

#16

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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.

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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

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

Over 100,000

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

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

**Subsidized,
Costing no more than 30 percent of one’s household income**

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

Q8

Not means-tested or income-restricted

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

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

Page 4: Affordable Housing

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,
Down payment or closing cost assistance,
Rent stabilization,
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?

As the current Chair of Rockville Housing Enterprises (RHE), the public housing authority for the City of Rockville and an affordable housing developer in our own right, I am well-acquainted with the desperate need in Montgomery County for both subsidized and “naturally occurring” affordable housing to serve both low- and moderate-income households. As an example of the need, RHE recently opened up one of our voucher waiting lists. In just three days, we received over 1,200 applications for exactly four open units. We need abundance in all different types and variety of housing to address this level of need. I think our best approach for moderate-income, low-income, and very low-income households is an “everything and the kitchen sink” approach. To get to place where we have the necessary amount and variety of housing, for all income levels, we will need to use a variety of tools, including simplifying and improving zoning, allowing multiple-units buildings (e.g., quads and duplexes) in residential areas, encouraging residential construction around high-capacity transit (including BRT, MARC, Metro, Purple Line, etc.), increasing affording housing funding for the Housing Opportunities Commission (HOC), encouraging social housing, reducing or eliminating parking minimums, and aggressively using county-owned land for housing and mixed-use purposes.

Q13

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

Similar to Question 12, I think we need to adopt a broad approach to housing affordability for moderate income households as well. The recent trend in Montgomery County has been both an increase in rental costs and homeownership costs, with younger buyers and households making under the median income having the most difficulty purchasing homes (see Montgomery County Housing Needs Assessment July 2020). For moderate-income households in the 80-120% AMI range, we should aggressively adopt many of the same policies mentioned above – reducing or eliminating parking minimums, encouraging transit-oriented development, widely allowing multi-unit residential buildings, etc. All would allow more units to be built and made available to moderate-income households. Additionally, more homeownership policies would be beneficial, including subsidized down payment and closing cost assistance, codeveloping housing with community facilities such as the Chevy Chase Library, and creating/expanding homeownership assistance programs for public employees like teachers, firefighters, and other county employees.

Page 6: Transportation

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?

Page 7: Transportation

Q16

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

They should repurpose whatever lane their staff believe is best on any given street.

Q17

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?

Yes

Page 8: Transportation

Q18

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?

Yes

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.

After several years of riding a regular bike, last year I purchased an e-bike. Since then, I have (weather permitting) been using my bike to travel to the Metro as part of my commute to work and to take my children to daycare, both relatively short-range trips under two miles. I also choose my bike for more basic errands, such as grocery shopping, meeting friends in the Rockville Town Center, and doctor's appointments. Rockville generally has acceptable cycling infrastructure, but one thing that absolutely affects my decision whether to bike vs. drive on any particular trip is safety, particularly if the kids are with me in the bike trailer. For example, in November, I cycled about ten miles to a retreat at the Bolger Conference Center, a trip that included several sections of road without separated or protected bike lanes. The reason I could make that trip by bike was because I wasn't attending with my kids. So, there are many trips that I potentially could make on the bike that I don't because of safety concerns when I have my children. That is one reason I am passionate about increasing protected bike lanes and overall improving infrastructure for pedestrians, cyclists, and transit users.

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 **1**
- Implementing road diets on arterial streets **3**
- Making some streets, especially residential streets, car-free **4**
- Building more housing and affordable housing in the County near transit and job centers **2**

Q21

Keep 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."

Page 9: Community Input

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

Q23

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

It means that people policymakers often hear from the least – renters, younger folks, etc. – are strongly supportive of having more housing options in Montgomery County. It means that many Montgomery County residents, particularly younger, college-educated folks, want the option to remain in Montgomery County as their lives and circumstances change. However, they see the cost of homeownership and renting increasing and understand that, without changes to allow a greater variety of more affordable housing options, staying in the county may not be an option open to them. As someone who moved to Montgomery County to be close to my in-laws in Damascus, and as a parent of three young kids, it saddens me to think that, without the creation of additional housing options, my kids may not have the same choice to remain in the county when they are adults.
