Attainable Housing Strategies Comment Matrix		
Issue Categories	**Testimony or Comments**	**Commenter**
Housing, Parking , Transportation	In support of small multifamily consturction in single family zones and small and medium sized apartments along BRT corridors and within a half mile of a metro by right. Also in support of parking reductiong that create livable communities for people, not vehicles.	Adam Diamond, resident
Housing, Parking	Attainable housing will bring new families to the county and ultimately increase property tax revenues. If new housing is not added revenues and therefore services will decline. Asks that the County value housing its people rather than car storage for the development of a culturally and economic vibrant Montgomery County.	Adam Pollack, property owner
Scale of AHS, Transportation, Parking , Design	Not opposed to attainable housing, per se, but various concerns with different elements of the plan. Requests that the planning deparment develops a more comprehensive public outreach strategy as well a consistent narrative on attainable housing vs. affordable housing vs. missing middle housing. The one-size-fits all ZTA approach does not account for differences in the county and the 1-mile radius from metro appears to be an arbitrary distance that doesn't align with other regional indicators (MWCOG walkshed). Similarly, notes that a one size fits all reduction in required onsite parking in infill areas does not address differences on the neighborhood or street scale. Related to development standards, the pattern book should ensure that the scale of attainable housing matches the neighborhood.	Amanda Farber on behalf of the East Bethesda Citizens Association (EBCA)
Scale of AHS; Design; Environment	In favor of integrating attainable housing into community with some reservations. One of the primary concerns includes that the ZTA process does not allow for proper neighborhood-level input and is too broad, specifically as it realates to the pattern book where residents should have significant input. Additional concerns include incompatible existing height and massing structures for the proposed small apartment buildings along Connecticut Ave., as well as concerns about limiting parking in these areas and stormwater management issues associated with higher densities. Suggests including stormwater management in approvals associated with increasing density.	Andy Leon Harney, on behalf of Section 3 of the Village of Chevy Chase
Housing	In favor of the initiative as a means to provide homes for more people at affordable rates. Supports the idea of design patterns to ensure neighborhoods with dwellings of different types that maintain setbacks and give neighborhoods consistency.	Anne Clawson, property owner
Housing; Senior Housing; Developer incentives	In favor of the building of multiple units on close in suburban lots in order to increase housing options, but suggests subsidies or low interest construction loans for owner-developers to build on existing lots in order to give older residents the option to age-in-place. Does not support a plan that encourages the demolition of existing smaller, older homes - encourage the demolition of McMansions, when possible.	Barb Siegel, property owner
Housing; Diversity	Supportive of a wider variety of housing types and affordability levels. Believes that residents at all income levels should benefit from living in close proximity to transit, jobs, and services and that children would benefit both academically and socially by having more diverse schools. Important to follow through on Thrive 2050 and make it a reality.	Barbara Ditzler, property owner
Housing; Environment	Attainable housing is mechanism for creating more opportunities for residents to live in Montgomery County. The County is almost entirely built out, creating more housing will reduce housing prices and create more equitable outcomes. Residents living closer to their jobs will also reduce carbon emissions and climate change impacts.	Brandi Panbach, property owner, steering committee member Montgomery for All

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Environment	The pattern book discusses removal of neighborhood compatibility which creats an anything goes approach that could ultimatley lead to environmental concerns that stem from the removal of trees and poor air quality.	Brenda Freeman
Housing	Montgomery County lacks the kind of housing that the community needs to accomodate the growing and changing residents, which will include fewer nuclear households and more singles and elderly residents.	Brian O'Looney, resident
Housing; Equity	There are too few housing options in the county that are too expensive and if we don't add more to the housing stock, residents will be pushed out. Young people and diverse populations should be welcomed into the County. Encourages the County to allow attainable housing by right in all corridor focused growth corridors and callenge patterns of exclusion and inequity perpetuated by single-family zoning.	Carolyn Lampilla, resident
Housing; Environment; Equity	Attainable housing has the potential to add tools to the housing toolbox that would alleviate the housing shortage and improve racial and economic equality, foster sustainability and environmental quality, and provide services for current and future residents. More housing near transit allows for the maximization of the benefits of such as emissions reductions from decreased reliance on cars and reduction in car-related expenses which makes housing more affordable. Recommendations for the initiative include ensuring that the pattern book aligns with the neighborhood fabric and that the new homes are more affordable than existing housing types and revisiting the R-200 zone recommendations, specifically for those located near the agricultural reserve, consider adding a transit proximity measure as a condition for construciton here.	Carrie Kisicki, Coalition for Smarter Growth
