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Page 1

Q1

Contact information

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Page 2: Housing Production

Q2

Gaithersburg is expected to add about 7,000 households by 2045 according to the City's Department of Planning and Code Administration, requiring at least that many homes for new and existing residents alike. Where in the City 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 Gaithersburg, please select "I do not think density should be increased anywhere in Gaithersburg."

New housing should be concentrated within a close distance of the City's three MARC stations, Washington Grove, Gaithersburg, and Metropolitan Grove.

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New housing should be concentrated in one of the City's "Activity Centers" as identified by the Metropolitan Washington Council of Governments: Metropolitan Grove, Kentlands, Central (Old Town), and Life Sciences Center/Crown

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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 the former Lakeforest Mall.

Q3

How many additional homes (including the aforementioned 7,000) do you think should be built here by 2045?

Between 7,000 and 10,000

Q4   **Yes**

In 1999, Gaithersburg adopted a policy that 50% of all
homes in a new development be single-family detached,
with some exceptions. The City's current Draft Housing
Element recommends replacing that with "limits on single-
family detached construction and a minimum percentage
of 'Gap Housing units'," which are defined as "stacked
townhouses, quadplexes, and triplexes, as well as
duplexes and bungalow courts under a certain size."Would
you vote to pursue these recommendations as written?

Q5

The Mayor and Council have a variety of tools at their disposal to increase housing production. Please rank the following
policies that would increase housing production in the order you would request the relevant City agencies pursue them, if
elected. If you would not request that City agencies pursue a specific policy, please select N/A. (This list is purposefully
not inclusive of affordability policies, which are addressed in subsequent questions.)

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

Page 3: Affordable Housing

Q6   **Means-tested or income-restricted,**

I consider affordable housing to be (check all that, in your   **Subsidized,**
opinion, apply):
                                                                         Rent-controlled,

                                                                         **Costing no more than 30 percent of one's household
                                                                         income**

Q7

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

Not means-tested or income-restricted,

Built by private developers,

Expensive,

Unsubsidized,

Not rent-controlled,

Costing more than 30 percent of one's household income

Q8

The Moderately Priced Dwelling Unit (MPDU) program requires that 12.5% of homes in a new residential development with at least 50 homes be set aside as affordable homes. The cost of doing so is paid by a project's developer, who in turn is allowed to build a larger, denser project. 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. The Mayor and Council are likely to hear from some constituents concerned by any given 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.

Q9

Montgomery County spends (with assistance from taxpayers in Gaithersburg) an estimated $217,000 ($16,697 per pupil, per year) to educate a public school student from kindergarten through 12th grade. However, many children who grow up in Gaithersburg cannot afford to live there as adults. Should it be a priority for the city to ensure that a child on whose education it has invested can afford to live here as an adult?

Yes

Page 4: Affordable Housing

Q10

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,

Expanding GHALP, the City's down payment or closing cost assistance program

,

Higher Moderately Priced Dwelling Unit (MPDU) requirements

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Creating a fund for affordable housing production similar to Rockville's Housing Opportunity Fund

,

Social housing

Page 5: Affordable Housing

Q11

How will you ensure that Gaithersburg produces housing for residents who make between 50% AMI ($49,850 for a household of one) and 80% AMI ($79,760 for a household of one)?

To address the crucial issue of housing affordability for residents with incomes between 50% and 80% of the Area Median Income (AMI), it is imperative to adopt a comprehensive and multi-pronged approach. As a City of Gaithersburg City Council member with a strong focus on environmental issues, sustainability, and community well-being, I would be committed to finding sustainable solutions for affordable housing. Here are some key strategies I propose include:
• Incentivizing Affordable Housing Development: Working closely with developers to incentivize the construction of affordable housing units.
• Zoning and Land Use Policies: Reviewing and potentially revising zoning and land use policies to encourage higher-density developments in suitable areas.
• Public-Private Partnerships: Collaboration with nonprofit organizations and private developers can be instrumental in creating affordable housing.
• Housing Tax Credits: Explore the impact of offering tax credits to developers who build and maintain housing units affordable to residents within this income range.
• Tenant Protections: Implementing strong tenant protections and rent control policies to prevent displacement and maintain the affordability of existing housing units.
• Public Transportation Access: Ensuring that affordable housing is located near public transportation hubs can reduce commuting costs for residents, making housing more affordable.
By implementing these strategies and working with stakeholders, significant strides can be made towards ensuring that Gaithersburg remains an inclusive and affordable community for all its residents.

