

**GERMANTOWN WORKSESSION #3  
TOWN CENTER AND PROPERTIES WEST OF I-270  
Revised 10-24-08**

<b>Name</b>	<b>Prop No.#</b>	<b>District</b>	<b>Issue(s)</b>	<b>Staff Position</b>	<b>Objections</b>	<b>Staff Response</b>	<b>Board Decision</b>
Transit station property	1	TC Core	Highest density Highest height	T-S zone 2.0 FAR 15 stories (feet?)	None	2.0 FAR 200 feet (15 Stories)	
Century XXI/Savitar	4	TC Core	Density Mix of uses	TMX zone 1.0 FAR No residential	Requests 2.0 FAR Residential on top of existing garage Free-standing retail	Threshold density with all of TC Core. Maintain building line, no free-standing retail	
Matan	8	TC Core	TMX density TMX standard method height	TMX optional method 1.0 FAR No residential Assumes pending plan under I-3 is approved	TMX zone Too many exactions 1.5 FAR 100' building height under standard method	Threshold density issue with TC crescent. Heights 100-143 feet (8-12 stories).	
One-way pair for Aircraft Dr. and Century Blvd.		TC Core	Traffic operations Effect on retail	Making Aircraft Dr. and Crystal Rock Dr. one way pairs around future transit station	DOT objects to operations Chamber objects to effect on retail	Implement when station design implemented.	

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Police & Fire property	2	TC Core	Workforce housing Open space	TMX zone Expand police station 225 residential units incl workforce housing Open space to rear of property	Executive opposes mixed use/residential in vicinity of fire/police station. Pedestrian conflict with public safety vehicles. Open space obstructs fire station egress.	Maintain workforce housing recommendation perhaps limiting to County employees. Modify open space, as needed, with fire station egress	Support the staff position
Bud Wildman	16 16a	TC Core Extended	TMX Grandfather provision	TMX provision as adopted	Wants to expand to adjoining property that will be zoned TMX but is not currently in use as auto repair	TMX provision as adopted	
BlackRock Commons	12	TC Core	Design and landscaping; ownership and maintenance	Prominent location deserves enhanced landscaping and maintenance.	Parks Dept. declines the additional ownership, management, maintenance.	Parks Dept. can provide highest level of design and degree of maintenance for this location.	
Relocating commuter parking to North End		TC Core	Commuter parking as part of transit station	Parking better suited for less dense location	Needs to be discussed with DOT and affected property owners	Relocate commuter parking.	Support the staff position

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Extending TC Policy Area and urban definition		TC Core	Traffic Policy Area continuity	New boundaries may not fit with historic data	Chamber requested expanded Policy Area to extend 1600 CLV	Transportation staff opposes	
Crystal Rock Greenway		Cloverleaf	Location in existing ROW	Should be located on east side of street adjacent to amenities and redeveloped parcels	DOT opposes reconstructing road to create greenway	Included in Open Space hierarchy illustration.	
Historic District		West End	Visibility from Historic District	Lower building heights nearest Historic District	Inconsistent with community identity of Historic District	Support new guidelines prepared by Historic staff..	
Pumphrey Mateney House	25	West End	Height of adjacent redevelopment	Limit height of adjoining properties to 30 feet	Affects Perrine property which requests 50 feet height	Limit height to 42 feet	
MARC parking	24	West End	Additional MARC parking	Structured parking Bond financing will require income stream	No other MARC parking requires payment	Study options for additional ridership and parking	<b>Support the staff position</b>
Trevion	18	West End	Density Zoning	TMX 1.0 FAR with 244 du	Current C-O zone has 1.5 FAR without site plan, 3.0 with site plan for height and density.	1.0 FAR is appropriate given distance from MARC station and from Town Center	

