

ATTACHMENT 1

Germantown Public Hearing Testimony

I.D.	Type	Person/Company	District	Comments	Worksession Topic
4	7/28 TES	Margaret Schoap Dayspring Retreat Center	Areawide	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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 8/11 LTR	Doug Wrenn Germantown Task Force	Areawide	<ul style="list-style-type: none"> • Does not meet ULL vision for multiple centers of activity that could be similar in density and mix of uses. • 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 Germantown Historical Society	Areawide	<ul style="list-style-type: none"> • Destroying the historicity of the place. • 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 IDI (senior housing)	Areawide	<ul style="list-style-type: none"> • Wants master plan recommendation for senior housing, active adult communities. • Senior housing should be able to go in first phase of staging. 	Housing, North End, Staging
12	7/28	Mike Rubin Self	Areawide	<ul style="list-style-type: none"> • Importance of Agricultural Reserve. • Also a developer – need streamlined development approval process. • Create ombudsman position as final arbiter of staff disputes. 	TMX Zone
13	7/28 TES	Sharon Dooley Self	Areawide	<ul style="list-style-type: none"> • Balance between rural and urban. • 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 TES	Kathie Hulley CAC member	Areawide	<ul style="list-style-type: none"> • Build M-83 – it is needed. • Reconsider school capacity. • Questions whether more MARC riders can be accommodated. 	Transportation, Schools

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15	7/28 TES	Pamela Lindstrom Self	Areawide	<ul style="list-style-type: none"> • Redeveloping mobile home park will take away affordable housing. • Develop senior housing master plan across entire county. • 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. • Plan needs to be staged for transit, not roads • 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. 	TMX Zone, Transportation/CCT
16	7/28 8/4 LTR	Mary Siegfried	Areawide	<ul style="list-style-type: none"> • Student opposes M-83. • Would fragment forest, damage habitat. 	Town Center, Transportation/MARC
17	7/28 PPT	Jackie Nelligan Student	Areawide	<ul style="list-style-type: none"> • Opposes M-83. 	Transportation
43	7/28	Richard Wilder	Areawide	<ul style="list-style-type: none"> • 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
43a	8/11 PPT	Richard Wilder Montgomery Village resident	Areawide	<ul style="list-style-type: none"> • 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
44	7/28 TES	Cindy Snow Self	Areawide	<ul style="list-style-type: none"> • 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 	Transportation/CCT, Housing
45	7/28 TES	Andy Aviles CAC member	Areawide		Urban Design, Town Center properties

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46	7/28 LTR	Diane Schwartz Jones County Executive Office	Areawide	<p>the family-oriented place that is Germantown today.</p> <ul style="list-style-type: none"> • 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 	Transportation, TMX Zone, Staging, Town Center properties

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				<ul style="list-style-type: none"> • and Crystal Rock Drive. • 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. 	
46a	8/8 LTR	Diane Schwartz Jones County Executive's Office	Areawide	<ul style="list-style-type: none"> • Advocates a balanced housing stock including affordable housing opportunities. • For publicly owned sites, supports both affordable and workforce housing. • The County Executive's Affordable Housing Task Force recommends each master plan set affordable housing targets. 	Affordable Housing
42	8/6 LTR	Robert Hydom, President Montgomery Village	Areawide	<ul style="list-style-type: none"> • MV Foundation long opposed M-83. • Encourages alternatives such as Alt 2 and Alt 5. 	Transportation

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47	8/12 email	Foundation Lisa Murdock	Areawide	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> 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/MAR C, Schools, Montgomery College properties
52	8/11 email	Cynthia Fain	Areawide	<ul style="list-style-type: none"> Retain forests on Montgomery College and North End properties. 	Montgomery College, North End properties
27	7/28	Campbell Smith Century Tech Park	Cloverleaf	<ul style="list-style-type: none"> 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	<ul style="list-style-type: none"> Concurs with extending Blunt Road in a way favorable to property owners 	Transportation, Fox Chapel properties

