Germantown Worksession #4

MCPB October 20, 2008 — Item #3

- Attachment A: Proposed Land Use Map
- Attachment B: Public Hearing Comments
- Attachment C: 2056 Facility Plan
ATTACHMENT A

Montgomery College District Proposed Land Use

Germantown Planning Area

July 2008
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<th>I.D.</th>
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| 4    | 7/28 TES | Margaret Schoap Dayspring Retreat Center | Areawide | • Opposes M-83  
• TPR removed M-83 for modeling purposes – why is it still being studied? | Transportation |
| 5    | 7/28 TES PPT | Beverly Magda Germantown Alliance | Areawide | • Jobs jobs jobs.  
• Transit transit transit.  
• Safety issues with Observation Drive at Montgomery College.  
• Opposes Department of Energy historic designation.  
• No highrise buildings.  
• Don’t let urban service district hold up development. | Density, Urban Design, Staging |
| 6    | 7/28 TES | Ben Ross Action Committee for Transit | Areawide | • This is not a transit oriented plan – too much automobile.  
• All capital projects are vehicular – no capital project for CCT.  
• Connect Transit Center directly to HOV lanes.  
• Promote mixed use along major bus routes. | Transportation/CCT |
| 7    | 7/28 | Jim Clifford Agricultural Policy Task Force | Areawide | • Supports BLT.  
• Sound and fair policy to limit rooftops in Agricultural Reserve. | TMX Zone |
| 8    | 7/28 LTR | Marilyn Balcombe Germantown Chamber of Commerce | Areawide | • Density for TMX set below current I-3 density.  
• First step in staging plans requires formation of urban service district which is beyond control of property owners.  
• Observation Drive should not be part of staging plan.  
• Fox Chapel recommendations should be earlier in staging plan.  
• Opposes historic designation of Department of Energy.  
• Supports 1600 CLV for Town Center with expanded policy area boundaries to match expanded Town Center boundaries.  
• One way pair for Aircraft/Crystal Rock will hurt retail locations. | Density, Transportation, Staging |
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| 9    | 7/28 | Doug Wrenn     | Areawide | • Does not meet ULI vision for multiple centers of activity that could be similar in density and mix of uses.  
    | 9a   | 8/11 LTR      |          | • Uses examples from Arlington’s Rosslyn/Ballston corridor where incentive zoning created densities from 1.5 FAR to 3.8-6.0 FAR when desired mix of uses and amenities proposed.  
    |      |                |          | • Reorganize districts to what is real and recognizable.  
    |      |                |          | • Replace name of suburban-style Town Center with Germantown Urban Business District.  
    |      |                |          | • Be clear about top priorities.  
    |      |                |          | • Rethink staging elements especially the urban service district. | Transportation/CCT, Staging, Town Center |
| 10   | 7/28 | Susan Soderberg | Areawide | • Destroying the historicity of the place.  
    |      | Germantown Historical Society |          | • Re-examine the wedges and corridor concept which is not relevant to the 21st century.  
    |      |                |          | • Should be satellite cities not corridor cities. | Transportation/MARC, Historic District |
| 11   | 7/28 | Inez Vega      | Areawide | • Wants master plan recommendation for senior housing, active adult communities.  
    |      | IDI (senior housing) |          | • Senior housing should be able to go in first phase of staging. | Housing, North End, Staging |
| 12   | 7/28 | Mike Rubin     | Areawide | • Importance of Agricultural Reserve.  
    |      | Self           |          | • Also a developer – need streamlined development approval process.  
    |      |                |          | • Create ombudsman position as final arbiter of staff disputes. | TMX Zone |
| 13   | 7/28 | Sharon Dooley  | Areawide | • Balance between rural and urban.  
    |      | Self           |          | • Tall buildings are grandiose for Germantown.  
    |      |                |          | • There are still unbuilt housing units from last plan, why propose more.  
    |      |                |          | • Current foreclosures will depress housing values. | Density, Urban Design |
| 14   | 7/28 | Kathie Hulley  | Areawide | • Build M-83 – it is needed.  
    |      | CAC member     |          | • Reconsider school capacity.  
