

Master Plan Review

GERMANTOWN SECTOR PLAN

Approved and Adopted
February 2009



BACKGROUND

In 2007, the Montgomery County Council directed the Planning Department to undertake a comprehensive zoning ordinance rewrite. Last rewritten in 1977, the current 1,200 + page code is viewed as antiquated and hard to use with standards that have failed to keep pace with modern development practices.

With only about four percent of land in the County available for greenfield development, the new zoning code can play a crucial role in guiding redevelopment to areas like surface parking lots and strip shopping centers. An updated zoning code is important for achieving the kind of growth Montgomery County policymakers and residents want.

Initial sections of the new code were drafted by Code Studio, a zoning consultant. These drafts were subsequently analyzed and edited by planners based on feedback from the Zoning Advisory Panel (a citizen panel appointed by the Planning Board to weigh in on the project's direction), county agency representatives, residents and other stakeholders. In September 2012, planning staff began the release of a draft code in sections accompanied by a report highlighting changes from the current code. The staff drafts were reviewed at length by the Planning Board.



The Planning Board held worksessions and public hearings between September of 2012 and May of 2013. On May 2, they transmitted their draft to the County Council. The Council adopted the text of the new code in March and adopted the new zoning map in July 2014.

The new code and map will go into effect on October 30, 2014.

ZONE IMPLEMENTATION PROCESS

An important aspect of the Zoning Rewrite process is the potential simplification of 123 existing zones into about 30 proposed zones. While some of the proposed zones are a direct one-to-one translation of existing zones, others are the result of combining existing zones with similar standards. Additionally, existing zones that are not currently mapped or are no longer used in the County have been eliminated from the proposed code. Through the implementation process, Montgomery County aims to simplify the number of zones, eliminate redundancy, and clarify development standards. A full translation table for all zones can be found in the documents section of our website: www.zoningmontgomery.org.

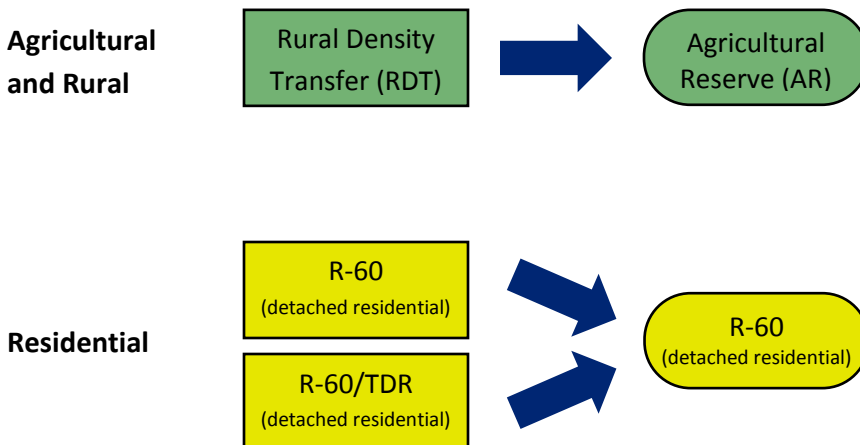
Agricultural, Residential, and Industrial Zone Implementation:

For agricultural and rural zones, the existing zones will be translated to proposed zones on a one-to-one basis, with the exception of the Low Density Rural Cluster zone which is not currently used in the County and will be eliminated.

Many of the existing residential zones will remain the same. Other residential zones will be combined with existing zones that have similar development standards. The R-4Plex zone, which is not currently mapped anywhere in the county, will be removed from the proposed code.

Implementation of Industrial zones will combine similar zones (Rural Service, I-1, and R+D) into the proposed Industrial Moderate (IM) zone. The existing heavy industrial zone (I-2) will be renamed as the Industrial Heavy (IH) zone.

Examples:



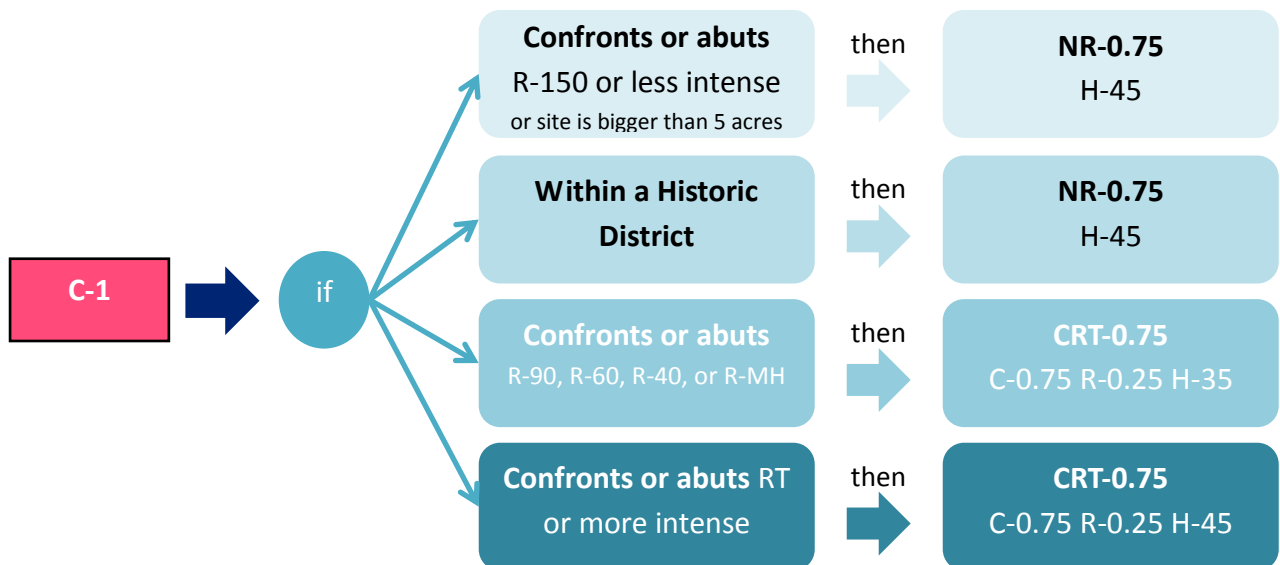
Commercial and Mixed-Use Zone Implementation:

Parcels located in the existing Commercial, Mixed-use, Central Business District (CBD), and Transit Station zones will be translated into one of the proposed Commercial/Residential (CR) or Employment (E) Zones using a two-tiered process.

First, decisions about specific parcels in these zones were based on recommendations within the Master Plan. Planning staff reviewed each Master Plan in the County. When the Master Plan provided specific recommendations about allowed density, height, or mix of uses for individual commercial or mixed-use parcels, those recommendations were used to build the formula of the proposed zone. This ensures consistency with currently allowed density and height, and helps codify Master Plan recommendations in a parcel-specific manner.

Second, if the Master Plan did not make specific recommendations, the current zone changed to a proposed zone on a one-to-one basis or the proposed zone was determined using a specific standardized decision tree (*see example below*). The standardized decision tree translates existing zones by considering each specific parcel's proximity to single-family neighborhoods or other factors. The goal of the implementation decision tree is to retain currently allowed heights and densities and maintain context sensitivity.

Example: C-1 Convenience Commercial



GERMANTOWN (2009)

PLAN HIGHLIGHTS

The Germantown Employment Area Sector Plan was approved and adopted in 2009. The Sector Plan establishes a vision that will transform Germantown's central employment corridor into a vibrant town center with mixed-use districts surrounding the downtown. Germantown is planned to become the center of business and community life in upper Montgomery County. The Sector Plan amends about 2,400 acres of the 13,000 Germantown Master Plan (1989).

Key Recommendations:

- Create Germantown as a Corridor City with a "Quality of Place" that makes it the up-County's commercial hub.
- Create Germantown as a strategic location for employment in the County. Highway access and an eventual connection to a transit network will make Germantown accessible and attractive for employers.
- Strengthen and expand the Town Center to encompass properties within a walkable distance of the transit station by providing the options and activity of a thriving downtown. Focusing activity along Century Boulevard and surrounding it with complementary residential and employment uses will create a vibrant center.
- Design and fund the Corridor Cities Transitway (CCT) as an essential feature of Germantown's evolution. Transit, including the MARC station and bus service, is essential to addressing traffic congestion and building a sustainable community. The CCT will connect Germantown to the Metro Red Line and the County's Life Sciences Center.



Germantown Town Center



Black Rock Center for Arts

- Create transit-served, mixed-use neighborhoods that include public facilities, enhance existing communities and shape new ones, using references to Germantown's history and natural features. Infilling with connections, public facilities, and mixed-uses will build distinct communities.
- Establish Germantown as the up-County cultural center. The Black Rock Center for the Arts, the new library, and the public green they frame will be the basis for active civic life in the Town Center and for all of Germantown.
- Enhance Germantown's natural environment. Germantown's greenbelt and stream valley parks are extraordinary environmental resources that will be enhanced by park trail connections and a network of urban open spaces, further supported by green design and building techniques that conserve energy and resources.
- Encourage high quality design that enhances character and identity. Distinct neighborhoods, green streets, and attractive urban spaces with historic and cultural references will give Germantown a strong sense of place. High quality design is expected for public and private development.
- Balance the amount and timing of development with infrastructure capacity. Density brings opportunity and options, but must be shaped through zoning and other tools that create a community of lasting quality.

ZONE IMPLEMENTATION

The Germantown (2009) Sector Planning Area currently has 30 zones: 11 Residential, 6 Commercial, 6 Mixed Use, 2 Industrial, 2 Science, and 3 Planned Development.

Existing Residential:

- RE-1: Detached Unit, Single-Family
- R-150: Detached Unit, Single-Family
- R-200: Detached Unit, Single-Family
- R-200/TDR: Detached Unit, Single-Family
- R-60: Detached Unit, Single-Family
- R-60/TDR: Detached Unit, Single-Family
- R-90: Detached Unit, Single-Family
- RT-15: Townhouse, Single-Family
- R-20: Multi-Family, Medium Density
- R-30: Multi-Family, Low Density
- R-H: Multi-Family, High Rise Planned

Existing Commercial

- C-1: Convenience Commercial
- C-2: General Commercial
- C-3: Highway Commercial
- C-4: Limited Commercial
- C-T: Commercial, Transitional
- O-M: Office Building, Moderate Intensity

Existing Mixed-Use:

- RMX-1: Residential Mixed-Use
- RMX-2: Residential Mixed-Use
- RMX-2C: Residential Mixed-Use
- RMX-2C/TDR: Residential Mixed-Use
- RMX-3/TDR
- TMX-2: Transit Mixed-Use

Existing Industrial:

- I-1: Light Industrial
- I-3: Light Industrial

Existing Science:

- LSC: Life Sciences Center
- R&D: Research and Development

Existing Planned Development

- T-S: Town Sector
- PD-13: Planned Development
- PD-15: Planned Development

Standard Implementation:

The existing RE-1 will remain. The existing R-150, R-200, and R-200/TDR zones will be combined into R-200. The existing R-60 and R-60/TDR will be merged into R-60. The existing R-90, RT-15, R-20, R-30, and R-H zones will remain.

The existing Mixed-Use zones will translate to the proposed CRT (Commercial Residential Town) or CR Commercial Residential. C-1 will translate to CRT and NR (Neighborhood Retail), C-2 and C-4 will be translated to CRT, C-3 will change to GR (General Retail), and O-M will translate to EOF (Employment Office).

Commercial and Mixed-Use zones are translated using both the standard translation criteria or specific Master Plan recommendations when they exist (as described in the next section).

All residential and mixed-use TDR zones will be incorporated into a new TDR Overlay zone.

The Existing I-1 will be renamed IM (Industrial Moderate) and the existing I-3 will translate to the proposed EOF (Employment Office) zone. LSC will remain, and R&D will translate to IM (Industrial Moderate). The existing Planned Development zones and the T-S zone will remain.

NON-STANDARD CONVERSIONS

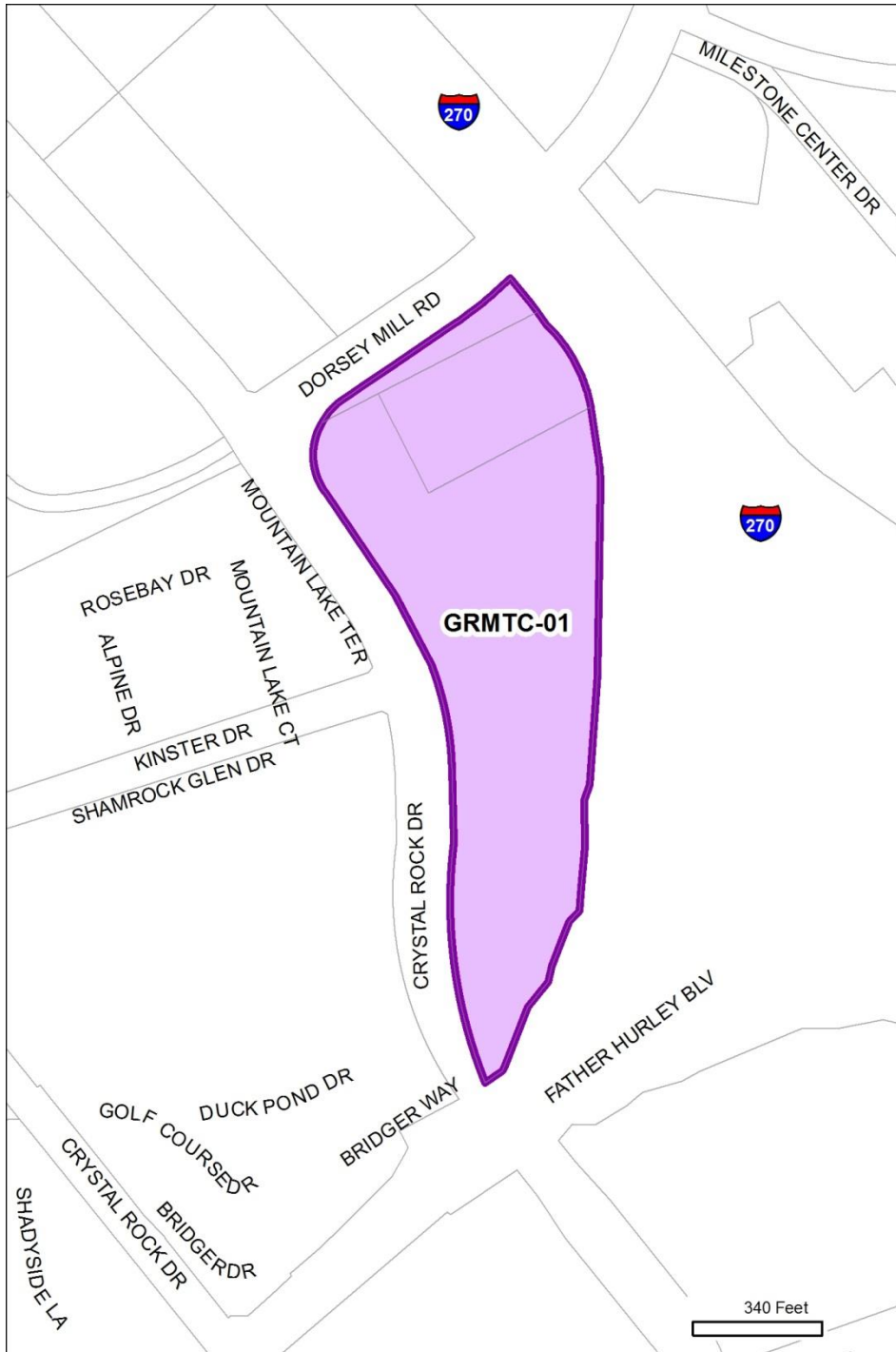
In some cases, properties were not converted using the standard conversions as outlined earlier in the packet.

Generally, this is because the relevant Master or Sector Plan made recommendations regarding the appropriate density, height, or mix of uses on a given site.

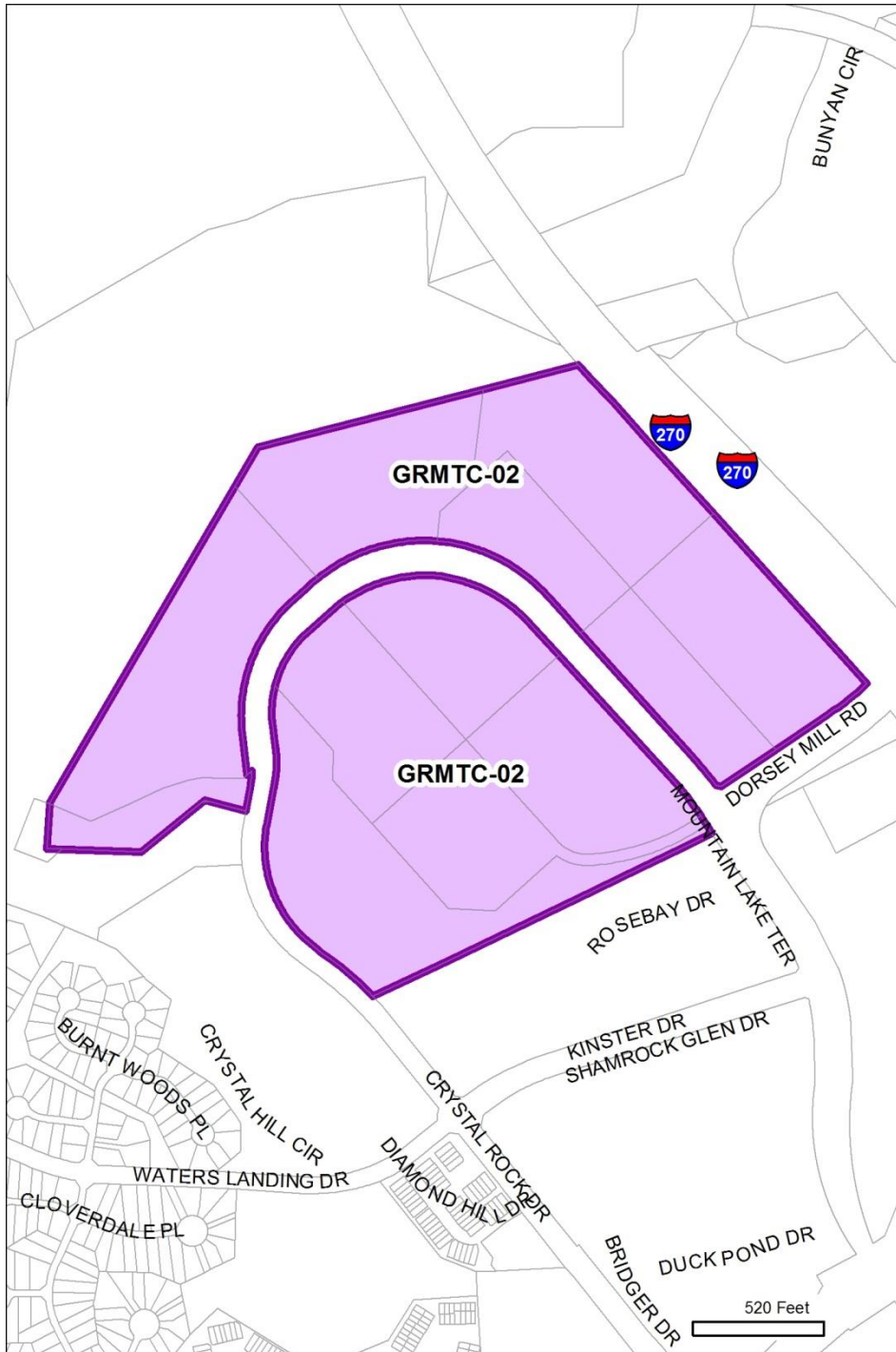
In other cases, the text of the zoning ordinance or an overlay zone can affect the development potential of a site, and therefore affect the conversion given as part of the draft proposed DMA.

Additionally, the PHED Committee instructed that, when requested by a property owner, existing site approvals be reflected in the draft proposed DMA. Non-standard conversions sometimes reflect these project approvals.

