposed | Local Signed Shared Roadway
On-Road (Class 1) Proposed | Germantown Study Area |
| Countywide Dual Bikeway: Shared Use
Path Existing/Signed Shared Roadway Proposed | | Proposed Corridor Cities
Transitway and Stations |
| Countywide Dual Bikeway: Shared Use Proposed/
Signed Shared Roadway Proposed | | MARC
Commuter Train |
| Local Shared Use Path/
Off-Road (Class 1) Existing | | |

Germantown PAMR Chart (2005, 2011, 2030 & Master Plan)

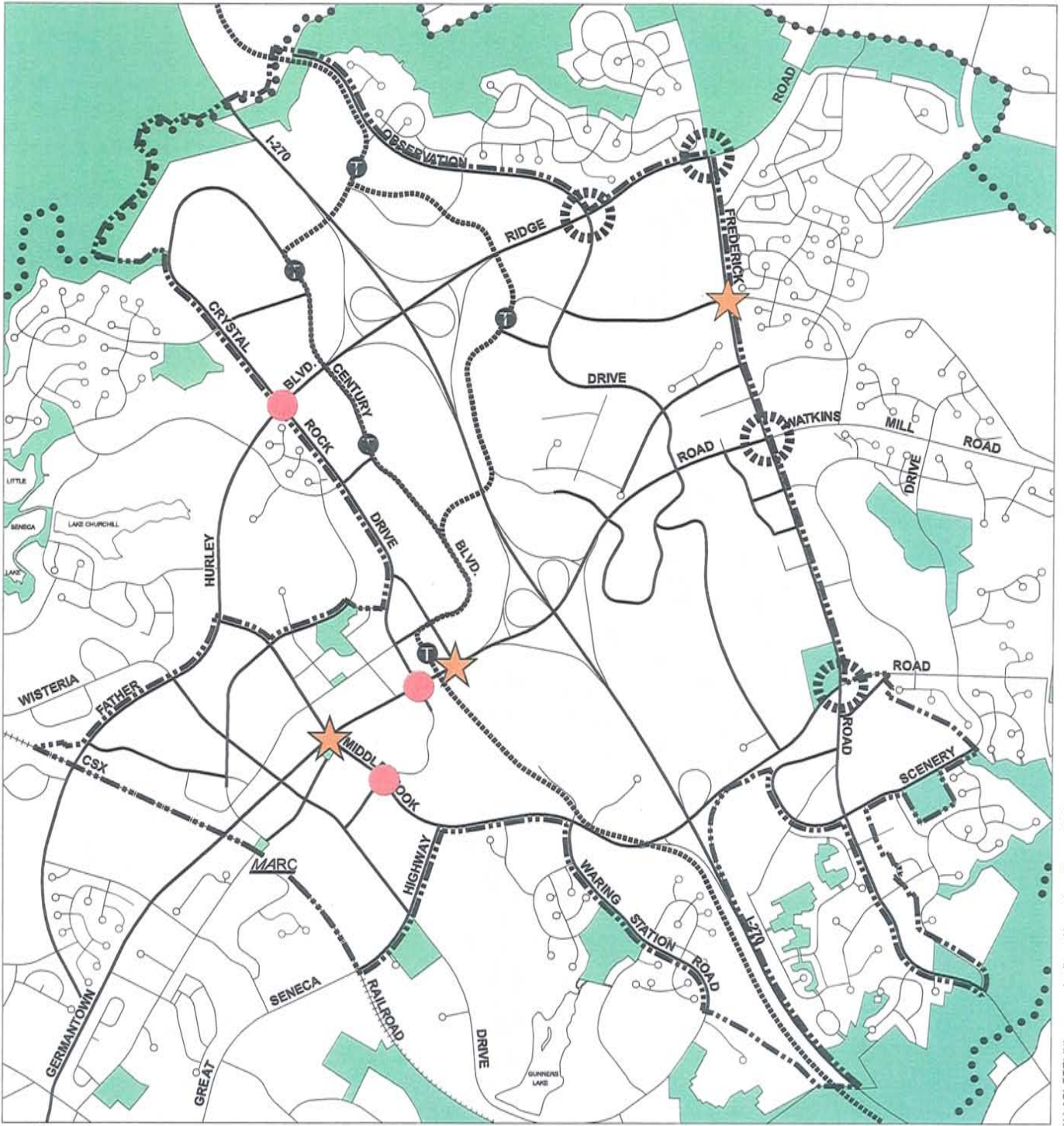
Relative Arterial Mobility: (Congested Arterial Speed Relative to Arterial Free Flow Speed)