Housing	Supportive of the efforts for attainable housing in the County, urges the planning board to focus on the broader context of a severe housing shortage that canonly be addressed by building more housing. Any of the ancillary concerns are of secondary importnace. Asks that when the planning board considers the technical details they always stretch for more housing, where possible.	Carter Dougherty, resident and member of the Montgomery for All Steering Committee
Housing; Health	Concerned about the cost of living in County, specifically from a public health perspective. Not only does homelessess create strain on the health, it also creates hostile work environments within the hospital system. Beyond that, healthcare workers often have to live really far away to be able to afford housing and some positions remain vacant because certain roles are required to live within a certain distance of the hospital, which puts patients at risk.	Christopher Vroom, resident
Housing; Scale of AHS	Suggests that the attainable housing strategies initiative will enrich development interests at the expense of communities because it does not account for impact on individual communities. Recommends under-developed property inventory as a solution to addressing housing need.	Comment form

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Housing; Scale of AHS	Greater Greater Washington poll found that housing was the number 1 issue for most respondents and that 80% of respondetns said they supported builders to allow the building of more houses of different styles in different locaitons. and 58% were in favor of allowing townhomes, duplexes, and apartments in areas zoned for Single-Family Zones. The Planning Board should consider how the public process can better reflect what the public actually wants or needs, specifically related to how the fights for townhouses or other projects can take a long time and cost a lot of money but it is really easy to knock down a Single-Family home and build a bigger one. A one-size-fits all approach might actually be better - if it's done project-by-project it will take even longer and not benefit low-income residents.	Dan Reid, Greater Greater Washington
Housing; Scale of AHS; Environment; Design	Supportive of attempt to add more housing, but argues that this isn't the answer in all of the County, specifically that attainable housing should only be considered for new development, not infill. Supports attainable housing through Master Planning. Another solution to the housing problem is to make development cheaper, using tools such as the GIP to do that. From a design perspective, notes that there is inconsistency in the pattern book, specifically on pg. 26 an acceptable design with sloping roofs is marked as acceptable, but the association argues that this is not acceptable. Notes that parking reductions will not work because how narrow the streets are already difficult for emergency vehichles and school buses. Consider stormwater management difficulties in older neighborhoods as well.	Dan Wilhelm, Greater Colesville Citizens Association
Simplification of process; Developer incentives; Design	Generally supportive of attainable housing. Specific suggestions include increasing what is allowed, simplifying the zoning so that it is accessible to small scale developers, eliminating the elements of the pattern book that prescribe what is attractive or creates social interaction, and speeding up the process of passing attainable housing. More general suggestions include rethinking if zoning is in the public interest and loosening zoning everywhere.	Daniel Marcin, property owner
Housing; Infrastructure	Require that duplexes only be built in the R-200 if connected to public water and sewer service, similar to the multiplex recommendations in the estate zones under optional method.	Darnestown Civic Assc, Scott Plumer
Housing; Scale of AHS; Simplification of Process	Downtown Bethesda has expanded rapidly with many multifamily buildings in place. This initiative would rezone the area to allow for multiplexes and reduced parking, thus pushing density into single-family neighborhoods, despite the Downtown Bethesda Plan including language that speaks to the preservation of single-family neighborhoods. This highlights that a one-size-fits all approach will not work. A better understanding of outcomes in areas where such policies have been implemented as well as a more comprehensive review of other elements of the development process such as permitting rules and procedures and impact on schools is needed. The Planning Board should review other county policies aimed at providing more affordable housing such as the MPDU program which has not been updated in 20 years. The draft does not reflect the idea that the county does not want developers to buy a whole block of homes, tear them down, and build quadplexes – need to be more intentional about ensuring that this does not happen.	David Barnes, Edgemoor Citizens Association
Housing; climate	In favor of the initiative, suggests Bethesda, North Bethesda, Potomac, and Chevy Chase should be singled out for density increases in order to lower home prices and minimize displacement. In favor of parts of the initiative that reduce automobile dependency in order to reduce carbon emissions.	David Woodward, resident

