

#1

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Q1

Contact information

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Page 2: Housing Production

Q2

Montgomery County needs 60,000 homes by 2040 according to the Planning Department. Where in the county do you think density should be increased to accommodate the construction of new housing? Select all of the options that apply. If you don't think density should be increased in Montgomery County, please select "I do not think density should be increased anywhere in Montgomery County."

- New housing should be concentrated within a close distance of Metro and Purple Line stations.**
- '
- New housing should be built throughout existing residential neighborhoods in duplexes, triplexes, townhomes, and small apartment buildings.**
- '
- New housing should be built on the site of aging commercial properties, like shopping centers and office parks.**

Q3

Over 100,000

With 60,000 presumably completed units as a baseline, how many additional units do you think should be built here by 2040?

Q4 **Yes**

The recently passed Thrive 2050 plan identifies main corridors in the county as “complete communities” where more housing and mixed-use development should occur, including changing single-family zoning to allow a variety of house types. Do you support this goal?

Q5

As a Planning Board member, your role is to advise the council on strategies for increasing housing production. Please rank the following policies that would increase housing production in the order you’d advise the council to undertake them:

- | | |
|--|----------|
| Legalizing two-unit buildings countywide | 1 |
| Legalizing four-unit buildings countywide | 3 |
| Increasing the percentage of affordable housing required in new development | 5 |
| Incentivizing the conversion of older office buildings, shopping centers, etc. to residential properties | 6 |
| Reducing parking requirements in new construction | 2 |
| Legalizing and incentivizing housing above public facilities, such as libraries, recreation centers, and fire stations | 4 |
-

Q6 **Yes**

In 2020, the County Council—under advice from the Planning Board—eliminated the housing moratorium, in which building permits could not be issued in areas where schools were over capacity. Do you agree with this policy change?

Page 3: Affordable Housing

Q7

I consider affordable housing to be (check all that, in your opinion, apply):

	Means-tested or income-restricted,
	Rent-controlled,
	Costing no more than 30 percent of one’s household income

Q8

I consider market-rate housing to be (check all that, in your opinion, apply):

	Not means-tested or income-restricted,
	Not rent-controlled

Q9

The Moderately Priced Dwelling Unit (MPDU) program requires that at least 12.5% of homes in a new residential development with at least 20 homes be set aside as affordable homes. The cost of doing so is paid by a project's developer. Because the number of MPDUs is tied to the number of total units, the larger a development is, the more MPDUs will be built. Conversely, if the initial density proposed by a developer is reduced during the approvals process, rather than maintained or increased, fewer MPDUs will be built. Planning Board commissioners are likely to hear from some constituents concerned by a project's potential impact—real or assumed—on traffic, parking, views, and property values and rents, and whether it fits the character of the neighborhood. If a development with MPDUs came before you, what would you do, given the likelihood of at least some pushback?

I would encourage developers to maximize the height and density of the project.

Q10

Montgomery County spends an estimated \$180,000 of taxpayer dollars to educate a public school student from kindergarten through 12th grade. However, many children who grow up in Montgomery County cannot afford to live there as adults. Should it be a priority for the County to ensure that a child on whose education it has invested can afford to live here as an adult?

Yes

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Q11

If you selected yes, which policies to make housing more affordable do you think the county should pursue? Select all that apply.

**Zoning for denser housing,
Reducing or eliminating parking requirements,
Rent stabilization,
Higher MPDU requirements,
Increasing the affordable housing trust fund,
Social housing**

Page 5: Affordable Housing

Q12

How will you ensure that the County produces housing for residents who make between 50% AMI and 80% AMI?

The biggest factor is increasing density with every tool we have: reducing or eliminating parking (especially near high frequency transit), incentivizing more apartment dwellings of all kinds within a 10 minute walk shed, 10 minute bike shed of high frequency transit, and allowing for the elimination of single family zoning in favor of smaller duplex, triplex, row homes, town homes, and apartment buildings in all neighborhoods. I'd also pair this with a focus on roadway planning that didn't account only for automobiles.

Q13

How will you ensure the County produces housing for residents who make between 80% AMI and 120% AMI?

