

Item 12 - Correspondence

From: [Ian Roosma](#)
To: [MCP-Chair](#)
Subject: Attainable Housing Proposal
Date: Friday, October 29, 2021 11:15:09 AM

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Hello Planning Board,

I am writing to show support for the Thrive 2050 plan. It is a well thought out and researched plan that will guide our county in the right direction. Thank you for all the work you have put into this.

I am concerned, however, about the Attainable Housing Proposal. This ZTA feels rushed and not well thought out or researched.

- The ZTA includes market rate duplexes, triplexes, and quadplexes but also reduces the parking requirement for this increase in population density. Anyone who is able to afford market rate housing in our area will have 1, 2, or 3 cars. If this was subsidized or cost controlled affordable housing, then I can see how reduced parking requirements could make sense, but not for market rate housing. When a car is parked on both sides of my street, I am just barely able to drive my small car down the middle. If we increase population density and reduce parking requirements our streets will get more crowded and emergency vehicles will literally be blocked in the street.
- Because this ZTA increases population density, I would hope that there is a joining plan to improve infrastructure and school capacity to go with it.

Thank you for all that you do. I can only imagine how difficult it is to influence change and progress with all the complexities across the county and residents. The Thrive 2050 plan is a great plan because of all the work and research put into it. Please don't rush this ZTA that isn't fully thought through.

Ian Roosma
651-587-7204

From: [Aaron Schoenewolf](#)
To: [MCP-Chair](#)
Subject: comment on Priority Housing District parameters
Date: Saturday, October 16, 2021 9:34:08 PM

[EXTERNAL EMAIL] Exercise caution when opening attachments, clicking links, or responding.

Hello,

First, thank you for your good work on behalf of the residents of MC!

Second, I am writing to express concern with the way the planning staff/board has defined the Priority Housing District.

One aspect of the draft Thrive and Attainable Housing strategies that I disagree with is the use of one mile straight-line measurements from metro stations to define the PHDs and determine where to increase density. This might be the simplest way to determine "access" to metro countywide, but it makes no sense whatsoever for neighborhoods like Parkwood (Kensington), which do not have anything close to straight-line access to the metro. The one mile straight-line from Grosvenor metro covers most of Parkwood, but very little of the neighborhood falls within a one mile walk from Grosvenor (only west of Edgefield Road).

I noticed that the planning staff itself recognized this problem in its recommendations issued on 6/21. They wrote on page 21:

*"The Priority Housing District is where staff recommends more intensive change, including allowing house-scale quadplexes by-right and allowing the greatest parking reductions. **Staff has currently defined proximity to transit stations and to the Thrive Growth Corridors as straight lines but is considering using distance based on walkshed as a more realistic alternative.**"*

"More realistic" is quite an understatement!

According to the Metropolitan Washington Council of Governments website, as a general rule transport planners define typical "access" to metro stations as a **half mile or 10 minute walk**, much less than Thrive and the Attainable Housing planners are using. No one in Parkwood lives within that walking distance or time to Grosvenor, as far as I know.

My view is that I could accept many if not most of the planning staff's recommendations for Attainable Housing if only the staff (and Thrive) modified their PHD definitions (and related zoning amendment) to conform to a 10 to 15 minute walkshed. I actually think such a walkshed would be perfect for the Grosvenor area by allowing higher density residences on the west side of Rock Creek while preserving single family living on the east side. There is *plenty* of room for dense development on the west side of the creek close to the Grosvenor and White Flint metros.

I urge the planning staff/board to make said modification to the PHD concept.

Thank you for your time!

Best,

Aaron Schoenewolf
4533 Everett Street
Kensington, MD 20895

From: [Titman, Dorothy R.](#)
To: [MCP-Chair](#)
Cc: [Wright, Gwen](#); [Kronenberg, Robert](#); [Sartori, Jason](#); [Govoni, Lisa](#); [Harris, Robert R.](#)
Subject: ON BEHALF OF ROBERT HARRIS/Attainable Housing Strategies
Date: Monday, October 11, 2021 2:22:51 PM
Attachments: [Ltr to Casey Anderson Attainable Housing Strategies\(4286388.1\).docx](#)

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At the request of Mr. Harris, I am forwarding to you the attached document.

Robert R. Harris, Attorney

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Robert R. Harris
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October 11, 2021

The Honorable Casey Anderson
Chairman
Montgomery County Planning Board
2425 Reedie Drive
14th Floor
Wheaton, MD 20902

Re: Attainable Housing Strategies

Dear Chairman Anderson and Planning Board Members:

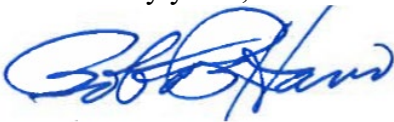
I apologize for being a bit late to the party but I wanted to share a few personal suggestions based on your work so far.

First, I commend the Planning Board and Staff for taking charge of this issue. Over the last year or two, there have been multiple discussions about addressing this issue but your work now provides real substance to the objectives.

Second, based on the Council of Government's study two years ago, and the multiple discussions the region has had since then, there needs to be more done to address our housing supply throughout the pricing spectrum, from affordable housing to middle income to full market rate units. All are important components and increased density in areas with public facilities and services can be a great help. In terms of the attainable housing work, I listened to the worksession on October 7 with a particular interest in the identification of corridors for allowing the AHOM option within the R-90 and R-60 zones. There was back and forth discussion about including the Old Georgetown Road corridor but, ultimately, there seemed to be a potential decision to not include it. In all due respect, I think this would be a mistake. Looking at the map of where the AHOM option would be allowed, it appears to me that other areas similar to Old Georgetown Road are included. This includes River Road and other major arterials even as far out as Clarksburg that are not part of the BRT system. Both Metro Bus and Ride-On operate multiple routes along Old Georgetown Road with frequent service to the Bethesda Metro station and elsewhere, there is a new bike lane there and there is overall proximity to jobs at Rock Spring Park, NIH/Walter Reed and Bethesda. This corridor is equal to or superior to other areas included in the AHOM option. It should be included too.

Finally, Chairman Anderson raised a question about the prior practice of allowing townhouse floating zoning in areas throughout the County where that type of housing is appropriate. I believe townhouse development is appropriate in many areas of the county, particularly along major corridors. Townhomes are themselves single family units and ever since the MPDU legislation was adopted nearly 50 years ago, most new single family development includes both townhomes and single family units in a single project. Moreover, as noted at your last worksession, most new infill/teardown construction includes houses much larger than preexisted, such that townhomes are even more compatible. Increasingly over the past ten years, there also has been appropriate townhome redevelopment of institutional sites in single family areas and along corridors. One problem, however, is that both the old Zoning Ordinance provisions and those in the new Ordinance provide overly restrictive limitations. In addition to incorporating more corridors into the AHOM option, I am hopeful that the County will also look at more flexible rezoning options to allow additional development along all corridors.

Cordially yours,



Robert R. Harris

cc: Gerald Cichy
Tina Patterson
Partap Verma
Gwen Wright
Robert Kronenberg
Jason Sartori
Lisa Govoni