Relative Transit Mobility: (Overall Transit Speed Relative to Overall Speed Using Arterials)

ATTACHMENT 17

Congested Locations per staff recommended network without additional turn lanes



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	Planned Interchange		Existing Parkland		Germantown Planning Area
	>20% Above Growth Policy Standard		Germantown Study Area		Proposed Corridor Cities Transitway and Stations
	<20% Above Growth Policy Standard		MARC		Commuter Train
	Roads				



ATTACHMENT 18

April 25, 2008

MEMORANDUM

TO: Sue Edwards, I-270 Corridor Team Leader
Community-based Planning

VIA: Dan Hardy, Supervisor
Transportation Planning

FROM: Katherine Holt, Senior Planner
Transportation Planning

SUBJECT: Germantown Master Plan
Transportation Recommendations

The Germantown Master Plan proposes a multimodal transportation system to accommodate planned growth both within the plan area and elsewhere in the I-270 corridor. The plan includes the following primary components to provide adequate mobility as defined under current growth policy objectives:

- Transit access and travel demand management improvements are an important component of the plan. With the CCT and a continuing focus on sustainable transportation initiatives we are seeking an average areawide achievement of a 25% non-auto driver mode share for employees (compared to 16% today).
- Retention of the primary transportation projects in the 1989 Plan, including
 - The CCT as either bus or light rail, with ultimate service on both the alignment under current study by the state as well as along the planned eastern alignment,
 - I-270 widening to a 12-lane cross-section through the Plan area, with preferential treatment for transit and high-occupancy vehicles,
 - Midcounty Highway Extended (outside the Plan area but contributing to areawide transportation system performance)
 - Widening of MD 355 and Great Seneca Highway to six lanes
 - Construction of grade-separated interchanges at the Ridge Road junctions with MD 355 and Observation Drive.
- The staff recommendations for the Plan also includes several additional transportation system enhancements, notably
 - A partial interchange to and from the north on I-270 at Dorsey Mill Road designed to facilitate access to properties along Century Boulevard, reduce congestion at the junction of Father Hurley Boulevard with Crystal Rock Drive, and reduce commercial traffic use of Kinster Drive.

- A new road crossing of I-270 (without ramp access) connecting Century Boulevard to Seneca Meadows Drive between the Father Hurley Boulevard and MD 118 interchanges designed to facilitate shorter vehicle trips between the east and west sides of I-270.
 - The southerly extension of Observation Drive across the Montgomery College campus to Middlebrook Road, with a roadway connection eastward to MD 355. This connection will facilitate access within and across the campus, reducing local trip lengths.
 - The implementation of interchanges at the MD 355 junctions with MD 118 and Middlebrook Road. Staff recommends further comprehensive study of several options along MD 355 as described in greater detail below.
- The staff recommendations include the removal of three notable elements of the 1989 Plan:
 - The Middlebrook Road CCT station should be removed from the Plan. This proposed station serves a limited commercial area that staff does not believe will be suitable for transit-oriented development due in part to its size, shape, and topographic constraints. Removing a low-priority and low-volume station from the CCT master plan alignment would improve overall transit line speeds, and therefore boost ridership.
 - The number of travel lanes on the portion of Father Hurley Boulevard west of Wisteria Drive should be reduced from six lanes to four lanes, based on confirmation of travel demand volumes examined during the Facility Planning study in 2003.
 - The access roadway from Century Boulevard to Black Hill Regional Park should be removed due to environmental concerns, although an unpaved trail connection should be retained.
- The staff recommendations include several more localized revisions to the transportation system network:
 - The conversion of most Industrial street classifications to Business street classifications, reflecting the types of commercial development now anticipated
 - The application of the new minor arterial classification for roadway segments that function as an arterial but have adjacent land uses that make traffic calming an appropriate treatment.
 - Development of a more robust street grid in certain neighborhoods, primarily to enhance pedestrian and vehicular access to CCT stations and the Germantown MARC station.

