

# **“More Housing for More People”**

## **ZTA 20-07 and Bill 52-20**

### **Fact Sheet**

#### **What does ZTA 20-07 do?**

ZTA 20-07 allows for the creation of duplexes, triplexes, and other “missing middle” housing types in R-60 (residential) zones within one mile of Metro stations.

#### **What is “Missing Middle” Housing?**

“Missing Middle” housing refers to a range of housing types that are compatible in scale, form and construction to single-family homes, but include multiple housing units. Missing Middle housing is typically a two-to-four story multi-unit, clustered housing such as smaller townhouses, duplexes, triplexes, quadruplexes, detached courtyard cottages, or attached courtyard apartments that are typically in walkable, transit-accessible neighborhoods.

#### **How would this change housing in neighborhoods around the Metro?**

Since World War II, most neighborhood developments in Montgomery County were built with restrictions which did not allow Missing Middle housing. (It is also notable these neighborhoods were majority restrictive to residents based on race and ethnicity). This ZTA would provide more housing for more people at different price points.

These new unit types are typically less expensive compared to existing single family homes, and are more frequently available as rental units. Housing types would be similar in form to single family homes and subject to height restrictions and setback requirements.



The examples to the right are from the [Maryland National Capital Park and Planning Commission \(N-MCPPC\) webpage related to “Missing Middle Housing.”](#) The first is a duplex, the second is a multi-unit building, both currently exist in Montgomery County neighborhoods. These are examples of what ZTA 20-07 could change in residential neighborhoods.



## Comparison of Current R-60 Zone and ZTA 20-07 Standards

	Current Code	ZTA 20-07 within 1 mile of a Metrorail station and more than ½ mile	ZTA 20-07 within 1/2 mile of a Metrorail station
<b>Maximum Density</b>			
<b>Dwelling Units per acre</b>	7.26	Not limited	Not limited
<b>Building Types Allowed</b>			
<b>Single Unit, Duplex, Townhouse</b>	Allowed	No Change	No Change
<b>Apartment</b>	Not Allowed	Allowed	Allowed
<b>Principal Building Setbacks (Feet)</b>			
<b>Front Yard</b>	25'	No Change	No Change
<b>Back Yard</b>	20'	No Change	No Change
<b>Side yard minimum on one side</b>	8'	No Change	No Change
<b>Side Yard total (both side setbacks added)</b>	18'	No Change	No Change
<b>Side Street- if abutting lot does not front on the side street or is not in a Residential Detached zone</b>	15'	No Change	No Change
<b>Principle Building Maximum Height (Feet)</b>			
<b>- Measure to the highest point or a roof surface; or</b>	35'	No Change	No Change

- Measured to mean height between the eaves and ridge of a gabled, hip, mansard or gambrel roof	30'	No Change	No Change
Lot Coverage (% of lot area)			
- Not an infill lot[1]	35%	No Change	No Change
- Infill lot	30% - 20% based on lot size	No Change	35%
Minimum On-Site Parking (Number of spaces)			
Single Detached Unit	2	No Change	No Change
Duplex	2	No Change	1
Townhouse	2	No Change	1
Apartment (Multi-Unit)			
Efficiency	1.0	No Change	.5
One bedroom	1.25	No Change	1.0
Two bedroom	1.5	No Change	1.0

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[1] A lot less than 25,000 square feet in size that was created by a plat recorded before January 1, 1978; or by a plat of resubdivision that created fewer than 6 lots from a lot previously created by a plat recorded before January 1, 1978

**What does Bill 52-20 do?**

Council Bill 52-20 is an anti rent-gouging bill that would ensure housing near transit remains within reach for all residents, by keeping rent increases within the Department of Housing and Community Affairs (DHCA) voluntary rental increase guidelines (2.6% in 2020) for properties within 1 mile of MARC, Metro and Purple Line stations and ½ mile of a bus rapid transit station.

**What are Voluntary Rent Guidelines and who sets the rate?**

Currently, the County Executive and DHCA set voluntary guidelines related to limiting the increase in rent by percentage on a yearly basis. Most current landlords keep increases within these guidelines, however, there are some who raise rents well above the guidelines, creating instability for renters. New buildings would be exempt from the increase for the first 5 years to allow owners to adjust and manage their investment while new to the market.

**Is there a housing shortage in Montgomery County?**

Yes, there is a projected shortage of more than 10,000 units in Montgomery County over the next 10 years, according to the Metropolitan Washington Council of Governments (COG). In addition, the region has a projected shortage of 75,000 housing units over the course of the next 10 years. With a shortage of housing, and in particular affordable housing, Montgomery County residents are impacted by raising rents and listing prices.

**How are ZTA 20-07 and Bill 52-20 related to affordable housing?**

It is notable that rents along existing transit corridors are more expensive than the rest of Montgomery County. Bill 52-20 ensures that rental increases stay within the DHCA voluntary rental guidelines and prevents rent gouging. With more infill housing created near transit with ZTA 20-07, more units for more people expands opportunity and adds affordable rental units and missing middle housing to the market.

**How are ZTA 20-07 and Bill 52-20 good for the environment?**

Taken together ZTA-20-07 and Bill 52-20 both create more housing near transit and make that housing more affordable, allowing residents to live without the need of an automobile. Taking cars off the road will assist Montgomery County in reaching climate goals set out when the county declared a Climate Emergency in 2017.

**How are ZTA 20-07 and Bill 52-20 good for the workforce?**

Many members of the Montgomery County workforce struggle to afford housing within the county. Notably, A 2019 review of Montgomery County's 9,000-person workforce found 45 percent of county workers could not afford to live on their public employee salary within the county. Creating more housing that can be accessible to employment centers improves the lives of those working in the county, cuts down on commuter times and builds more connectedness within the community.