



Waters Landing Association, Inc.

20000 Father Hurley Blvd. □ Germantown, MD 20874 □ 301-972-3681 □ www.waterslanding.org

Waters Landing Drive Speed Hump Concurrence

Neighborhood Results and Engagement Report

October 2026

1,385 eligible homes	387 forms returned (28%)	201 / 186 Support / Oppose	51.9% overall support
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Overview

Montgomery County requires a concurrence poll of the homes affected by a proposed speed hump before it will move forward. For the Waters Landing Drive request under Executive Regulation 5-24, the County identified 1,396 addresses on two impacted lists: homes that must cross a proposed speed hump to leave the community, and homes with an alternate route by way of Wynnfield Drive. This was the Association's largest community engagement effort to date: every eligible home received the County's concurrence packet by mail, and volunteers visited every neighborhood door to door.

Overall, 387 households returned a form, 28% of eligible homes. Of those, 201 supported the speed humps and 186 opposed them. Response and opinion varied widely from one neighborhood to the next, as the sections below show.

How the Outreach Worked

- **Attempt 1, mailing:** On July 14, 2026, every address received the Official Resident Speed Hump Concurrence Form, the County's Speed Hump Fact Sheet, and the Speed Hump Location Plan.
- **Attempt 2, volunteer canvassing:** Between August 24 and September 25, 2026, the Community Engagement Committee and their volunteers made 1,222 door-to-door visits across every neighborhood. Where no one answered, volunteers left a door hanger.
- **Administrative support:** The WLA office received returned forms, recorded every contact attempt and vote, and prepared the submission to the County.
- **Return options:** Residents could return forms by email, in person at the WLA office, at the community center drop box, or directly to a volunteer.

Under County rules, a home that does not respond after two documented attempts is recorded as "null." Null homes are not counted as votes either way.

Results by County List

The County divides the affected addresses into two lists based on how each home would be affected:

- **List 1, directly impacted:** Homeowners with no alternative route. They must cross one of the proposed speed humps to leave the community.
- **List 2, indirectly impacted:** Homeowners who can leave the community by way of Wynnfield Drive without crossing a speed hump.

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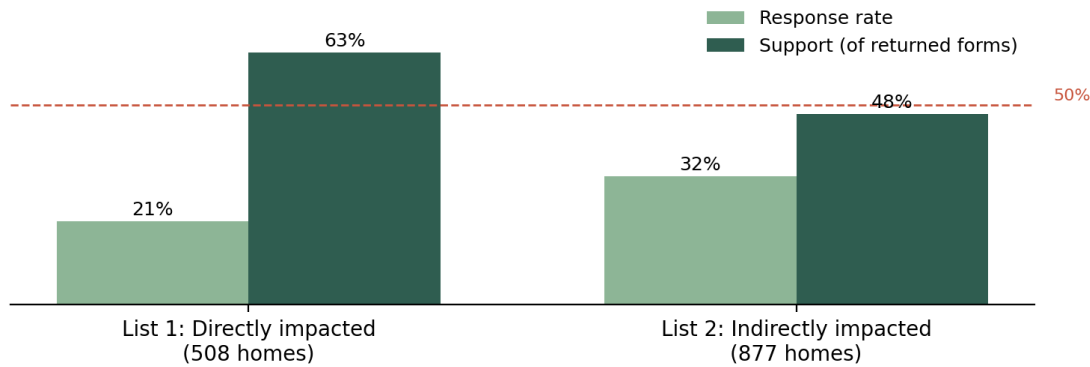


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Directly impacted homeowners responded at a lower rate (21%) but supported the speed humps more strongly (63%). Indirectly impacted homeowners responded at a higher rate (32%), and their returned forms were split almost evenly (48% support).

Results by County List



Results by Neighborhood

Excludes 10 addresses that do not exist and one non-residential property, all on List 2.

List 1: Directly Impacted

Neighborhood	Type	Homes	Returned	Support	Oppose	Support %
Sunridge	Townhome	108	26 (24%)	15	11	58%
Country Lake	Townhome	89	21 (24%)	8	13	38%
LakeCrest	Townhome	131	29 (22%)	26	3	90%
Village	Townhome	50	11 (22%)	6	5	55%
Waterbury Downs North	Townhome	130	19 (15%)	12	7	63%
List 1 Total		508	106 (21%)	67	39	63%

List 2: Indirectly Impacted

Neighborhood	Type	Homes	Returned	Support	Oppose	Support %
Woodlands	Single family	45	22 (49%)	10	12	45%
Laurelwood Cove	Single family	111	54 (49%)	12	42	22%
Highlands	Single family	105	48 (46%)	23	25	48%
Harbour Place	Townhome	58	24 (41%)	13	11	54%
Deep Wood Village	Single family	66	26 (39%)	13	13	50%
Lakeforest	Single family	145	45 (31%)	27	18	60%