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JBG/Martens	22	West End	Land use Road network	Maintain RMX-2 with added residential. Total 200,000 s.f non-residential. No single story, big box uses that are not transit serviceable.	. RMX-2 with commercial recommended in 1989 Plan. Proposes a club/membership store with surface parking	Residential use supports increased MARC transit. Ultimate use should not preclude transit-oriented use. Roadway network to be coordinated with staff and Mr. Wildman	
M. Wildman	23	West End	Zoning Roadway network	Maintain RMX-2 with added residential. Road network to accommodate Waters Road connection	Requests RMX-2C with commercial base so existing use is made conforming. Road network impacts developable area	Maintain RMX-2 (zone has residential base) rather than RMX-2C (commercial base). Support staff network as owners negotiate	
Perrine property	27	West End	Density Height under TMX standard method	TMX standard method Townhouse densities Compatible height to Pumphrey Mateny House	O-M zone allows 1.5 FAR Productivity housing with 0.5 FAR Needs 50' height	Support new guidelines prepared by Historic staff.	
Dept of Energy	1	Gateway	Proposed historic designation	Support National Register nomination	Chamber feels historic des. will impede addl. use or reuse	Support historic designation	

Name	Prop No.#	District	Issue(s)	Staff Position	Objections	Staff Response	Board Decision
Rolling Hills	5	Gateway	Redevelop site Density Height	RMX-1/TDR Mix of unit types Retain 240 existing units	RMX-1 with 35/units acre 333 affordable units 1,367 market units 20,000 sf retail	Remove TDR RMX-1 with up to 20 units/acre (990 du with bonus) Cluster toward MARC station no greater than 100 feet (8 stories)	
Remove Middlebrook CCT station		Gateway	Location of CCT station	Remove station designation	None	Remove station designation	
Century Technology Park	1	Cloverleaf	Density Mix of uses Height along I-270 Block lengths	TMX 1.0 FAR 60% employment/ 40% residential 1.45 m/975 du 250-300' blocks Step-back from lower floors 12 stories transit, 8 stories along I-270	100,000 sf retail 100,000 sf hotel 975 multi fam 80 townhouses 1.0 m office Market set land use mix (50/50). Flexibility to set height. Cost of structured parking	Employment should be dominant. Question townhouses at CCT station.	
B-19 roadway over I-270 between Century Blvd and Seneca Meadows Parkway	1	Cloverleaf	Connectivity Roadway capacity	Roadway shown on proposed network	Property owner objects to need, cost, effect on property	Consider by transportation staff	
Totah/Symmetry property	1	North End	Density Interim uses Height at I-270 Exchange density within blocks New I-270 access	TMX 0.75 FAR 650,000 sf commercial/285 du 8-story buildings along I-270 ramps	TMX 1.0 FAR Exchange density within blocks	TMX 0.75 Guidelines for interim develop.	

Name	Prop No.#	District	Issue(s)	Staff Position	Objections	Staff Response	Board Decision
Town Sector zone	2	North End	50 year duration of zone	Retain zone until 2018	Owner says zone outdated, does not allow innovative age restricted (45+) community for active adults.	Retain zone; examine comprehensively with Montgomery Village in 2015.	
Forest Protection	2	North End	Forest protection	Priority forest	Previously dedicated 64 acres to Black Hill Park Proposes privately owned, publicly accessible wooded area as amenity to Active Adult community	High priority forest to be retained. Land previously dedicated was unbuildable.	
Lerner Enterprises property	2	North End	Residential Land use mix Building heights Crystal Rock Greenway Staging	0.75 FAR with 1.5 m commercial/570 du. Part high rise, part garden multifamily 60 % comm./40% res. 100 feet (8 stories) along I-270	0.73 FAR Proposes 1200 active adult, 300 non-age restricted Board to set bldg heights (143 feet, 12 stories) during regulatory process	Zone limits residential to 570 du. Office development in Phase 1 w 570 du. Vitality of Town Center and change to T-S zone before Phase 2 in 2018 before more residential.	
Kinster Drive	3	North End	Connection to Century Blvd	2-lane divided with parking	Residents request dead-end	2-lane divided with parking	

