



MONTGOMERY COUNTY PLANNING BOARD
THE MARYLAND-NATIONAL CAPITAL PARK AND PLANNING COMMISSION

**APPROVED
MINUTES**

The Montgomery County Planning Board met in regular session via Microsoft Teams video conference on Thursday, October 7, 2021, at 9:00 a.m., and adjourned at 3:44 p.m.

Present were Chair Casey Anderson and Commissioners Gerald R. Cichy and Partap Verma.

Commissioner Tina Patterson was necessarily absent.

Items 1 through 6 are reported on the attached agenda.

Item 1C1 was removed from the Planning Board agenda.

The Planning Board recessed for lunch at 12:18 p.m. and reconvened via video conference at 1:43 p.m.

Items 8, 9, and 7, discussed in that order, are reported on the attached agenda.

There being no further business, the meeting was adjourned at 3:44 p.m. The next regular meeting of the Planning Board will be held on Thursday, October 14, 2021, via video conference.

M. Clara Moise

M. Clara Moise
Sr. Technical Writer/Editor

James J. Parsons
Sr. Technical Writer/Editor

Montgomery County Planning Board Meeting
Thursday, October 7, 2021
2425 Reddie Drive
Wheaton, MD 20902
301-495-4605

1. Consent Agenda

***A. Adoption of Resolutions**

1. Johns Hopkins Medical Office and Surgery Center at Belward Site Plan No. 820210120 - MCPB No. 21-110

BOARD ACTION

Motion: CICHY/VERMA

Vote:

Yea: 3-0

Nay:

Other: PATTERSON ABSENT

Action: Adopted the Resolution cited above, as submitted.

***B. Record Plats**

Subdivision Plat No. 220210330, Bloom Montgomery Village -- TLD zone; 29 lots & 2 parcels; located on the southern side of Stewartown Road, 2050 feet from the intersection of Montgomery Village Avenue; Montgomery Village Master Plan.

Staff Recommendation: Approval

BOARD ACTION

Motion: CICHY/VERMA

Vote:

Yea: 3-0

Nay:

Other: PATTERSON ABSENT

Action: Approved staff recommendation for approval of the Record Plat cited above, as submitted.

***C. Other Consent Items**

~~**1. United Therapeutics 1000 Spring Street Extension Request #1**—CR 3, C 2.0 R 2.75 H-90T, 2.06 acres, located on Colesville Road at Spring Street; 2000 Silver Spring CBD Sector Plan. Request to allow the review period for the Sketch Plan, Preliminary Plan, and Site Plan to run concurrently, and allow the review period to extend from November 23 to December 23, 2021.—REMOVED~~

2. Liberty Mill Road, Preliminary Plan No. 12017021C – Regulatory Review Extension Request No. 2---Request to extend the regulatory review period until November 18, 2021; An Application to create one lot for a Residential Care Facility with up to 130 beds (associated with Conditional Use 20-09). Located at 19115 Liberty Mill Road, southeast quadrant of the intersection of Liberty Mill Road and Dawson Farm Road; 1989 Germantown Master Plan; R-200 zone; 3.59 acres.

Staff Recommendation: Approval of the Extension Request

BOARD ACTION

Motion: 2. CICHY/VERMA

Vote:

Yea: 2. 3-0

Nay:

Other: PATTERSON ABSENT

**Action: 1. This Item was removed from the Planning Board agenda.
2. Approved staff recommendation for approval of the Preliminary Plan Amendment Extension request cited above.**

***D. Approval of Minutes**

Planning Board Meeting Minutes of September 23, 2021

BOARD ACTION

Motion: CICHY/VERMA

Vote:

Yea: 3-0

Nay:

Other: PATTERSON ABSENT

Action: Approved Planning Board Meeting Minutes of September 23, 2021, as submitted.

2. Roundtable Discussion

- Planning Department Director's Report

BOARD ACTION

Motion:

Vote:

Yea:

Nay:

Other:

Action: Received briefing.