<pre><code>|      |                |          | • Questions whether more MARC riders can be accommodated. | Transportation, Schools |
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| 15   | 7/28 TES | Pamela Lindstrom Self | Areawide  | - Redeveloping mobile home park will take away affordable housing.  
- Develop senior housing master plan across entire county.                                                                                                                                         | TMX Zone, Transportation/CCT    |
| 16   | 7/28 8/4 LTR | Mary Siegfried | Areawide  | - Plan has good vision.  
- Too uniform density over too large area.  
- TMX zone not justified.  
- Concern that modified CCT route proposed by Johns Hopkins could reduce ridership to such a degree that the CCT segment to Germantown and Clarksburg would not be justified. | Town Center, Transportation/MARC |
| 17   | 7/28 PPT | Jackie Nelligan Student | Areawide  | - Speaking as a general resident.  
- Focus should be on the Town Center.  
- Four smaller “cities” causes chaos and congestion.  
- Emphasize existing transit which is MARC.                                                                                                           | Transportation                   |
- Would fragment forest, damage habitat.                                                                                                                                                             | Transportation                   |
| 43a  | 8/11 PPT | Richard Wilder Montgomery Village resident | Areawide  | - Cost of M-83.  
- Excessive environmental impact from all 11 M-83 alternatives.  
- Wildcat Branch is Class III stream and partially designated as a Special Protection Area.  
- Traffic impact to Montgomery Village of M-83.  
- Supports consideration of Alt 5 that uses existing MD 355.                                                                                   | Transportation                  |
| 44   | 7/28 TES | Cindy Snow Self | Areawide  | - Supports transit service to Montgomery College from the south at Middlebrook Road.  
- Staging for plan should mention CCT.  
- Retain market rate affordable units at Rolling Hills apartments.                                                                                                                                   | Transportation/CCT, Housing     |
| 45   | 7/28 TES | Andy Aviles CAC member | Areawide  | - Supports Town Center with its mix of uses, cultural facilities.  
- High rise buildings out of character for Germantown.  
- Prefers to keep status quo of Germantown rather than ruin the family-oriented place that is Germantown today.                                                                              | Urban Design, Town Center properties |
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| 46   | 7/28 | Diane Schwartz Jones                | Areawide | • Concerned about “of right” density in TOMX zone.  
• Densities outside of Town Center may not support transit and redevelopment.  
• Requests analysis of specific improvements to bring intersections to CLV of 1.0 or better.  
• Recommends only showing western leg of CCT to be consistent with MTA study.  
• Supports eliminating Middlebrook CCT station.  
• Need more locations for Town Center commuter parking.  
• Circulator bus service should not overlap with the extensive Ride-On service currently provided.  
• Expand MARC parking spaces as part of West End land use recommendations.  
• Opposes study of Urban Network Alternative at MD 355/Middlebrook Road.  
• Opposes consideration of M-83 alternative along MD 355.  
• Opposes partial interchange at Dorsey Mill Road as too close to existing interchange of I-270/Father Hurley Boulevard.  
• Opposes I-270 crossing between Century Boulevard and Seneca Meadows Parkway.  
• Concurs with Observation Drive extended but defers to Montgomery College and to pedestrian safety in the location of the road.  
• Opposes Wisteria Drive as four-lane divided roadway with 80-foot ROW. This standard has not been adopted by County Council in road code revisions.  
• Support portions of local street network except for Century Boulevard west of Wisteria Drive; new road B-17.  
• Support certain roadway reclassifications; oppose designation of Middlebrook Road as business district street between Father Hurley Boulevard and MD 118.  
• Oppose change in circulation patterns of Aircraft Drive and Crystal Rock Drive. | Transportation, TMX Zone, Staging, Town Center properties |
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| 46a  | 8/8  | Diane Schwartz Jones County Executive’s Office | Areawide     | • Oppose the many instances where streetscape and road design features are specified in draft master plan.  