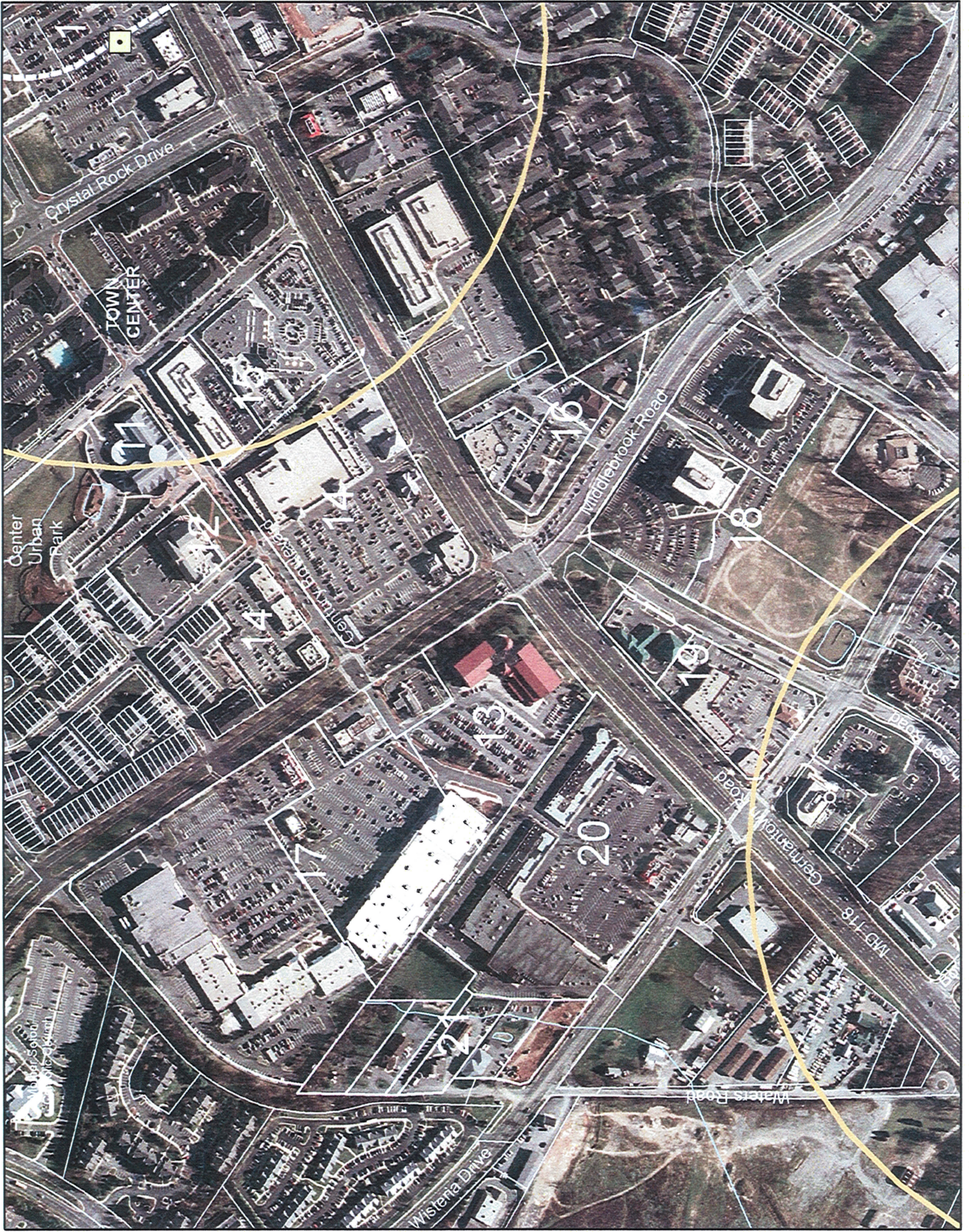


Town Center Core: Applies to properties 1-10

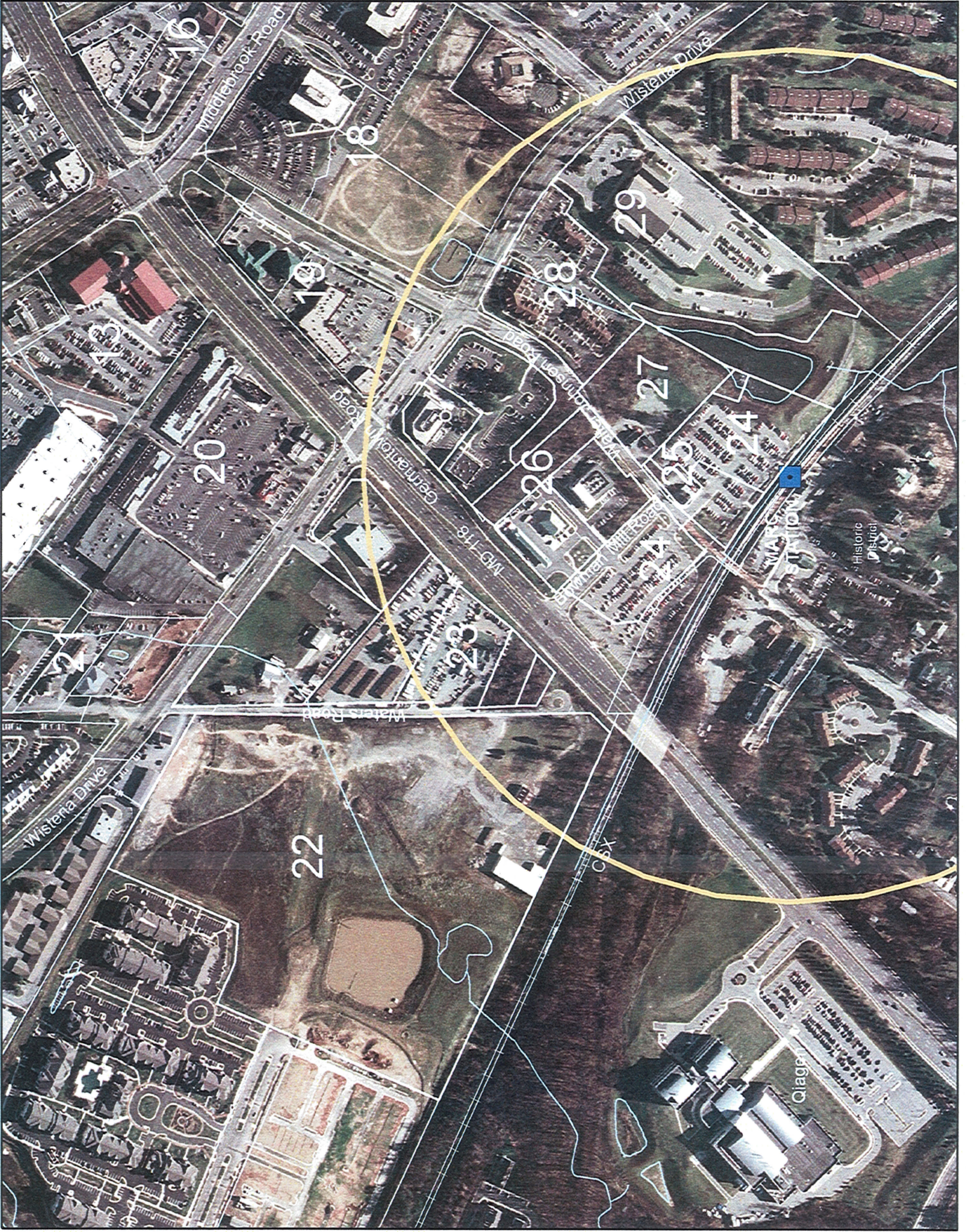