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22	7/28	Hishmat Eskandari Islamic Society of Germantown	Fox Chapel	<ul style="list-style-type: none"> Represents owners of Parcel 471, a proposed Mosque site along Blunt Road. Opposes Blunt Road extension and widening to Middlebrook Road due to its impact upon proposed Mosque. 	Transportation, Fox Chapel properties
25	7/28 MAP	Clark Wagner Bozzuto	Fox Chapel	<ul style="list-style-type: none"> Closure of Giant Food store at Fox Chapel Shopping indicates economic problems, area in need of revitalization. Mobile Home has fractured zoning, needs to be consolidated and better integrated with shopping center. 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. 	Fox Chapel properties, Housing
23, 24	7/28	Hwaida Hassanein Mumtaz Jahan Day Care Business Owners	Fox Chapel	<ul style="list-style-type: none"> 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. ISG offers many programs for the community. Its functions will be negatively affected by the proposed street extension. 	Transportation, Fox Chapel properties
28	8/6 LTR	Anne Marie Vassallo MCT Federal Credit Union	Fox Chapel	<ul style="list-style-type: none"> Supports C-1 zoning recommendation. Wants to see Outlot A also rezoned to C-1 to facilitate MCT access and circulation. 	Fox Chapel properties
56	7/28 TES	MD 355 homeowners	Fox Chapel	<ul style="list-style-type: none"> 10 property owners request rezoning from R-200 to Commercial. All have frontage and driveways on MD 355. 	Fox Chapel properties
40	7/28	Barbara Sears For Rolling Hills/Clark	Gateway	<ul style="list-style-type: none"> Current zoning theoretically produces 1700 units. Wants RMX-1 w/35 units per acre + commercial but no TDR requirement. Staff recommendation inconsistent with policies (transit, mix of types, MPDUs) to retain current units. 	Gateway properties, Housing
18, 19, 20,	7/28	Dr. Hercules Pinkney Rocky Sorrell/Steve Poteat Doug Firstenberg/Bryant	Montgomery College	<ul style="list-style-type: none"> College will grow to 20,000 students (at least 2056) and needs to expand academic campus. Tech Park is part of the vision of the college offering a 	Montgomery College district properties, Transportation

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21		Foulger, Montgomery College		<p>synergy with the college and has been planned for some time with \$17 m public money.</p> <ul style="list-style-type: none"> • 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. 	
27a	7/29 LTR	Campbell Smith Trammell Crow/Milestone	North End	<ul style="list-style-type: none"> • Economics of TMX zone. • Development standards of TMX zone. • Reduced densities recommended for North End. 	TMX Zone, Density
34	7/28	Justine Beachley Cloverleaf Townhomes Assoc	North End	<ul style="list-style-type: none"> • 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
35	7/28	Michael Ferry Resident	North End	<ul style="list-style-type: none"> • Town Center is a prime example of a success. • Opening Kinster creates safety problems and would 	North End properties, Transportation

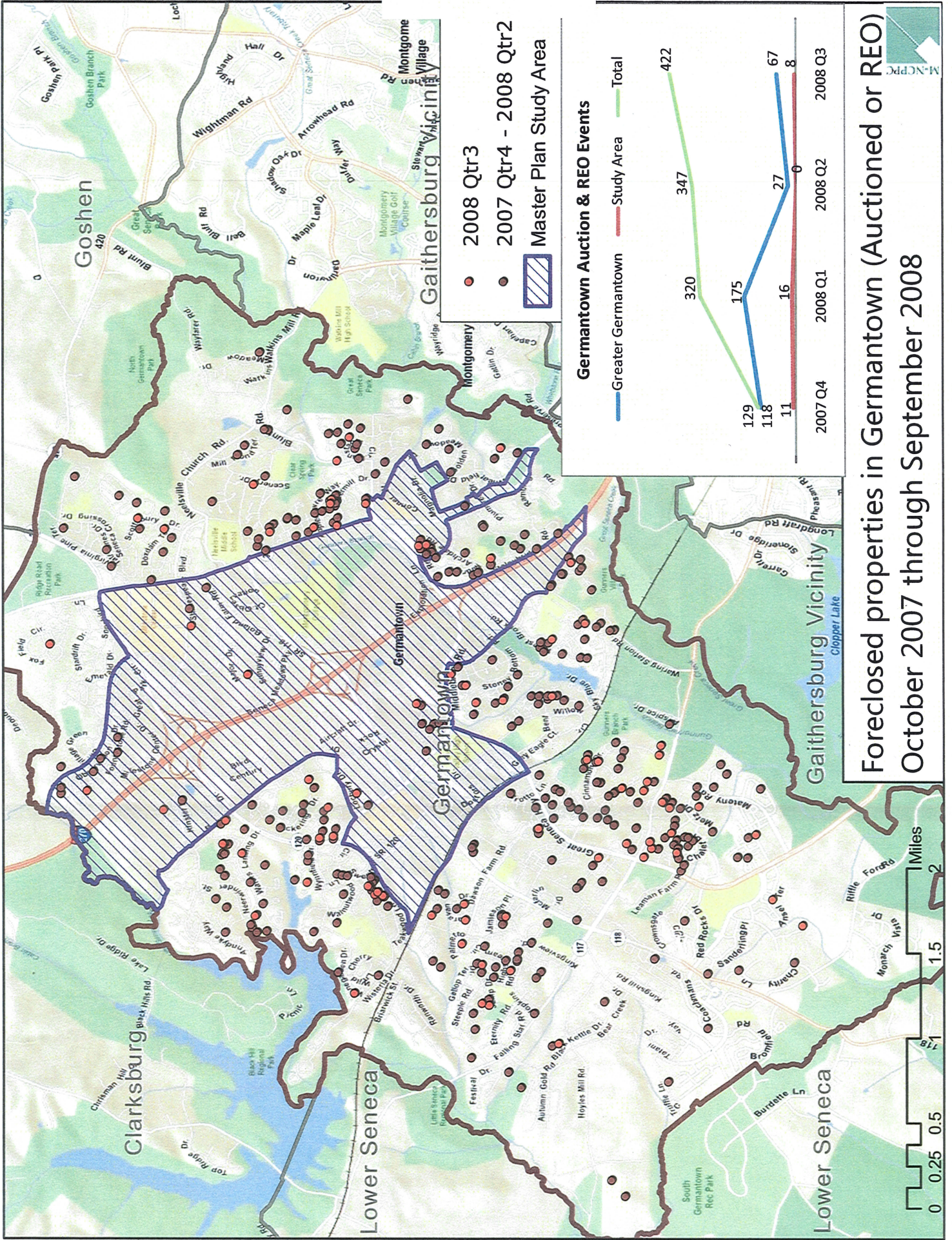
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48	8/11 LTR	Delores Milmoie Audubon Naturalist Society	North End Montgomery College	<ul style="list-style-type: none"> • disconnect the community. • If opened, two lanes only. • People don't move to Germantown for jobs or walking. • Maintain the character 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 email	David Hauck Sierra Club	North End Montgomery College	<ul style="list-style-type: none"> • 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 LTR	Nicole Totah and Steve Kaufman	North End	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • 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	<ul style="list-style-type: none"> • TMX zone would render existing auto repair business non-conforming. • Requests C-3 zoning for adjoining parcels. 	Town Center
41	7/28 TES	Bob Dalrympl/Justin Hayes Matan Companies	Town Center	<ul style="list-style-type: none"> • 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 LTR	David Freishtat Gunners Lake Thirteen Ltd. Partnership	Town Center	<ul style="list-style-type: none"> 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. 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. 	TMX Zone, Density
53	5/8 LTR	Cliff Stein Savatar Realty Advisors	Town Center	<ul style="list-style-type: none"> Century XXI office complex built with 175,000 sf. Includes 4-level parking garage. Property zoned I-1. Requests to build housing above parking garage at 2.0 FAR. Also requests retail designation for vacant area in front of office buildings for single story retail. 	Town Center properties
3	7/3 EMAIL	M. Staquet Staquet parcels	West End	<ul style="list-style-type: none"> 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 TES	Sue Carter MM&C on behalf of Mark	West End	<ul style="list-style-type: none"> Rezone to RMX-2C to make existing use conforming. New road cuts through property – not discussed at 	Transportation, West End properties

