

The following guidelines for each village focus on implementing the preceding objectives.

### ***Churchill Village (Figure 6)***

Much of the distinctive visual quality of Churchill Village has been established by Lake Churchill and Seneca Lake.

- Future development on the corner of Father Hurley Boulevard and Waters Landing Drive should be designed to emphasize the corner of the street, minimize the view of surface parking, and become a focal point of the vista along that portion of Father Hurley Boulevard.

### ***Gunners Lake Village (Figure 7)***

The character of Gunners Lake Village relies heavily upon the visual image of its namesake and its stream valleys.

- The widening of Middlebrook Road should be designed to include noise mitigation and reduce visual impacts on adjacent land uses.
- Parkway landscaping should be part of the design program for Great Seneca Highway from Middlebrook Road into Clopper Village.

### ***Clopper Village (Figure 8)***

- The landscaping recommended along the Great Seneca Highway in Gunners Lake Village should be continued through Clopper Village to Seneca State Park.
- The stand of mature trees on the north side of Clopper Road and east of Great Seneca Highway should be considered and retained, if possible, when the adjacent site is developed.
- The Clopper Village Center should be designed to contribute to the concept of an entrance to Germantown and to provide distinctive building form and visual buffering of the surface parking.

### ***Kingsview Village (Figure 9)***

- Adjacent residential land uses and road improvements should provide for adequate pedestrian access to the Kingsview Village Center.
- A distinctive building form and screened parking should be priorities in the design program.

### ***Middlebrook Village (Figure 10)***

- The widening of MD 355 should be designed to include noise mitigation and reduction of visual impacts on adjacent land uses.
- There is a need for a grade-separated pedestrian crossing of MD 355 near Gunners Branch and Scenery Drive.

- The vacated right-of-way that will result from the realignment of Middlebrook Road is a potential opportunity for a "gateway" feature.

### ***Neelsville Village (Figure 11)***

- Visual integration of the proposed regional shopping mall into Neelsville Village is critical.
- The vacated right-of-way that will result from the realignment of MD 118 is a potential opportunity for special treatment to create a Germantown entry feature.

## **Linkages**

The visual character of a community is composed of structures, natural land forms and vegetation, and roads. Roads are the location from which views and impressions of a community are created. A positive or negative perception of a community depends on the quality of the view from the road.

### **ROADWAY SYSTEM (Figure 12)**

#### **Objectives:**

- Provide a roadway network that enhances the character of existing and new development.
- Design roadway alignments that respect the quality of the existing natural environment.
- Provide rights-of-way that are sufficiently wide to permit visual and acoustic buffers, both man-made and natural.

The major roadways of Germantown consist of a hierarchy of four road types including: limited access freeway, major highway, employment access road, and residential arterial.

The limited access freeway, I-270, has the widest right-of-way in the Planning Area and carries the greatest number of cars. I-270 links Germantown to points north (Clarksburg, Frederick County) and points south (Gaithersburg, Rockville, and the Capital Beltway — I-495). The right-of-way varies from 200 feet to 250 feet wide. Much of the right-of-way for what is now I-270 was established when the road became a Federal highway. Widening the right-of-way has been restricted in those areas where development exists, based on the earlier width. This Master Plan recommends a 300-foot-wide right-of-way in order to accommodate eight travel lanes and two two-lane collector-distributor roads as well as adequate separations and landscaping.

Eight major highways are located in Germantown, some of which are part of the historic road network, such as MD 355 (Frederick Road), MD 117 (Clopper Road), MD 27 (Father Hurley Boulevard/Ridge Road), and MD 118 (Germantown Road). Of the remaining major highways, Great Seneca and

## Clopper Village

### CLOPPER VILLAGE OVERVIEW (Figure 8 and Table 9)

Clopper Village is bounded on the east by the Baltimore and Ohio Railroad, on the north by Relocated MD 118, and on the west and south by the greenbelt. Great Seneca Highway enters this Village on the south-east and bears north, roughly parallel to MD 118, until it terminates at its intersection with Middlebrook Road in Gunners Lake Village. Since most of Clopper Village was gently rolling farmland, trees exist only on the steeply sloped edges of the stream valleys and adjacent to stream channels which were not farmed. Two streams flow through the area, one on each side of Clopper Road. The visual character of the area is derived primarily from views along the roadways.