**Town Center Core Extended: Applies to properties 11-21**



West End portion of Town Center: Applies to properties 22-29



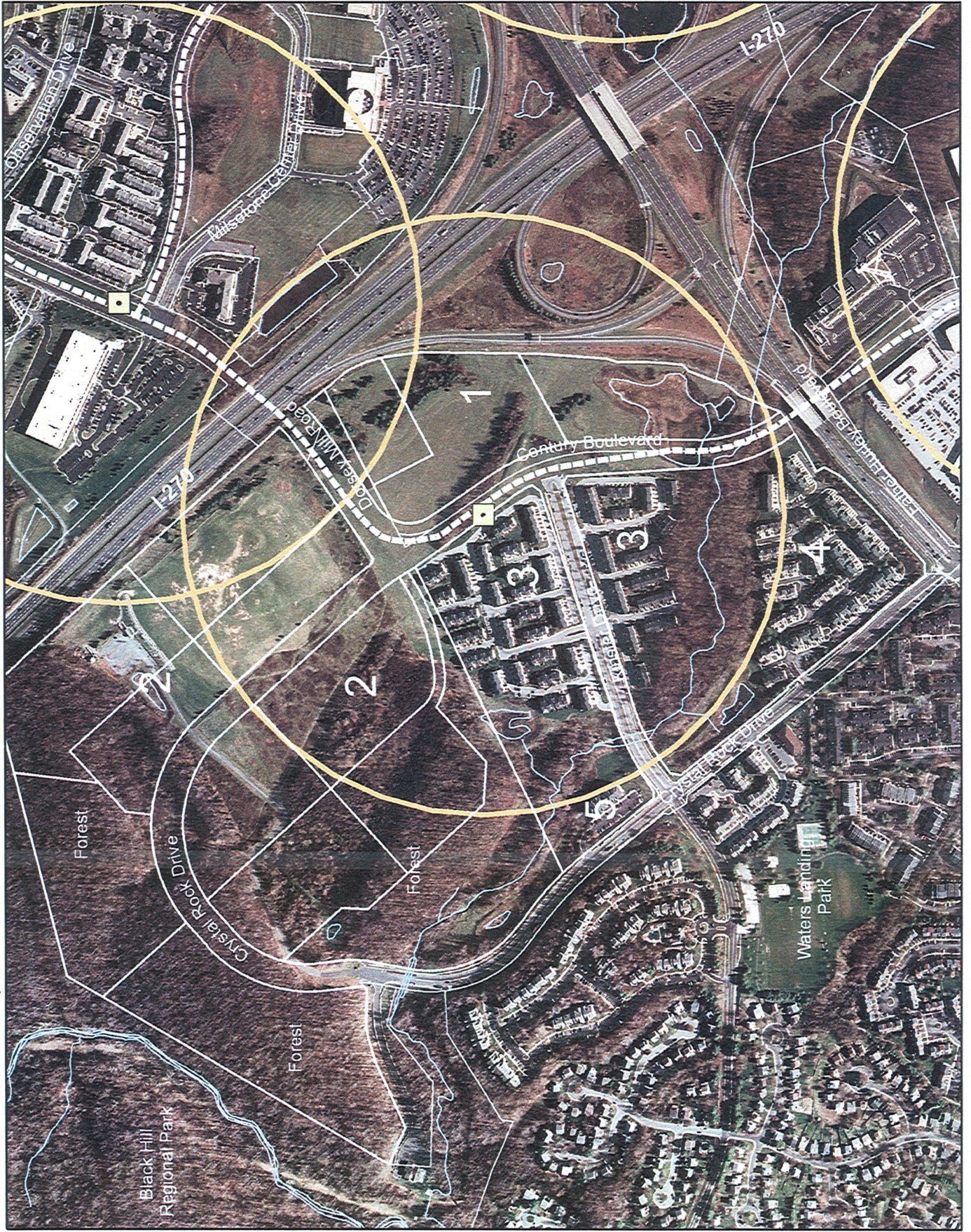
**Gateway District: Applies to properties 1-6**



