

From: Joan Barron CCWNA20@gmail.com

Subject: ZTA-25-02 Additional concerns

Date: March 10, 2025 at 4:09 PM

To: councilmember.balcombe@montgomerycountymd.gov, councilmember.fani-gonzalez@montgomerycountymd.gov, councilmember.jawando@montgomerycountymd.gov, councilmember.luedtke@montgomerycountymd.gov, councilmember.sayles@montgomerycountymd.gov, councilmember.stewart@montgomerycountymd.gov, councilmember.mink@montgomerycountymd.gov, Councilmember.Friedson@montgomerycountymd.gov, Councilmember.Katz@montgomerycountymd.gov, councilmember.Albornoz@montgomerycountymd.gov, Councilmember.Glass@montgomerycountymd.gov

Bcc: jmbarron479@gmail.com

JB

Dear Council Members,

Following issues discussed during the Planning Board 's review of ZTA 25-02, as co-presidents of Chevy Chase West Neighborhood Association we wish to add the following statement to our previous letter below:

Due to concerns with the More Housing N.O.W. proposal's potential impact on numerous neighborhoods across the county with regard to properties that qualify for development and properties that abut those qualifying corridor lots, we contend that without the following we are not in a position to support 25-02:

1. An adequate review process including notice to the community, especially adjoining properties, and opportunity for public comment,
2. Provisions for on-site parking, at an absolute minimum, one parking space per unit across the board. It is simply not fair to homeowners to have overflow parking occurring on a daily, permanent basis on adjacent streets.
3. Protections for corner lots without corridor addresses.

Without these measures in place, we unfortunately cannot support 25-02.

Sincerely

Joan Barron
Shelley Yeutter
Co- Presidents Chevy Chase West Neighborhood Association

From: The Chevy Chase West Neighborhood Association

RE: Proposed Zoning Text Amendment 25-02

Dear Councilmembers:

We are writing on behalf of the Chevy Chase West Neighborhood Association (CCWNA), which represents 450 down-County households accessed only from Wisconsin Avenue between Bradley Boulevard and Drummond Avenue.

We thank the Council for listening to the community concerns regarding the former AHSI proposal and note that CCWNA shares the concerns expressed by the Council regarding housing affordability, economic opportunity, and socio-economic diversity in Montgomery County. Accordingly, we support positive initiatives that will demonstrably address those challenges.

While we associate our community with the comments and issues raised in the Montgomery County Civic Federation's February 6, 2025, letter to Council Members, we believe that clarifying and addressing some key issues in ZTA 25-02, part of the More Housing N.O.W proposal, can produce a better, clearer proposal.

The Role of Master Planning

It is unclear how master planning interacts with the proposed change in the use table for residential zones and with the optional method (OM) requiring public input and the approval process. We wonder if master planning for corridors or other regions is being abandoned, as it appears it is the property owner's option to seek approval for the new multiplex uses. Can you clarify how this will work?

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Concerns About the Optional Method Process

Councilmember Friedson in his February 24 zoom reiterated several times that local concerns, such as parking, watershed resources, storm water management, tree canopy, road and traffic networks would be considered during the OM approval process. Given the limits of public transit, the growth of delivery and shared ride services, and the need for side streets to be navigable, it is important that residents feel confident that the Planning Board will indeed seriously consider parking constraints during each stie plan approval.

Notably, traffic and parking issues remain a major concern, especially as many of the eligible properties on the interactive map are on state roads. We appreciate CM Friedson's remarks that this will be taken up in the committee work session. As you know, many of these state roads do not permit parking and the State Highway Administration prefers to avoid curb cuts on its roads. Both characteristics must be taken into account especially for eligible properties in communities like ours with narrow side streets – and only the state road for entry to and exit from our neighborhood.

Concerns About Ancillary Uses

ZTA 25-02 would allow ancillary uses that are likely to increase traffic and parking pressures (e.g., family daycare, home occupations, medical occupations). It also appears that ADUs might be allowed on these properties. Such ancillary uses would further strain older neighborhoods that are not designed to accommodate the additional burden this ZTA would impose. We would prefer that ancillary uses and ADUs not be allowed.

“Chaining”

CM comments regarding chaining indicate that chaining beyond frontage properties is not allowed. Earlier, Planning Director Sartori said it was allowed elsewhere in the zoning code and would apply under this ZTA. Has this been resolved? Could it be changed in the future via a ZTA? Also, CCW has several properties on the corner of Wisconsin and a side street, with side street addresses. It's not clear whether these properties could be assembled with adjacent eligible properties. The ZTA notes that properties on corners can have two driveways, one on each street. Both points need clarification. We would like to see the ZTA revised to clearly prohibit chaining/assembling/aggregating beyond the properties identified in the current interactive map.

More Housing N.O.W is a considerable improvement over AHSI. CCWNA believes that public input to development proposals increases the likelihood of producing a superior plan that takes into account the specificities of each location and the best interests of all your constituents. Thank you for your careful consideration of these issues.

Sincerely,

Chevy Chase West Neighborhood Association Board