Several subdivisions have been built in Clopper Village. The predominant housing type is single-family attached dwelling units (2,283) followed by garden

apartments (1,033). Existing development is in accordance with the 1974 *Master Plan*.

The remaining undeveloped areas of Clopper Village offer an opportunity to broaden the mix of housing types and to provide a full-service Village Center with up to 170,000 square feet of a commercial retail stores and professional offices; most of this area (approximately 90%) should be developed as retail uses. In addition, the Village Center should also include a middle school, an elementary school, a local park, and such uses as child or elderly day-care centers, churches, and private and/or community recreation facilities.

A second Village Center, serving predominantly residents of Kingsview Village, is recommended to be located at the southern corner of the intersection of MD 118 and Clopper Road.

In keeping with the Corridor City concept, this Master Plan recommends lower densities at the edges of the planning area with higher density units adjacent to village centers and locations of high accessibility.

TABLE 9  
CLOPPER VILLAGE: RESIDENTIAL DEVELOPMENT

Mix of Housing Types	Total	SFD	SEA	MF
Existing + Approved Dwelling Units (January 1, 1987)	3,549	233 7%	2,283 64%	1,033 29%
1974 Master Plan + Existing + Approved Dwelling Units	6,165	483 8%	4,204 68%	1,478 24%
1989 Master Plan + Existing + Approved Dwelling Units	7,742	2,960 38%	2,889 37%	1,893 25%
Change from Existing Plus Approved	4,193	2,727	606	860
Change from 1974 Plan	1,577	2,477	(1,315)	415
Residential Land Area (Acres)	Total	Committed	Uncommitted	
	924	681	243	

Acreeage does not include dedicated rights-of-way or existing parks and schools.

SFD: Single-Family Detached.

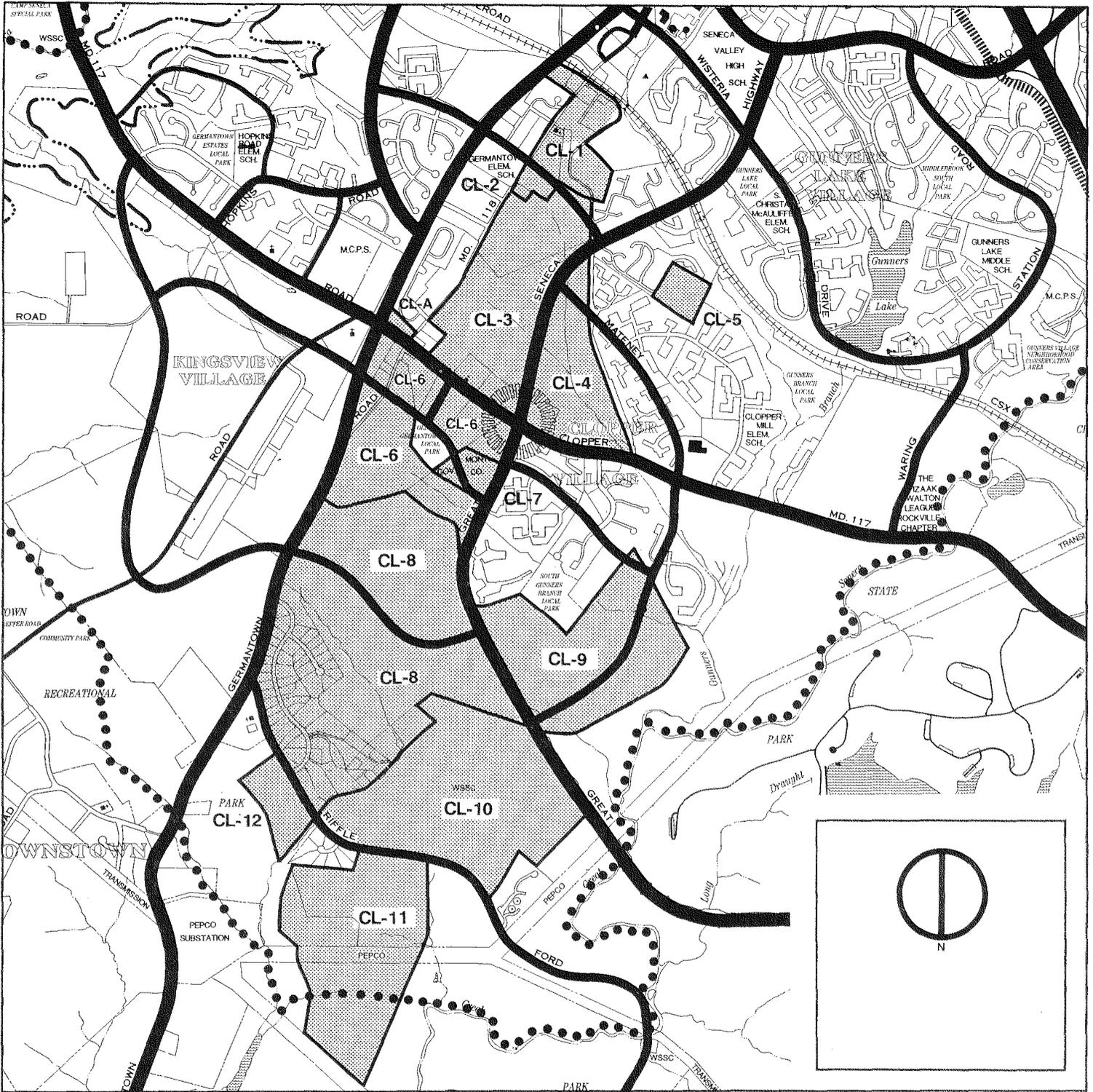
SEA: Single-Family Attached.