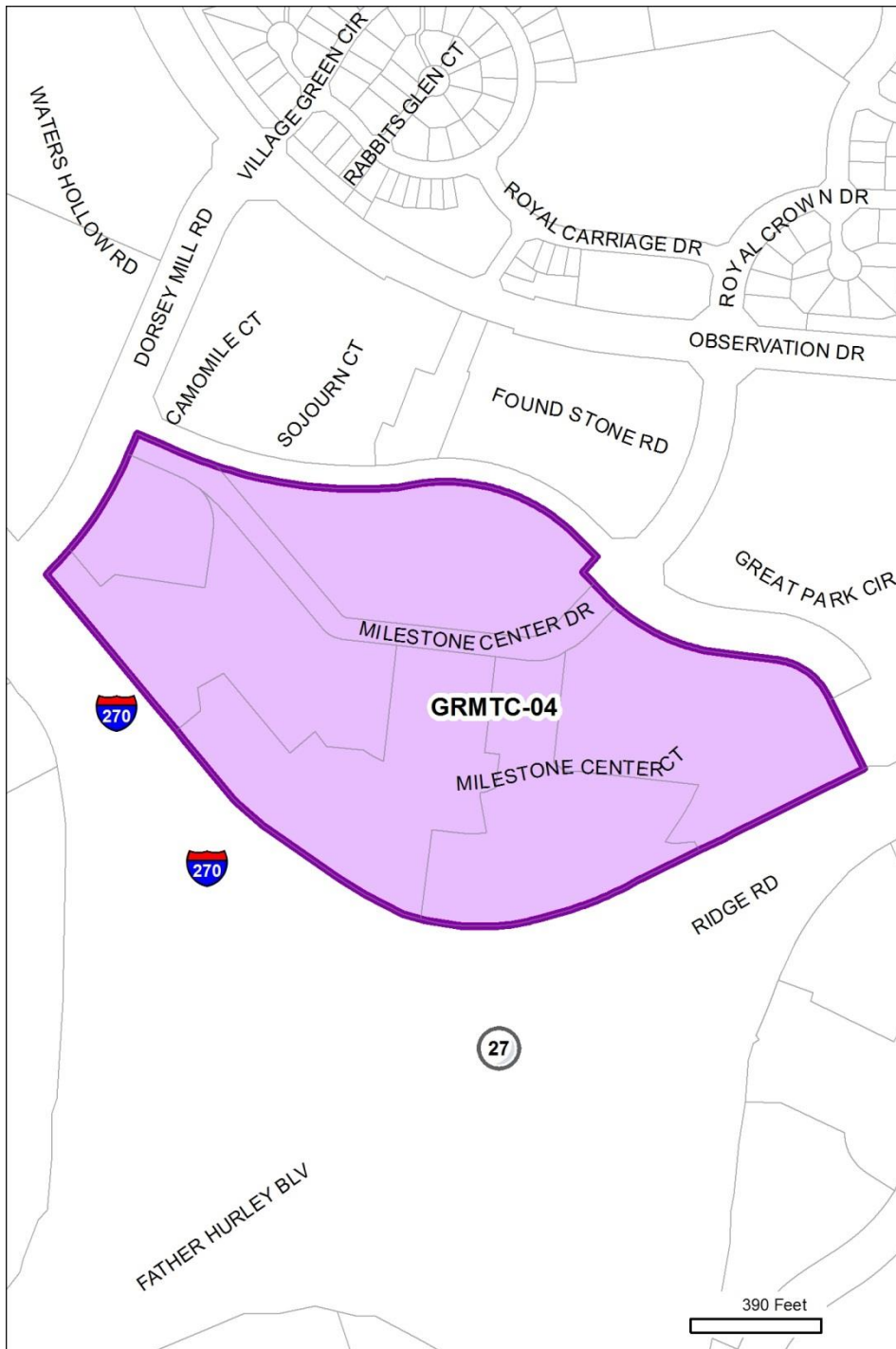
The following pages will give detail on all of the non-standard conversions in this plan area.



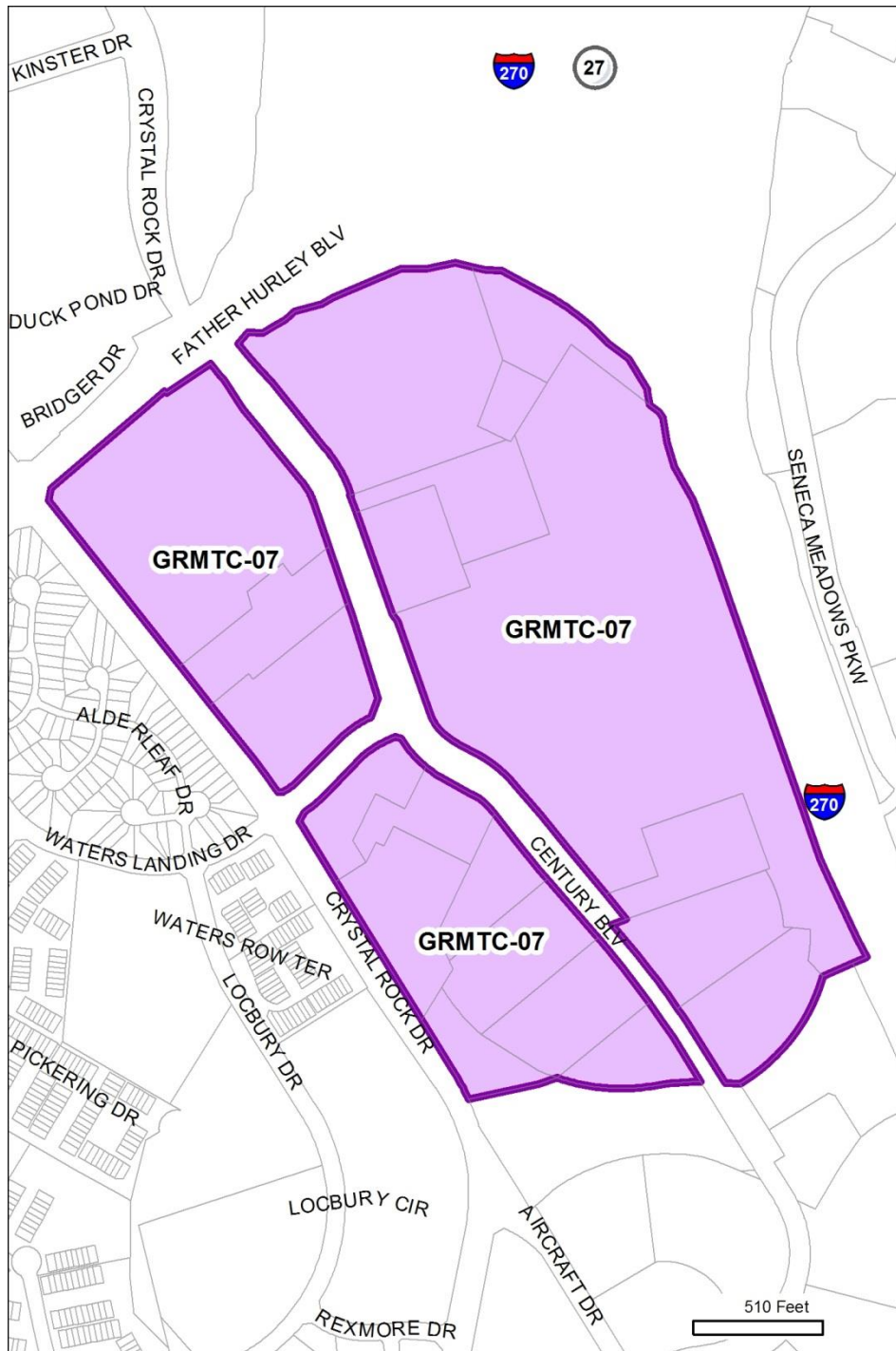
MP Number:		GRMTC-01
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-2.0 C-1.75 R-1.0 H-145 T
Modifications	Zone Group:	Standard
	Overall FAR:	Standard
	Comm'l FAR:	Increased to 1.75
	Resid'l FAR:	Reduced to 1.0
	Height:	Standard
Reason for non-standard conversion:		
The master plan (pg. 63) says to develop this area with "a mix of uses with a minimum of 60 percent employment and a maximum of 40 percent residential." The master plan (pg. 64) also says "For the west side of I-270, permit building heights of 143 feet, clustered at the transit station and along I-270."		



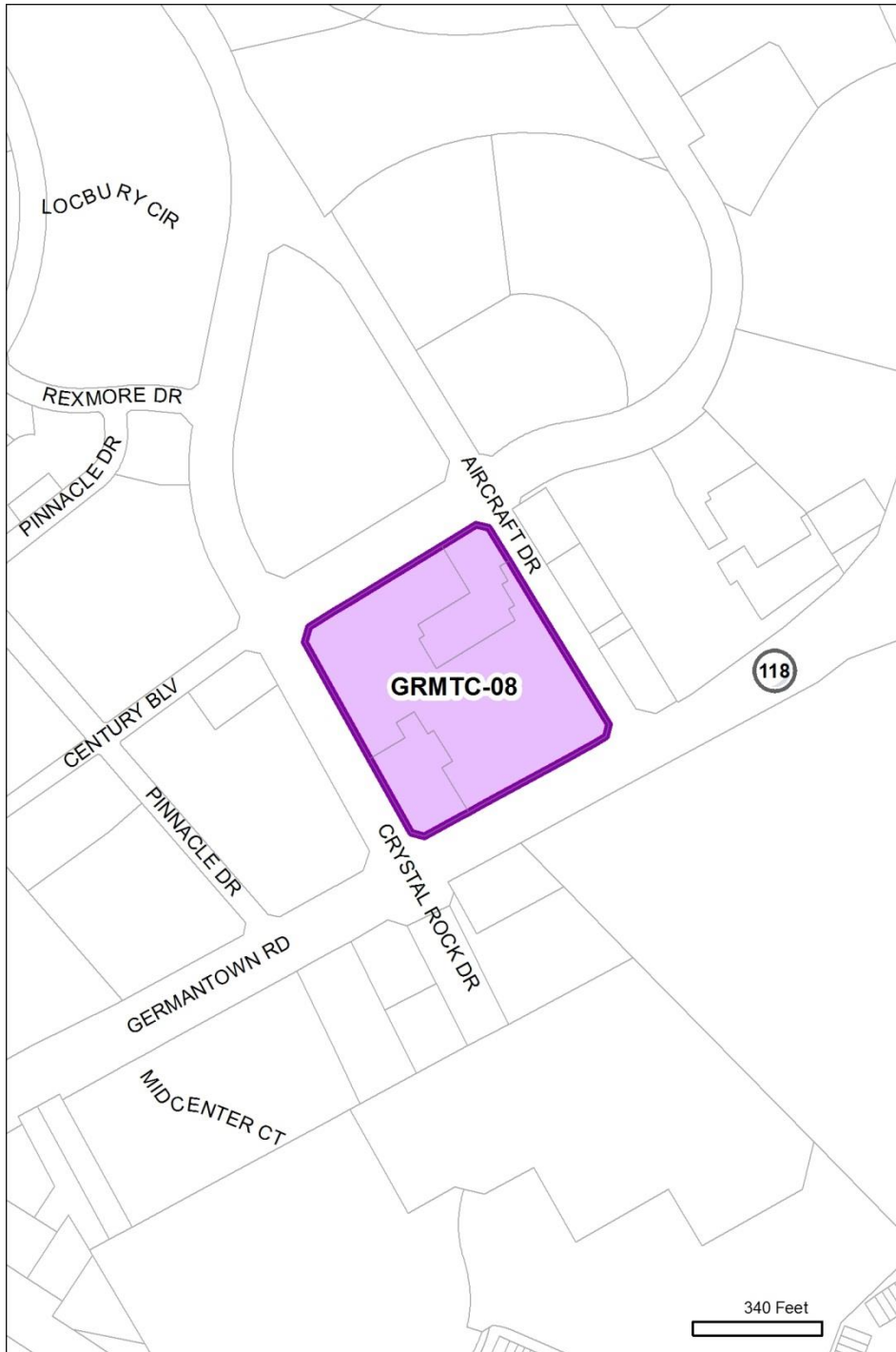
MP Number:		GRMTC-02
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-0.75 C-0.5 R-0.5 H-145 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 0.75
	Comm'l FAR:	Reduced to 0.5
	Resid'l FAR:	Reduced to 0.5
	Height:	
Reason for non-standard conversion:		
<p>Germantown Sector Plan (2009), page 63-64:</p> <p><i>"Orient signature office buildings and employment uses along I-270 on the Lerner property (NE-2). Allow up to 1.5 million square feet of employment uses, a hotel, and up to 110,000 square feet of retail space. Residential development may include a mix of high-rise and low-rise residential units, provided the total density for the site does not exceed 0.7 FAR... For the west side of I-270, permit building heights of 143 feet, clustered at the transit station along I-270."</i></p>		



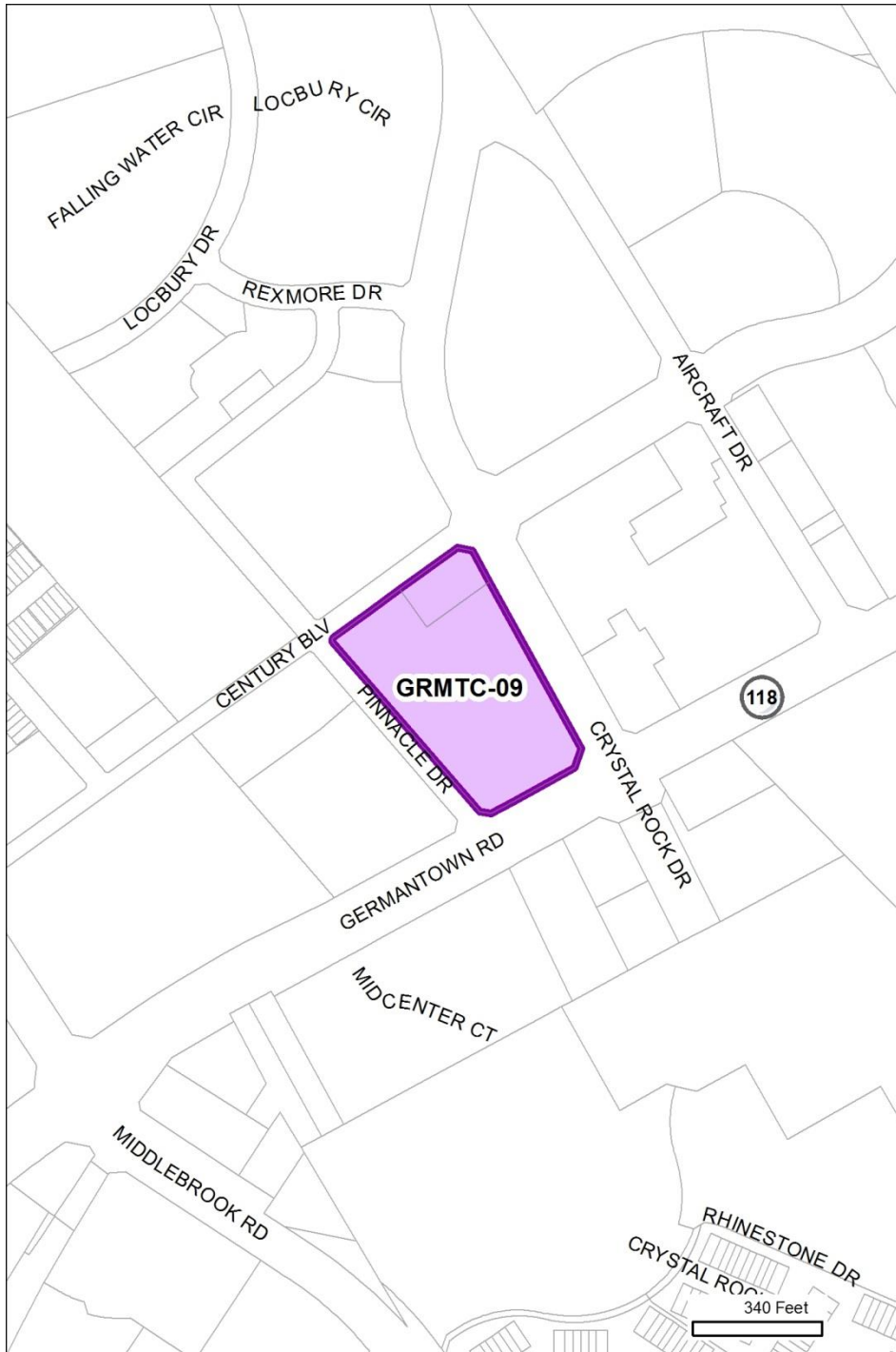
MP Number:		GRMTC-04
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-2.0 C-1.75 R-0.5 H-125 T
Modifications	Zone Group:	Standard
	Overall FAR:	Standard
	Comm'l FAR:	Increased to 1.75
	Resid'l FAR:	Reduced to 0.5
	Height:	Reduced to 125'
Reason for non-standard conversion:		
<p>The master plan (pg. 64) says to develop this property "with a mix of research and development, employment, technology, street level retail, restaurants, and new housing. Orient up to 225 new multifamily housing units to the existing residential areas. Residential uses are not to exceed 20% of total development on this site.... For the east side of I-270, permit buildings up to 125 feet along I-270."</p>		



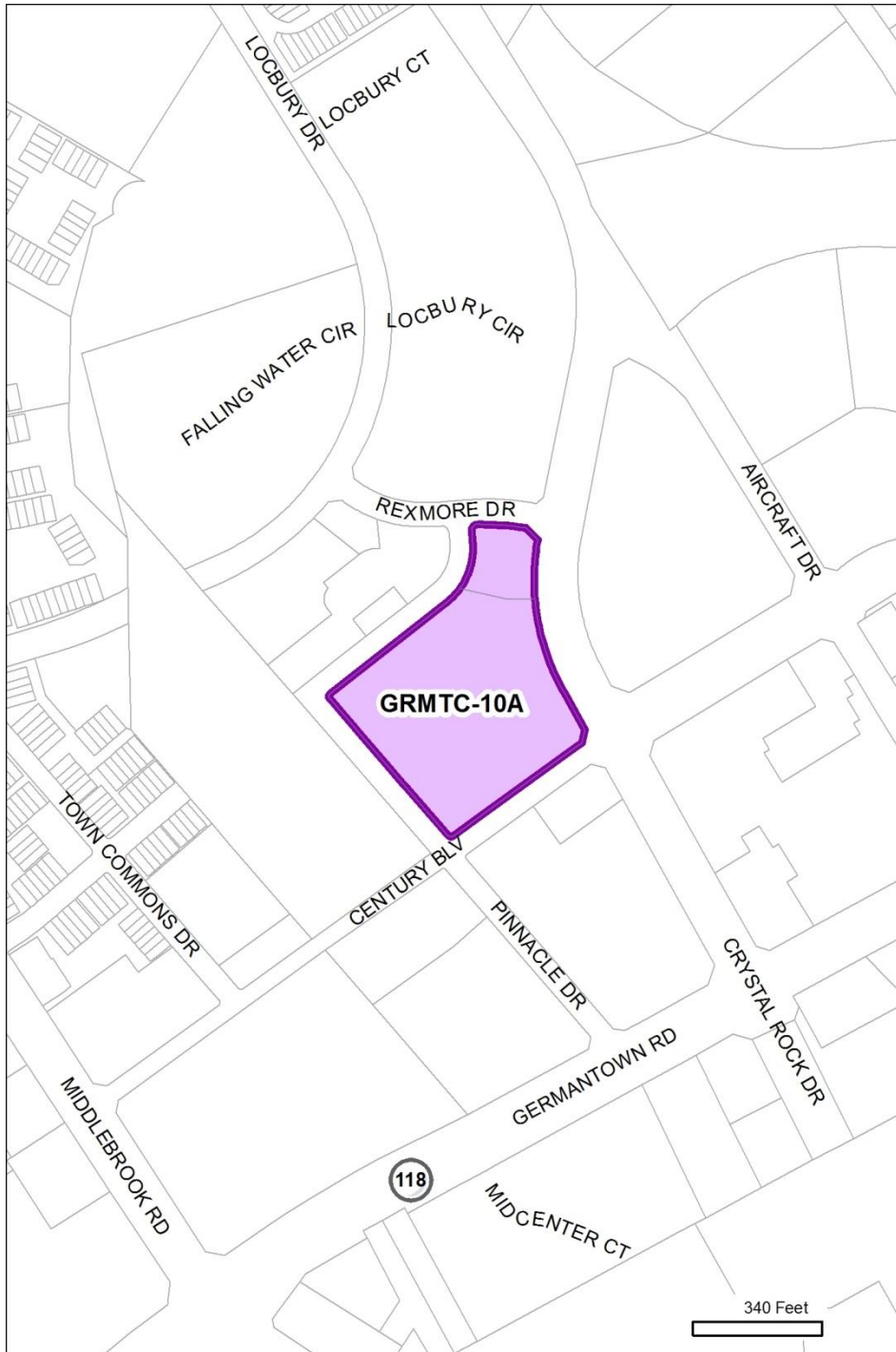
MP Number:		GRMTC-07
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-2.0 C-1.25 R-1.0 H-145 T
Modifications	Zone Group:	Standard
	Overall FAR:	Standard
	Comm'l FAR:	Reduced to 1.25
	Resid'l FAR:	Reduced to 1.0
	Height:	Standard
Reason for non-standard conversion:		
<p>The master plan (pg. 60-61) says to "Allow a ratio of land uses that are 50 to 60 percent commercial uses and 40 to 50 percent residential uses for each property to create a mixed-use neighborhood....Allow building height of 143 feet (12 stories) clustered around the transit station to define the center, transitioning to lower building heights along Crystal Rock Drive. Permit up to 125 feet along I-270 with a variety of heights ranging from 6 to 10 stories." Zoning to the lower heights would require split zoning properties, so the entire area was mapped to the more permissive 145', with the step down being assured through the finding of master plan conformance during site plan.</p>		