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Housing; Simplification of process	The Attainable Housing Strategies Initiative would be an effective way to transition areas like the Sacks Subdivision to higher density housing that is compatible with the neighborhood without forcing any homeowner to sell. There needs to be an effective mechanism for change other than the use of floating zones for transitioning areas like Sacks that are near Metro stations into higher density housing to meet the future needs of the County.	Ellen Rader, property owner
Housing, Health	Attainable housing near transit is effective and necessary in Montgomery County which continues to have issues with the aging housing stock, especially as it relates to housing for disabled, elderly, and unhoused residents. The beautiful landscapes of the county often covers up unstable or poor housing conditions that contribute to poor health.	Eneshal Miller, renter
Housing; Transportation; Equity	Exclusive single-family zoning perpetuates legacies of segregation of class and race. Acknowledge that zoning alone is not sufficient and that substantial public and private investment, new construction, effective preservation strategies, and subsidies will also be necessary to prevent displacement pressure. But zoning is one important tool to this end, because you cannot preserve affordable rental housing that was never built. Particularly supportive of the development of Priority Housing Districts near transit.	George L. Leventhal, on behalf of the PLCC
Housing; Transportation	Montgomery County is its most diverse in places where new housing has been built at a variety of sizes. Expanding attainable housing options will benefit younger and new residents and generally benefit the county. Prioritizing such housing near rail and BRT stations will allow the county to make better use of its transit investments.	Graham Reid, property owner
Housing	Supportive of the initiative, believes that the lack of diversity of housing types allowed by right in the zoning code creates housing that does not meet the needs of residents. Housing is too expensive and can't meet needs of aging population. It is also clustered away from transit and other services which increases car dependency and climate change impacts. Current zoning allows teardowns for large detached SFH but not apartment buildings - need a zoning change to teardown and rebuild an apartment building. Specifically in East Silver Spring and in other areas near transit need to allow a wider variety of housing types.	Gray Kimborough, resident

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Design; Scale of AHS; Housing	Supports the principle of Attainable Housing, if implemented correctly. In general, feedback centers around the need to maintain setbacks and general neighborhood feel for the new multifamily housing. First recommendation is to include a pattern book for triplexes that conforms to local building codes and that all pattern books be developed as such to give residents a visual of what the housing would look like. Second recommendation includes designation of Priority Housing Districts and AHOM and all denser forms of development through minor master plan amendments to ensure community input. Question the logic behind the 1 mile from transit radius as stipulated, given that other regional and national bodies use 1/2 mile and 1/4 mile radiuses. The comment also includes 6 specific clarifying questions: 1. Further clarity is needed regarding lot combinations and lot chaining. 2. Why does Chevy Chase need to accomodate additional housing despite 28 ongoing projects that exceed the targets laid out. Questions why other transit oriented areas like Wheaton, SS, Takoma Park, etc will bear less of the burden. 3. How will the planning department apply the pattern book to adaptive reuse projects given the nature of conversions and additions? What implications does this hold for small-scale development? 4. Clarify is needed regarding the lot subdivision process for multifamily including whether ADUs can be constructed by right as a part of multifamily development. 5. With private equity ownership on the rise, should the county consider an excise tax for multifamily properties owned by private investors? 6. Should the county consider the prohibition of short-term rentals within new multifamily housing developments in resdiential neighborhoods?	Irene N. Lane, Mayor, on behalf of the Town of Chevy Chase
Housing; Transportation	Allowing a wider range of housing types in areas with great access to transit supports greater inclusion, sustainability, and economic health.	Jacob Barker, resident
Housing, Simplication of Process, Environment	Allowing more dense housing near metro stations improves affordability and reduces the environmental impacts of urban sprawl. Denser housing can be achieved through zoning easement, permitting simplification, lot subdivision, and Accessory Dwelling Unit construction. The department should consider which steps in the development process are actually necessary for these new housing types and provide a simplified process to ensure these dwellings are affordable.	Jacob Goldberg, renter
Housing, Transportation, Environment	Highlights this plan as a win for everyone, making communities more accessible for all. Notes that studies have shown that denser housing closer to transit corridors increases transit use as well as bikeability and walkability, thus reducing emissions from transportation. Specifically suggests that 16 units per dwelling acres is sufficient for better supporting such outocmes.	Jake Goodman, board member action committee for transit