Planning Department Director's Report – Planning Department Director Gwen Wright offered a multi-media presentation and briefed the Board on the following ongoing and upcoming Planning Department events and activities: the status of the Corridor Forward – the I-270 Transit Plan, with a Planning Board briefing scheduled for later today; the status of the Silver Spring Downtown and Adjacent Communities Plan; the status of the Fairland and Briggs Chaney Master Plan, with staff recently completing a walk audit; the status of the Takoma Park Minor Master Plan Amendment, with the Scope of Work approved by the Planning Board last week and community engagement and outreach work currently under way; the status of the Attainable Housing Study, with a Planning Board worksession scheduled for later today; the status of the Mixed-Use Development Trends Study, with on-going discussions with groups such as the National Association for Industrial and Office Parks (NAIOP); the upcoming presentation of the Fall 2021 Semi-annual Report to the County Council, scheduled for October 12; and the status of the THRIVE Montgomery 2050 Update to the General Plan, with staff working to clarify and address misinformation regarding the Plan recommendations on transportation, the Agricultural Reserve, zoning, the Attainable Housing Strategies initiative, and the Silver Spring Downtown and Adjacent Communities Plan.

There followed a brief Board discussion with questions to Ms. Wright.

3. Corridor Forward: The I-270 Transit Plan Preliminary Recommendations

Staff Recommendations: Receive Briefing and Provide Guidance

BOARD ACTION

Motion:

Vote:

Yea:

Nay:

Other:

Action: Received briefing followed by discussion.

Planning Department staff offered a multi-media presentation and discussed the preliminary recommendations for the Corridor Forward: The I-270 Plan. According to staff, the purpose the Corridor Forward is to evaluate transit options and networks to determine which infrastructure can deliver a complementary corridor transit network. The I-270 Corridor is defined as the transportation network extending through Montgomery County between points north in the City of Frederick in Frederick County, Maryland, and points south in Washington, DC, and Northern Virginia, encompassing 46 communities designated as Activity Centers most appropriate for growth, including Germantown, the Life Sciences Center, White Flint, and Bethesda. The Plan seeks to establish a recommended policy framework for communities and employment centers, provide the opportunity to reduce vehicle miles traveled, and improve transit accessibility and competitiveness for communities along the Corridor. Thus far in the process, staff has inventoried transit options that could serve the I-270 Corridor; completed a pre-screening analysis, which evaluated the inventoried transit options and advanced six options for detailed analysis; analyzed the six transit options, evaluating strategic merits, economic and financial outlook, and potential implementation challenges; evaluated multiple transit networks, including combinations of the six transit options; and held nearly 60 stakeholder meetings, along with numerous other outreach efforts.

Staff noted that the preliminary recommendations include a proposed transit network that represents the foundational recommendation for Corridor Forward, build upon transit projects currently advancing in Montgomery County, and include near-term and long-term transit infrastructure and investments. The near-term recommendations include dedicated bus lanes that include Bus Rapid Transit (BRT) alignments for: 1) MD355 and Veirs Mill Road; 2) Observation Drive, which will be aligned with the Crescent Cities Transitway (CCT); 3) Century Boulevard, which will also be aligned with the CCT; 4) Germantown Road (MD118) from the Germantown MARC station to Observation Drive; 5) the Midcounty Highway (MD124) east from Montgomery Village to MD355; 6) MD124 west from MD355 to Great Seneca Highway; 7) Great Seneca Highway from MD124 to Blackwell Road; and 8) Gude Drive, Fallsgrove

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3. Corridor Forward: The I-270 Transit Plan Preliminary RecommendationsCONTINUED

Drive, and Blackwell Road. The proposed dedicated bus lanes will maximize the value of current and planned infrastructure, allow for numerous service patterns, support equity, provide connections to the Metrorail Red Line, promote cost-efficiency, and provide connections to the Great Seneca Science Corridor transit network. The proposed lanes will also leverage previous study and design for the Corridor Cities Transitway (CCT), retain the majority of the proposed CCT stations and connections, eliminate the high-cost grade crossings at I-270, and remove a segment of the CCT with no planned stops. Long-term recommendations include the extension of the Metrorail Red Line to Germantown.

Other recommendations that support the proposed transit network include converting existing general-purpose travel lanes to dedicated transit lanes on targeted streets; limiting the addition of travel lanes and using the remaining space in the master planned right-of-way (ROW) for transit, walking, bicycling, and other micro-mobility modes; maximizing the travel potential of dedicated bus lanes; supporting the incremental implementation of dedicated bus lanes rather than waiting to realize an entire transitway facility if that facility proves immediately challenging to implement; developing a new multi-modal transit hub near the intersection of MD124 and the existing CSX railroad tracks; ensuring safe and efficient access to planned transit stops for pedestrians, bicyclists, and other micro-mobility modes; updating relevant land use plans and guidelines to support master planned transit facilities; supporting the North Bethesda Transitway as master planned; and where necessary, repurposing automobile travel lanes with dedicated transit lanes in order to advance the Plan's vision. To strengthen regional transit connections, staff recommends obtaining ROW through dedication or acquisition to support the long-term potential of the MARC Rail Brunswick Line; promoting strategic and equitable MARC Rail access by supporting new stations and accepting constraints imposed by CSX when necessary; designing and constructing the American Legion Bridge to support rail transit; studying extensions of the Purple Line, accounting for costs and benefits to understand if and where extension of the County's light rail service may be warranted; and exploring a direct transit connection between the recommended Washington Metropolitan Area Transit Authority (WMATA) Red Line Terminus and Frederick County.