**Cloverleaf District: Applies to properties 1-6**



North End District (west side of I-270): Applies to properties 1-5



# ATTACHMENT H

**Edwards, Sue**

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**From:** Pamela Lindstrom [pamela.lindstrom@gmail.com]  
**Sent:** Monday, October 20, 2008 2:08 PM  
**To:** MCP-Chairman  
**Cc:** Edwards, Sue; Kumm, Karen  
**Subject:** Germantown plan issues.  
**Attachments:** Germantown memo 2.doc

Please distribute this memo to Planning Board members before further discussion of building height, transportation, and TDRs.

Thank you  
Pamela Lindstrom

## Germantown Master Plan Memo 2

After reading staff reports from the October 6 Planning Board worksession, I raise the following issues:

1. The Board considered the height of buildings in the Town Center and along I-270. I generally agree with the staff recommendation that the tallest buildings be located at transit stations. I thought the vision for Germantown was to organize the central area around the transit line on the west side of I-270. That vision would be manifested by visible clusters of the tallest buildings at transit stations. Drivers along I-270 would be able to look to the west and see separate clusters at the transit stations, with distinct valleys between.

The staff recommended building heights are still too uniform along the attenuated central corridor, and too high along I-270. A line of 8 story or higher buildings along I-270, and only 15 stories at the Town Center would leave the Town Center invisible from I-270 (and many other vantage points as well).

The view from I-270 is how the greatest number of people will gain their overall impression of Germantown. That impression should NOT be a sprawling strip of tall office buildings hugging the freeway. **The Board should consider exaggerating the differences in height in the staff recommendations**, allowing greater heights at the transit stations, especially the Town Center, and lower heights between stations and along I-270.

2. I and others noted that the staging plan lacks any requirement for transit before development can proceed. That testimony was not included in the staff's list of transportation testimony. The draft plan staging section contains many roads but no transit. Yet I learned that the traffic modeling for the plan assumed a 25% non-driver mode share. That assumes a considerable increase in transit use compared to the present. The 25% mode share should be converted from an assumption to a staging goal, and be used to allow dense development in the northern part of the corridor and east of I-270. Presumably, achieving this mode share would only be possible with major transit improvements.

There was no staff note or response to my testimony that the plan should contain transportation analysis. I learned from staff that current non-driver mode share is about 16%, but what does that mean? How much of that is transit use vs. auto passenger or walk/bicycle? Is the 16% an average of peak hour (or work) trips originating in Germantown and trips destined for a job in Germantown? What will happen to traffic if development proceeds as implied in the staging plan, with significant road improvements but without significant increase in transit service? That scenario should be modeled, and the result included in the plan. This may increase the urgency for staging development when transit is provided.

The plan's transportation chapter should include the above information. It should also include:

- modeled level of service overall and at main intersections,
- whether the road system passes the PAMR test with full development under the mode share assumptions,
- transit and non-driver mode share resulting from traffic modeling.

3. The staff report for 6 Oct recommends dropping the TDR requirement from a large property, Rolling Hills Apartments. This reminds us that this plan contains no analysis of TDRs. The plan should include an accounting of TDRs and BLTs likely to be placed in central Germantown. I assume that the land labeled TOMX in the staff draft would be relabeled TMX. Thus it would require BLTs purchased by properties using the optional method.

It appears that staff has accepted an offer by the attorney for Rolling Hills to substitute a workforce housing component for TDR purchase. That is NOT a good bargain! Workforce housing rents are not of great help to lower income households. For some time, the market rent for apartments, especially those without full transit access, has been below the workforce limit.

Staff analysis shows that redevelopment of the property even with the workforce units would not replace the naturally affordable units currently in the project. There is no reason for the plan to encourage early redevelopment. In the long run when the market recovers, this redevelopment can provide affordable housing AND accommodate TDRs.