• Requests wider ROW than recommended for Father Hurley Boulevard; Observation Drive from Dorsey Mill to Germantown Road; Ridge Road; Century Boulevard; Dorsey Mill extended.  
• Opposes recommendation to not widen intersections of MD 118; supports pedestrian-friendly street design.  
• Opposes creation of a parking district as not in the best interest of the County.  
• Suggests transportation analysis be conducted for every stage.  
• Establish the urban service district in a manner that is workable for the Executive Branch implementation agencies.  
• Possible that the vitality of the Town Center will be weakened by multiple other transit centers such as Cloverleaf, North End.  
• Requests all properties within plan area be provided community water and sewer through the Comprehensive Water Supply and Sewerage Systems Plan.  
• A comprehensive infrastructure analysis should be conducted to determine what infrastructure is needed to support recommended densities.  
• Notes incompatibility of public safety uses with mixed use development and high density residential uses.  

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<th>Worksession Topic</th>
<th>Affordable Housing</th>
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| 42    | 8/6  | Robert Hydorn, President Montgomery Village Foundation | Areawide     | • MV Foundation long opposed M-83.  
• Encourages alternatives such as Alt 2 and Alt 5.  

<p>| Worksession Topic | Transportation |</p>
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| 47   | 8/12 email | Lisa Murdock | Areawide | • Natural beauty surrounding Germantown; diversity of residents is an asset.  
• Improve character of MD 355.  
• Opposes high rise buildings.  
• Wants CCT as light rail. | Transportation, Urban Design |
| 51   | 8/11 LTR | Kathie Hulley  
Clarksburg Civic Assoc | Areawide | • Supports M-83 as essential corridor to Damascus, Clarksburg and beyond.  
• Questions how 7,500 new dwelling units do not result in need for any new schools.  
• New residential units in Germantown will stifle potential for public transportation north of Germantown.  
• New MARC riders will stress commuter rail capacity, parking.  
• Notes that Adventist Hospital has owned property in Cabin Branch development of Clarksburg for future hospital. If Holy Cross comes to Montgomery College property, what happens to employment potential of the Clarksburg property? | Transportation/MARC, Schools, Montgomery College properties |
| 52   | 8/11 email | Cynthia Fain | Areawide | • Retain forests on Montgomery College and North End properties. | Montgomery College, North End properties |
| 27   | 7/28 | Campbell Smith  
Century Tech Park | Cloverleaf | • Redevelopment potential of 2.4 million (55 acres) in transit-oriented configuration.  
• Concerns about staging – take out things that are not under control of property owners AND indicate where infrastructure should be tied to staging of specific properties.  
• Opposes 60/40 split between commercial and residential because it increases cost, increases parking demand, and loses the benefits of mixed use.  
• Bridge over I-270 is vague, no proof that it's needed. Owner proposes townhouse units in this location. | TMX Zone, Transportation, Staging, Cloverleaf properties |
| 1    | 6/18 LTR | Steve Orens  
YBM Construction | Fox Chapel | • Opposes extension of Blunt Road.  
