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I am writing to communicate my opposition to the More Housing NOW Bill and ZTA 25-02 and request that you vote to pause and ultimately reject this bill.

I feel certain that others have spoken eloquently on the challenges to the existing infrastructure, which I echo. In addition, I question the current need to pursue this zoning change, given the current development in Westbard, the soon-to-be available Geico tract, which is substantial and significantly more convenient to Metro, as well as other upcoming approved projects in downtown Bethesda.

Instead, I will speak specifically to two blocks included in this proposal, as it is the area with which I am most familiar– the 5300 block of Worthington Drive and the 5323-5337 block of Massachusetts Avenue. I can only presume that anyone who supports these bills / proposals has merely looked at map with streets and property lines noted and has not actually visited these streets or met with the residents who would be impacted by them. Therefore, I would like to describe the current situation on my block.

The 5300 block of Worthington Drive:

- Is narrow – it is 23 ¾ feet wide.
- Has no sidewalks.
- Has 18 homes that have front or sideyards facing the street.
- Already serves as a cut-through for commuters coming in-bound on Massachusetts Avenue who are not allowed to turn left on Little Falls Parkway during morning and evening rush hours.
- Is a popular through street for neighbors to walk, run, bike, and drive on to enjoy the Capital Crescent Trail and the Little Falls Stream Trail.

Our homes were built in the 1930s, many were constructed with 2 or 3 bedrooms. Currently, 17 of these homes have had substantial additions, and now multiple homes have between 5 and 7 bedrooms. By my count, there are 41 cars owned by the residents of these 18 homes, and many of these cars are regularly parked on the street.

This congestion is a regular occurrence which is compounded by visiting friends, household helpers, yard work providers, commercial delivery trucks, trash and recycling trucks, as well as ride-sharing drivers, and meal/food deliveries.

In addition, our block has several access passages for homes in the 5323-5337 block of Massachusetts Avenue. Years ago, the owner of one of the \_\_\_\_\_ purchased his neighbors access strip which he paved, resulting in a pipestem (or “strip” )access, and Worthington Drive is now the sole access for this Massachusetts Avenue home, so that is one more household using this block of Worthington Drive that is not included in my count of homes on this block.

At times, residents of these homes on Massachusetts Avenue park on Worthington Drive and walk through to their homes, and sometimes, they instruct their guests or others coming to their homes to park on the 5300 block of Worthington when visiting their Massachusetts Avenue homes.

A school bus that carries a handicapped young neighbor to school has repeatedly found passage impossible; fire and rescue vehicles struggle to maneuver their vehicles on this block; snowplows have refused to try to navigate our street; and residents’ parked cars have been hit by through traffic. In addition, many residents who park in their driveways find entering and exiting their driveways challenging given all the cars parked adjacent to or across from their driveways.

Turning to the block of Massachusetts Avenue that backs up to the 5300 block of Worthington Drive, with homes numbered from 5323 – 5337, I identify several concerns:

- In this block of Massachusetts Avenue, a state roadway, the inbound and outbound lanes of traffic are divided by a 3-4 foot raised median.
- Only one of the homes on the east side of Massachusetts Avenue has the ability to exit their driveway and turn inbound on Massachusetts Avenue; in order for the remaining residents to travel inbound on Massachusetts Avenue, their only option is to turn outbound on Massachusetts Avenue, turn right onto Brookview Drive and then turn right onto Worthington Drive or Wriley Road, and then turn right again to access Massachusetts Avenue at Baltimore Avenue, or another cross street.

- Four of the homes in this block have these narrow walking strips that allow access to Worthington Drive. Due to the number of cars regularly parked on the 5300 block of Worthington Drive, these access strips are often blocked by parked cars. To consider paving these remaining access strips to permit the residents of the proposed more densely developed housing units on Massachusetts Avenue access would destroy the neighborhood environment

To permit the type of development being considered in this portion of Massachusetts Avenue would have significant negative impact on the residents of the 5300 block of Worthington Drive, as well as other streets in the immediate neighborhood.

In addition, Ride-On Bus No 29, the only public bus that passes this stretch of Massachusetts Avenue, is scheduled to run 22 times each day, between 6:50 am and 10:00 pm, at 40-minute intervals. As one who has waited for the bus on multiple occasions, I am aware that the schedule is often not closely maintained. Because the bus does not run frequently and due to its failure to regularly be on schedule, it is not a reliable transportation choice for neighbors. Thus, most in the neighborhood routinely drive as part or all of their commute. Therefore, any plan that is based on an expectation that residents rely exclusively on public transportation is unrealistic.

I suggest that other neighbors can provide similar details about the impact this proposal and zoning amendment would have on their immediate blocks, and I urge you to consider my first-hand account, as well as others that you receive.

In view of the foregoing, **I again request that you pause and ultimately vote to reject the More Housing NOW Bill and ZTA 25-02 proposals.**

Rest assured that this issue will determine my vote in upcoming county elections.