MF: Multi-Family.

[Percentages may not total to 100% due to rounding.]

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

Figure 20



## Clopper Village: Analysis Areas



Comprehensive Amendment  
to the Master Plan for Germantown

Montgomery County, Maryland

The Maryland-National Capital Park and Planning Commission

TABLE 10

## CLOPPER VILLAGE: LAND USE AND ZONING RECOMMENDATIONS

ANALYSIS AREA NO.	ACREAGE	1974 RECOMMENDED LAND USE; EXISTING DEVELOPMENT; & EXISTING ZONING	MASTER PLAN RECOMMENDED LAND USE & RECOMMENDED ZONING BASE / OPTIONAL	POTENTIAL UNITS BASED ON RECOMMENDED ZONING BASE / OPTIONAL <sup>1</sup>	NET TDR'S OVER BASE	COMMENTS
CL-1	39	Residential (2 units per acre), Commuter Rail Station, Local Commercial; Single-family Residential; R-200, C-1, C-0, and I-1	Residential; R-200 (36 acres); C-T (1 acre); and R-200/RT-6 (2 acres)	78 units	—	Historic Resources: Germantown Historic District, Upton Bowman House, and Wallich/Heimer House  Portions suitable for office uses and for townhouses if issues of compatibility can be met  Pedestrian promenade along existing MD 118
CL-2	7	Public use and residential (5 units per acre); Post Office and Single-family Home; R-200	Residential; R-200	13 units	—	Suitable location for child day-care center by special exception
CL-3	104	Residential (5, 11, and 28 units per acre), Junior High School, Local Park; Undeveloped Except for Existing Church and two Residences; R-200.	Residential; R-200/TDR	208/667 units (including MPDUs)	358	Historic Resource: Grusendorf Log House  Density limited to six units per acre  Dwelling unit mix 250 SFD/50 SFA./300 MF on 93-acre property
CL-4	54	Residential (9 and 15 units per acre); Undeveloped Except for a Horticultural Nursery, R-200 (7 acres), R-90 (17 acres), R-60 (12 acres) and RT-12.5 (18 acres)	Residential; R-60 (14 acres); R-90 (38 acres); and R-200 (2 acres)	211 units	—	
CL-5	10	Elementary School; Undeveloped; R-200	Conservation Area; R-200	—	—	Recommend to be Bellefields Neighborhood Conservation Area owned by Montgomery Country Department of Parks
CL-6	105	Residential (7, 11, 15, 28 and 44 units per acre), Village Center Retail, Local Commercial; Undeveloped Except for Gas Station; R-200 (90 acres), R-30 (13 acres, and C-1 (2 acres)	Residential; R-200/TDR (63 acres) and R-200/PD-11 (42 acres)	210/840 units	252	Density limited to six units per acre on the portion zoned R-200/TDR  Two acres suitable for rezoning to C-3 if issues of compatibility can be met
CL-7	10	Elementary School Undeveloped; R-200	Public; R-200	—	—	Appropriate public use to be determined in the future

single-family attached units to the west, and Analysis Area CL-3 to the north, which is recommended for residential development at an average density of six units per acre.