Parking , Housing, Transportation	Suggests that the board considers completely cutting parking minimums in order to maximize developmental land acreage for housing. The current system makes it very difficult for pedestrians and people in wheelchairs to get around without a car.	Jake Goodman, resident
Housing	Montgomery County zoning policies have contributed to the county's lag in new residential construction and substantial drop in the rate of addition of housing units over the past decade compared to other jurisdictions in the region. This initiative will not fix all the problems, but would be a solid step to encourage more production of housing.	James Olson, on behalf of Action in Montgomery (AIM)

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Housing	Supportive of attainable housing because of the high cost of housing. To be a truly welcoming communiyt, the County needs more housing opportunities of all kinda. Polling shows that there is support for this, but more comprehsnive surveys and data are needed to back this up. The real one size fits all approach to zoning is that 95% of of residential land in the County is single-family.	Jane Lyons Raeder (sp?), renter
Infrastructure, Transportation, Developer Incentives	Endorses efforts to expand affordable and permanant supportive housing stock so that low-income individuals aren't pushed out. However, believes that rezoning areas such as East Bethesda requires more research to avoid issues with infrastructure, school capacity, stormwater runoff, and transportation. Since missing middle housing will be fair market, there is no guaruntee that it will be attainable, especially snce there is no guaruntee that units will be purchased by potential homeowners instead of investors. From a transportation perspective, assuming that only a small percentage of people will own cars is unrealstic until metro gets more funding and ridership. Notes that a lot of people testifying in their personal capacity are also members of the Montgomery for All steering Committee.	Jeff Endic (sp?), resident
Housing; Transportation; Climate	Please support recommendations that allow for attainable housing by-right in corridor-focused growth areas as defined by Thrive 2050. This transit-oriented housing will serve as a climate solution for our region while also ensuring all people have walkable, bikeable, and accessible places to live.	Jen Hawse, property owner
Senior Housing	Housing should be available to all incomes, with low-income access to housing a priority. Asks the County to consider senior housing needs, as there is no current option for less space at a lower cost. Notes that more people in the county translates to more tax revenue and better businesses.	Jerry Withers, resident
Housing	Supportive of attainable housingin the form of ADUs. Notes the range of benefits that ADUs bring including additional streams of income for homeowners, multigenerational living experiences that reduce expenses on nursing homes, densification without impacting neighborhood fabric, additional units without large-scale construction projects that strain infrastructure, and affordable housing options in otherwise out of reach neighborhoods. Incentives for building ADUs should be included in the initiative.	Jill Lomaz, resident
Scale of AHS; Parking; Housing; Parking	Concerned about the one sized fits all approach, changes should be made at the neighborhood level. Worried about impacts that reduction in parking will have on dense neighborhoods where parking is already a challenge and how it will impact the elderly, folks with physical challenges, pedestrians, access to charging for electric vehicles, as well as access to NOAH. Unclear about the Middle Scale option - would it affect whole neighborhoods or just properties on the main avenues (Wisconsin south of Bradley).	Joan Barron, Chevy Chase West Neighborhood Association
Housing, Transportation	Supports attainable housing throughout the community, along transit and in other areas that are bearing the brunt of increased housing prices. Requests urgency from the planning board, home prices have increased almost 15% since the board originally proposed this.	Johnathan Robinson, Affordable Maryland PAC

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Housing, Parking , Design, Environment	There is no way that quad or triplexes can fit into R-60 neighborhoods without impacting the fabric and livability of the neighborhood. From a design perspective, pattern books cannot mitigate development pressures to maximize the building footprint to the 35% coverage maximum in R-60 zones, which would make homes two to three times the size of typical houses in these neighborhoods. They would essentially be McMansions, just with multiple units. From a parking perspective, reducing parking requirements will not reduce parking demand. With a full lot development, there is no space for the allowed 6-8 cars per lot, which lead to parking lot development that negatively impacts tree canopy. Streets are too narrow to accomodate additional street parking. Recommends relaxing ADU standards so that new housing could be added to additional lots instead.	Jon Lory (sp?), resident
Housing, Transportation, Senior Housing	Supportive of the initiative, highlighting that rigid single-family zoning has forced people to drive until they can afford their housing, which results in neighborhoods with cars as the only viable form of transportation, which ultimately increases traffic. Rigid single-family zoning. The County needs new residents to remain fiscally viable and the current status quo makes it impossible to afford a house even with a white collar job and no debt from college. Notes that special consideration should be given to senior housing options and housing for essential workers.	Jordan Day, renter