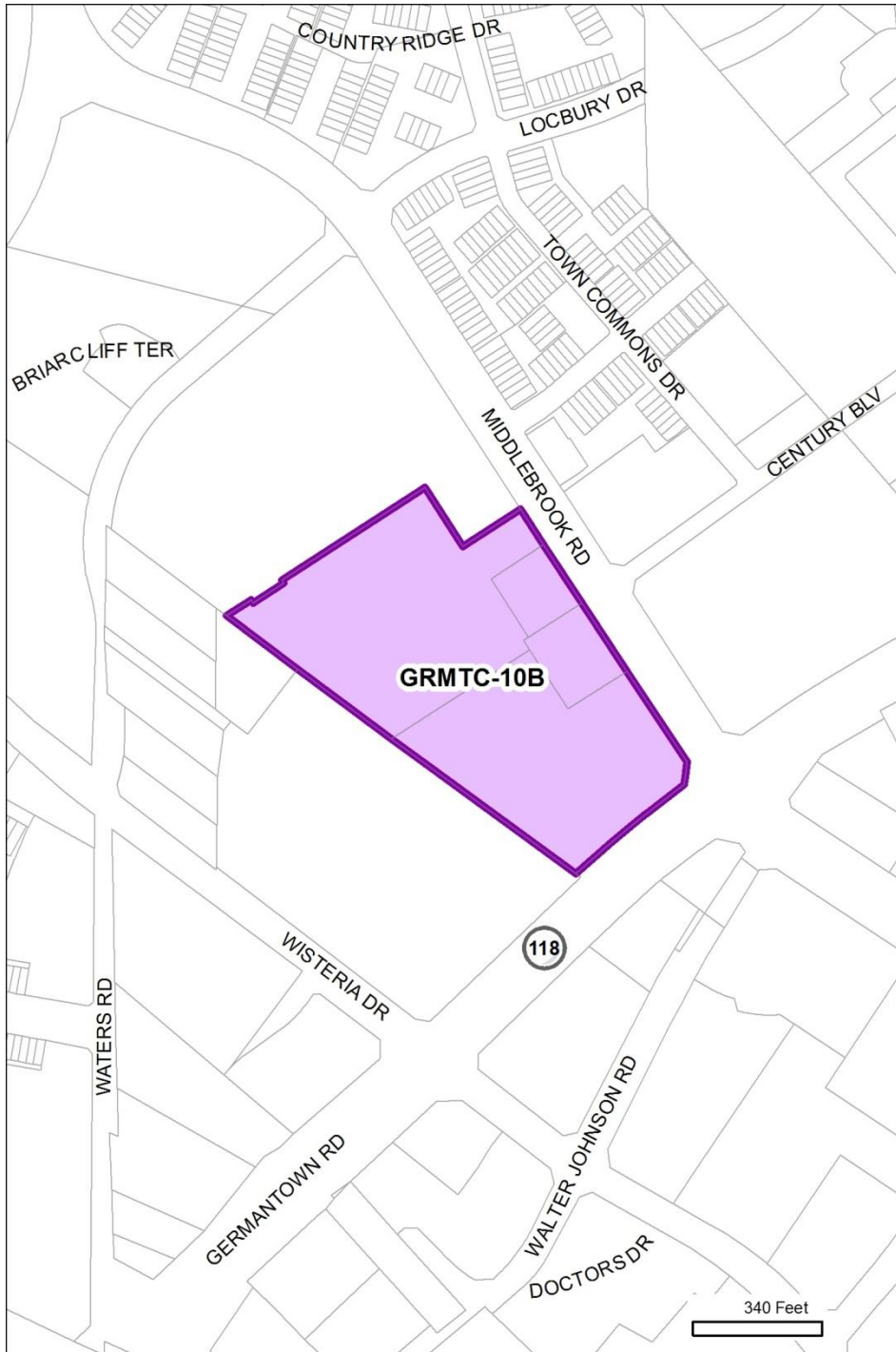
MP Number:		GRMTC-08
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-2.0 C-0.5 R-1.5 H-180 T
Modifications	Zone Group:	Standard
	Overall FAR:	Standard
	Comm'l FAR:	Reduced to 0.5
	Resid'l FAR:	Standard
	Height:	Increased to 180'
Reason for non-standard conversion:		
<p>Germantown Sector Plan (2009), page 47: <i>"Redevelop the Bellmead property (TC-9) with up to 2.0 FAR of mixed-use development with a minimum of 70% residential uses."</i></p> <p>Germantown Sector Plan (2009), page 51: <i>"Allow building heights up to 180 feet at the Transit Station, surrounded by buildings 143 feet for properties extending over to I-270."</i></p>		



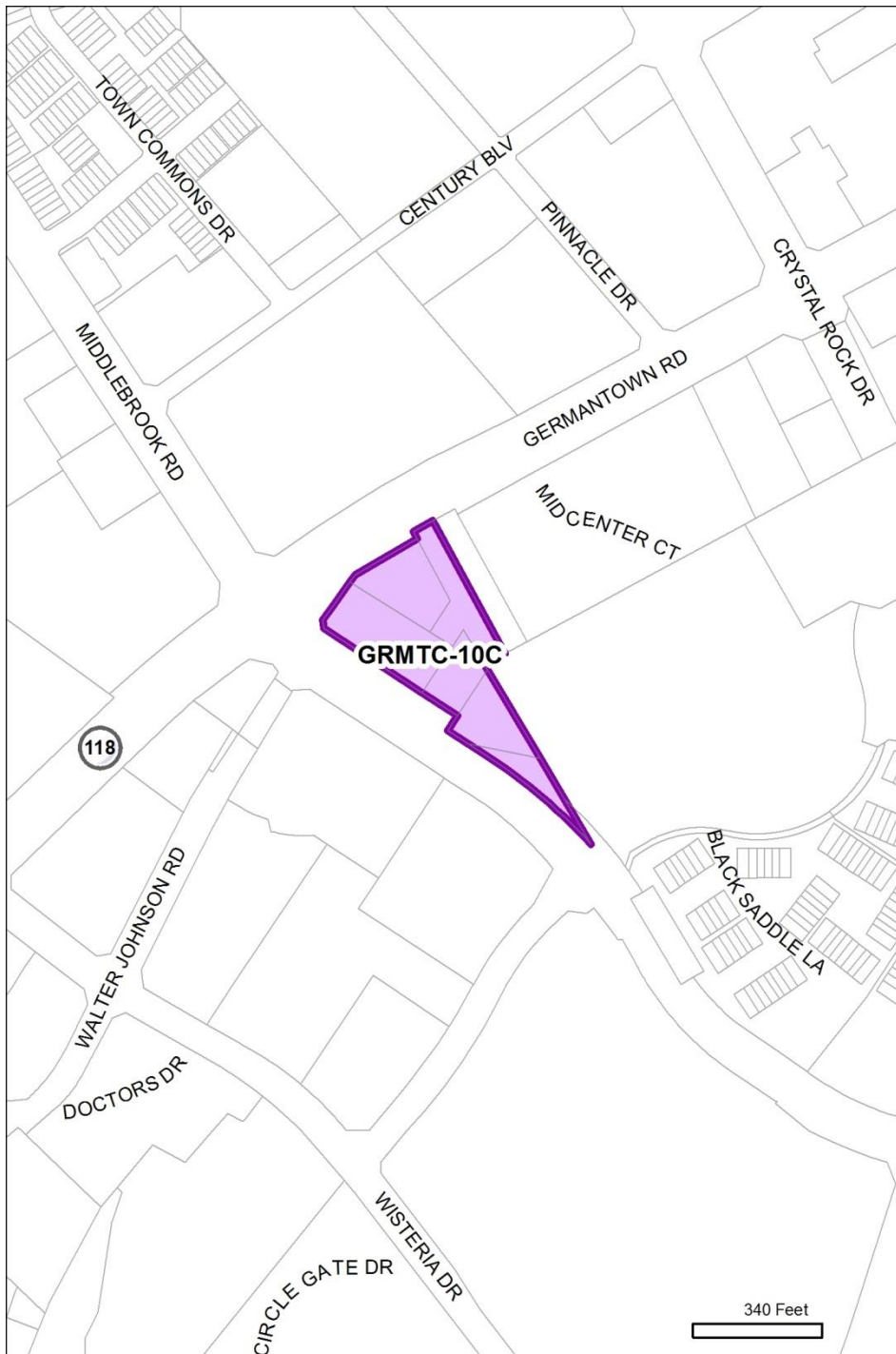
MP Number:		GRMTC-09
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-1.5 C-1.0 R-1.0 H-100 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 1.5
	Comm'l FAR:	Reduced to 1.0
	Resid'l FAR:	Reduced to 1.0
	Height:	Reduced to 100'
Reason for non-standard conversion:		
<p>Germantown Sector Plan (2009), page 47:</p> <p><i>"TC-12 is an Artery multifamily housing development that is directly adjacent to the Town Center Transit stop and should be rezoned from TS to TMX-2 with an FAR of 1.5..."</i></p> <p>Germantown Sector Plan (2009), page 51:</p> <p><i>"The Trevion property and properties fronting MD 118 between Wisteria Drive and Aircraft Drive should have building heights up to 100 feet."</i></p>		



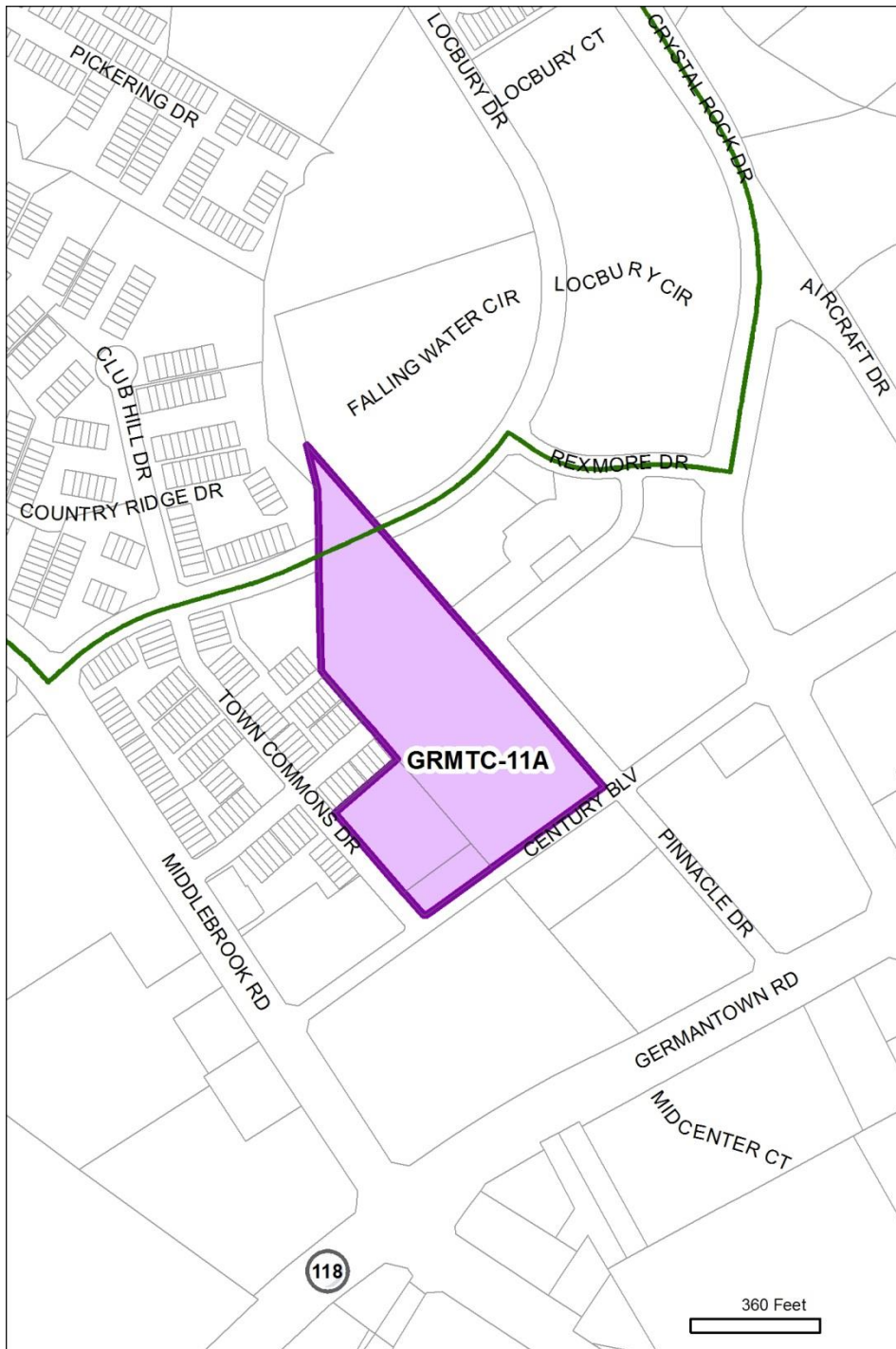
MP Number:		GRMTC-10A
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-1.0 C-0.75 R-0.75 H-60 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 1.0
	Comm'l FAR:	Reduced to 0.75
	Resid'l FAR:	Reduced to 0.75
	Height:	Reduced to 60'
Reason for non-standard conversion:		
Germantown Sector Plan (2009), page 47-51: <i>"TC-11 is directly west of Crystal Rock Drive and close to the Town Center Transit stop and should be rezoned from TS to TMX-2 with an FAR of 1.0... Along Century Boulevard, limit building heights to 60 feet to maintain sufficient light and air along the promenade."</i>		



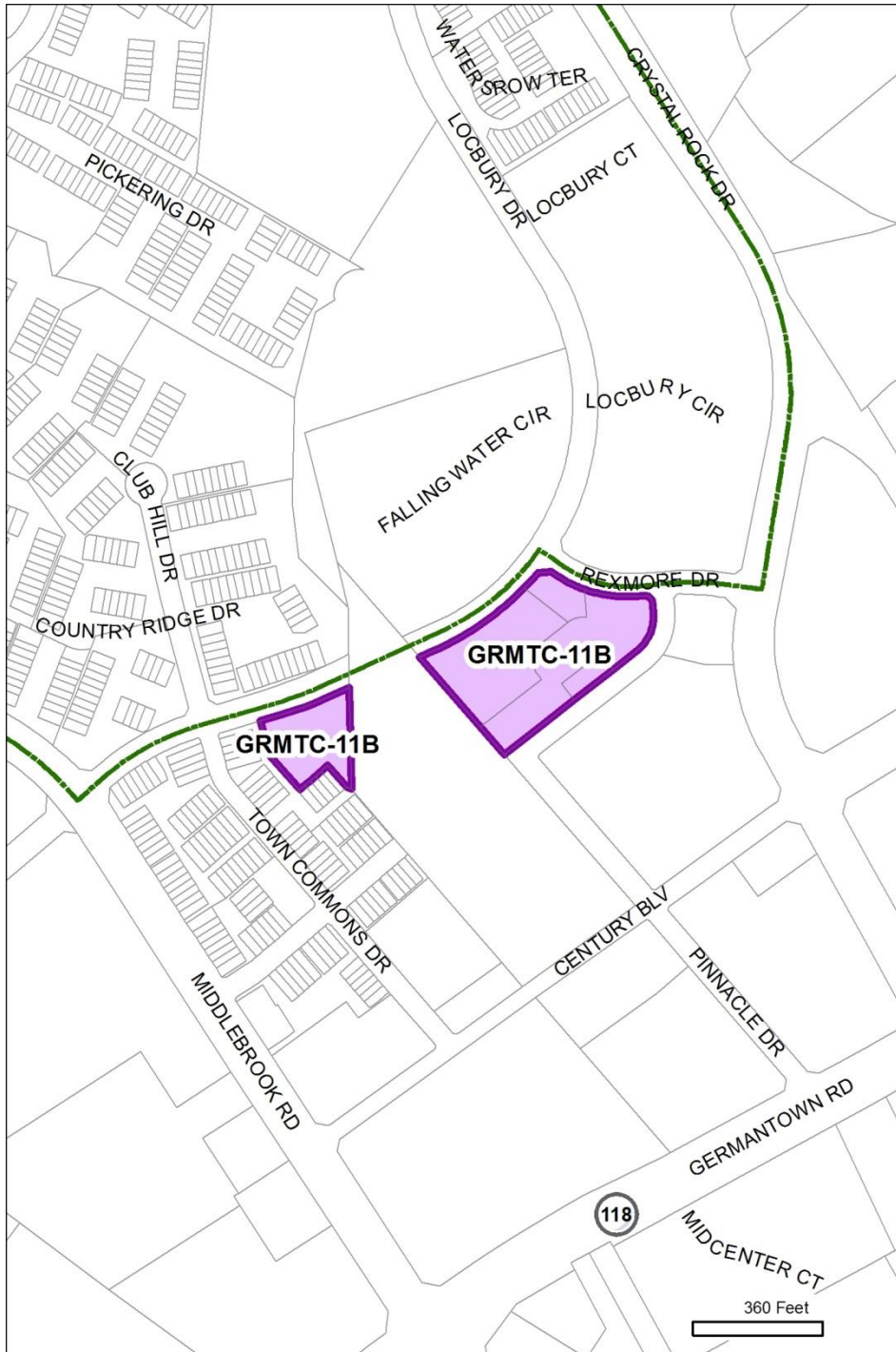
MP Number:		GRMTC-10B
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-1.0 C-0.75 R-0.5 H-100 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 1.0
	Comm'l FAR:	Reduced to 0.75
	Resid'l FAR:	Reduced to 0.5
	Height:	Reduced to 100'
Reason for non-standard conversion:		
<p>Germantown Sector Plan (2009), page 49:</p> <p><i>"The Germantown Commons Shopping Center (TC-23) and Upcounty Government Center (TC-24) should be rezoned from the existing TS zoning to TMX-2 zoning with up to 1.0 FAR with a maximum of 40% residential uses...</i></p> <p><i>... The Trevion property and properties fronting MD 118 between Wisteria Drive and Aircraft Drive should have building heights up to 100 feet."</i></p>		



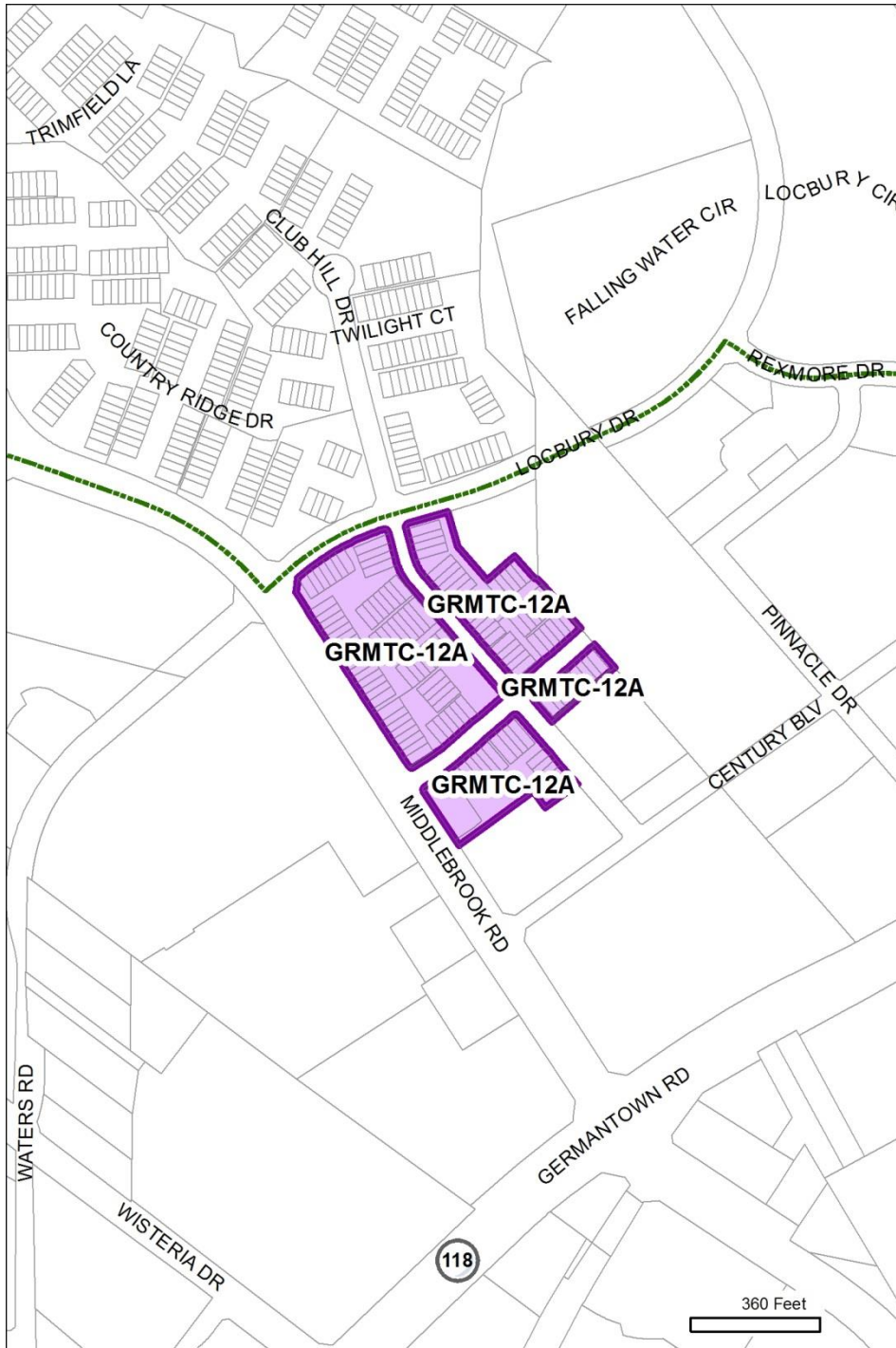
MP Number:		GRMTC-10C
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-1.0 C-0.75 R-0.75 H-100 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 1.0
	Comm'l FAR:	Reduced to 0.75
	Resid'l FAR:	Reduced to 0.75
	Height:	Reduced to 100'
Reason for non-standard conversion:		
<p>Germantown Sector Plan (2009), page 48:</p> <p><i>"TC-20 at the corner of MD 118 and Middlebrook Road encompass several small commercial businesses. These properties should be rezoned from C-3 and R-30 to TMX-2 with an FAR of 1.0 to allow the densities and uses indicated in the Plan...</i></p> <p><i>...The Trevion property and properties fronting MD 118 between Wisteria Drive and Aircraft Drive should have building heights up to 100 feet."</i></p>		