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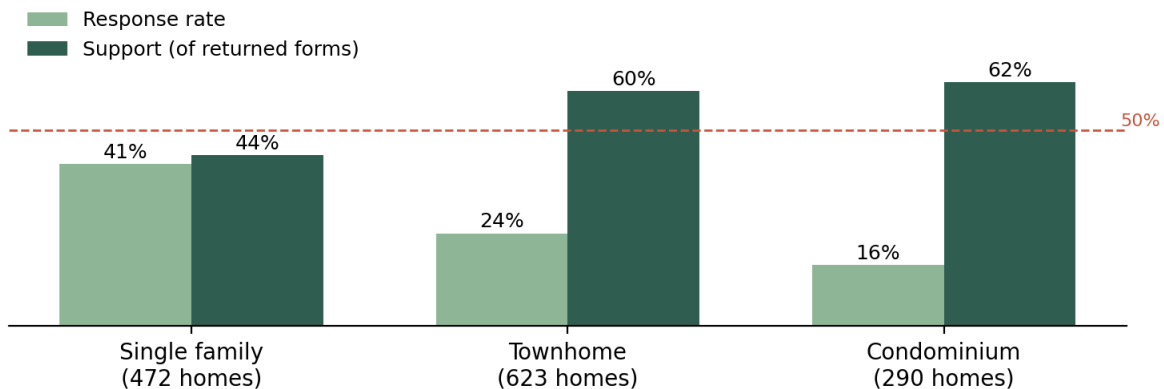
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Neighborhood	Type	Homes	Returned	Support	Oppose	Support %
Logansport	Townhome	57	17 (30%)	8	9	47%
Waverly	Condo	78	14 (18%)	12	2	86%
South Shore Harbour	Condo	98	15 (15%)	7	8	47%
Landing Glen	Condo	114	16 (14%)	9	7	56%
List 2 Total		877	281 (32%)	134	147	48%

Results by Housing Type

Response rates followed housing type closely. Single family neighborhoods responded at the highest rate, followed by townhome neighborhoods and then condominiums. Single family respondents leaned against the speed humps (44% support), while townhome (60%) and condominium (62%) respondents leaned in favor.

Results by Housing Type



Housing Type	Homes	Returned	Support	Oppose	Support %
Single family	472	195 (41%)	85	110	44%
Townhome	623	147 (24%)	88	59	60%
Condominium	290	45 (16%)	28	17	62%
Total	1,385	387 (28%)	201	186	52%

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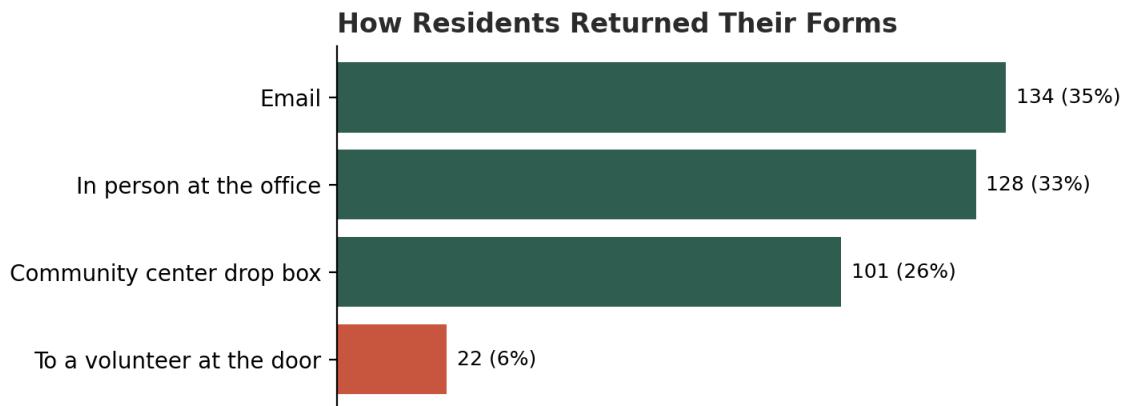
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How Residents Responded



Volunteers visited more than 1,200 doors, but residents answered only 58 times. Most households responded afterward, on their own schedule: 94% of forms came back by email, at the office, or through the drop box. The door hanger and the range of return options did much of the work of turning a visit into a response.

Key Takeaways

- **Turnout was strongest in three indirectly impacted neighborhoods.** Woodlands, Laurelwood Cove, and Highlands each had close to half of their homes respond.
- **Response followed housing type.** Single family neighborhoods responded at 41%, townhome neighborhoods at 24%, and condominiums at 16%. Single family respondents were the only group to lean against the speed humps.
- **Four neighborhoods were hardest to reach.** Landing Glen, South Shore Harbour, Waterbury Downs North, and Waverly each had response rates under 20%, even with volunteer canvassing.
- **Directly impacted homeowners were more supportive.** Homes that must cross a speed hump to leave supported the proposal 63% to 37%, compared with 48% to 52% among homes with an alternate route.
- **The community is closely divided overall.** Support led opposition by 15 votes across both lists, with strong differences between neighborhoods.
- **Convenient return options mattered.** Email and in-office returns together accounted for about two thirds of all forms.

Notes on the Data

- Figures reflect the Association's count as submitted to the County. Six returned forms were incomplete and are included in these totals; the County will determine whether they count.
- The final determination of concurrence rests with the Montgomery County Department of Transportation, Division of Traffic Engineering and Operations.
- Results are reported by neighborhood only. No individual household's response is published.

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Thank You

This effort depended on the volunteers who gave their time to walk every neighborhood, and on the residents who took the time to respond. Thank you for helping your neighbors be heard.

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