Housing	Encourages the commission to engage in a surplus land/density to see what potential housing sites are available on underutilized land, specifically looking at HOAs, Condominiums, MCPS properties, PEPCO, and WGL. Suggests using some of the land from Cabin John Park for additional housing.	Joyce Siegel, resident
Housing, Transportation, Environment	Supports attainable housing because it's important to have a sustainable and welcoming place to live and this inititative makes housing more affordable by dividing the cost of land between multiple households. Attainable housing also encourages environmentally sustainable uses of the land that we have, making transit more viable.	Kevin Shen, renter
Housing, Equity	There is nothing equitable about the Attainable Housing Strategy Initiative, Black people have and continue to be collateral damage for the Montgomery County Planning apparatus that continues to dismiss displacement as unintended consequences. The initiative is not an attainable housing strategy, but urban renewal 2.0. There are currently 30,000 people on the waiting list for subsidized housing from the Housing Opportunities Commission and the majority of people projected to move to the area have incomes lower than $50,000. The attainable housing outlined in this plan will be market rate housing that is unaffordable to these people while also removing black people and other people of color from their homes and neighborhoods. AHS needs language stating right of return, absolutely no net loss of affordable housing, and the protection of naturally occurring affordable housing (NOAH).	Kimberlyn Persaad, EPIC of MoCo
Housing, Parking	Mature neighborhoods should not bear the brunt of the recommendations for more attainable housing. Specifically, on Connecticut Avenue in Chevy Chase, medium scale housing should not be allowed, as it would distrupt the peace of current residents. Attainable housing in this area is out of the scale of the neighborhood and would wipe out blocks of existing homes while creating parking issues. Residents and tax payers have a reasonable expectation in zoning stabiltiy.	Laura Lederman, resident

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Housing, Equity, Parking	Montgomery County needs more housing. Zoning that gives preference to prohibitively expensive detached single family homes limits access to high-opportunity or otherwise desirable locations and perpetuates patterns of racial and economic exclusion.	Leah Michaels, property owner
Housing, Transportation	Demand for attainable housing exists and all of the close-in areas around the beltway are well suited because of transportation access. As a real estate agent right now, she is experiencing a lot of desperation from people looking to buy because there are so few homes on the market. The houses being sold right now are too large and if they were split into duplexes or triplexes it would be more transfer tax revenue, more property revenue, more revenue for businesses, etc.	Liz Brent, Go Brent Real Estate
Parking; Scale of AHS; Equity; Food Access	Concerned about the approach to parking and generally disagrees with the reduction in parking minimums. Overall, thinks that parking should be considered at the neighborhood scale and changes should not be made countywide. Quantifying the amount of dollar savings on housing that AHS will create is important. Requests that the planning department review data on where people are driving to for work, school, family activities, sporting events, grocery stores and ensure that there is sufficient parking at and around these locations. Similarly concerned about tightening parking in neighborhoods as more units are added and the effects it will have on people being able to park when they return home from the previously listed events. Specifically calls out how reduced parking will negatively impact the elderly and handicapped, who already suffer from diminished access to parking. Concerned about inequities that will result from reducing parking spots - people with more money will have spots while others do not. Notes that EV charging is difficult from on-street parking spots.	Lloyd Guerci, resident
Housing, Environment	Failing to support by right attainable housing will hamper opportunities for County residents as well as environmental goals. The draft report does not reflect a one-size-fits-all approach, the current zoning structure does. Strongly supports by right attainable housing. We need to be able to build housing close to job centers and transportation that is responsive to both renters and homewonwers.	Martin Posthumus, steering committee member montgomery for all, speaking as a resident
Scale of AHS	A lot of these housing types are already in development around transit areas in Friendship Heights. Recommends converting underutilized commercial properties into larger scale properties. Recommends small area planning to address issues of transportation, walkability/sidewalks, and parking as opposed to sweeping zoning changes. More public transit options are needed to make this housing and parking charges viable. Urban Institute found that relaxing zoning laws does not provide substantial increases in housing supply - missing middle housing will still be market rate and could ultimately be more expensive than exisiting single family housing.	Matt Pacinelli, Citizens Coordinating Committee of Friendship Heights (CCFH)