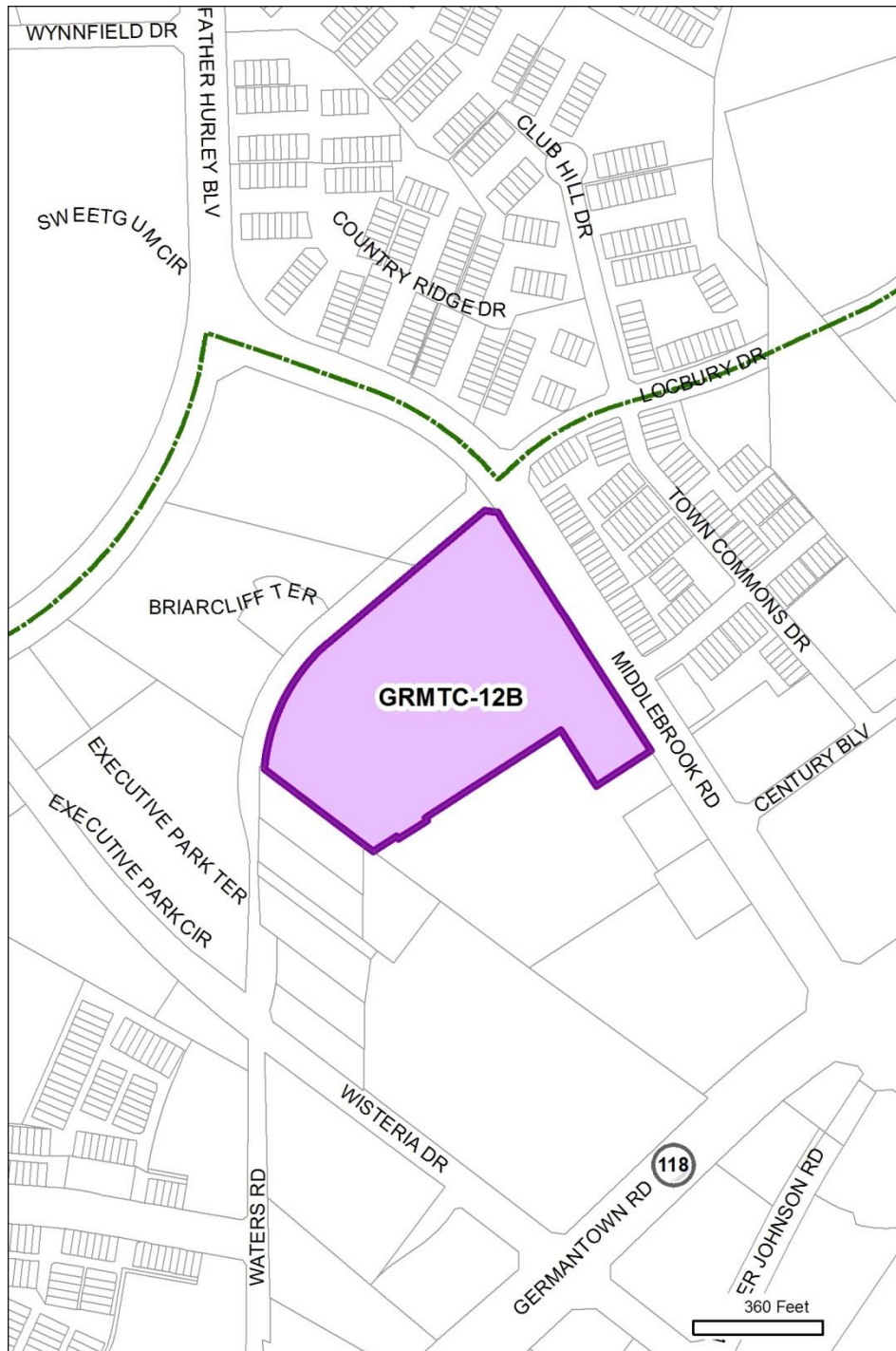
MP Number:		GRMTC-11A
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-0.5 C-0.5 R-0.25 H-60 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 0.5
	Comm'l FAR:	Reduced to 0.5
	Resid'l FAR:	Reduced to 0.25
	Height:	Reduced to 60'
Reason for non-standard conversion:		
<p>Germantown Sector Plan (2009), page 48-51:</p> <p><i>"TC-16 is the site of the library, the BlackRock Center for the Arts, and the Town Commons. Although no change in use is recommended for these properties, the zoning should be changed to TMX-2 (limited to 0.5 FAR) to provide a consistent zoning pattern.</i></p> <p><i>...Along Century Boulevard, limit building heights to 60 feet to maintain sufficient light and air along the promenade."</i></p>		



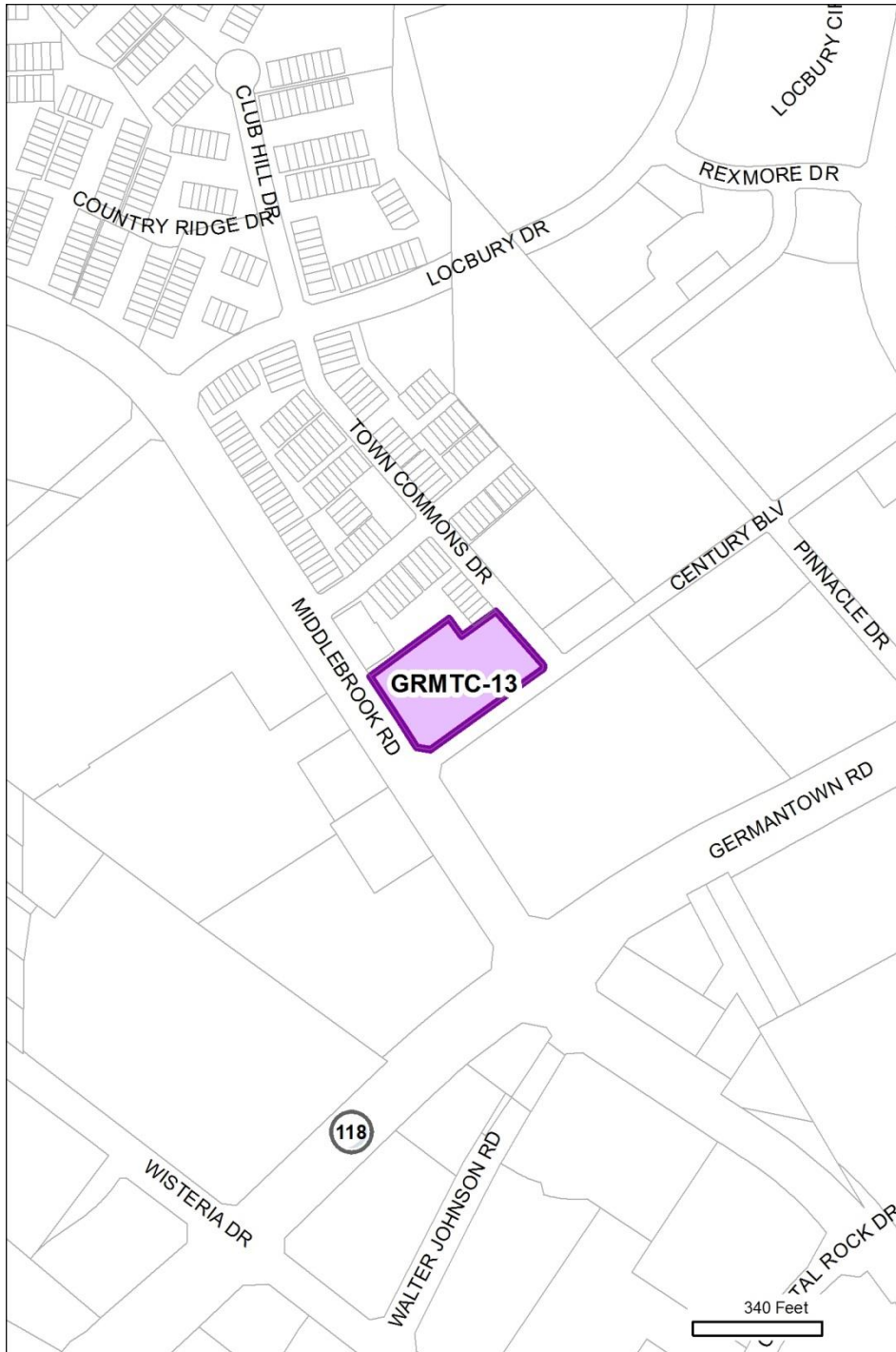
MP Number:		GRMTC-11B
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-0.5 C-0.5 R-0.5 H-60 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 0.5
	Comm'l FAR:	Reduced to 0.5
	Resid'l FAR:	Reduced to 0.5
	Height:	Reduced to 60'
Reason for non-standard conversion:		
<p>Germantown Sector Plan (2009), page 47-51:</p> <p><i>"This property [TC-10] should be rezoned from the TS to TMX-2 zone with an FAR of 0.5...[The TC-15] property is a stormwater management parcel and is not likely to redevelop, but is recommended to be rezoned to the TMX-2 zone with a 0.5 FAR to create a consistent zoning pattern.</i></p> <p><i>...Along Century Boulevard, limit building heights to 60 feet to maintain sufficient light and air along the promenade."</i></p>		



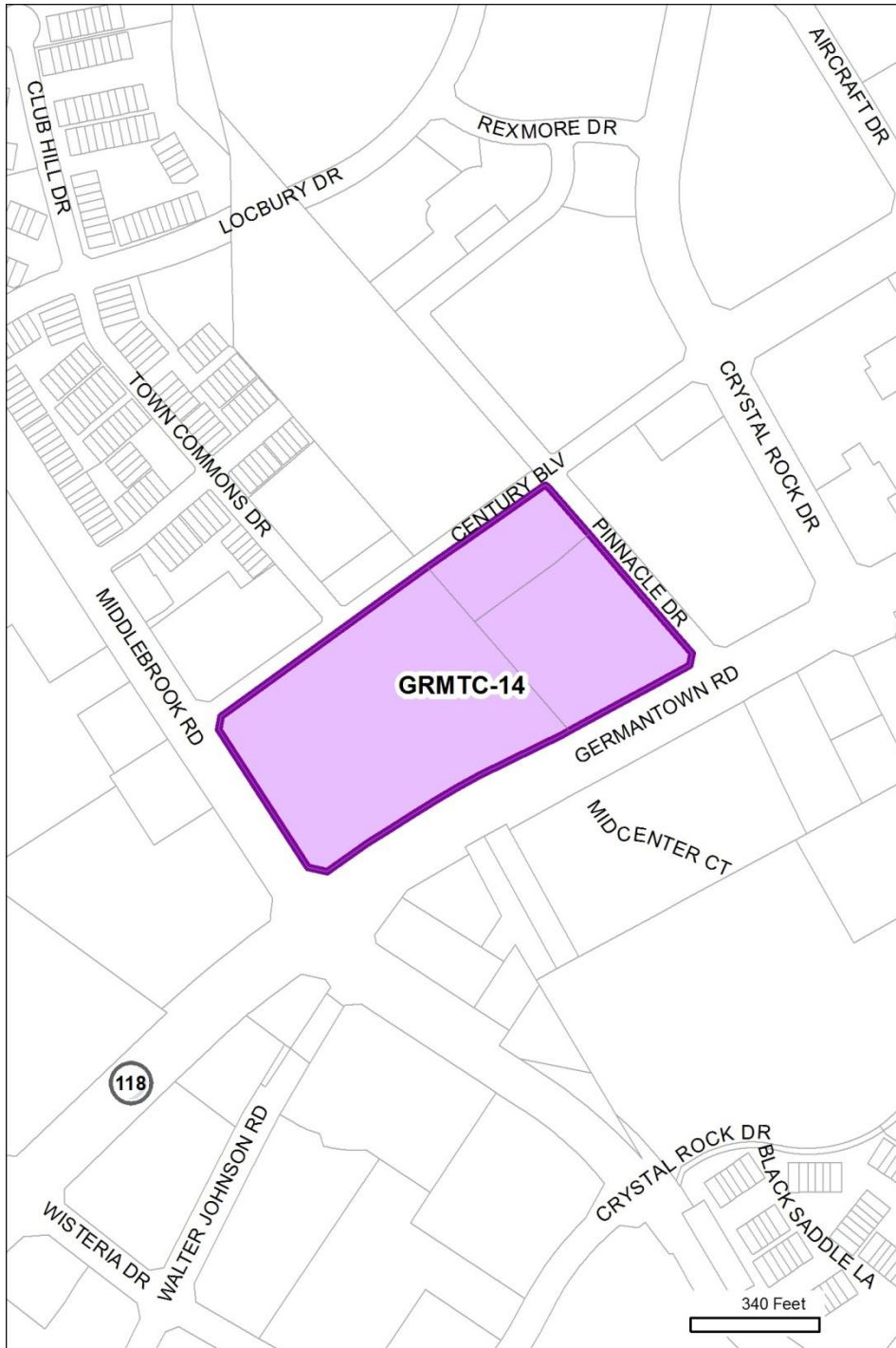
MP Number:		GRMTC-12A
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-1.0 C-0.75 R-0.75 H-60 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 1.0
	Comm'l FAR:	Reduced to 0.75
	Resid'l FAR:	Reduced to 0.75
	Height:	Reduced to 60'
Reason for non-standard conversion:		
<p>Germantown Sector Plan (2009), page 47-51:</p> <p><i>"TC-18 is an Artery townhouse development. This property is developed as single-family attached residences and it is not likely to redevelop, but the Plan recommends rezoning the property to TMX-2 with an FAR of 1.0 to maintain a consistent zoning pattern south of Locbury Drive.</i></p> <p>See Germantown Building Heights map, pg. 22, where it shows this area as recommended for 60' in height.</p>		



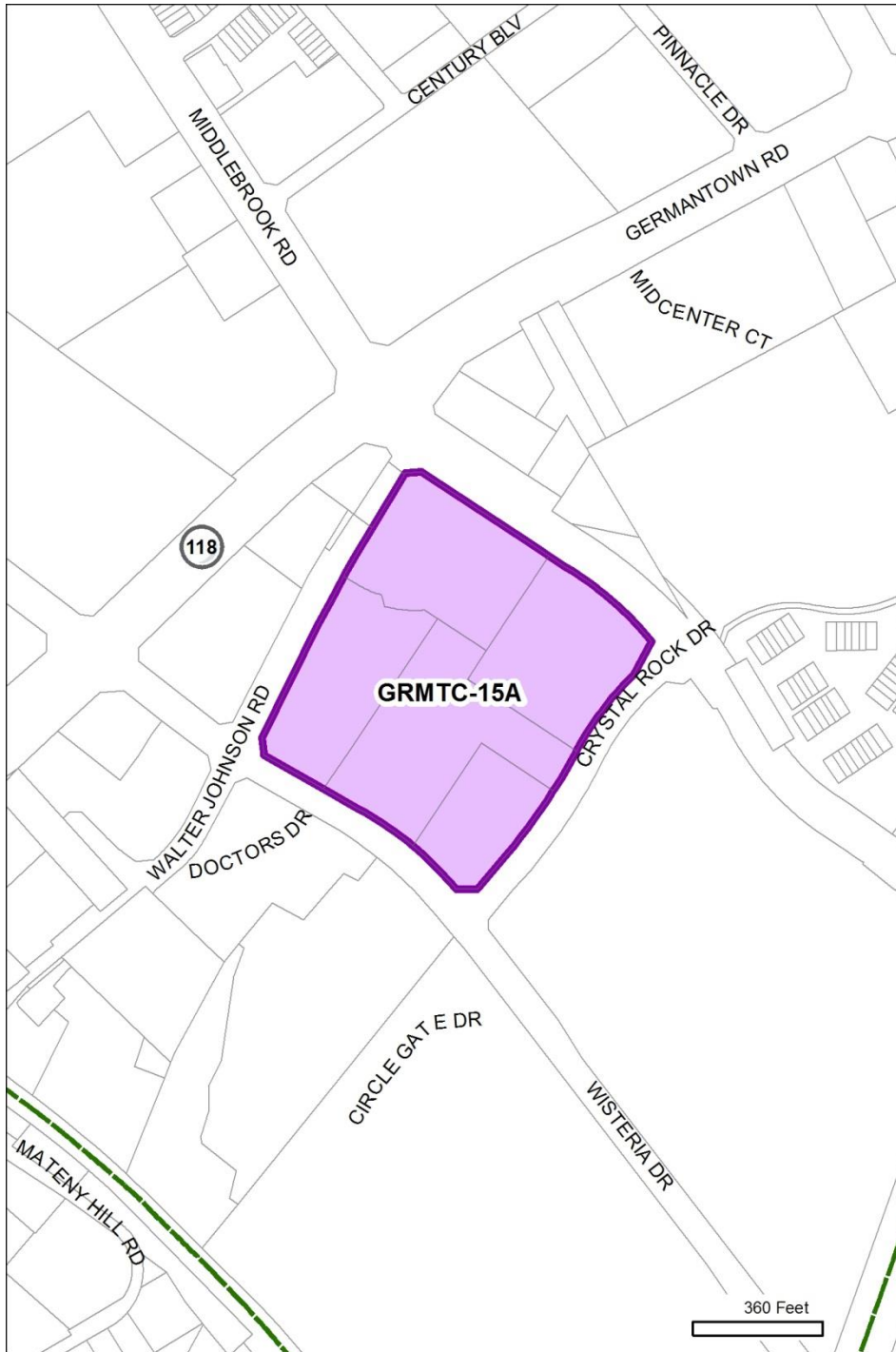
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Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-1.0 C-0.75 R-0.5 H-60 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 1.0
	Comm'l FAR:	Reduced to 0.75
	Resid'l FAR:	Reduced to 0.5
	Height:	Reduced to 60'
Reason for non-standard conversion:		
<p>Germantown Sector Plan (2009), page 48-51:</p> <p><i>"The Upcounty Government Center (TC-24) should be rezoned from the existing TS zoning to TMX-2 zoning with up to 1.0 FAR with a maximum of 40% residential uses."</i></p> <p>See Germantown Building Heights map, pg. 22, where it shows this area as recommended for 60' in height.</p>		



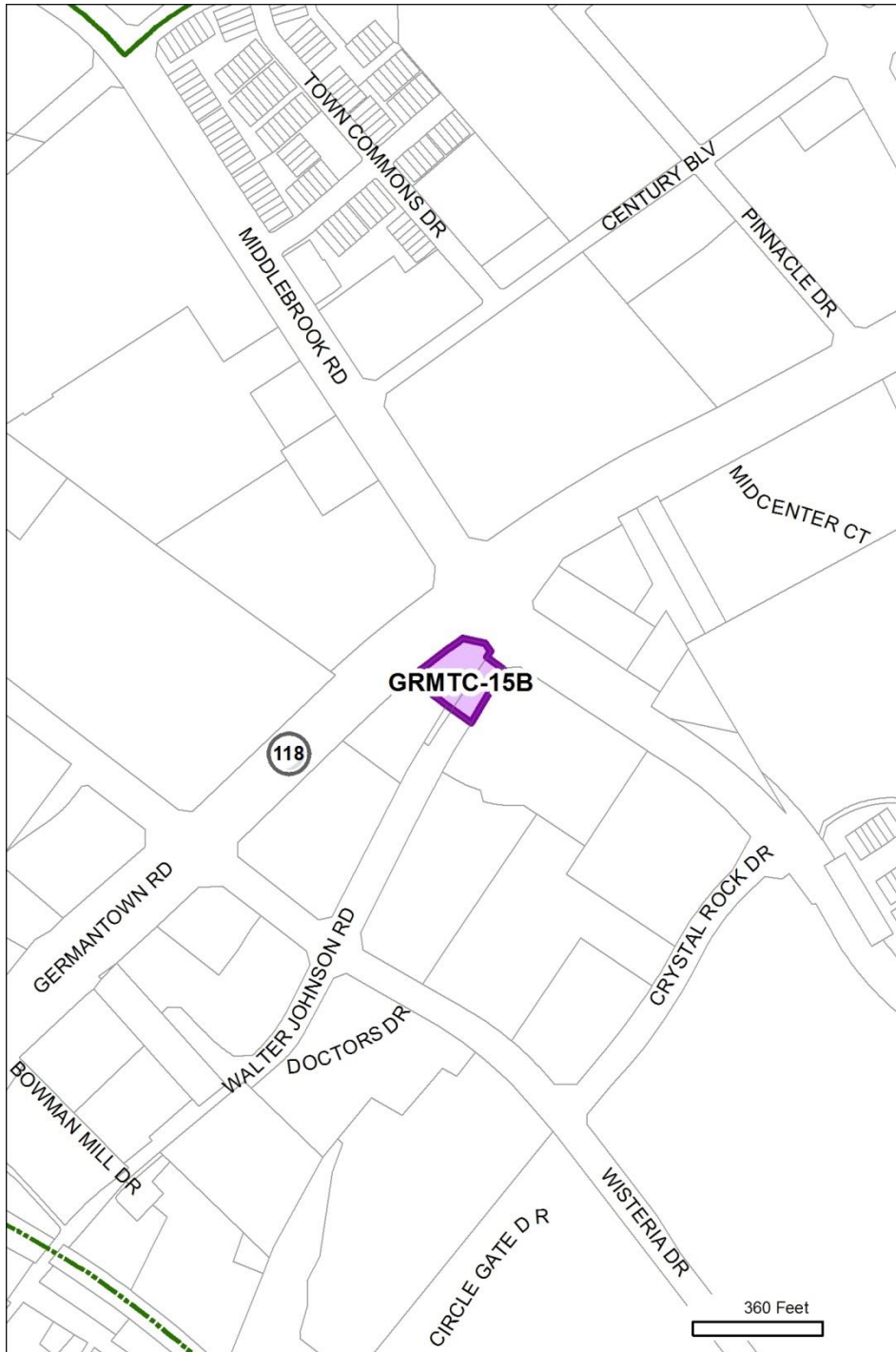
MP Number:		GRMTC-13
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-1.5 C-1.0 R-1.0 H-60 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 1.5
	Comm'l FAR:	Reduced to 1.0
	Resid'l FAR:	Reduced to 1.0
	Height:	Reduced to 60'
Reason for non-standard conversion:		
<p>Germantown Sector Plan (2009), page 48-51:</p> <p><i>"Allow up to 1.5 FAR on the Safeway and EuroMotors properties (TC-19 and TC-17)...</i></p> <p><i>...Along Century Boulevard, limit building heights to 60 feet to maintain sufficient light and air along the promenade."</i></p>		