The two streams in Analysis Area CL-3 join in Analysis Area CL-4. This confluence creates an appropriate location for a regional stormwater management facility, subject to further investigation by the Montgomery County Department of Environmental Protection (MCDEP) and the M-NCPPC. Most of the site is wooded along the steep slopes of the stream valleys. Given the reduced development area and the concern for maintaining the water quality of this tributary of Gunners Branch, careful design will be necessary, particularly on the northern portion of the site.

As a result, this Master Plan recommends this Analysis Area for residential development at three to four units per acre plus MPDU's. This overall density is compatible with the area to the north; the single-family attached units, constructed on the developable area, are compatible with adjoining development to the east and west. The 14.26-acre parcel at the intersection of Clopper Road and Great Seneca Highway is recommended for residential development at five units per acre under the R-60 Zone. The remaining portion of the Analysis Area should be zoned R-90 or PD-4 in order to achieve the objectives of this Plan. The use of the cluster option is encouraged.

A small parcel (4.69 acres) at the southeastern corner of this Analysis Area is recommended for R-90 Zoning, and the assemblage of this property with adjoining properties is strongly recommended. Should the property owner decide to develop this property individually, the number of units should be significantly reduced from the 19 units that would otherwise be allowed, due to the extent of environmentally sensitive areas on this parcel. This parcel is recommended for cluster development and may be fully developed with single-family attached units.

Preserving trees and restricting development from the edges of the stream valley are especially important in this area and must be considered at the time of development plan, subdivision, and site plan review. The portion of Clopper Road adjacent to this Analysis Area is part of the landscaped greenway. Further, given the curves of Clopper Road, this area is highly visible for travelers in both directions. Therefore, the view of this site and the landscaping along the edge are important. During site plan review, the Planning Board should consider the need to provide a significant buffer of existing trees (probably 100-200 feet) beyond the grading required for the widening of Clopper Road in order to achieve a visual buffer. Dwelling units may need to be set back further than 200 feet to provide noise mitigation. Berms are not recommended as they would cause

further tree removal and because they would not be effective for noise attenuation as the land slopes down from Clopper Road.

Due to the extent of environmental constraints, development of all townhouses may be permitted in this Analysis Area. Townhouses and single-family attached units, however, should not be readily visible from the major roads. Further, backyards also should not be visible from those roads.

#### *Analysis Area CL-5*

Analysis Area CL-5 is an undeveloped 10-acre school site which has been declared surplus by the Board of Education. It is zoned R-200 in conformance with the 1974 *Master Plan*. Two single-family attached communities (Cinnamon Woods and Seneca Forest) border the area on all sides except for where it adjoins the stream valley park. It is totally covered with mature hardwood trees. Access to the area is provided by an easement to Cinnamon Drive. This Plan recommends that the County transfer ownership of this Analysis Area to the Montgomery County Parks Department to supplement the adjoining stream valley park and preserve the existing mature trees.

#### *Analysis Area CL-6*

This 105-acre Analysis Area is in the northwestern portion of Clopper Village. It adjoins existing and planned single-family detached areas to the west (across Clopper Road), and north (across MD 118). The area to the east and south is planned for low-density, single-family detached residential development. All of this area is zoned R-200 (Residential One-family, Detached) except for a 13-acre section zoned R-30 (Multi-family, Low-Density).

The Analysis Area was recommended for development in Stage Three under the 1974 *Master Plan* and, thus, except for the R-30 zoned parcel, zoning has not been brought into conformance with the land use recommendations of the 1974 *Master Plan*. (Refer to Implementation chapter.)

There are two major portions of this Analysis Area. They are separated by a stream valley and publicly-owned land. The western portion adjoins other areas recommended for a combination of single-family and multi-family residential development. The eastern portion is located adjacent to Clopper Road (M-26) and extends from Great Seneca Highway to existing MD 118.