Housing	Suggests that the initiative will not have the intended effects and will upend existing neighborhooods and devastate homeowners.	Mic Gearhart, property owner
Housing, Transportation, Equity	Attainable housing is important for ensuring that Montgomery County is welcoming and sustainable for all. Right now, if you cannot afford a Single-Family Detached home you cannot live here, which perpetuates racial and economic exclusion. Denser housing is needed along transit to increase walkability and decrease car dependency. More homes in areas where they already exist will support improving infrastructure in those areas.	Michael Delong, property owner
Simplication of Process	Supportive of attainable housing, wants to see faster action.	Michael Ditka, resident

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Housing	Supportive of attainable housing and asks the Planning Board to do what needas to be done to make housing more affordable. Opposition based on the initiative not doing enough for housing is weak because if you try and do everything nothing will get done. Urges the Planning Board to not make concessions in order to placate the fear of change that can be heard in the voices of some neighbors.	Michael English, resident
Housing; climate; equity	Attainable housing will create more affordable housing because costs are divided between plexes, making homes that are within reach for a wider range of incomes and housing, ultimately challenging patterns of racial discrimination and inequity. Housing that is built near transit stops and corridors allows more people to choose mass transit and active transportation options like walking and biking and ultimately reduce carbon emissions.	Michael Larkin, on behalf of Montgomery for All
Housing; Developer incentives	The Board should fully and unequivocally support this initiative so that missing middle type housing can be built starting tomorrow. We need to be creative in providing affordable and attainable housing, but also cognizant that the developers and builders are not going to do this in lieu of a more profitable single-family build if there are no inventives.	Mimi Kress, developer
Housing	We are at a unique moment in history where there is support for expanding housing options at all levels of government that we need to maximize. Housing attainability is tied to economic future of the community because people who work in Montgomery County cannot afford to live here. Zoning is not the only barrier to affordable housing.	Ralph Bennett, Affordable Housing Conference of Montgomery County
Housing; Design	Supportive of the initiative and the pattern book, interested in seeing potential sketches of designs in the book. Questions the practical need for current height and setback standards, noting that more plexes could be built if the squate footage was slightly larger.	Rebecca Mann, property owner
Housing, Transportation	There are other cities across the United States, like St. Louis, where duplexes, triplexes, and single-family homes coexist naturally in older neighborhoods built in the 1930s, before zoning changed the fabric of newer neighborhoods. Recognizes current privilege of living in a large single-family home near the metro and wants to expand housing option tyopes so that more people can benefit from transit access.	Robert Fares, property owner
Housing, Transportation, Scale of AHS	Duplexes and small apartment buildings owned by MHP in East Silver Spring and Long Branch are proof that attainable housing can coexist alongside single-family detached housing. Supports the recommendations, particularly those that would allow attainable housing by right in corridor focused growth areas such as the Purple Line and BRT corridors. Recommends increasing density along state highways, where single-family zones were developed prior to the beltway, metro, and other transit options. Also recommends allowing small apartment buildings by right along land directly abutting transit corridors and state highway corridors since many of these already have 70s era apartment buildings already. If the department continues to rely on the master plan or amendment process, single-family zoning will stay in place.	Robert Goldman, Montgomery Housing Partnership
Infrastructure; Environment	Recommends that the planning board consider the balance between density and quality of life, specifically ensuring that public facilities, utilities, and stormwater infrastructure are adequate to support additional units. Recommends the preservation of green space and tree cover as new units are added.	Robert Oshel, resident

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Housing; Environment; Infrastructure; Developer incentives	Offering a wider range of housing options can achieve desirable results if the increased density considers critical factors impacting a neighborhood's quality of life. Key among these are the preservation of the natural environment, the adequacy of public facilities and utilities, the implementation safeguards to prevent real estate developer exploitation, and the preservation of Naturally Existing Affordable Housing.	Roberta Steinman, resident
Housing; Environment; Infrastructure	Against the attainable housing strategies initiative. This upzoning push does not take into account the many available units, green space, light, schools, and livability.	[redacted], resident