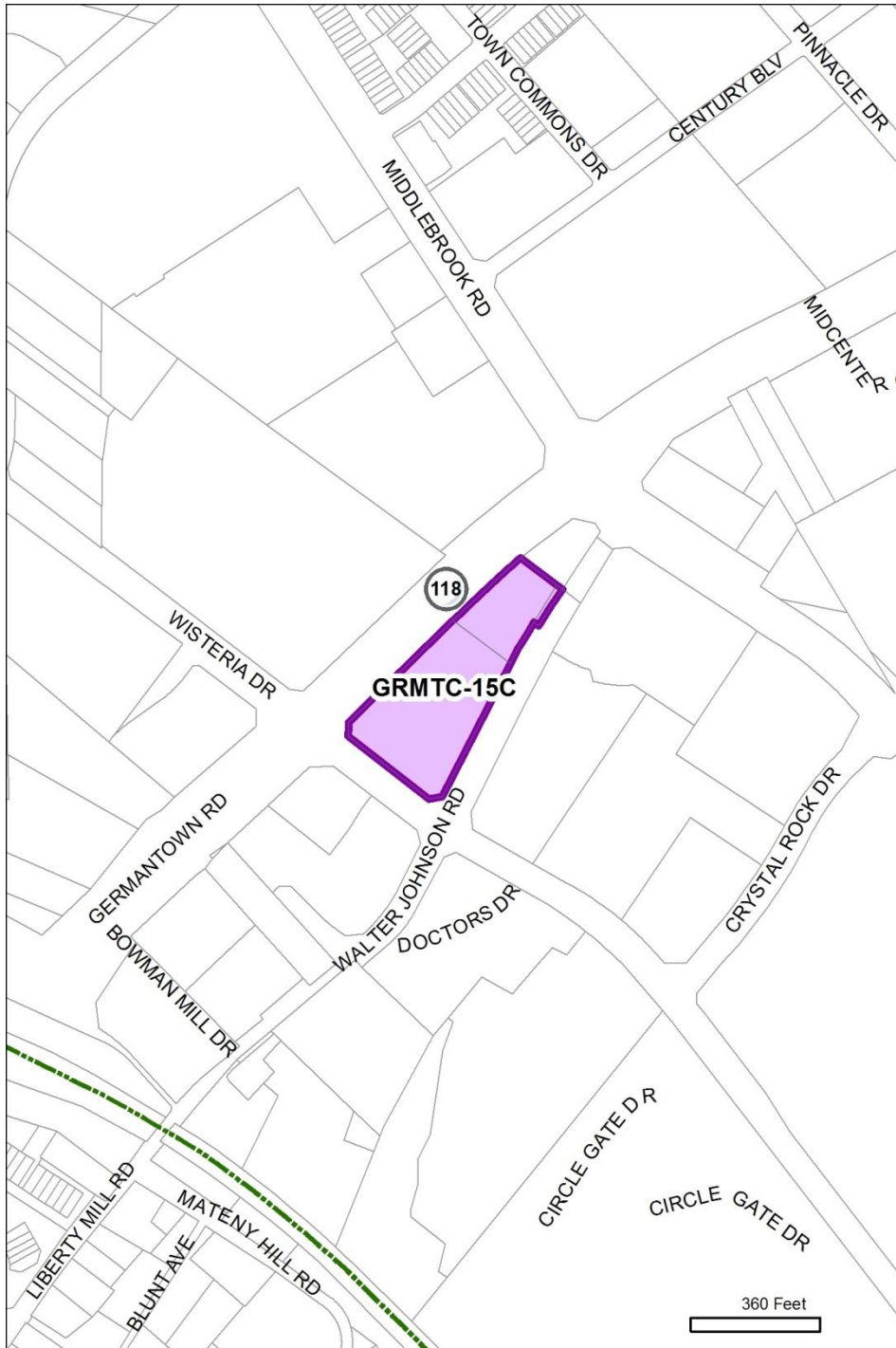
MP Number:		GRMTC-14
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-2.0 C-1.5 R-1.5 H-100 T
Modifications	Zone Group:	Standard
	Overall FAR:	Standard
	Comm'l FAR:	Standard
	Resid'l FAR:	Standard
	Height:	Reduced to 100'
Reason for non-standard conversion:		
The master plan (pg. 51) says "properties fronting MD 118 between Wisteria Drive and Aircraft Drive should have building heights up to 100 feet."		



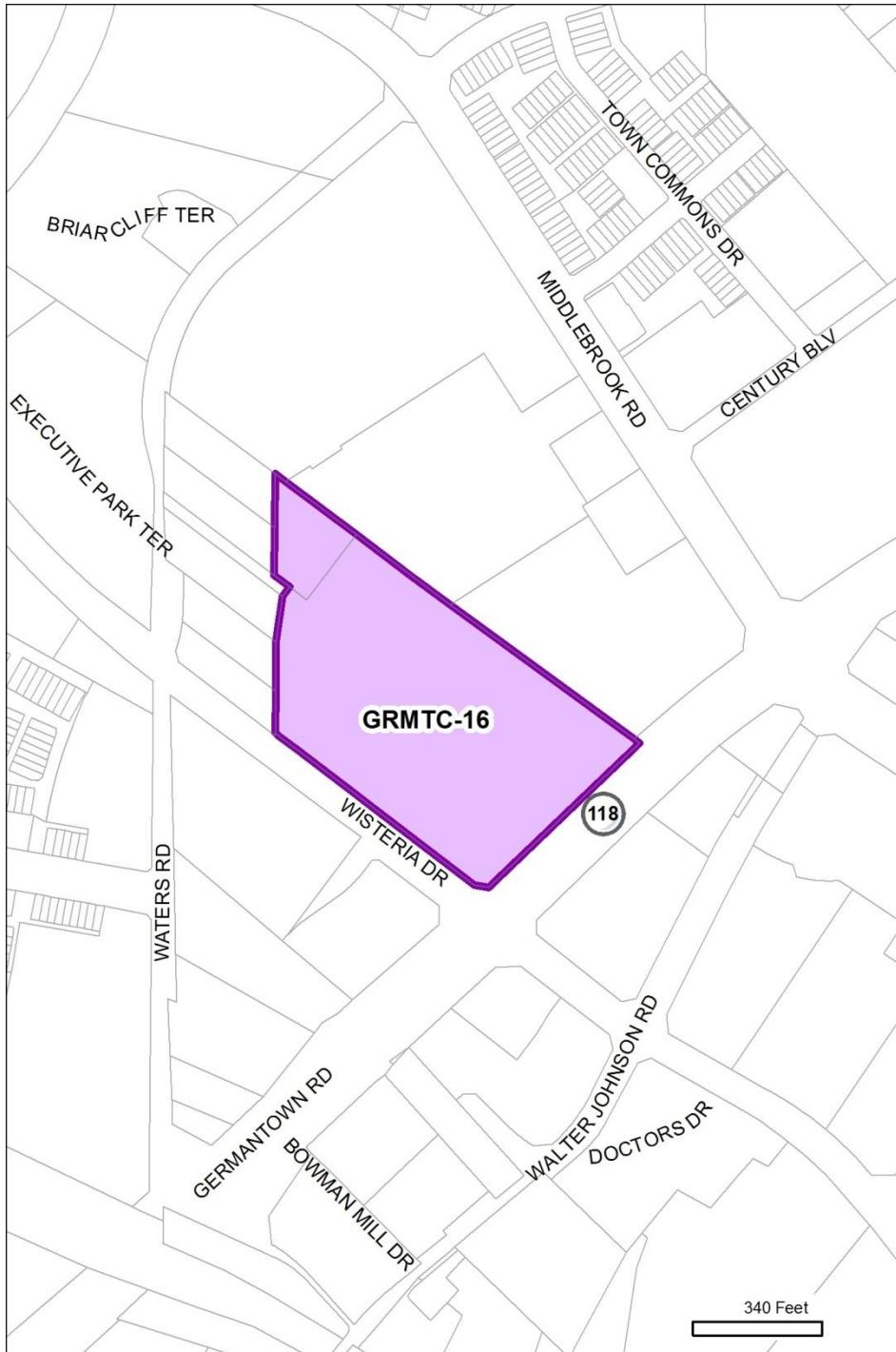
MP Number:		GRMTC-15A
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-2.0 C-1.75 R-0.75 H-100 T
Modifications	Zone Group:	Standard
	Overall FAR:	Standard
	Comm'l FAR:	Increased to 1.75
	Resid'l FAR:	Reduced to 0.75
	Height:	Reduced to 100'
Reason for non-standard conversion:		
<p>The master plan (pg. 49) says "The Trevion property (TC-30) should be rezoned from the existing C-O zoning to TMX-2 to allow for the mix of uses and densities indicated in the Plan... with an employment emphasis that achieves at least 65 percent office uses, a hotel and some service retail, and a maximum of 35 percent residential uses located along the Wisteria Drive end of the site." The master plan (pg. 51) also says "The Trevion property and properties fronting MD 118 between Wisteria Drive and Aircraft Drive should have building heights up to 100 feet."</p>		



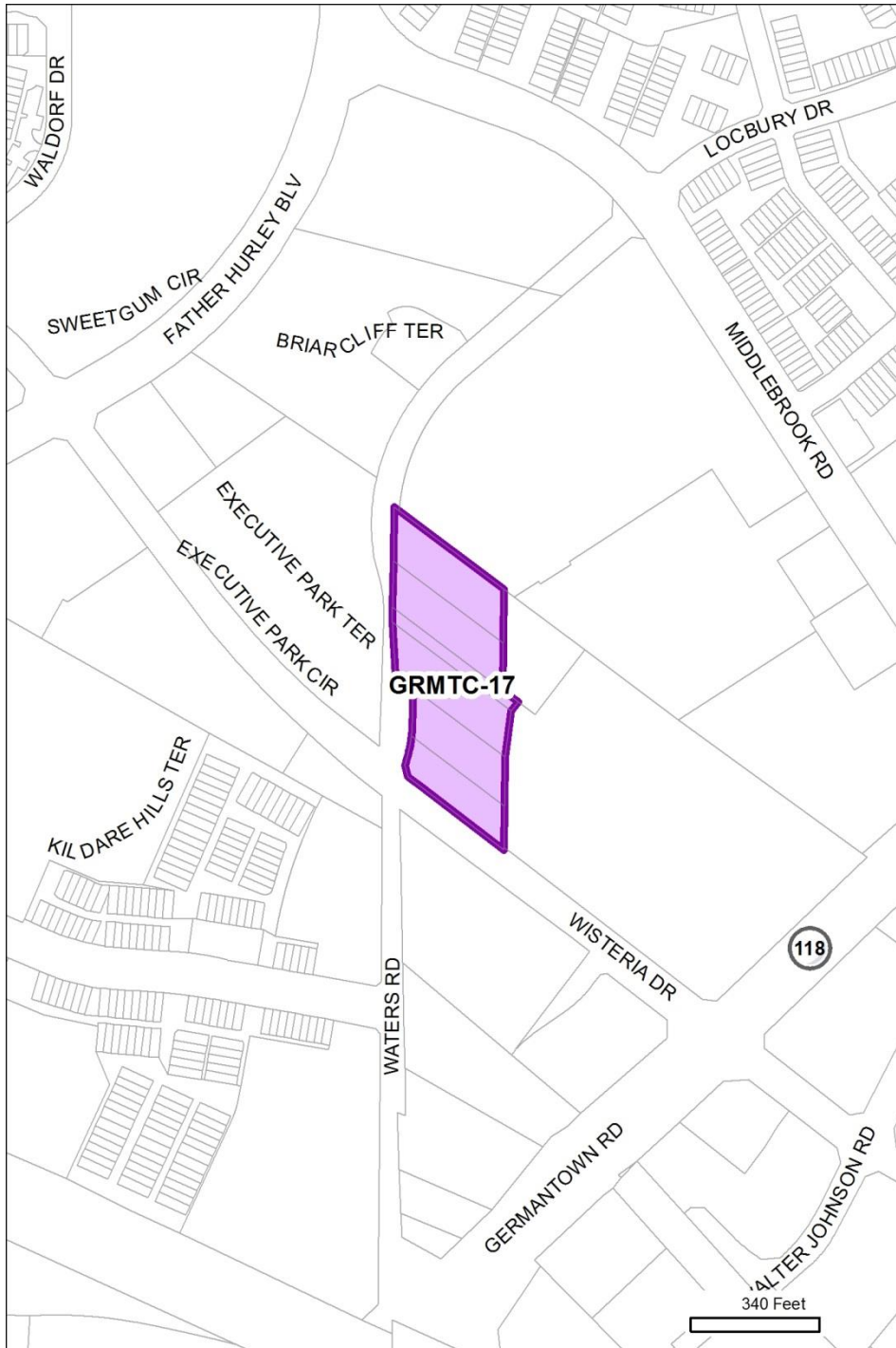
MP Number:		GRMTC-15B
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-2.0 C-1.75 R-0.75 H-100 T
Modifications	Zone Group:	Standard
	Overall FAR:	Standard
	Comm'l FAR:	Increased to 1.75
	Resid'l FAR:	Reduced to 0.75
	Height:	Reduced to 100'
Reason for non-standard conversion:		
<p>The master plan (pg. 49) says this property should be rezoned "to provide a consistent zoning pattern and density with adjoining properties." The master plan (pg. 51) also says "The Trevion property and properties fronting MD 118 between Wisteria Drive and Aircraft Drive should have building heights up to 100 feet."</p>		



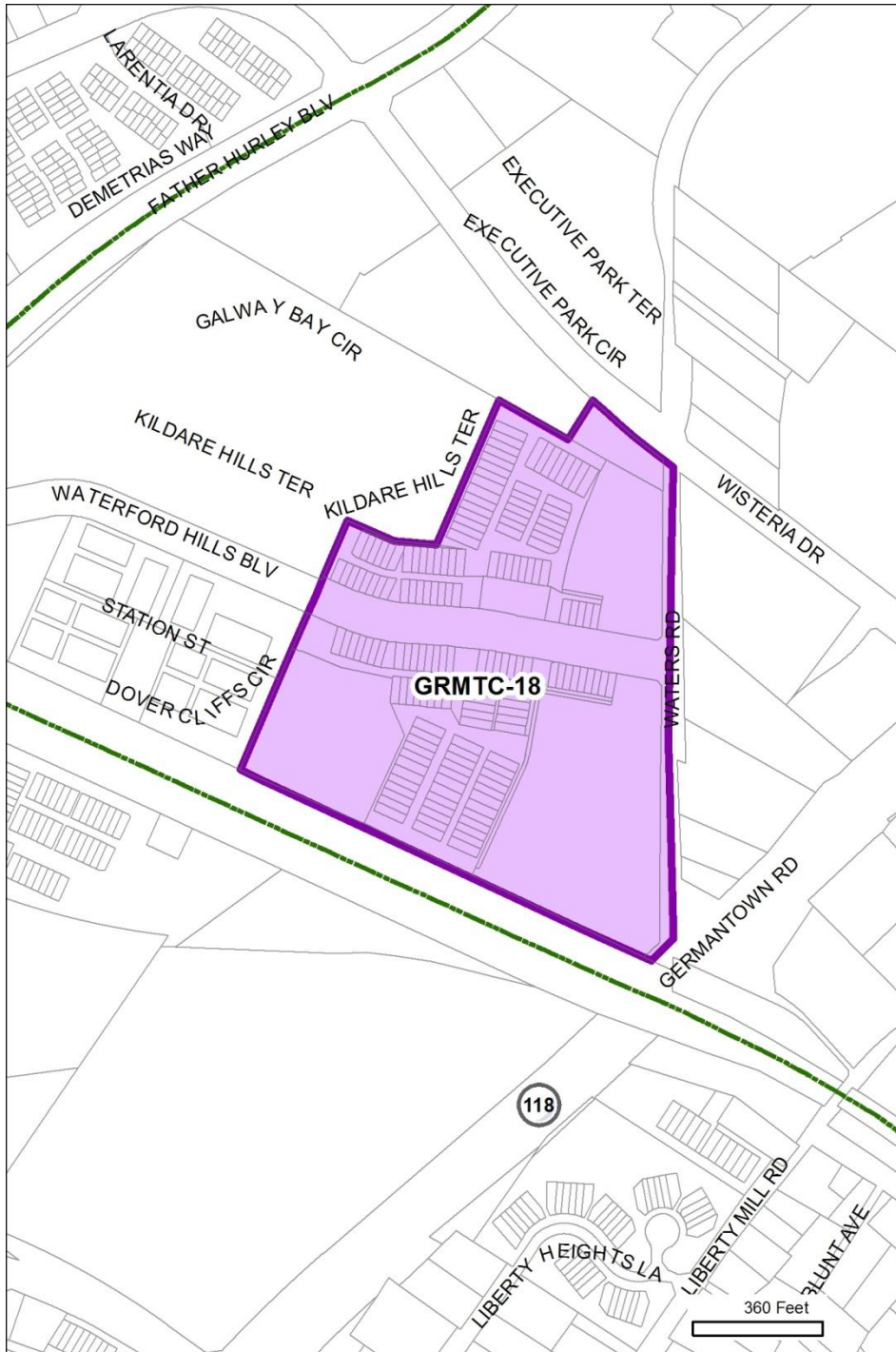
MP Number:		GRMTC-15C
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-2.0 C-1.0 R-1.5 H-100 T
Modifications	Zone Group:	Standard
	Overall FAR:	Standard
	Comm'l FAR:	Reduced to 1.0
	Resid'l FAR:	Standard
	Height:	Reduced to 100'
Reason for non-standard conversion:		
<p>The master plan (pg. 49) says that this property is recommended "to be rezoned to TMX-2 to create a consistent zoning pattern with non-residential development limited to 1.0 FAR." The master plan (pg. 51) also says "The Trevion property and properties fronting MD 118 between Wisteria Drive and Aircraft Drive should have building heights up to 100 feet."</p>		



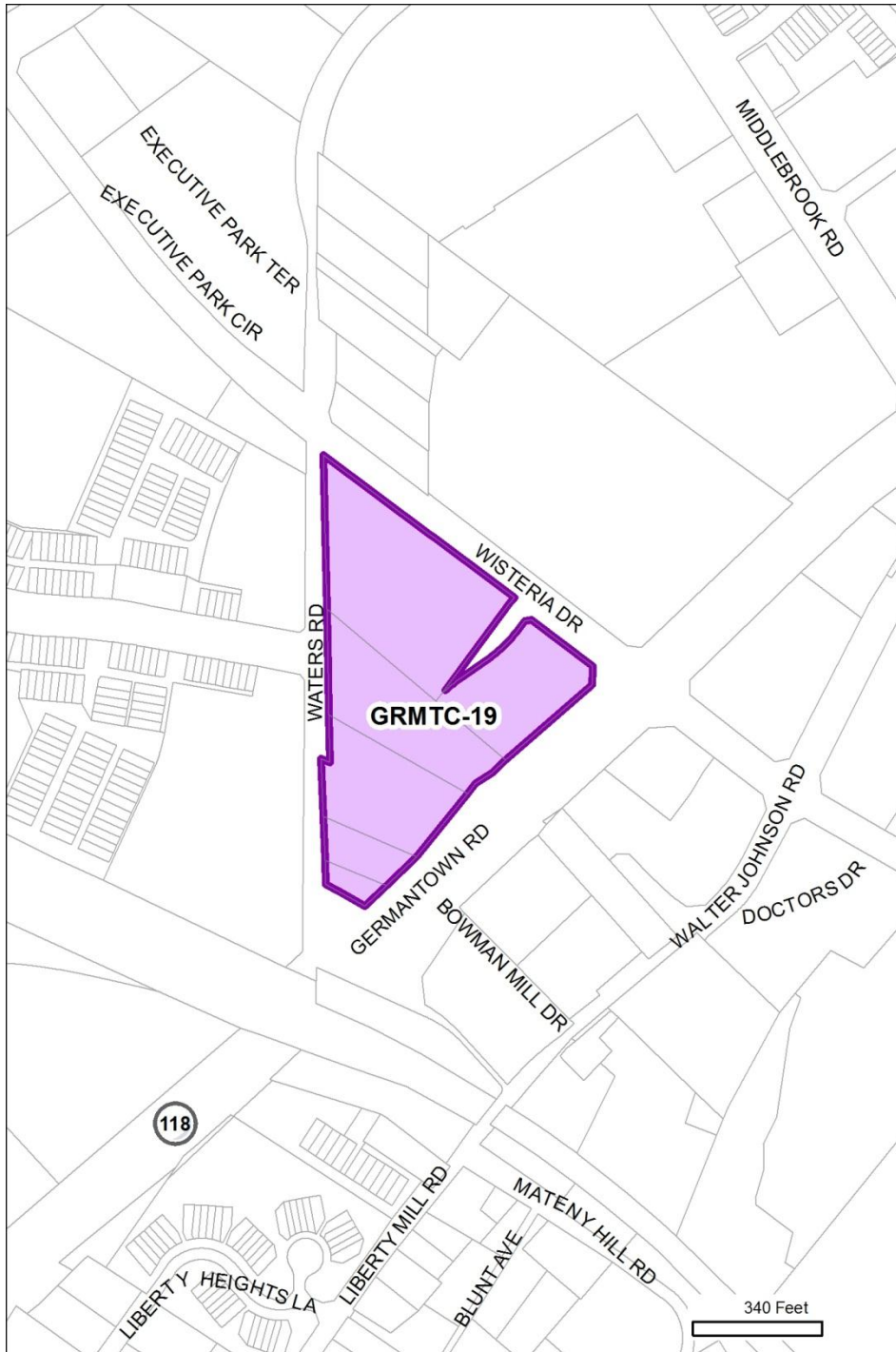
MP Number:		GRMTC-16
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		RMX-2C
Standard Conv:		CRT-2.0 C-0.5 R-1.5 H-65 T
Proposed Conv:		CRT-0.75 C-0.5 R-0.5 H-100 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 0.75
	Comm'l FAR:	Standard
	Resid'l FAR:	Reduced to 0.5
	Height:	Increased to 100'
Reason for non-standard conversion:		
Germantown Sector Plan (2009), page 49-51: <i>"Redevelop the Sugarloaf Shopping Center (TC-28) at an average density of 0.6 FAR of mixed uses, with a retail emphasis that includes housing... The Trevion property and properties fronting MD 118 between Wisteria Drive and Aircraft Drive should have building heights up to 100 feet."</i>		