The 42-acre eastern portion of the Analysis Area is recommended to include a Village Center to serve Kingsview Village at the southern quadrant of the intersection of MD 118 and Clopper Road. Due to existing and planned development and significant environmental constraints, no appropriate site for a Village Center could be located in Kingsview Village and it

was necessary, therefore, to identify a site in Clopper Village that is accessible to Kingsview Village residents. The proposed Village Center should include up to 170,000 square feet of retail development and professional office space with most of the area (approximately 90%) devoted to retail uses. The entire eastern portion of the Analysis Area is recommended for rezoning to the PD-11 Zone. The portion of the eastern section of the Analysis Area not developed as the Village Center is recommended for garden apartments at a density of 11 units per acre. In addition, a park-and-ride facility should be developed in the eastern portion of the Analysis Area.

The 63-acre western portion of the Analysis Area is recommended for a combination of single-family and multi-family residential development under the R-200/TDR Zone. This area is suitable for a density up to six units per acre exclusive of MPDU bonus density. Unless the Planning Board finds otherwise for environmental reasons, no more than 20 percent of the total number of single-family residential units should be attached. Multi-family units are appropriate adjacent to the retail portion of the Village Center.

This area is located at the headwaters of one of the tributaries of Great Seneca Creek. Off-site regional stormwater management facilities are recommended to serve this Analysis Area. Safe conveyance of runoff, together with the requirement of additional water quality best management practices (BMPs), will also have to be comprehensively addressed by MCDEP and the M-NCPPC at the time of subdivision review.

The wooded area immediately upstream from Great Seneca Highway is a possible location of a stormwater management facility (This is the portion of this Analysis Area that is currently zoned R-30.) Except for narrow areas along the eastern and western edges, this parcel is not appropriate for development since the remainder is stream valley and the adjacent steep valley walls. Further investigation is needed by MCDEP to determine if the existing road embankment of Great Seneca Highway can be used as the dam for a stormwater management facility.

A site at the west quadrant of Clopper Road and existing MD 118 is appropriate for the relocation of an existing gas station across MD 118. This gas station will be displaced by the widening of Clopper Road. The issue of compatibility with adjacent planned development needs to be addressed. One means of addressing this issue would be through a rezoning application for the C-3 Zone using the optional method of application with a limitation on uses and a schematic development plan.

#### ***Analysis Area CL-7***

Analysis Area CL-7 is a 10-acre surplus school site which is located at the intersection of Great Seneca

Highway and the proposed Hoyles Mill Road extension. It is zoned R-200 in conformance with the recommendations of the 1974 *Master Plan*. It adjoins the site of the proposed Old Germantown Local Park. Three acres of the northern portion of the Analysis Area should supplement the active recreation area to be developed in the proposed park. To this end, Montgomery County Parks Department has already indicated its interest in the property. No public use has, as yet, been identified for the remainder of the property. If such a use is not identified, the remainder of this property should also become part of the local park.

#### ***Analysis Area CL-8***

This 195-acre Analysis Area extends from MD 118 to Great Seneca Highway; it is zoned RE-2 because the 1974 *Master Plan* recommended it as a scenic easement. The Scenic Easement designation was requested by the former owner since he intended to maintain the farming activities. The easement was never granted and the property has changed hands. This Master Plan recognizes that this Analysis Area and Analysis Area CL-9 are appropriate for residential and Village Center development. Due to the current ownership of most of CL-8 and CL-9 by one property owner and the Council's desire to maintain some flexibility in the development of these two Analysis Areas, certain development limitations described below apply to both areas combined. It would be highly desirable to have a joint subdivision plan for both areas. If this is not feasible for timing or other reasons, the Planning Board, when reviewing the subdivision plan for one Analysis Area, should consider the impact on the other Analysis Area.

This Plan recommends this Analysis Area for the R-200/TDR Zone at a density up to six units per acre. The overall density of CL-8 and CL-9 should not exceed five units per acre and the total number of multi-family units for both CL-8 and CL-9 should not exceed 300. The preferable location for the multi-family units is near the Village Center.

Unless the Planning Board finds otherwise for environmental reasons, no more than 20 percent of the total number of residential units should be single-family attached. The attached units should be located in the central portion of the area where their visibility will be reduced by the intervening dwelling units and vegetation.

This Master Plan recommends that an intermediate school be located in this area. Its 20-acre site should be identified at the time of subdivision approval. The timing of MCPS's construction of the school will relate to pupil enrollment in the attendance area.

A 10-acre local park is needed to meet the recreational needs of this portion of Germantown. It should be developed concurrent with the residential construction in this Analysis Area. A community building and