• Requests cul-de-sac recommendation to continue. | Transportation, Fox Chapel properties |
| 22   | 7/28 | Hishmat Eskandari  
Islamic Society of Germantown | Fox Chapel | • Represents owners of Parcel 471, a proposed Mosque site along Blunt Road. | Transportation, Fox Chapel properties |
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<tr>
<td>25</td>
<td>7/28</td>
<td>MAP Clark Wagner Bozzuto</td>
<td>Fox Chapel</td>
<td>• Opposes Blunt Road extension and widening to Middlebrook Road due to its impact upon proposed Mosque.</td>
<td>Fox Chapel properties, Housing</td>
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<td></td>
<td>7/28</td>
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<td>• Closure of Giant Food store at Fox Chapel Shopping indicates economic problems, area in need of revitalization.</td>
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<td>• Mobile Home has fractured zoning, needs to be consolidated and better integrated with shopping center.</td>
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<td>• Staff recommendation of 18 du/acre too low. Requests 30 du/acre or approximately 722 units in order to preserve affordable housing units and 53,000 SF retail along I-270. Proposes .7 FAR.</td>
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<td>23,</td>
<td>7/28</td>
<td>Hwaida Hassanein Mumtaz Jahan Day Care Business Owners</td>
<td>Fox Chapel</td>
<td>• Opposes Blunt Road connection to Middlebrook Road. Traffic increase will create unsafe conditions for children, residents and businesses using the current dead end street. Turning movements and two way traffic will be dangerous.</td>
<td>Transportation, Fox Chapel properties</td>
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<td>24</td>
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<td>• ISG offers many programs for the community. Its functions will be negatively affected by the proposed street extension.</td>
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<td>28</td>
<td>8/6</td>
<td>LTR Anne Marie Vassallo MCT Federal Credit Union</td>
<td>Fox Chapel</td>
<td>• Supports C-1 zoning recommendation.</td>
<td>Fox Chapel properties</td>
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<td>• Wants to see Outlot A also rezoned to C-1 to facilitate MCT access and circulation.</td>
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<td>56</td>
<td>7/28</td>
<td>TES MD 355 homeowners</td>
<td>Fox Chapel</td>
<td>• 10 property owners request rezoning from R-200 to Commercial.</td>
<td>Fox Chapel properties</td>
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<td>• All have frontage and driveways on MD 355.</td>
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<td>40</td>
<td>7/28</td>
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<td>Gateway</td>
<td>• Current zoning theoretically produces 1700 units.</td>
<td>Gateway properties, Housing</td>
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<td>• Wants RMX-1 w/35 units per acre + commercial but no TDR requirement.</td>
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<td>• Staff recommendation inconsistent with policies (transit, mix of types, MPDUs) to retain current units.</td>
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<td>18,</td>
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<td>Montgomery</td>
<td>• College will grow to 20,000 students (at least 2056) and needs to expand academic campus.</td>
<td>Montgomery College district properties, Transportation</td>
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<td>19,</td>
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<td>College</td>
<td>• Tech Park is part of the vision of the college offering a synergy with the college and has been planned for some time with $17 m public money.</td>
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| 27a  | 7/29 | LTR                             | Campbell Smith Trammell Crow/Milestone | - Academic master plan developed by the college is a mixed use plan including academic, Tech Park and workforce housing.  
- Tech Park jobs are jeopardized by Draft Plan proposal to set aside 50 ac of forest along I-270. Biotech building types, i.e. low buildings are not accommodated by the Plan. (Need surface parking/three stories.)  
- Visibility of Tech Park from I-270 is jeopardized by forest conservation.  
- ULI study says high quality tech jobs are needed in Germantown.  
- Building types supported by Draft Plan of small footprints, six to eight stories do not support biotech type functions.  
- Need a signature site along I-270 for a 420,000 s.f. in a single building. Have a potential tenant, but will lose if required to set aside the 50 acres of forest.  
- Working with special legal counsel and other academic institutions to develop a zone that will be flexible and integrate appropriate land uses in an academic setting including the possibility of a floating zone. | TMX Zone, Density                                      |
| 34   | 7/28 | Justine Beachley Cloverleaf Townhomes Assoc | North End  | - Economics of TMX zone.  
- Development standards of TMX zone.  
- Reduced densities recommended for North End. | North End properties, Transportation                    |
| 35   | 7/28 | Michael Ferry Resident          | North End  | - Germantown is affordable, peaceful and family-oriented; don't alter the quality of life.  
- Transit station will bring crime. Do impact studies.  
- Kinster Drive should remain a dead end.  
- Focus on the Town Center.  
- Don't keep growing. | North End properties, Transportation                    |
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| 48   | 8/11  | Delores Milmoe, Audubon Naturalist Society | North End Montgomery College | • People don't move to Germantown for jobs or walking.  
• Maintain the character and safety of the road.  
• Study Kinster residents' needs.  
• Environmental stewardship to preserve high quality interior forest at Montgomery College; 400 mature trees with 108 meeting "specimen tree" definition.  