There followed extensive Board discussion with questions to staff, during which the Planning Board provided guidance to staff and requested more details regarding the land usage planned for the northern end of the Corridor.

4. Access Management Study – Proposed Scope of Work---Presentation of proposed scope of work for the FY22 Work Program effort: Access Management Study.

Staff Recommendation: Approve Scope of Work

BOARD ACTION

Motion: CICHY/VERMA

Vote:

Yea: 3-0

Nay:

Other: PATTERSON ABSENT

Action: **Approved staff recommendation for approval of the Scope of Work for the Access Management Study.**

Planning Department Staff offered a multi-media presentation and discussed the proposed Scope of Work for the Access Management Study. According to staff, the goal of the study is to develop a comprehensive strategy to implement access management systematically for all county roads for new development, redevelopment, and for transportation Capital Improvements Program (CIP) projects. To aid in achieving this goal, staff will seek technical assistance from transportation consultants Mead & Hunt, Inc., and the Center for Urban Transportation Research (CUTR). The objectives of the study include developing a more visible and coordinated access management policy that has cross-agency support from the planning through construction phases; examining the relationship between access and road safety and developing policy solutions that are supportive of the overall Vision Zero Action Plan; and evaluating how access management decisions are made under current county guidelines and regulations, and assessing how more desirable outcomes can be achieved with modifications, guidance, or clarification.

Staff noted that coordination from several public agencies, including Montgomery County Department of Transportation (MCDOT), Montgomery County Department of Permitting Services (DPS), and the Maryland Department of Transportation/State Highway Administration (MDOT/SHA) will be required, with a Technical Working Group consisting of representatives from these agencies to meet monthly throughout the study. Outreach efforts will also extend to specialized interest groups, key advocacy organizations, and other coordination committees within the county, including the Commission on People with Disabilities, the Commission on Aging, the Montgomery County Road Code Committee, the Maryland Building Industry Association, the Pedestrian, Bicycle and Traffic Safety Advisory Committee, and the Montgomery County Bicycle Action Group. Staff added that in coordination with the Planning Department Equity Peer Review group, the Access Management Study team will strive to implement and promote an equitable process that assesses the racial equity and social justice impacts of current access management conditions as well as potential alternative best practices and policies.

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4. Access Management Study – Proposed Scope of WorkCONTINUED

Staff also noted that the proposed Scope of Work will be divided into five tasks: 1) stakeholder outreach and engagement, scheduled to begin in October; 2) presentation of the project scope, goals, objectives, task efforts, and schedule to the Planning Board, with Board comments to be incorporated into the final Scope of Work, scheduled for October; 3) a review of existing access management practices within the County, scheduled for October through November; 4) a review of best practices in access management evaluation from other public agencies within the United States and the region, scheduled for December 2021 through February 2022; and 5) presentation of a draft and the final Access Management Study report, scheduled for March through May 2022.

There followed a brief Board discussion with questions to staff.

***5. Rose Village: Sketch Plan No. 320210120**---CR-2.75 C-1.5 R-2.25 H-200 Zone, 21.56 acres; Request for up to 2,583,037 square feet of mixed-use development, comprised of up to 2,113,393 square feet of residential uses (including 15% MPDUs) and up to 469,643 square feet of commercial uses, including master-planned roads and bicycle facilities, open space, and public benefits; Located on the southwest quadrant of the Montrose Parkway and Towne Road intersection; 2018 White Flint 2 Sector Plan.

Staff Recommendation: Approval with Conditions

BOARD ACTION

Motion: CICHY/VERMA

Vote:

Yea: 3-0

Nay:

Other: PATTERSON ABSENT

Action: Approved staff recommendation for approval of the Sketch Plan cited above, subject to conditions, which will be reflected in an associated draft Resolution to be adopted by the Planning Board at a later date.