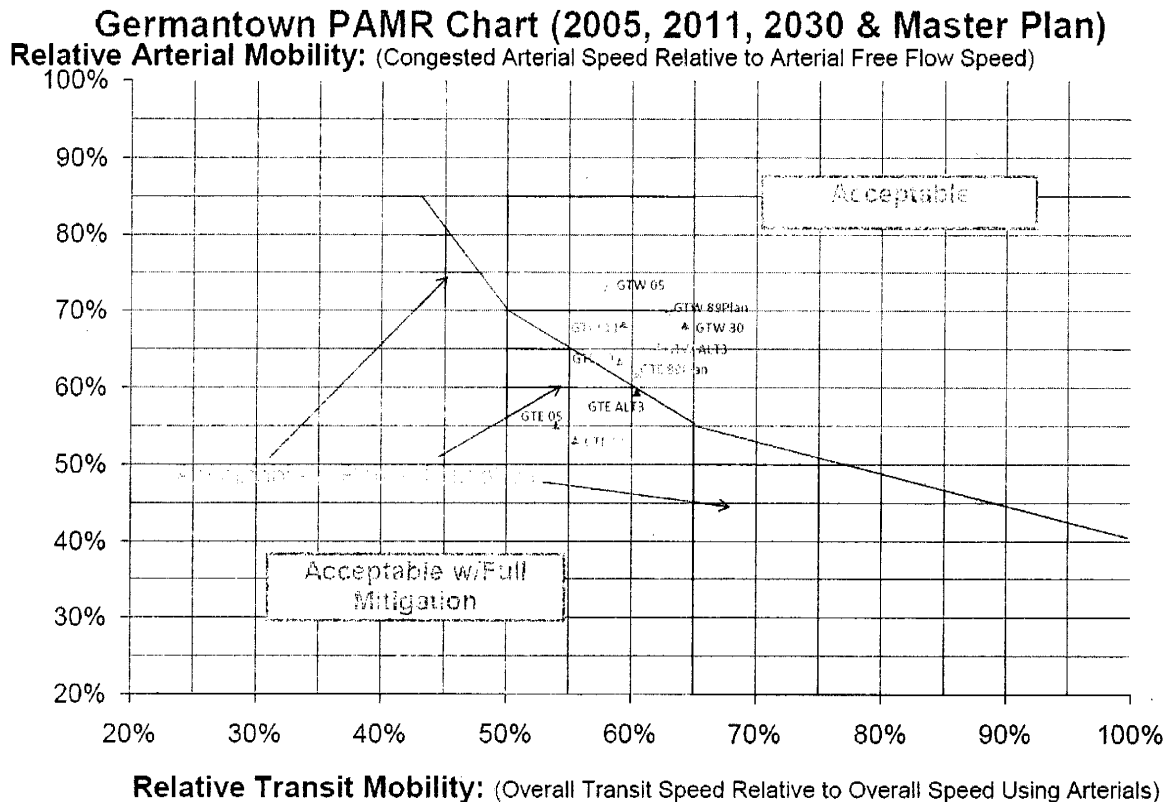
Exhibit 1 shows the recommended street and highway plan.

- The staff recommendations include significant enhancements to the planned bikeway system in Germantown, building upon the 2005 Countywide Bikeways Functional Master Plan to connect activity centers within the Plan area and provide access to the surrounding greenbelt park system and the “bicycle beltway” described in the Countywide plan.
- The staff recommendations incorporate the elements of the recently adopted Road Construction Code, featuring the establishment of target vehicle speeds and design elements that foster pedestrian-oriented design, particularly in the urban areas of the plan. In certain neighborhoods, specific pedestrian pathways are recommended to facilitate access to the town center and transit station areas.