Parking; Environment; Food access	Suggests that the planning department consider including a focus on green areas, parks, playgrounds to reduce heat island and stormwater effects of additional housing. Asks if the planning department has considered grocery store transit and pedestrian accessibility, incentives for solar and green roofs on apartment buildings, and how the reduction in parking minimums will be managed. Specifically, will multifamily units only be allowed a certain number of cars per unit?	Stephenie Moczydlowski
Housing	Flower Hill is an example of a community that has a mix of single-family detached, townhomes, and small apartments and is still flourishing and desirable. The current housing market is prohibitively expensive. People of all income brackets should be able to live in the neighborhood of their choosing with services and retail within walking distance. There should be no more single-family detached neighborhoods.	Steven Kraft, property owner
Housing, Parking , Transportation, Environment	A key part of the climate action plan is to reduce traffic and one of the ways to do this is to create walkable communities. Currently, serviceworkers and others have to move farther out in the county to afford housing, which leads to a vicious cycle of razing of trees, building of more and larger highways to reduce traffic. The propsed AHSI could do that if it is allowed to reach its full potential. Recommendations include not allowing Mcmansions within a half mile of metro, more dense housing closer to transit, and creating a fee-based street parking system.	Stu Simon, Sierra Club
Housing	Against housing policies that allow demolishing of single-family housing for multifamily housing. Notes that houses in R-60 neighborhoods are already too close together and that multifamily buildings should be on main roads, not in neighborhoods.	Suzanne Krauth, resident
Housing, Parking	Most people at the session have time and resources to create the luxury of having their voices heard. Many county residents cannot be there because they are struggling to pay rent, do not own cars, and use public transit. There is currently an oversupply of parking and an undersupply of housing that creates excessively high housing costs. It costs between $70K and $100K to build one underground parking spot in the County and these costs are passed down to residents. There are a growing number of people experiencing homelessness that are employed but cannot afford ahousing. The large cement parking structures in downtown Silver Spring are empty more often than not and should be converted to housing.	Timothy Ernst, resident
Housing; Senior Housing; Simplification of process	Community survey results found that the two biggest issues were that their children will not be able to afford homes in the area and that seniors cannot afford to downsize. Recommends allowing for up to 6 units, townhouses, and small apartment buildings wiht modest height easements in all communities, not just around activity corridors and explore building code modernizations to support this. Suggests that setback boundaries should be revisited to better support vibrant walkable communities.	Tony Byrne, on behalf of the North Woodside Civic Association

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Housing	Supports attainable housing strategies. In Takoma Park, homes are already out of reach for most families in the region and homes that were once starter homes for families are now being replaced by larger unattainble homes. If we insist on keeping the neighborhood the same, it will no longer be affordable to the people who currently live there and then will ultimately change anyway. Missing middle housing in Houston shows that townhosues have seen more affordable prices and the area has seen additional black and latino residents move to the area.	Tushar Kansal, resident
Housing; Parking; Equity	In favor of the need for more affordable housing across the whole D.C. region, but opposed to AHS in East Bethesda because it lacks the infrastructure to support new property owners and residents. Notes that the neighborhood is already changing and strained by massive residential construction projects to increase housing supply and stock of affordable rental housing. Additional housing will further strain on-street parking for already narrow streets, green space, school capacity, and more. Outlines that if there are four families of four living in potential quadplexes in the lots surrounding his current home, this would mean 16 neighbors, which would be too many. Similarly, disagrees with the idea that single-family zones are exclusional, stating that homeownership is aspirational and Montgomery County is one of the most diverse and welcoming communities in the region.	Ivan Galic, resident
Infrastructure	Express concern about R-200 properties that do not have water and sewer. In the RNC, RE-2C, and RE-1 zones standards specify multiplexes are only allowed where water and sewer service exist, same should apply to R-200	Scott Plumer, Darnestown Civic Assc Executive Board
Management; Seniors	Who will manage the multi-unit buildings and will there be a publicly available pont of contact if there is an issue with a building or a tenant. Also, the County tends to ignore seniors in many of their policies, at least 25% of all units should be set aside for those 55+	Jim Mich, resident
Housing	Support the staff recommendations for AHS and urge the Board to approve them. Its important to address this issue collectively and ensure that homes built for people moving to Montgomery County don't get derailed by narrow interests. Similarly, adding missing middle housing near bus and metro stops while also splitting and removing parking requirements will alleviate housing shortages while minimizing strain on education and transit systems.	Michale McKee
