



September 14, 2020

Montgomery County Council
Council Office Building
100 Maryland Avenue, 6th Floor
Rockville, Maryland 20850

Re: 2020 – 2024 Subdivision Staging Policy;
Application of LATR in Red Policy Areas; Recommendation 5.6

Dear Honorable Councilmembers,

My name is Louis Kiang and I am a Development Director for Enterprise Community Development, Inc. (“ECD”), the development and owner/operator of affordable and low income housing division of Enterprise Community Partners (“Enterprise”). Enterprise (originally known as the Enterprise Foundation) is a 501(c)(3) philanthropic organization founded in 1982 by the late James and Patty Rouse to provide safe, clean and modern affordable housing as a way to alleviate and break the cycle of poverty. ECD owns over 100 properties throughout Maryland, DC, Virginia and Southern Pennsylvania. ECD is currently working on the rezoning and development of Park Montgomery Apartments located in the Northeast quadrant of the intersection of Piney Branch Road and University Boulevard, ¼ mile away from the future Piney Branch Purple Line station. ECD proposes to build an additional 76 new affordable housing units to a site already improved with a 141-unit affordable housing building.

I am writing in support of recommendation 5.6, the proposed elimination of the Local Area Transportation Review (“LATR”) study for motor vehicle adequacy as a requirement for development within Red Policy Areas which would be replaced with a biennial Comprehensive Local Area Transportation Review and, potentially, a to be established Unified Mobility Program.

By definition, Red Policy areas are those areas located within Metrorail Station Policy Areas and Purple Line Station Policy Areas and are typically complex multimodal (in terms of transportation infrastructure) areas within the County. It is these multimodal transportation options featuring strong mass transit options, including Metrorail and now, the Purple Line, and the typically robust street grid in these areas that makes development in these areas desirable and worthy of any and all efforts to facilitate the development process. And recommendation 5.6 accomplishes that. In our specific circumstance at Park Montgomery, many of our residents (as with many residents of all affordable housing communities) rely on public transit and so (i) there is a lighter than normal average number of private vehicles associated with each household, and (ii) our residents’ mobility throughout the Washington, D.C. region is hampered by the inconvenience and lack of a fully complete public transportation network. The Purple Line will provide quick and convenient

access to the Metrorail system and MARC trains thereby greatly enhancing their mobility throughout the D.C. metropolitan region with less reliance on private vehicles.

As it currently stands, we are required to proceed with an LATR analysis in order to move forward with the rezoning application for Park Montgomery. However, due to COVID, we are unable to proceed with the traffic counts necessary for us to prepare the LATR analysis and continue processing the application. Therefore, unless some sort of fix is made, which recommendation 5.6 would accomplish, we remain unable to proceed with the rezoning application and subsequent reviews in order to construct the 76 new affordable housing units at Park Montgomery.

For the above reasons, we strongly support this recommendation. Thank you for your time and consideration.

Sincerely,



Louis O. Kiang
Development Director