Exhibit 2 shows the recommended bikeways plan.

Capacity Considerations

From a Policy Area Mobility Review perspective, the end-state analysis of Land Use Alternative 3 shows that the proposed land use and transportation system can be found to be in balance, due in large part to implementation of regional facilities already in the master plan including I-270 widening, the CCT, M-83, and MD 355 widening. Exhibit 3 shows the results of the PAMR analysis, comparing conditions for 2005, 2011, and Alternative 3. The staff recommended land use is commensurate with that tested as Alternative 3.



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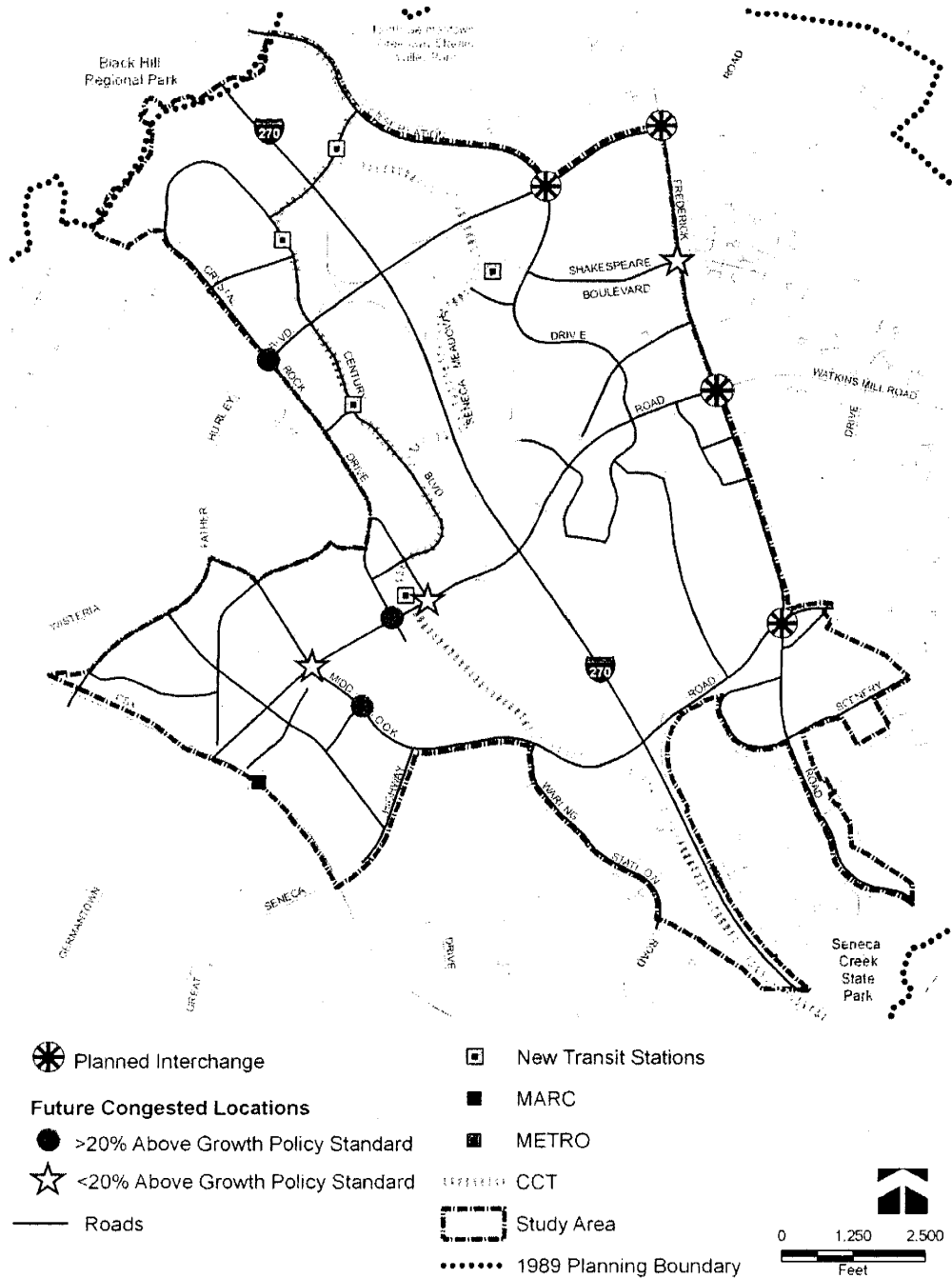
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As shown in Exhibit 4, there are several locations where we forecast localized congestion problems that are generally either related to I-270 access points or locations where major highways intersect. The proposed partial interchange at I-270/Dorsey Mill and several new master planned streets break up the superblocks, with additional connectivity supporting both the distribution of vehicular traffic and accessibility by non-auto modes.