Planning Department Staff offered a multi-media presentation and discussed a proposed Sketch Plan request to construct a mixed-use development. The 21.56-acre property, identified as Parcel E, is located on the north side of Executive Boulevard, bounded by Towne Road to the east, Montrose Parkway to the north, and is zoned Commercial/Residential (CR) within the White Flint 2 Sector Plan area. The site is currently developed with three multi-story office buildings, which contain a total of 522,475 square feet of office uses, a three-level 611-space parking garage, surface parking facilities, drive aisles, and open lawn areas that are centrally oriented. Currently, the property is accessed via three vehicular access points from Executive Boulevard, one of which is signalized, and three vehicular access points from Towne Road, one of which is dedicated for deliveries.

Staff noted that following the demolition of the office building identified as 6011 Executive Boulevard, the applicant proposes to redevelop the site under the Optional Method of Development with up to 2,583,037 square feet of mixed-use development, consisting of up to 2,113,393 square feet of residential uses, including 15 percent Moderately Priced Dwelling Units (MPDUs), and up to 469,643 square feet of commercial uses to be located in eight new structures, identified as Buildings A through H. Proposed building A and buildings C through G will accommodate a mix of uses with residential uses above ground floor commercial uses, with Building B constructed as an entirely multi-family building. Proposed building H will be an expansion of the existing three-level parking garage. The proposed project also includes significant changes to the internal roadway network and circulation patterns, including the

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***5. Rose Village: Sketch Plan No. 320210120**CONTINUED

extension of Stonehenge Place from Montrose Parkway to Executive Boulevard, with future westward connections not precluded. Pedestrian and bicycle facilities include a new side-path along the Montrose Parkway frontage, which will replace the existing concrete sidewalk, and separated bike lanes along the Towne Road frontage. The applicant will provide approximately 100,000 square feet of open space, including a one-acre civic green, linear open space along Montrose Parkway and Towne Road, an urban plaza and pavilion, and an interim pocket park. The applicant is also proposing to replace the existing on-site stormwater facilities with significant environmental site design (ESD) facilities including micro-bioretenment areas and green roofs.

Ms. Barbara Sears, attorney representing the applicant, offered a multi-media presentation, comments, and concurred with the staff recommendation.

There followed a brief Board discussion.

***6. Mandatory Referral No. MR2021025**---Request by WSSC for a laboratory building expansion located at 12245 Tech Road in Silver Spring.

Staff Recommendation: Approval and Transmittal of Comments to the Washington Suburban Sanitary Commission

BOARD ACTION

Motion: CICHY/VERMA

Vote:

Yea: 3-0

Nay:

Other: PATTERSON ABSENT

Action: Approved staff recommendation to transmit comments to the Washington Suburban Sanitary Commission, as stated in the attached transmittal letter.

Planning Department Staff offered a multi-media presentation and discussed a proposed Mandatory Referral request by the Washington Suburban Sanitary Commissioner (WSSC) to modify the site and construct an addition to an existing facility. The 9.87-acre property is located on Tech Road and is zoned Commercial/Residential (CR) within the White Oak Science Gateway Master Plan area. The site is currently developed with the 25,680 square-foot WSSC Consolidated Laboratory Facility and associated surface parking, which is located south and west of the building. An existing wooded area surrounds the northern, eastern, and southern boundaries, with approximately 2.5 acres of the wooded area located within an existing forest conservation area. The property is currently accessed from Tech Road.

Staff noted that WSSC proposes to expand the existing laboratory by approximately 12,000 square feet to address anticipated future testing services over the next two decades. The single-level addition will be constructed on the northern portion of the existing building. Other proposed improvements include a new circular driveway to serve emergency response vehicles, modifications to the existing parking areas to improve circulation and increase the number of spaces, and new stormwater management areas to accommodate the additional runoff from the proposed development, with the final Stormwater Concept Plan to be approved by Montgomery County Department of Permitting Services (DPS). Staff added that prior to construction, WSSC must receive a Final Forest Conservation Plan from the Maryland Department of Natural Resources (DNR).

There followed a brief Board discussion.

***8. Edgemoor - Lots 20 21 & Pt. Lot 2 Block 8**---Administrative Subdivision Amendment & Forest Conservation Plan Amendment No. 62020008A, R-90 zone, 1.73 acres, within the 1990 Bethesda Chevy Chase Master Plan; Administrative Subdivision Amendment application for approval of combining two existing lots, Lots 21 & Part of Lot 2, Block 8, located at 5310 Moorland Lane and 5314 Moorland Lane to create one (1) single-family lot compliant with existing zoning regulations and construct one (1) single-family detached house.