• North End forest: protect habitat and stream quality of Little Seneca Creek.  
• Highly support recommendation of 40% tree cover for the future. Currently less than 14% tree cover. | Montgomery College, North End properties |
| 49   | 8/11  | David Hauck, Sierra Club             | North End Montgomery College | • Preserve Lerner property forest – mature oak and beech forest is free of invasive plants.  
• Retain high quality contiguous forest on Montgomery College property with 108 specimen trees.  
• Urge 45% forest cover objective for Germantown, not 40% recommended by staff. | North End properties, Montgomery College properties |
| 29   | 7/24  | Nicole Totah and Steve Kaufman       | North End               | • Support vision of plan.  
• Need to work on TMX zone – more incentives, fewer mandates.  
• Need interim uses to bring jobs.  
• TMX standard method 0.3 FAR is too low. 0.5 as a matter of right.  
• No exactions until over 1.0 FAR.  
• Need ongoing citizen outreach during change/implementation.  
• In favor of an urban district.  
• Put partial interchange in an earlier phase.  
• Nicole: approve streets and allow blocks to change – exchange density.  
• Allow height along I-270 (form can reduce bulk/mass).  
• Economics must make sense so that financing can be attained – increase revenues and reduce costs.  
• Developers can control some costs, not others – need to control the exaction costs. | TMX Zone, Density, Urban Design, Transportation, Staging |
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| 30, 31, 32, 33 | 7/28 LTR MAP | Robbie Brewer, Don Evans, David Kitchens, Warren Elliott Lerner Enterprises | North End | • Current entitlements under TS Zone 1.3 m s.f. office.  
• Agrees with recommendations for mixed use, employment emphasis, I-270 access ramps, local streets and pedestrian networks.  
• Opposes: limitation of residential to 570 multi-family dwellings, forest preservation, 8-story height max, and staging.  
• Proposes a change to TS zoning text to allow different population value for active adult housing.  
• Need more info on linear park along Crystal Rock Drive. | North End properties, Urban Design, Staging, Transportation |
| 26 | 7/28 | Bradley Chod Minkoff Development | Seneca Meadows | • TMX zone problematic with the proposed .3 FAR and 28’ building height limit for Standard Method.  
• TMX Zone in conflict with existing entitlements.  
• Opposes the staging trigger for the bridge over I-270 before Stage 2 and Seneca Meadows can proceed.  
• Requests traffic analysis to understand why the eastside traffic is such a problem (PAMR analysis) when the failing intersections occur on the west side of I-270.  
• Questions the need for a recreation center and 2 acre park on Seneca Meadows. Proposed housing on their property doesn’t justify this.  
• Opposes impact fees as too expensive and will discourage development. | TMX Zone, Transportation, Staging, Seneca Meadows property |
| 2 | 7/1 LTR | Jim Clifford Bud Wildman property | Town Center | • TMX zone would render existing auto repair business non-conforming.  
• Requests C-3 zoning for adjoining parcels. | Town Center |
| 41 | 7/28 TES | Bob Dalrymple/Justin Hayes Matan Companies | Town Center | • TMX proposal standard level density is less than by-right density allowed under current I-3.  
• Standard Method creates problems given that the current I-3 zone allows .5 FAR. (Tantamount to taking away allowed density in order to get back through the Optional Method of Development with Building Lot Termination requirements. | TMX Zone, Density, Transportation, Urban Design |
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| 50   | 8/8  | David Freishtat Gunners Lake Thirteen Ltd. Partnership | Town Center | • Grandfathering provision needs to consider pending preliminary and site plan for this 12.2 acre property at the bend of Century Boulevard and I-270.  
• Building heights along I-270 should be clarified.  
• Clarify statement that 50% of non-residential in the Town Center allowed to proceed according to the Staging Plan. | TMX Zone, Density |
| 53   | 5/8  | Cliff Stein Savatar Realty Advisors | Town Center | • Trevion property currently has C-O zoning. Approval for 450,000 s.f. office with approximately 160,000 s.f. built.  