The localized congestion problems shown in Exhibit 4 reflect the current growth policy intersection congestion standards. For those intersections where future interchanges are not recommended, full pedestrian accommodation needs to be incorporated within any proposed reconstruction. Travel demand management measures should be considered as the first priority for addressing congestion. In the Plan's urban areas and transit station areas, intersection widening should be considered a last resort, as some transit-oriented development will likely need to be implemented in advance of full CCT implementation.

Congested Locations
per staff recommended network without additional turn lanes

Exhibit 4



This plan does not explicitly recommend capacity improvements to achieve the current growth policy intersection congestion standards for three reasons:

- The balance between vehicular congestion and pedestrian accessibility should be made on a case-by-case basis through subdivision cases or facility planning studies as needs arise,
- The level of travel demand forecasting performed for Sector Plan analysis is useful for assessing long-term trends, but not for programming 20-year needs on an intersection-specific basis,
- Current growth policy standards are evaluated on a biennial basis and are subject to change during the lifetime of the Sector Plan.

The staging plan will be important to reconcile the current “acceptable only with full mitigation” status in the Germantown East Policy Area with long range forecast conditions.

MD 355 Corridor Considerations

Along the MD 355 corridor, forecast traffic congestion is severe at locations where MD 355 intersects east-west major highways such as Ridge Road (MD 27). The 1989 Master Plan recommends a grade-separated interchange at this location. Staff is evaluating minor changes to land use are being explored in conjunction with the development of a potential at-grade solution, based upon Peter Calthorpe’s “urban network” of one-way streets.

The DPWT study of Midcounty Highway Extended (M-83) is expected to be completed in early 2010, after the Germantown Plan adoption. The master plan alignment for M-83 is outside of the Germantown Plan study area. The master-planned alignment is in both the master plan and the regional Constrained Long Range Plan and has been assumed as part of the network of regional transportation improvements for the purposes of master plan analysis.

DPWT has studied an alternative to building M-83 by improving MD 355. Their preliminary findings are that an MD 355 alternative that generally respected the current 150’ wide right-of-way and existing development in the corridor would not meet the study purpose and need. Staff concurs with that finding, but has requested that DPWT expand their alternative definition to develop an alternative that does meet the purpose and need, in order to more fully evaluate alternatives to M-83. DPWT is developing such an alternative and will brief the Board later this spring on their study process. Staff proposes to recommend a 250’ wide right-of-way for MD 355 in the draft plan with a staging element that would link the ultimate right-of-way width to a County Council decision regarding the M-83 study in 2010. The wider right-of-way would also provide the ability to study bus rapid transit concepts further during the same staging period.

Staff has also explored the development of what Peter Calthorpe terms an “urban network”; the provision of at-grade, one-way couplets where major highways meet. This concept could be applied at each of the MD 355 intersections with MD 27, MD 118, and Middlebrook Road. Preliminary analyses indicate that this approach (the replacement of a single wide intersection with four intersections of one-way streets around a town square type of feature) could provide mobility levels commensurate with that achieved by the proposed grade-separated interchanges. The urban network would also have a lower capital cost, but requires a substantial and coordinated redevelopment to implement. The Plan recommends that the urban network concept be studied further, either as a supplemental study to the Plan (should budgetary constraints permit) or as an alternative within any project planning study of interchange construction.