Staff Recommendation: Approval with Conditions

BOARD ACTION

Motion: CICHY/VERMA

Vote:

Yea: 3-0

Nay:

Other: PATTERSON ABSENT

Action: Approved the applicant attorney’s request for a continuance.

Ms. Patricia Harris, attorney from Lerch, Early & Brewer, representing the applicant, requested a continuance to allow more time for the applicant to work with the adjacent property to come to an agreement on the issues raised by their attorney, Ms. Michele Rosenfeld.

***9. Bethesda Overlay Zone (BOZ) Monitoring and Tracking Discussion**---Receive staff update on Bethesda Overlay Zone monitoring as development approvals reach 30.4 million square feet threshold.

Staff Recommendation: Receive Briefing and Approve Update

BOARD ACTION

Motion: VERMA/CICHY

Vote:

Yea: 3-0

Nay:

Other: PATTERSON ABSENT

Action: Received Briefing followed by Board discussion and approved the update to the Bethesda Overlay Zone (BOZ) Monitoring and Tracking report, as discussed by staff during the meeting.

Planning Department staff briefed the Planning Board on the update to the Bethesda Overlay Zone (BOZ) monitoring, as development approvals have not yet reached the 30.4-million square feet threshold. Staff noted that as described in the June 2021 Bethesda Downtown Plan Annual Monitoring Report, presented to the Planning Board and forwarded to the County Council earlier this year, development in Bethesda is proceeding as envisioned in the Bethesda Downtown Sector Plan, with progress towards all Sector Plan goals. Advances have been made on realizing the Civic Greens and the Eastern Greenway, the Capital Crescent Trail, and other bicycle infrastructure, and the Non-Auto-Driver Mode Share (NADMS) in the Plan area has been consistently moving closer to the 55 percent goal. Based on the most recent analyses, school utilization in the cluster, and the road network within the Plan area meet the appropriate standards. Building construction remains a constant feature of the Bethesda landscape, and development applications have continued through the Pandemic. As part of its routine assessment of the monitoring and tracking of development in Downtown Bethesda, staff has made sure that Adequate Public Facilities (APF) approvals remain valid and that BOZ permit deadlines are being met. During our last review, three projects were deducted from the Tracking totals, and as a result of this last assessment, the total development in the Bethesda Overlay Zone is currently approximately 30.3 million square feet, including the Avondale Site Plan approved on September 30.

Staff noted that once total development, including approvals, reaches 30.4 million square feet, the County Council may require certain actions before additional development is permitted. Depending on the Planning Board’s recommendations, such actions would address needed infrastructure and/or achieving certain NADMS goals as outlined in the Transportation Demand Management and progress toward the acquisition of half of the recommended new urban parks as

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9. Bethesda Overlay Zone (BOZ) Monitoring and Tracking DiscussionCONTINUED

discussed in Parks and Open Space. Staff estimates that as of now, the 30.4 million square-foot threshold will not be crossed until Spring 2022 at the earliest. There are no BOZ Site Plan applications currently under review. Even without new Site Plan approvals, the total development number will continue to fluctuate as APF for pre-Sector Plan pipeline projects expire, and BOZ permit deadlines come due. Staff is working to make sure that development pipeline projects included in the 2017 Sector Plan “base” of 23.3 million square feet have not been brought into the BOZ tracking system since then and are thus counted twice. Staff is also working to make sure the existing built development numbers are as accurate as possible.

Staff is scheduled to present the 2022 Bethesda Annual Monitoring Report to the Planning Board next spring/summer. This report will have updates on development activity, including progress towards the 30.4 million and the 32.4 million square-foot development thresholds, NADMS progress and the Roadway Adequacy Test, Parks, and schools.

There followed extensive Board discussion with questions to staff, during which Planning Department Director Gwen Wright and Deputy Director Robert Kronenberg offered comments and answered questions from Board members.

***7. Attainable Housing Strategies – Worksession---**Planning Board worksession on the Attainable Housing Strategies initiative and recommendations to the County Council on adding more diverse housing options in Montgomery County.

Staff Recommendation: Receive Briefing

BOARD ACTION

Motion:

Vote:

Yea:

Nay:

Other:

Action: Received Briefing followed by Board discussion.