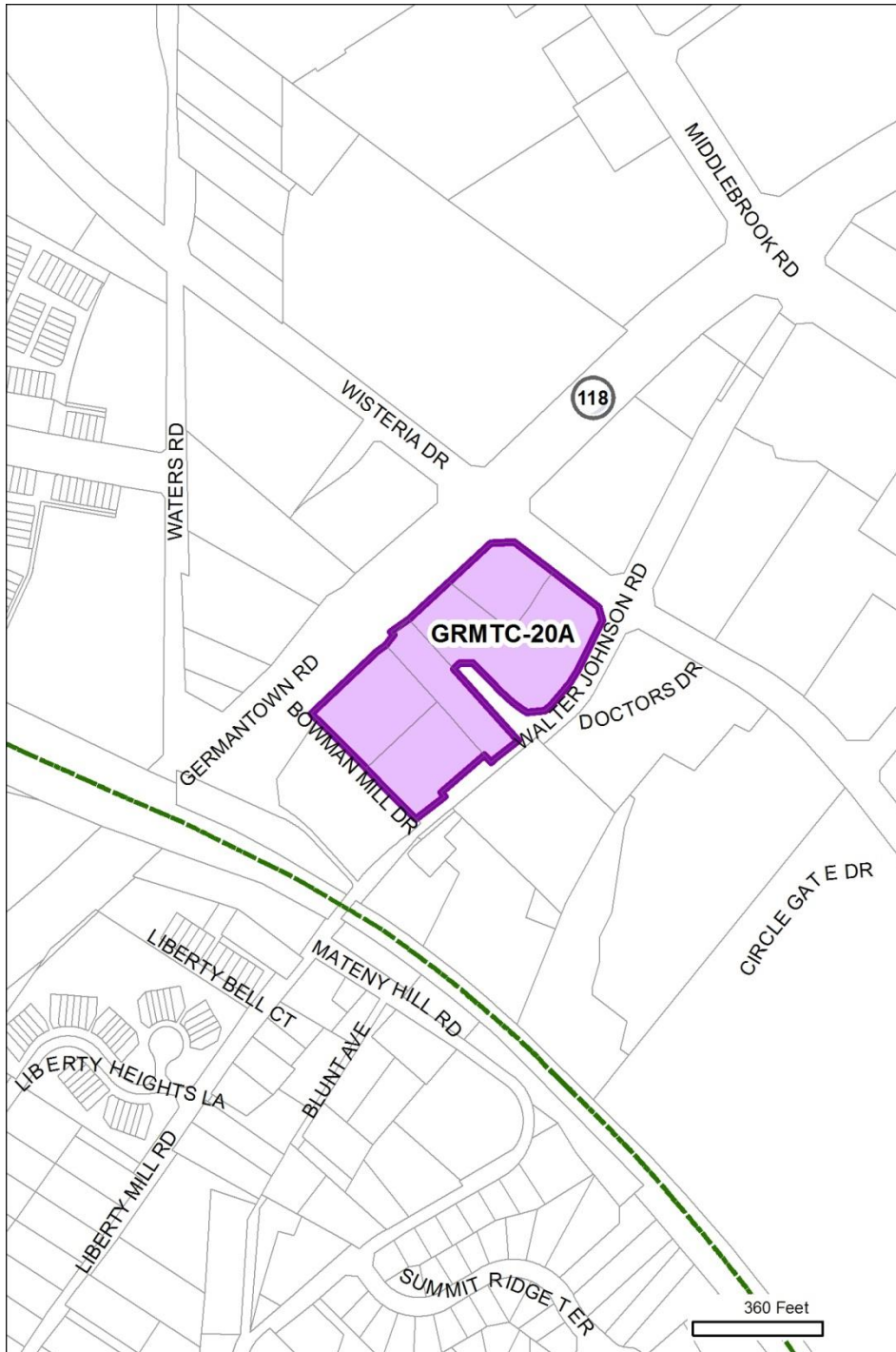
MP Number:		GRMTC-17
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		RMX-2C
Standard Conv:		CRT-2.0 C-0.5 R-1.5 H-65 T
Proposed Conv:		CRT-0.5 C-0.5 R-0.5 H-65 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 0.5
	Comm'l FAR:	Standard
	Resid'l FAR:	Reduced to 0.5
	Height:	Standard
Reason for non-standard conversion:		
Germantown Sector Plan (2009), page 49: <i>"Redevelop properties along the southeast side of Lochbury Drive Extended (TC-27) at an average density of 0.5 FAR if assembled under optional method development."</i>		



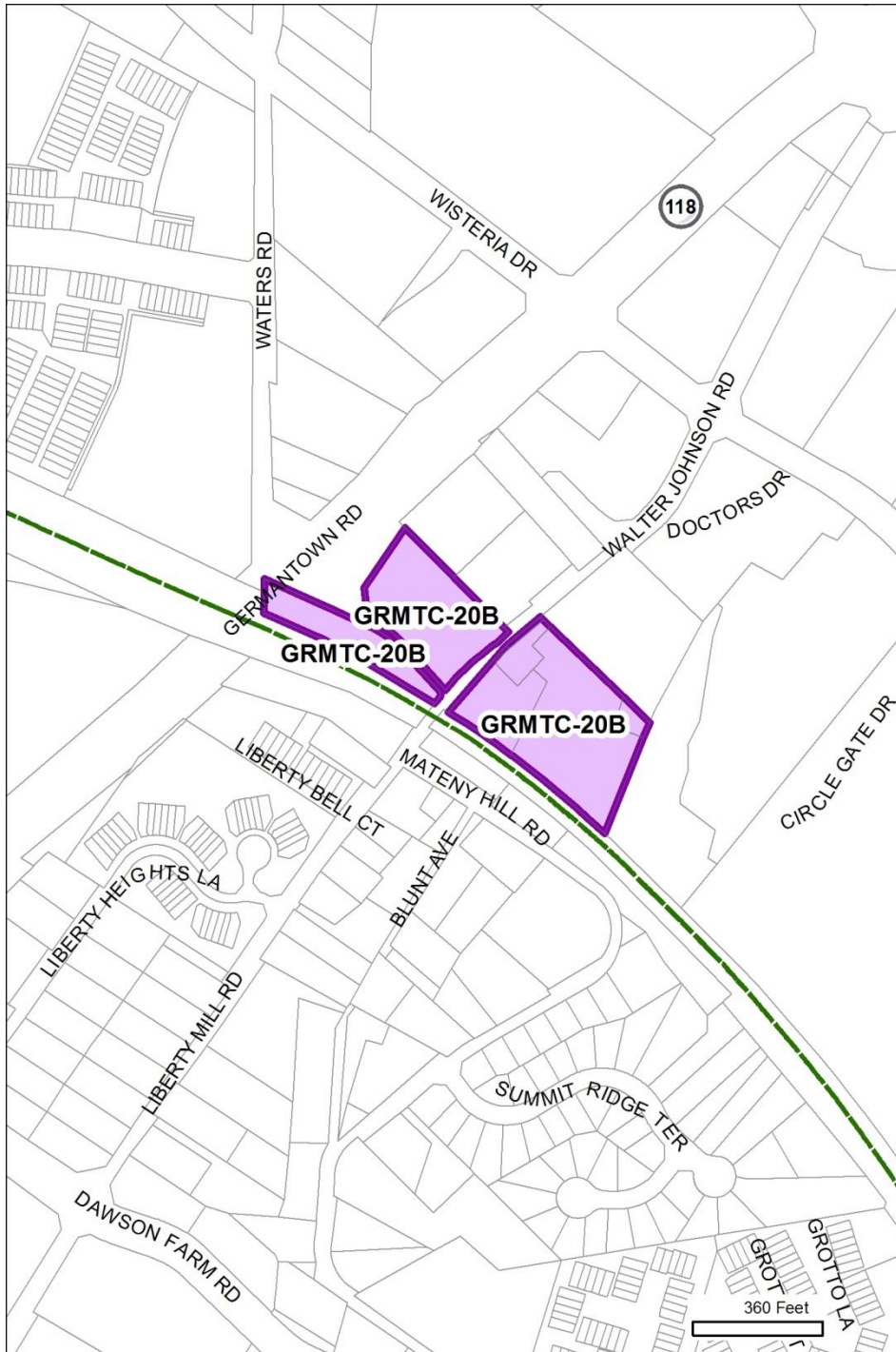
MP Number:		GRMTC-18
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		RMX-2
Standard Conv:		CRT-2.0 C-0.5 R-1.5 H-65 T
Proposed Conv:		CRT-1.0 C-0.25 R-0.75 H-65 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 1.0
	Comm'l FAR:	Reduced to 0.25
	Resid'l FAR:	Reduced to 0.75
	Height:	Standard
Reason for non-standard conversion:		
Germantown Sector Plan (2009), page 53: <i>"Redevelop the Martens (TC-33) and the Waters Road Triangle (TC-34) with a maximum of 420,000 square feet of employment and retail and 400 dwelling units. Density should be distributed to permit up to 200,000 square feet of commercial uses and 300 units on the Marten's property."</i>		



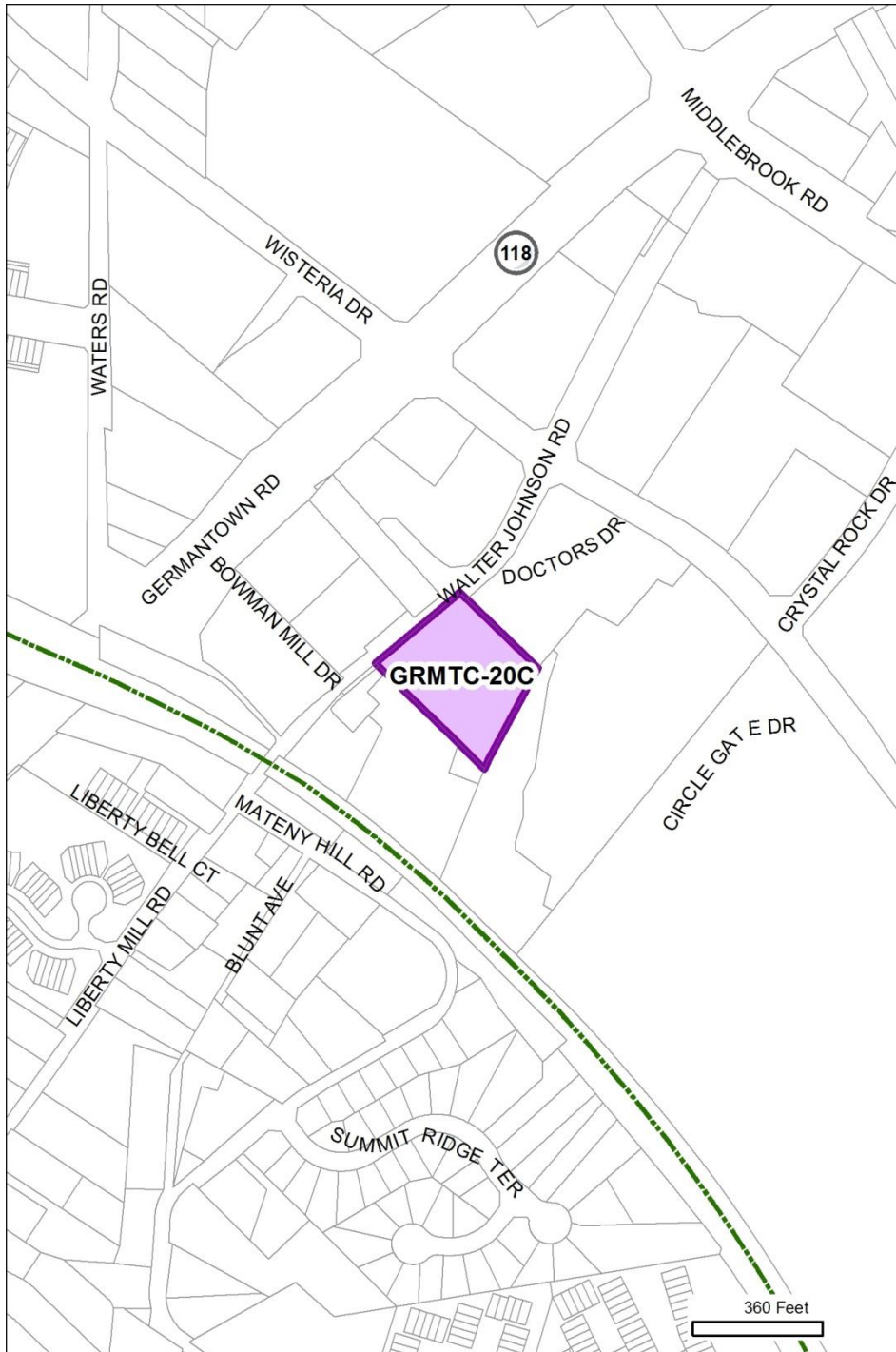
MP Number:		GRMTC-19
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		RMX-2C
Standard Conv:		CRT-2.0 C-0.5 R-1.5 H-65 T
Proposed Conv:		CRT-1.0 C-0.5 R-0.75 H-65 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 1.0
	Comm'l FAR:	Standard
	Resid'l FAR:	Reduced to 0.75
	Height:	Standard
Reason for non-standard conversion:		
<p>Germantown Sector Plan (2009), page 53:</p> <p><i>"Redevelop the Martens (TC-33) and the Waters Road Triangle (TC-34) with a maximum of 420,000 square feet of employment and retail and 400 dwelling units. Density should be distributed to permit up to ... 220,000 square feet of commercial uses and 100 units on the Waters Road Triangle properties. The residential component may be increased with an offsetting decrease in commercial density so that the maximum density does not exceed 0.8 FAR."</i></p>		



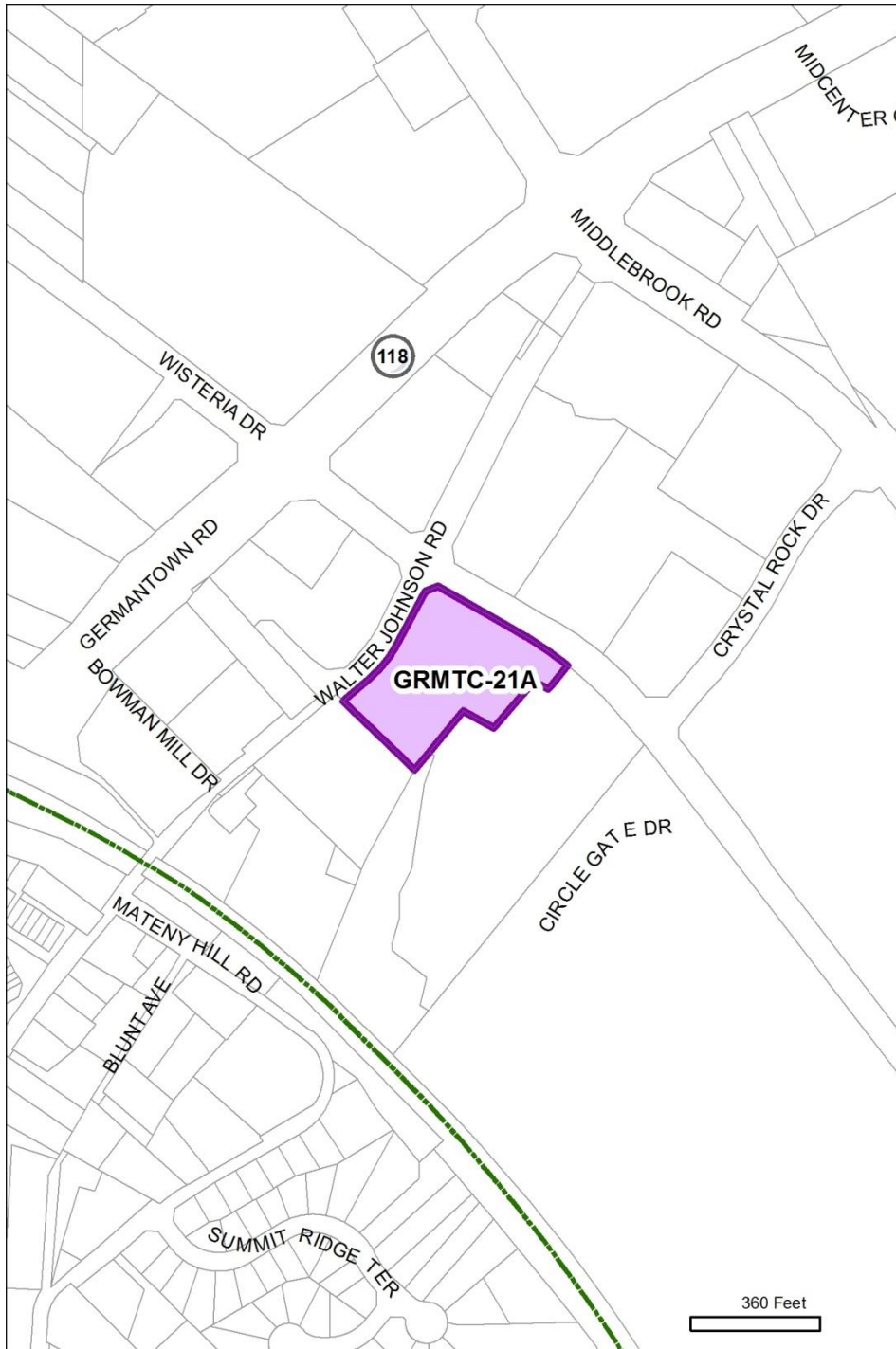
MP Number:		GRMTC-20A
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-0.5 C-0.25 R-0.25 H-60 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 0.5
	Comm'l FAR:	Reduced to 0.25
	Resid'l FAR:	Reduced to 0.25
	Height:	Reduced to 60'
Reason for non-standard conversion:		
<p>Germantown Sector Plan (2009), page 53-54:</p> <p><i>"Redevelop properties south of MD 118 between the MARC station and Wisteria Drive (TC-37) with mixed uses up to 0.5 FAR... Allow building heights along MD 118 to gradually increase from 40 feet at the County's commuter parking lot to 100 feet at Middlebrook Road. Building heights in the west end generally should not exceed 60 feet and should step down adjacent to existing residential communities."</i></p>		



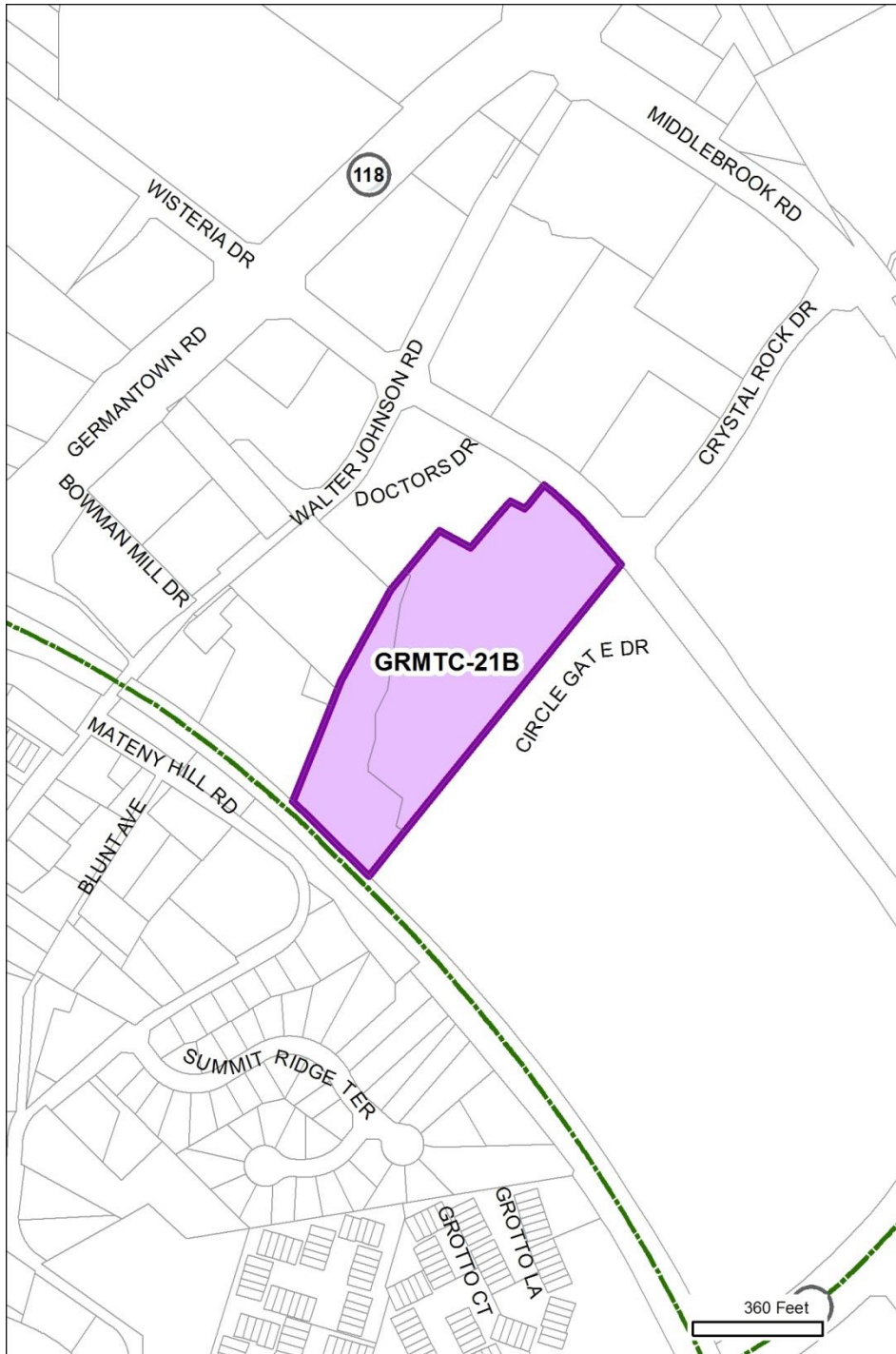
MP Number:		GRMTC-20B
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-2.0 C-1.5 R-1.5 H-40 T
Modifications	Zone Group:	Standard
	Overall FAR:	Standard
	Comm'l FAR:	Standard
	Resid'l FAR:	Standard
	Height:	Reduced to 40'
Reason for non-standard conversion:		
<p>The master plan (pg. 54) says to "Allow building heights along MD 118 to gradually increase from 40 feet at the County's commuter parking lot to 100 feet at Middlebrook Road. Building heights in the west end generally should not exceed 60 feet and should step down adjacent to existing residential communities." These properties encompass the County's commuter parking lot, so the 40' height is appropriate.</p>		