Housing	Support the staff recommendations for AHS. Zoning must change to help foster a more equitable environment for us all and to help our county flourish.	Kate Moore
Housing; Transportation	Believe the county already is doing a lot to help housing in the larger scale with major developments around metro stations including around Friendship Heights, and more large scale projects could be done if needed. The small scale changes in contract would not make much long term change in the housing crisis but would harm existing mature neighborhoods that were not designed to accomodate existing density with narrow streets and narrow or non existant sidewalks.	Matt Pacinelli, Citizens Coordinating Committee of Friendship Heights (CCFH)
Housing; Parking	Strongly in favor of the plan to allow single-family zones to accommodate duplexes, triplexes and quadplexes with reduced parking.	Julie Childs
Parking	Everyone who would potentially purchase a condo type unit is going to have one if not two cars. Every house on our street has at least one and most have two or more cars. Duplexes and triplexes need to have adequate parking. More street parking would make it unsafe for emergency vehicles.	Kate Day Roosma

Attainable Housing Strategies Comment Matrix		
Issue Categories	**Testimony or Comments**	**Commenter**
Infrastructure; Housing	Supports the need for more affordable housing for the working class in down-county, but does not believe that the Attainable Housing Strategies Initiative will provide more affordable housing because construction and land costs are too high and cost of new homes will not be affordable. The proposal will create lower quality neighborhoods, overburdened school and transportation systems, harm the natural environment, and increase the tax burden on current residents as a result of infrastructure expansion. natural environment. Allowing construction without prior zoning approval will turn areas into slums and reduce the value of exisitng homes as neighborhoods deteriorate. Requests that the County should explore facts and experiences from other jurisdictions.	Theodore Frank, resident
Schools; Housing; Equity	Supports the initiative and believes that building a more diverse type of housing will improve housing affordability and create more affordable housing opportunities for county workers who commute long distances because of housing costs. Increasing density along transit corridors will also reduce the costs of car ownership for residents. The resulting mixed income neighborhoods will give low-income students the opportunity to attend better schools. Complaints about the initiative that say smaller homes will ruin the neighborhood character reflects economic discrimination.	Tina Slater, resident
	Strongly opposes the proposal to allow multiplex units by right in the town of Chevy Chase, arguing that it primarily benefits developers at the expense of middle-income citizens, threatens the tax base, and diminishes quality of life for long-standing residents. Urges against approving the rezoning.	Robert Lederman, resident
Simplification of process; Transportation; Climate change	First, Allow medium-scale attainable housing in select transit-oriented locations by-right, as opposed to the attainable housing optional method, to streamline the process and reduce project time and costs. Recommend allowing medium-scale housing in R60 and R90 zones as well as within one mile of metro or planned purple line stations as well as Silver Spring, Kensington, Garrett Park, and Rockville MARC stations. Second, tie by-right duplex development in R-200 zones to transit proximity to discourage locating homes far from transit which increases vehicle trips and harmful greenhouse gas emissions. Third, identify a clear timeline for the development of the Pattern Book so that it does not delay the implementation of the attainable housing recommendations and take into consideration how design elements in the book will affect the cost and feasibility of homes. Lastly, provide specific guidance to the County Council, including draft zoning text amendments, to expedite the process of implementing the initiatve.	Montgomery for All Steering Committee
Parking; Design; Environment	Duplexes, triplexes, and, quadplexes are not acceptable as infill development in established neighborhoods. Reference a diagram which shows that even if the developments follow the pattern book they are still much larger than the surrounding homes. Also note that most homes do not have the full footprint of what is allowable, making the newer attainable housing homes seem even larger. Parking will become more difficult in the already dense R-60 and R-90 neighborhoods where streets are narrow and cars have to pull over to let oncoming traffic pass. Adding more units will bring more cars which will make this even worse. Lastly, the addition of more houses will just add more imperviousness and add more stormwater runoff.	Daniel L. Wilhelm, on behalf of the Greater Colesville Citizens Association

Attainable Housing Strategies Comment Matrix		
Issue Categories	**Testimony or Comments**	**Commenter**
Housing; Climate Change	Supportive of the initiative and supports allowing quadplexes by right in the PHD, duplexes and triplexes in single-family houing zons and duplexes by right in R200 zones. Also happy to see reduced parking requirements to keep costs down for prospective buyers and renters and deincentivize car use. The initiative will make the county more affordable and further sustainable development goals.	Leo Wagner, resident