Planning Department staff offered a multi-media presentation and continued discussion of the various elements of the Attainable Housing Strategies (AHS) report. Staff recommended creating a new Optional Method of Development (OMD) called the Attainable Housing Optional Method, which would apply to properties in the Residential, R-90 and R-60 zones. There are two existing types of OMD: optional method Moderately Priced Dwelling Unit (MPDU) development, and optional method Cluster development. The idea behind OMD is that development applications are reviewed under modified development standards that often include increased density, reduced setbacks, and more building types in exchange for a Site Plan review by the Planning Board and providing a pre-defined public benefit. In the case of the MPDU OMD, providing additional MPDUs beyond the code required minimum allows for a sliding scale of increased density, and the ability to provide duplexes and townhomes in zones that otherwise only allow detached housing. The Cluster OMD has an applicant cluster development to minimize environmental disturbance and provide more open space in exchange for smaller lots and new housing types. Staff is proposing creating a third type of OMD, called the Attainable Housing Optional Method (AHOM). Staff recommended that the definition and description of the AHOM reads as follows: The AHOM provides an optional method of development that supports the creation of a variety of dwelling unit types. The focus is to limit the size of new dwelling units to promote sizes and prices that are lower than what existing new developments generally provide. Optional Method Attainable Housing Development allows flexibility in lot layout and variety in residential building types. Density is increased above the underlying zoning in a sliding scale that incentivizes the creation of price attainable housing options. The AHOM of Development also provides a transition from more intensive land uses or density to less dense areas near existing and proposed transit infrastructure. An applicant's use of this method of development, and site plan approval for portions of such development, are subject to approval by the Planning Board.

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***7. Attainable Housing Strategies – Worksession**CONTINUED

Staff noted that the AHOM continues the pattern of using the OMD to provide opportunities for applicants, including additional density and reduced setbacks, in exchange for providing more smaller housing units that will be attainable to more households than most new construction today. The AHOM would be added to the R-90 and R-60 zones as an option. Staff is not recommending the R-200 Zone as an eligible zone for the AHOM to be consistent with the zones where the Priority Housing District is and is not allowed. The R-40 zone was initially considered by staff for AHOM eligibility, however there are very few pockets of R-40 zoning in the county and only about two blocks in length where the zoning aligns with the location requirements, making the addition of standards not practical. The AHOM is intended to allow for higher densities and more intense building types than is typically allowed in the residential zones. Also, the Planning Board draft of Thrive Montgomery 2050 includes concepts such as focusing new housing growth along the county's major transportation corridors. For these reasons, staff believe the AHOM should apply to sites within the R-90 and R-60 zones that abut a corridor planned for Bus Rapid Transit (BRT) through the 2013 Countywide Transit Corridors Functional Master Plan. The geographic eligibility for the new Attainable Housing Optional Method of Development applies to properties in the R-90 and R-60 zones that abut a corridor planned for BRT in the 2013 Countywide Transit Corridors Functional Master Plan, as well as Connecticut Avenue and River Road inside the beltway, or are recommended for a Residential Floating Zone.

Staff added that as part of this worksession focus on Optional Methods of development, staff is recommending a new type of household living called Cottage Court Living: Cottage Court Living, which is a living arrangement made up of multiple small one or two story detached houses, that are centered around a common private open area. Cottage Court Living may be existing as individual dwellings on separate lots, or multiple houses on one lot. Cottage Court Living is a type of household living not frequently seen on the east coast but has a lot of interest from people looking to expand housing opportunities. The premise is instead of having multiple dwelling units located within one larger structure, each dwelling is in its own detached small house. These small houses are often under 1,000 square foot in size, allowing many of them to fit on quite small properties. The houses can sit on a shared co-op or condo owned lot or can sit on separate private lots with a co-op or condo just responsible for the open space. Having a central shared courtyard or gardens is essential to ensuring each household has access to outside amenity areas. Because the idea of multiple detached structures on a single lot is a break in the existing development pattern of the county's existing residential areas, staff sees this as something to consider only through the Attainable Housing Optional Method of Development, which allows for multiple existing lot consolidation and requires a site plan review. Creating development standards for Cottage Court Living is a challenge in the framework of the existing Zoning Code, so this use would need to be covered in some detail within the Planning Board approved pattern book.

There followed extensive Board discussion with questions to staff, during which the Board expressed support for the idea of a new Attainable Housing Optional Method and also supported the concept of Cottage Court Living as part of the Attainable Housing Optional Method of Development and provided guidance to staff.