• TMX Optional method density is lower than C-O density of 1.5 FAR.  
• Unfair to hinge a property’s development potential on the availability of BLTs that may or may not be available.  
• In this case, BLTs a mechanism to compel the property owner to buy back density otherwise lost from C-O potential.  
• Other requirements also burden properties developed under TMX: MPDUs, additional on-site amenities, transportation mitigation, etc.  
• Prefers continuation of C-O or apply PD-60. PD-60 could result in additional 205,000 s.f. office; 750 du; 25,000 s.f. locally serving retail. | Town Center properties |
| 3    | 7/3  | M. Staquet Staquet parcels | West End | • Requests status of the Costco proposal.  
• Requests County to acquire both parcels in entirety if B-2 cul-de-sac removed and direct access made to MD 118. | Transportation West End properties |
| 36   | 7/28 | Sue Carter MM&C on behalf of Mark Wildman, property owner | West End | • Rezone to RMX-2C to make existing use conforming.  
• New road cuts through property – not discussed at CAC meetings – too close to MD 118, and should have been discussed. | Transportation, West End properties |
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<td>36a</td>
<td>7/28</td>
<td>Sue Carter for Mark Wildman</td>
<td>West End</td>
<td>Same points as oral testimony.</td>
<td>Transportation, West End properties</td>
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<td>37</td>
<td>7/28</td>
<td>Mark Wildman Property owner</td>
<td>West End</td>
<td>Distance from Waters Road to MD 118 is too close. Connect from Father Hurley to MD 118.</td>
<td>Transportation, West End properties</td>
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<td>38</td>
<td>7/28</td>
<td>Phil Perrine Property owner</td>
<td>West End</td>
<td>DLSS Property on Walter Johnson Drive.</td>
<td>TMX Zone, Urban Design, Housing, West End properties</td>
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<td>• Existing Schematic Development Plan under O-M zone for about 50,000 s.f. office (about 0.5 FAR).</td>
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<td>• Considering productivity housing at 21.5 units per acre.</td>
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<td>• Wants multi-family with ground floor retail, not attached housing.</td>
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<td>• TOMX/TMX Zone limits height to 28' – wants 50' for pitched roof.</td>
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<td>38a</td>
<td>7/25</td>
<td>Phil Perrine DLSS property</td>
<td>West End</td>
<td>Owners want to do productivity housing at 21.5 du/acre.</td>
<td>West End properties, Housing</td>
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<td>• Request MF residential.</td>
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<td>• Increase height limit in TMX Zone to 50 feet.</td>
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<tr>
<td>39</td>
<td>7/28</td>
<td>Vernon Martens Son of property owner</td>
<td>West End</td>
<td>Current site plan approved for total of 63 acres. Housing under current master plan (610 du) is built – remaining 26 acres of commercial (250,000 s.f.).</td>
<td>West End properties</td>
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<td>• Infrastructure is in place for commercial but MP reduces that to 100k and adds 300 dus.</td>
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<tr>
<td>54</td>
<td>8/5</td>
<td>Kristin Baczynski</td>
<td>West End</td>
<td>Requests increase in MARC parking spaces.</td>
<td>West End properties</td>
</tr>
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<td>LTR</td>
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<td></td>
<td>• Will new four-story parking garage result in net increase of parking spaces when one surface lot is eliminated?</td>
<td></td>
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<tr>
<td>55</td>
<td>8/11</td>
<td>Lynne Rosenbusch</td>
<td>Areawide</td>
<td>Plan pays lip service to the viability of CCT.</td>
<td>Transportation</td>
</tr>
<tr>
<td></td>
<td>email</td>
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<td>• Suggests additional parking for Ride-on bus #70 and bus #100 at MC.</td>
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<td>• Need more detail for bike facilities.</td>
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</tbody>
</table>

7/28 Oral testimony at public hearing
TES Written testimony
PPT PowerPoint testimony
MAP Graphic exhibit(s)
LTR Letter

G:\Germantown\Germantown public hearing.final summary.082008

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