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36a	7/28 LTR	Wildman, property owner Sue Carter for Mark Wildman	West End	<ul style="list-style-type: none"> CAC meetings – too close to MD 118, and should have been discussed. Same points as oral testimony. 	Transportation, West End properties
37	7/28	Mark Wildman Property owner	West End	<ul style="list-style-type: none"> Distance from Waters Road to MD 118 is too close. Connect from Father Hurley to MD 118. 	Transportation, West End properties
38	7/28	Phil Perrine Property owner	West End	<p>DLSS Property on Walter Johnson Drive.</p> <ul style="list-style-type: none"> Existing Schematic Development Plan under O-M zone for about 50,000 s.f. office (about 0.5 FAR). Considering productivity housing at 21.5 units per acre. Wants multi-family with ground floor retail, not attached housing. TOMX/TMX Zone limits height to 28' – wants 50' for pitched roof. 	TMX Zone, Urban Design, Housing, West End properties
38a	7/25 LTR	Phil Perrine DLSS property	West End	<ul style="list-style-type: none"> Owners want to do productivity housing at 21.5 du/acre. Request MF residential. Increase height limit in TMX Zone to 50 feet. 	West End properties, Housing
39	7/28	Vernon Martens Son of property owner	West End	<ul style="list-style-type: none"> 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.). Infrastructure is in place for commercial but MP reduces that to 100k and adds 300 dus. 	West End properties
54	8/5 LTR	Kristin Baczynski	West End	<ul style="list-style-type: none"> Requests increase in MARC parking spaces. Will new four-story parking garage result in net increase of parking spaces when one surface lot is eliminated? 	West End properties
55	8/11 email	Lynne Rosenbusch	Areawide	<ul style="list-style-type: none"> Plan pays lip service to the viability of CCT. Suggests additional parking for Ride-on bus #70 and bus #100 at MC. Need more detail for bike facilities. 	Transportation
7/28 PPT LTR	Oral testimony at public hearing PowerPoint testimony Letter		TES MAP	Written testimony Graphic exhibit(s)	

ATTACHMENT 2



Foreclosed properties in Germantown (Auctioned or REO)
 October 2007 through September 2008