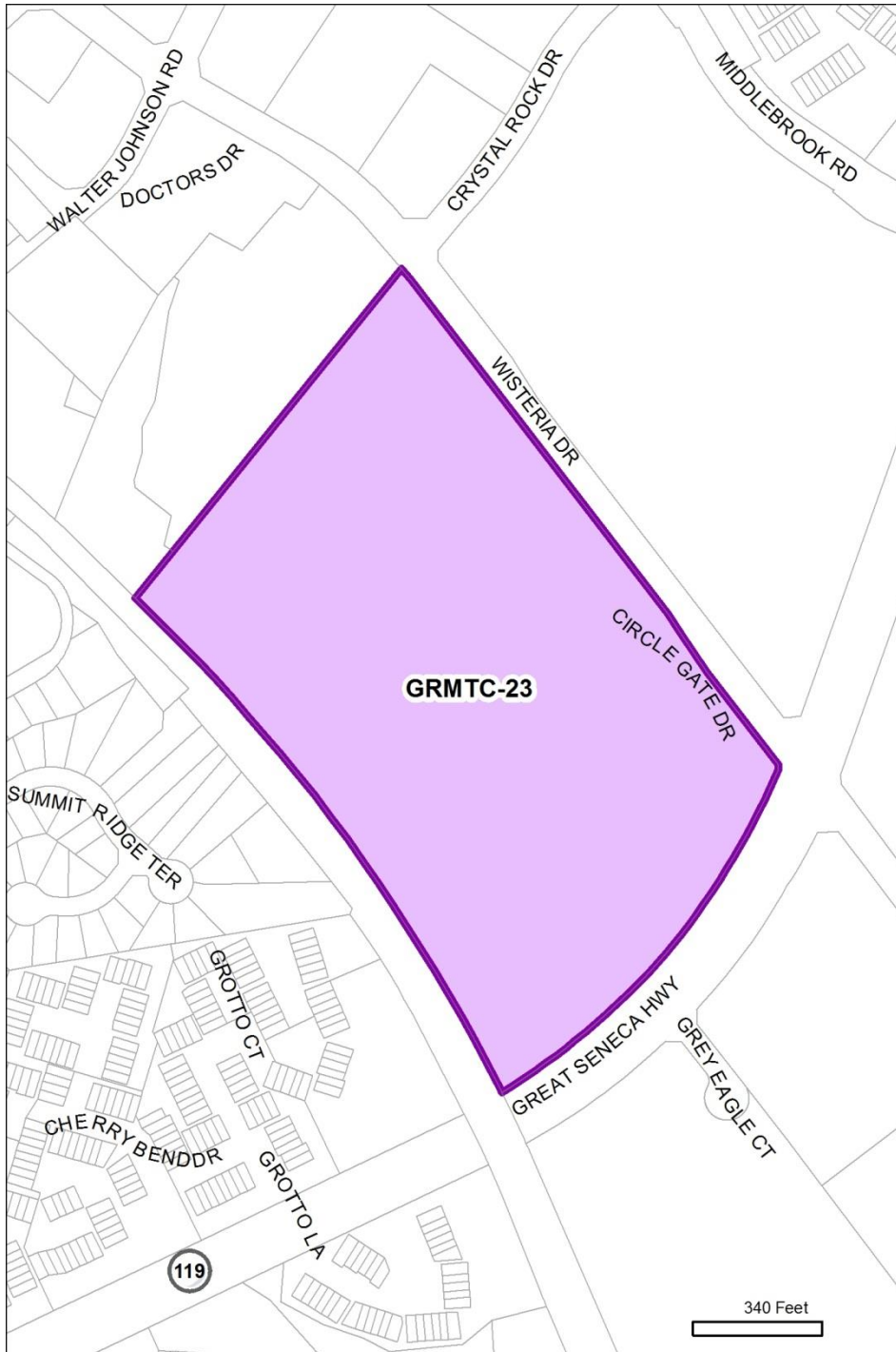
MP Number:		GRMTC-20C
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-0.75 C-0.25 R-0.5 H-60 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 0.75
	Comm'l FAR:	Reduced to 0.25
	Resid'l FAR:	Reduced to 0.5
	Height:	Reduced to 60'
Reason for non-standard conversion:		
<p>Germantown Sector Plan (2009), page 54:</p> <p><i>This property "is suitable for multi-family and attached housing with the FAR limited to 0.5... Allow building heights along MD 118 to gradually increase from 40 feet at the County's commuter parking lot to 100 feet at Middlebrook Road. Building heights in the west end generally should not exceed 60 feet and should step down adjacent to existing residential communities."</i></p>		



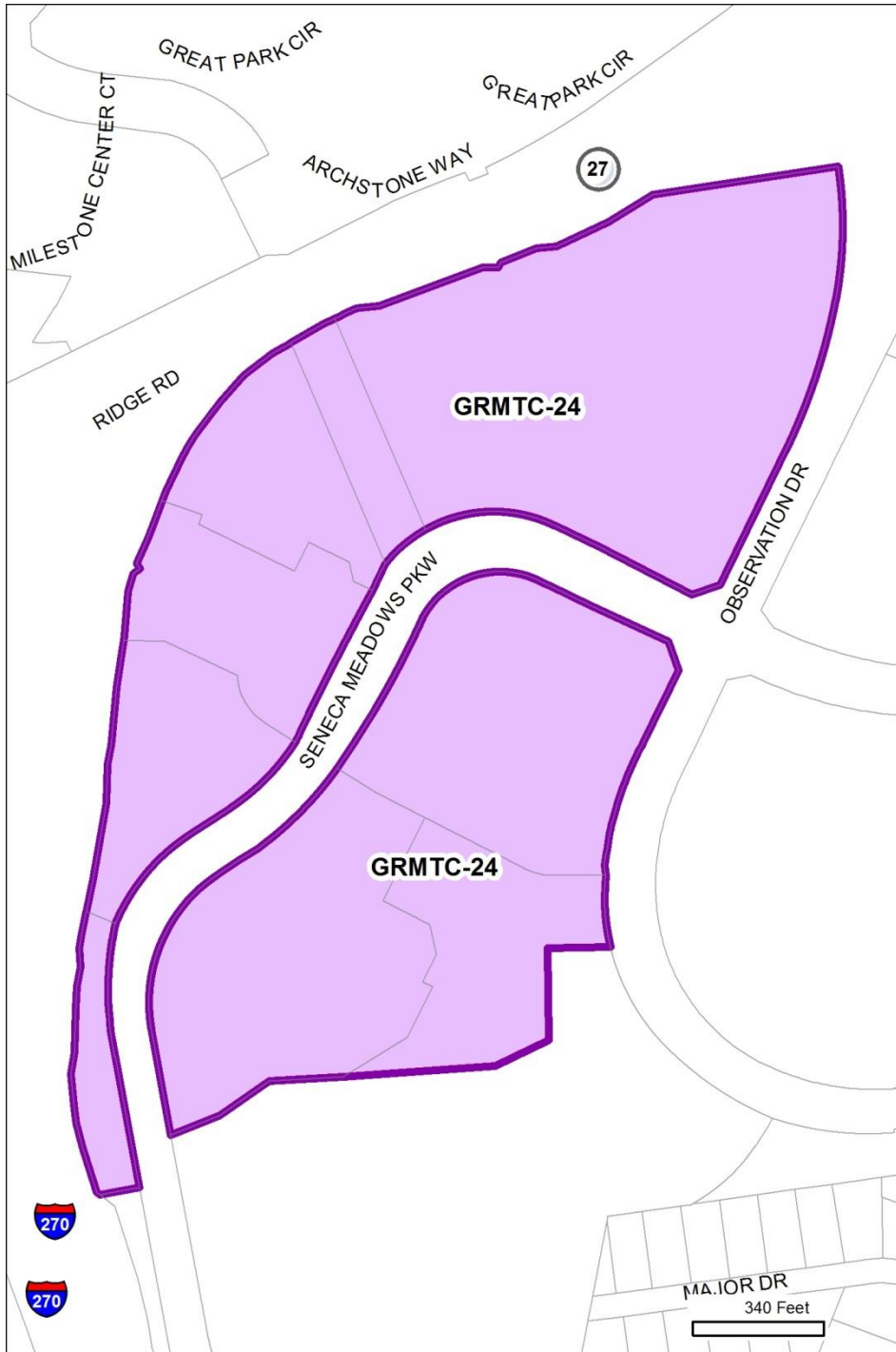
MP Number:		GRMTC-21A
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-1.0 C-0.5 R-0.75 H-60 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 1.0
	Comm'l FAR:	Reduced to 0.5
	Resid'l FAR:	Reduced to 0.75
	Height:	Reduced to 60'
Reason for non-standard conversion:		
Germantown Sector Plan (2009), page 53-54: <i>"Redevelop the Medical Office Park (TC-40) as mixed-use with a residential emphasis, up to 18 units per acre... Building heights in the west end generally should not exceed 60 feet."</i>		



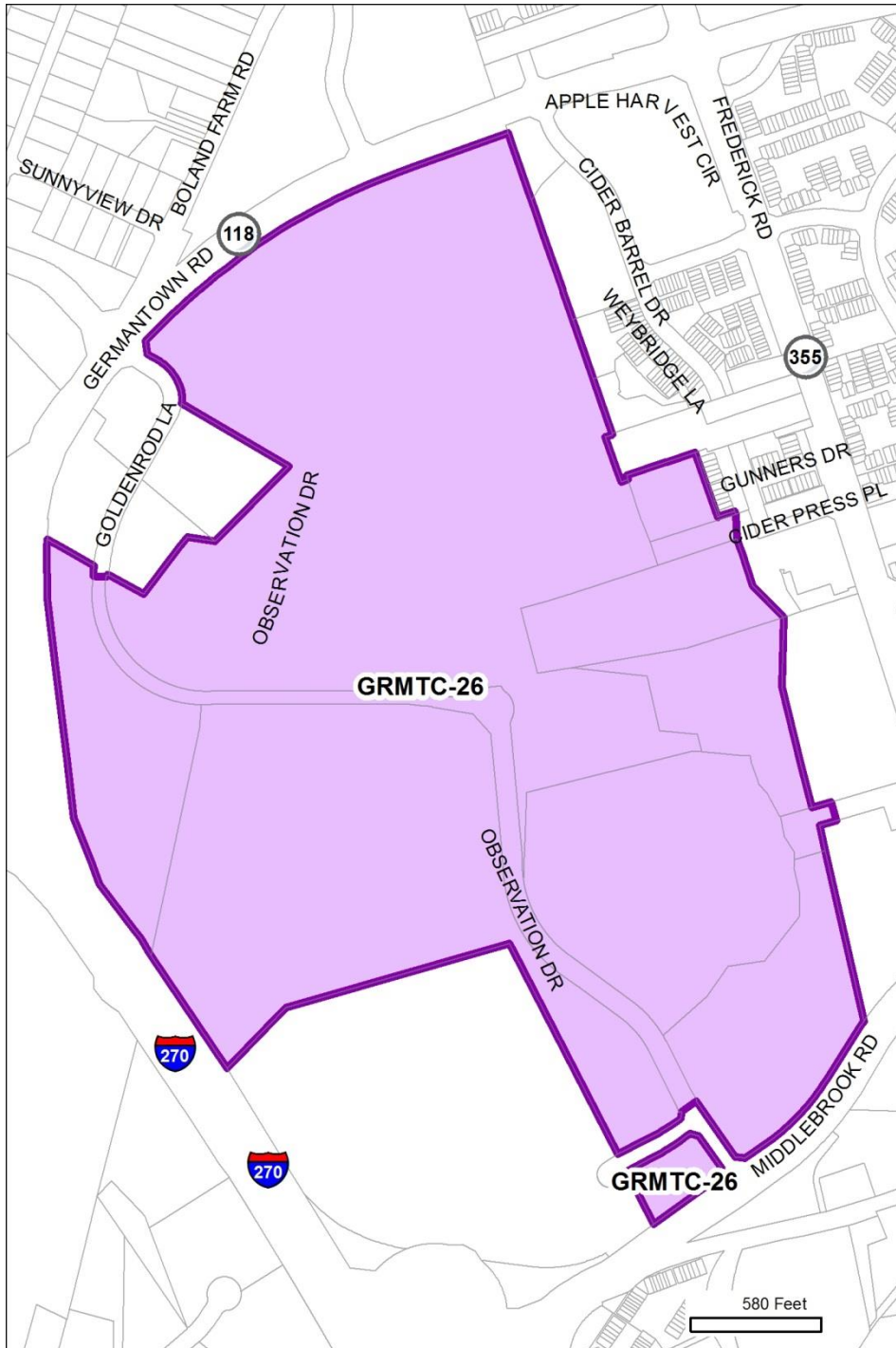
MP Number:		GRMTC-21B
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-1.0 C-0.25 R-1.0 H-60 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 1.0
	Comm'l FAR:	Reduced to 0.25
	Resid'l FAR:	Reduced to 1.0
	Height:	Reduced to 60'
Reason for non-standard conversion:		
Germantown Sector Plan (2009), page 54: <i>"If the post office (TC-41) relocates, redevelop the site for residential uses at 18 units per acre... Building heights in the west end generally should not exceed 60 feet."</i>		



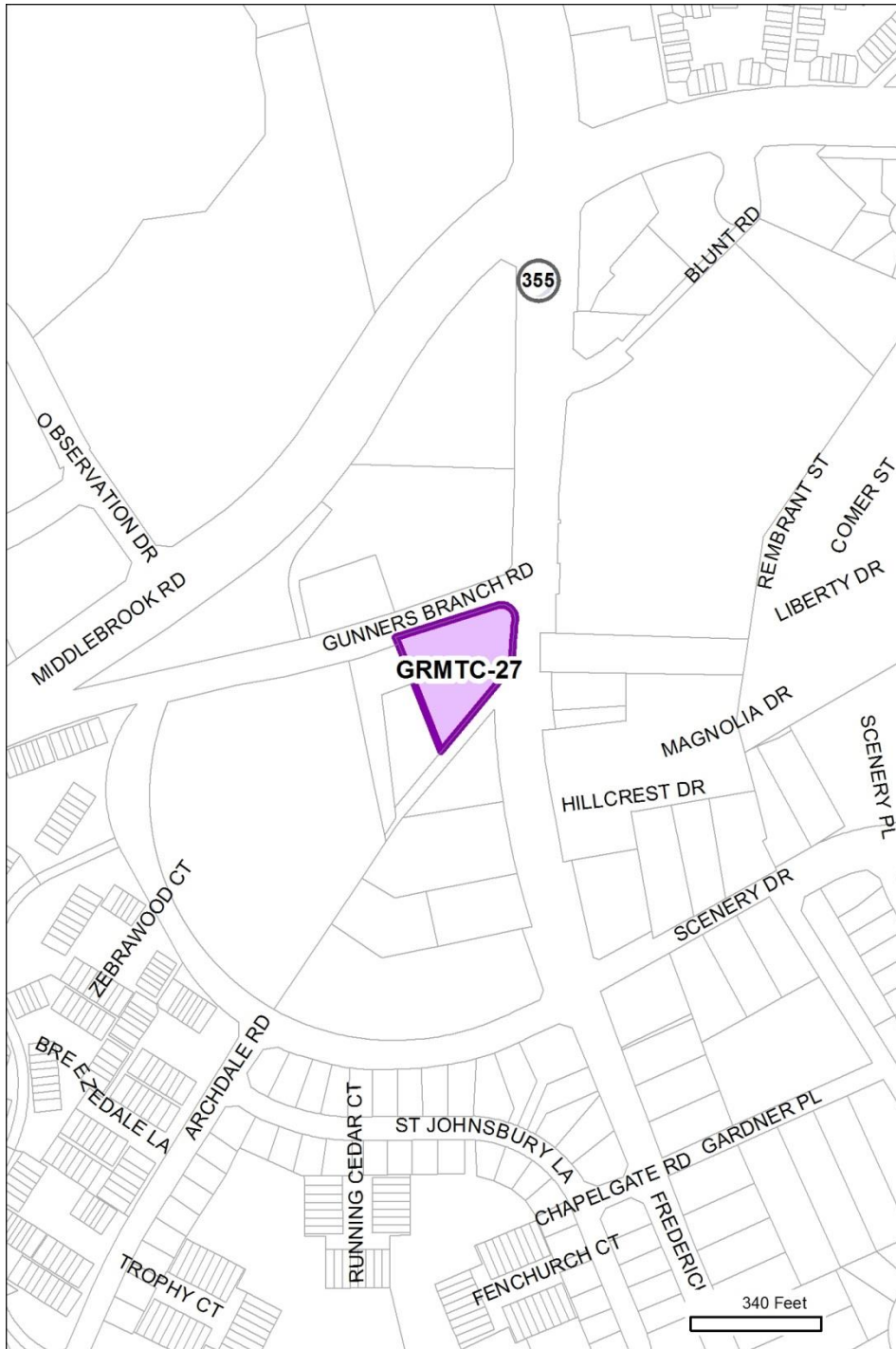
MP Number:		GRMTC-23
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		RMX-1
Standard Conv:		CRT-2.0 C-0.5 R-1.5 H-65 T
Proposed Conv:		CRT-1.5 C-0.5 R-1.0 H-90 T
Modifications	Zone Group:	Standard
	Overall FAR:	Reduced to 1.5
	Comm'l FAR:	Standard
	Resid'l FAR:	Reduced to 1.0
	Height:	Increased to 90'
Reason for non-standard conversion:		
Germantown Sector Plan (2009), page 58: <i>"New housing at 25 dwelling units per acre should be developed on the Rolling Hills property close to the MARC station... Building heights should not exceed 90 feet and should step down towards the perimeter of the site."</i>		



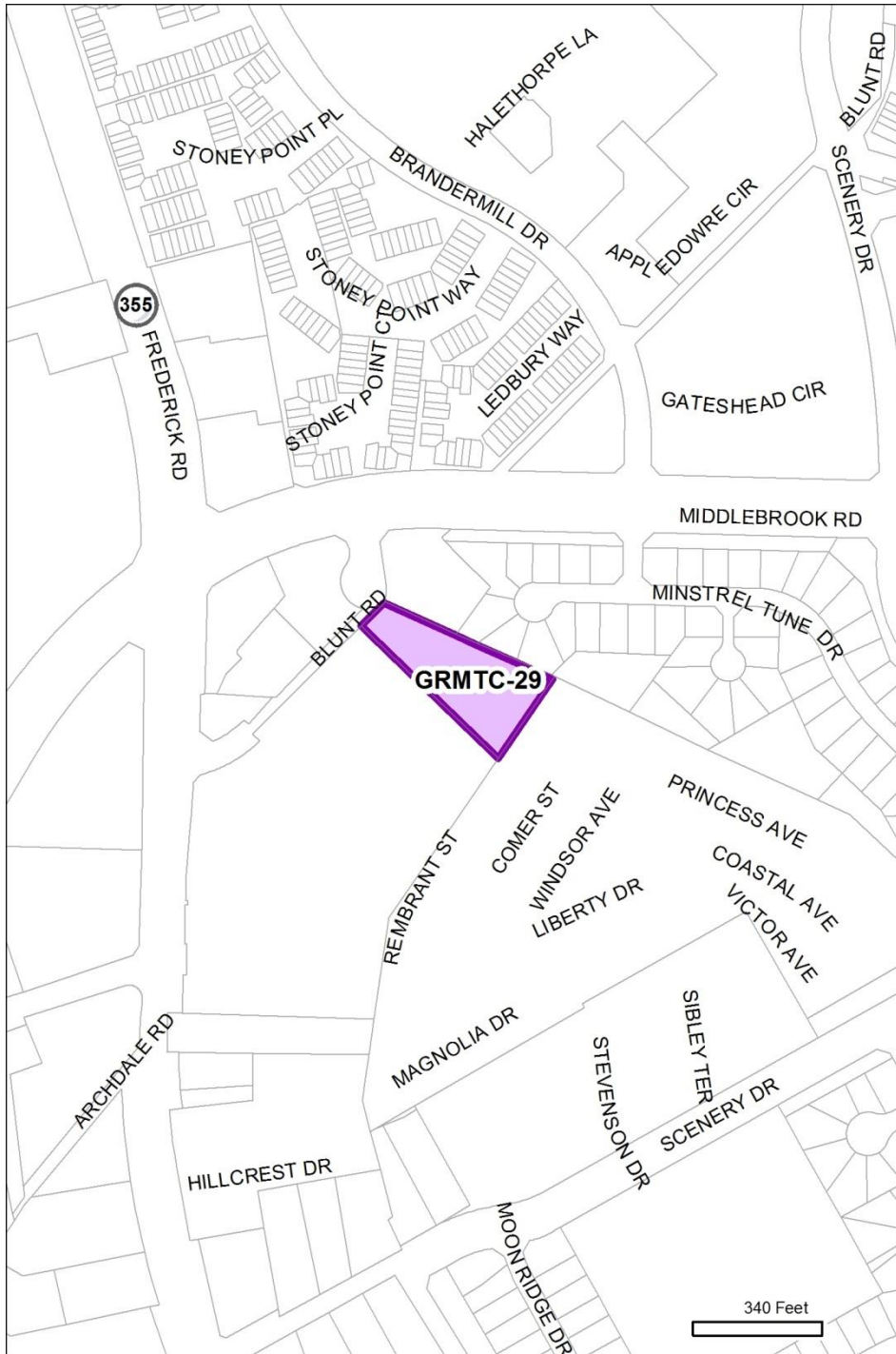
MP Number:		GRMTC-24
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		TMX-2
Standard Conv:		CR-2.0 C-1.5 R-1.5 H-145 T
Proposed Conv:		CR-2.0 C-1.5 R-0.75 H-145 T
Modifications	Zone Group:	Standard
	Overall FAR:	Standard
	Comm'l FAR:	Standard
	Resid'l FAR:	Reduced to 0.75
	Height:	Standard
Reason for non-standard conversion:		
<p><i>The master plan (pg. 67) says "To ensure the area retains an employment profile, develop with a minimum of 70 percent employment uses that include limited street level retail and a maximum of 30 percent residential uses." The master plan (pg. 68) also says to "Allow building heights up to 143 feet clustered at the transit station to create a defined center."</i></p>		