For this group specifically I'd focus on growing our inventory of "missing middle" options and trying to provide ways for these families to move around their neighborhoods and the region at large without a car: increasing frequency of existing bus lines, or improving the availability of missing lines in neighborhoods.

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Q14

Yes

The County's Climate Action Plan includes a target of reducing trips made by private vehicle to 60 percent of total trips (from 75 percent in 2018). Do you agree that incenting residents and visitors to drive less should be an explicit policy goal of the County?

Q15

Yes

A 12-year study, published in 2019, found that protected bike lanes drastically lowered fatal crash rates *for all road users* in Seattle (-60.6%), San Francisco (-49.3%), Denver (-40.3%) and Chicago (-38.2%), among others. Would you, as a Planning Board member, support removing single-occupancy vehicle parking and travel lanes for protected bike lanes?

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Q16

They should prioritize repurposing existing parking lanes.

If yes, how do you think the county and/or state of Maryland should prioritize repurposing street space to create protected bike lanes?

Q17

Yes

Do you think Montgomery Parks should expand its Open Parkways program, in which roads in County parks such as Sligo Creek Parkway, Beach Drive, and Little Falls Parkway are closed to cars?

Page 8: Transportation

Q18

Yes

The Countywide Transit Corridors Functional Master Plan, approved in 2013, recommends a network of bus lanes on major roads throughout the county. Today, buses are primarily delayed by sitting in single-occupancy vehicle traffic. Bus riders are more frequently Black and brown, and less affluent, than rail riders and drivers. Would you support removing single-occupancy vehicle parking and travel lanes for dedicated bus lanes, which make bus service faster and more reliable?

Q19

The county's climate action plan goal to be carbon-free by 2035 requires most of the reduction of its transportation emissions to come from residents turning existing single-occupancy vehicle trips into transit, walking, and biking trips. Please describe at least one trip you currently take by car (even if you, yourself, are not driving) that you can commit to taking on foot, by bus, by train, via a mobility device, or by bike instead.

I don't own a car and take the vast majority of my trips via bus, rail, bike, and walking. I could try to take items to and from school on the bus instead of asking a friend to carpool on those days (probably one or two times a month).

Q20

Reducing traffic fatalities and injuries will not only require incentives for people to drive less and nudges to make them drive better. It will also require policies that actively reshape the County's transportation systems and its landscape to decrease single-occupancy vehicle trips, and to slow down the speed of those trips when people do make them. Please rank the following policies in the order that you would advise the Council to pursue them. If you would not advise that the Council pursue a specific policy, please select N/A.

- | | |
|---|----------|
| Removing minimum parking requirements in new developments near transit | 3 |
| Implementing road diets on arterial streets | 1 |
| Making some streets, especially residential streets, car-free | 2 |
| Building more housing and affordable housing in the County near transit and job centers | 4 |

Q21

Keep both highways as they are,

Add tolls to both highways as they are

Governor Wes Moore's administration will revisit plans to add four high-occupancy toll (HOT) lanes to I-270 and I-495, including whether to move forward with the project and whether or not to institute tolls on part or all of the road. Please select which of the following configurations you would support. If you would not support a specific option, please select "none of the above."

Q22

The Planning Department has started to expand its toolbox of outreach methods in order to hear from a broader variety of community members, in addition to traditional outreach formats. The following is a list of potential sources of feedback for a hypothetical project coming before the board. Rank how important each of these sources would be to your decision-making process. If this source would not be important to you, please select N/A.

Comments from residents at a Planning Department presentation to a civic association	3
Door-knocking in an apartment complex	1
Online survey of 500 residents	4
Pop-up event at a community festival	2
Booth at a farmer's market	5
Letters, emails, and calls from neighbors adjacent to the site	6

Q23

In your own words, could you describe what this data means for the Planning Board as it makes decisions in the future?

This data means that we have a mandate to find creative ways to increase our housing stock while purposefully remembering to focus on a lens of equity. Those who rent and are young are among those with the highest support, and are likely those most affected by sudden swings in the market and possibly also the least able to afford to live here.