MP Number:		GRMTC-26
Master Plan:		Germantown Sector Plan (2009)
Location:		
Existing Zone:		LSC
Standard Conv:		LSC-2.0 H-200 T
Proposed Conv:		LSC-2.0 H-100 T
Modifications	Zone Group:	Standard
	Overall FAR:	Standard
	Comm'l FAR:	Standard
	Resid'l FAR:	Standard
	Height:	Reduced to 100'
Reason for non-standard conversion:		
Germantown Sector Plan (2009), page 73: <i>"Permit building height up to 100 feet (eight stories) and cluster new development to ensure a dense and cohesive campus."</i>		



MP Number:		GRMTC-27
Master Plan:		Germantown Sector Plan (2009)
Location:		Gunners Branch & Route 355
Existing Zone:		C-2
Standard Conv:		CRT-2.25 C-1.5 R-0.75 H-75
Proposed Conv:		CRT-2.25 C-1.5 R-0.75 H-60
Modifications	Zone Group:	Standard
	Overall FAR:	Standard
	Comm'l FAR:	Standard
	Resid'l FAR:	Standard
	Height:	Reduced to 60'
Reason for non-standard conversion:		
Germantown Sector Plan (2009), page 75: <i>"Building heights should not exceed 60 feet along MD 355, stepping down in height to 50 to 60 feet along the eastern edge of the district to be compatible with existing residential neighbors."</i>		



MP Number:		GRMTC-29
Master Plan:		Germantown Sector Plan (2009)
Location:		Blunt Road & Middlebrook Road
Existing Zone:		O-M
Standard Conv:		EOF-1.5 H-75
Proposed Conv:		EOF-1.5 H-60
Modifications	Zone Group:	Standard
	Overall FAR:	Standard
	Comm'l FAR:	-
	Resid'l FAR:	-
	Height:	Reduced to 60'
Reason for non-standard conversion:		
Germantown Sector Plan (2009), page 75: <i>"Building heights should not exceed 60 feet along the eastern edge of the district to be compatible with existing residential neighbors."</i>		

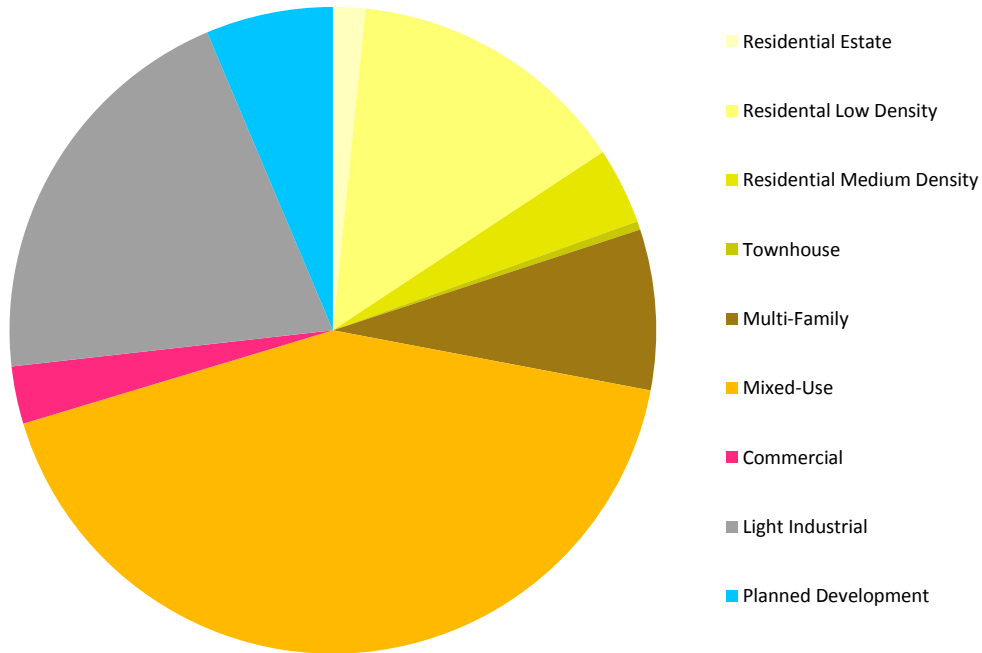
ZONE IMPLEMENTATION

Germantown Town Center					
Existing			Proposed		
Zone	Acres	Percent	Zone	Acres	Percent
RE-1	32.51	1.61	RE-1	32.51	1.6%
RE-2	0.01	0.00	RE-2	0.01	0.0%
R-150	44.41	2.20	R-200	284.78	14.1%
R-200	210.70	10.44			
R-200/TDR	29.67	1.47			
R-60	27.81	1.38	R-60	58.66	2.9%
R-60/TDR	30.85	1.53			
R-90	18.38	0.91	R-90	18.38	0.9%
RT-15	8.58	0.43	RT-15	8.58	0.4%
R-20	18.59	0.92	R-20	18.59	0.9%
R-30	133.07	6.59	R-30	133.07	6.6%
R-H	10.28	0.51	R-H	10.28	0.5%
TMX-2	553.32	27.41	CR-0.5 C-0.25 R-0.25 H-60 T	6.93	1.4%
			CR-0.5 C-0.5 R-0.25 H-60 T	10.63	2.1%
			CR-0.5 C-0.5 R-0.5 H-60 T	4.91	1.0%
			CR-0.75 C-0.25 R-0.5 H-60 T	2.50	0.5%
			CR-0.75 C-0.5 R-0.5 H-145 T	97.83	19.6%
			CR-1.0 C-0.25 R-1.0 H-60 T	9.90	2.0%
			CR-1.0 C-0.5 R-0.75 H-60 T	3.45	0.7%
			CR-1.0 C-0.75 R-0.5 H-100 T	13.69	2.7%
			CR-1.0 C-0.75 R-0.5 H-60 T	12.06	2.4%
			CR-1.0 C-0.75 R-0.75 H-100 T	3.81	0.8%
			CR-1.0 C-0.75 R-0.75 H-60 T	14.94	3.0%
			CR-1.5 C-1.0 R-1.0 H-100 T	5.42	1.1%
			CR-1.5 C-1.0 R-1.0 H-60 T	2.03	0.4%
			CR-2.0 C-0.5 R-1.5 H-180 T	8.50	1.7%
			CR-2.0 C-1.0 R-1.5 H-100 T	3.66	0.7%
			CR-2.0 C-1.25 R-1.0 H-145 T	129.95	26.1%
			CR-2.0 C-1.5 R-0.75 H-145 T	63.86	12.8%
			CR-2.0 C-1.5 R-1.5 H-100 T	13.79	2.8%
			CR-2.0 C-1.5 R-1.5 H-40 T	6.75	1.4%
			CR-2.0 C-1.75 R-0.5 H-125 T	46.88	9.4%
			CR-2.0 C-1.75 R-0.75 H-100 T	16.77	3.4%
			CR-2.0 C-1.75 R-1.0 H-145 T	19.80	4.0%
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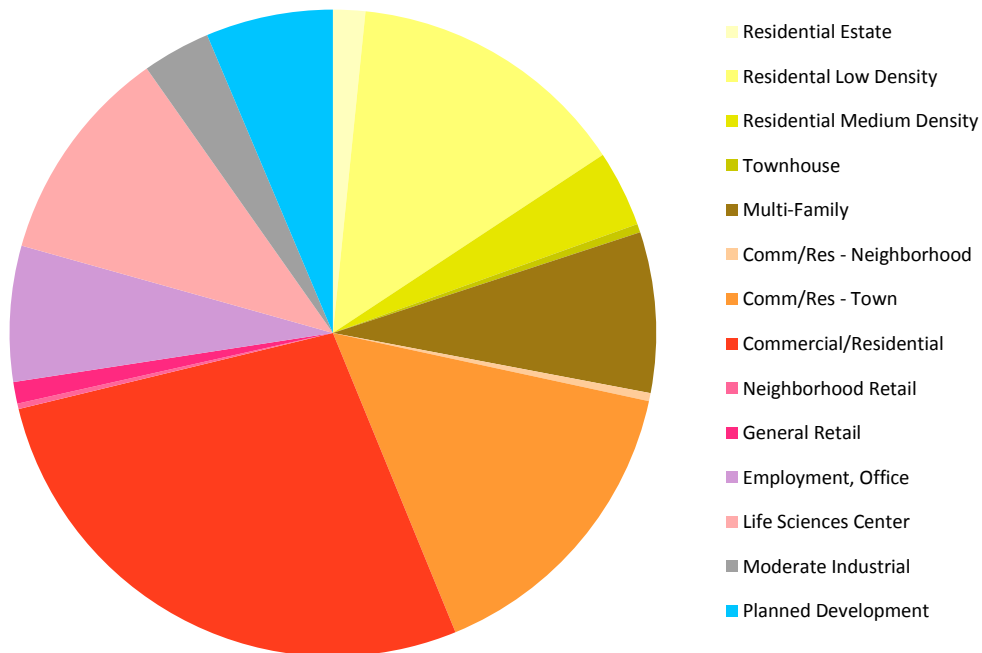
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RMX-1	58.72	2.91	CRT-1.5 C-0.5 R-1.0 H-90 T	40.55	2.0%
			CRT-2.0 C-0.5 R-1.5 H-65 T	18.16	0.9%
RMX-2	55.14	2.73	CR-2.0 C-0.5 R-1.5 H-65 T	31.12	1.5%
			CRT-1.0 C-0.25 R-0.75 H-65 T	23.99	1.2%
RMX-2C	26.26	1.30	CRT-0.5 C-0.5 R-0.5 H-65 T	4.38	0.2%
			CRT-0.75 C-0.5 R-0.5 H-100 T	11.76	0.6%
			CRT-1.0 C-0.5 R-0.75 H-65 T	10.12	0.5%
RMX-2C/TDR	39.41	1.95	CRT-1.0 C-0.5 R-0.5 H-60 T	39.41	2.0%
RMX-3/TDR	122.28	6.06	CRT-0.75 C-0.5 R-0.25 H-65 T	122.28	6.1%
C-1	8.95	0.44	CRT-0.75 C-0.75 R-0.25 H-35	3.15	0.2%
			CRT-0.75 C-0.75 R-0.25 H-45	0.33	0.02%
			NR-0.75 H-45	5.47	0.3%
C-2	1.53	0.08	CRT-2.25 C-1.5 R-0.75 H-60	1.53	0.1%
C-3	21.83	1.08	GR-1.5 H-45	21.83	1.1%
C-4	4.66	0.23	CRT-0.25 C-0.25 R-0.25 H-35	0.69	0.03%
			CRT-0.75 C-0.75 R-0.5 H-40	3.97	0.2%
C-T	8.15	0.40	CRN-0.5 C-0.5 R-0.25 H-35	8.15	0.4%
O-M	12.93	0.64	EOF-1.5 H-60	1.87	0.1%
			EOF-1.5 H-75	11.06	0.6%
I-1	48.10	2.38	IM-2.5 H-50	48.10	2.4%
I-3	123.96	6.14	EOF-0.75 H-100 T	123.96	6.1%
LSC	219.72	10.88	LSC-2.0 H-100 T	219.72	10.9%
R&D	20.64	1.02	IM-0.5 H-75	20.64	1.0%
PD-13	26.55	1.32	PD-13	26.55	1.3%
PD-15	39.68	1.97	PD-15	39.68	2.0%
T-S	62.13	3.08	T-S	62.13	3.1%
Grand Total	2,018.86		Grand Total	2,018.86	

ZONE IMPLEMENTATION

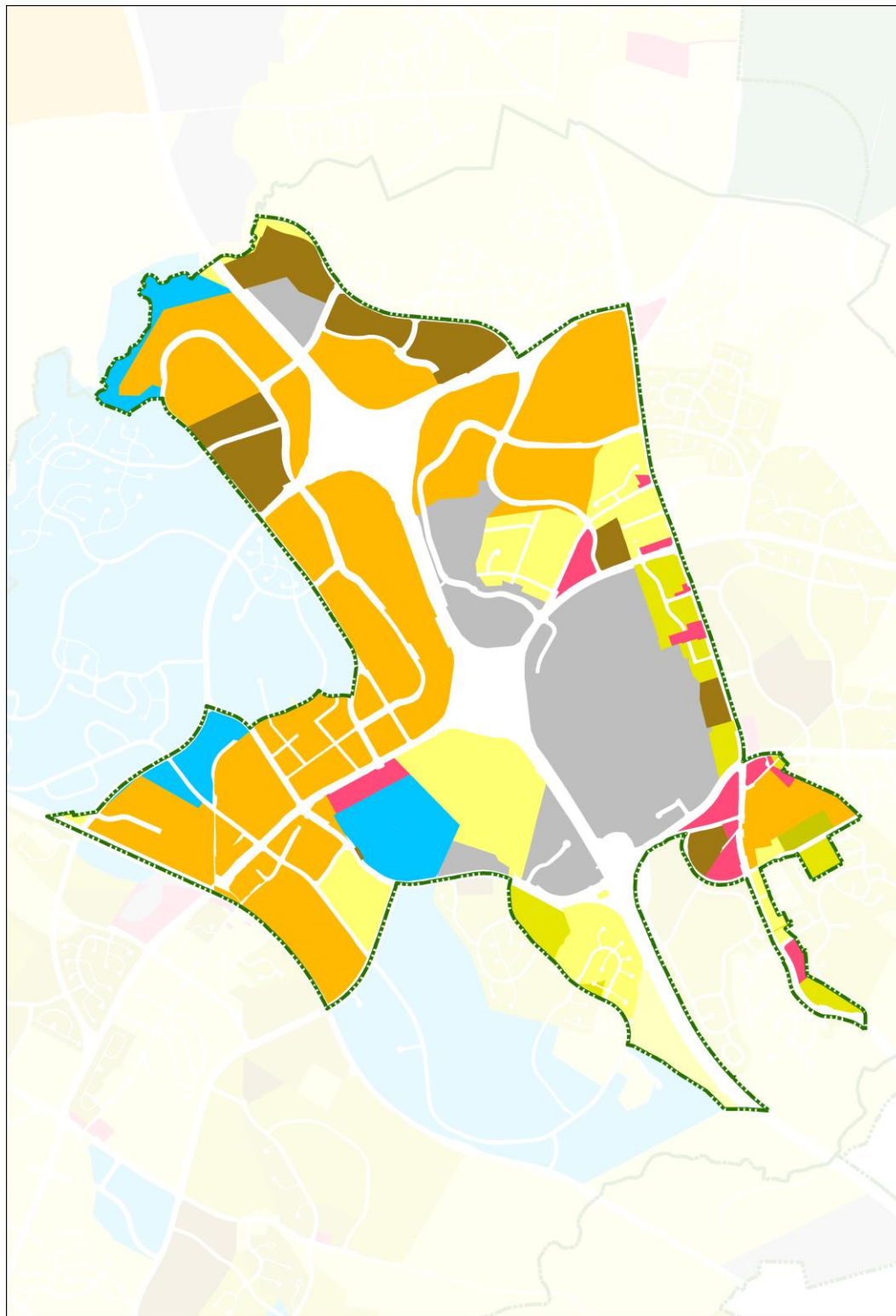
Germantown (2009): Existing Zoning



Germantown (2009): Proposed Zoning



EXISTING ZONING MAP



Existing Zones

- Residential Estate**
RE-1

- Residential Low Density**
R-150
R-200 & R-200/TD

- Residential Medium Density**
R-60 & R-60/TDR
R-90

- Townhouse**
RT-15

- Multi-Family**
R-20
R-30
R-H

- Commercial**
C-1
C-2
C-3
C-4
C-T
O-M

- Mixed-Use**
RMX-1
RMX-2
RMX-2C
RMX-2C/TDR
RMX-3/TDR
TMX-2

- Light Industrial**
I-1
I-3
LSC
R&D

- Planned Development**
PD-13
PD-15
T-S

PROPOSED ZONING MAP

Proposed Zones

- Residential Estate**
RE-1

- Residential Low Density**
R-200

- Residential Medium Density**
R-60
R-90

- Townhouse**
RT-15

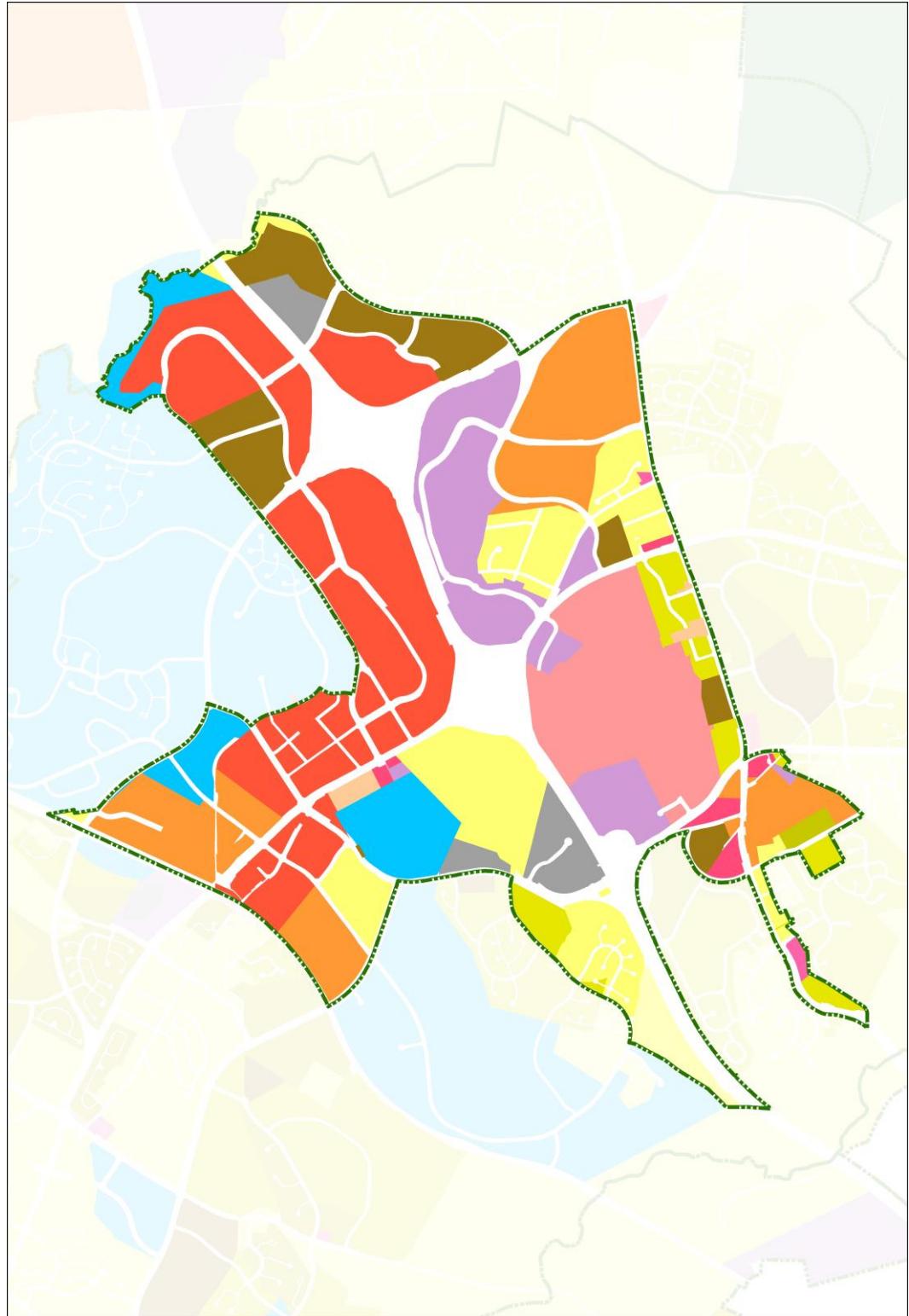
- Multi-Family**
R-20
R-30
R-H

- Comm/Res-Neighborhood**
CRN
- Comm/Res-Town**
CRT
- Commercial/Residential**
CR
- Neighborhood Retail**
NR
- General Retail**
GR

- Employment, Office**
EOF

- Moderate Industrial**
IL
- Employment, Office**
EOF
- Life Sciences Center**
LSC

- Planned Development**
PD-13
PD-15
T-S



PLANNING AREA CONTEXT