Q12

How will you ensure that Gaithersburg produces housing for residents who make between 80% AMI ($79,760 for a household of one) and 120% AMI ($119,640)?

Ensuring that Gaithersburg produces housing for residents with incomes between 80% and 120% of the Area Median Income (AMI) is a critical aspect of our city's overall housing strategy. I am committed to finding balanced and inclusive solutions for housing affordability. Here are some key strategies I propose to address housing concerns for this particular income bracket:
• Market Incentives: Encourage developers to allocate a portion of their housing projects to serve this income bracket. Incentives could include density bonuses, expedited permitting, or reduced fees could be offered to developers with a proven commitment of providing housing for this income range.
• Affordable Housing Trust Fund: Establish an Affordable Housing Trust Fund to provide financial resources to support the development of housing units for residents within the 80% to 120% AMI range to be used for land acquisition, construction subsidies, and etc.
• Housing Tax Credits: Explore the impact of offering tax credits to developers who build and maintain housing units affordable to residents within this income range.
• Mixed-Income Housing: Increase mixed-income housing developments to continue to create a more diverse and inclusive community.
• Public-Private Partnerships: Collaborate with nonprofit organizations and private developers to leverage their expertise and resources in creating housing.
• Workforce Housing Programs: Explore the feasibility of workforce housing programs that provide assistance, such as down payment assistance or rental subsidies, to residents within the 80% to 120% AMI range.
• Land Use and Zoning Policies: Review existing zoning regulations to identify opportunities for higher-density developments that can accommodate housing for this income group.

Page 6: Transportation

Q13

Do you think there are not enough cars, enough cars, or too many cars in Gaithersburg?

Too many cars

Q14

Gaithersburg's 2009 Environmental Master Plan includes recommendations to "promote and implement multi-modal transportation improvements" and "explore methods to increase non-automobile mode share," which means reducing the number of private vehicle trips. 61% of commuters drove to work alone in 2021, according to the American Community Survey. Do you agree that incenting residents and visitors to drive less should be an explicit policy goal of the City?

Yes

Q15

Internal data for WMATA estimates that bus delays cost the system about $14 million per year. This includes delays in Gaithersburg, which occur within the Metrobus and Ride On systems that serve the city. 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. There are several roads in Gaithersburg identified for bus lanes, including Frederick Avenue (Route 355). Would you support removing single-occupancy vehicle parking and travel lanes for dedicated bus lanes, which make bus service faster and more reliable?

Yes

Page 7: Transportation

Q16

If yes, how do you think the City and the Maryland State Highway Administration (SHA) should prioritize repurposing street space to create dedicated bus lanes?

They should prioritize repurposing existing travel lanes.

Page 8: Transportation

Q17

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 support removing single-occupancy vehicle parking and travel lanes for protected bike lanes?

Yes

Page 9: Transportation

Q18

If yes, how do you think the City and the Maryland State Highway Administration (SHA) should prioritize repurposing street space to create protected bike lanes?

They should prioritize repurposing existing travel lanes.

Page 10: Transportation

Q19

Preventing drivers from killing and injuring people will require not just incentives for people to drive less and nudges to make them drive better. It will also require policies that actively reshape the City'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 pursue them. If you would not pursue a specific policy, please select N/A.

Installing red light cameras in more locations	**2**
Installing speed cameras	**3**
Removing minimum parking requirements in new developments near transit	**N/A**
Implementing road diets on arterial streets	**4**
Making some streets, especially residential streets, car-free	**5**
Building more housing and affordable housing in the City near transit and job centers	**1**

Q20

The 2009 Environmental Master Plan recommendations to "address local effects of climate change" and "strive to improve local and regional air quality" require part 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.

My office is located in downtown DC and there are a number of routes that I can take into the city. I can commit to traveling there by first walking to the bus stop or marc station, taking the metro rail or marc regional train into the city, and walking to my office. I think walking around my community is a great way to get to know neighbors but also understand some of its needs.

Q21

Governor Wes Moore's administration will move forward with plans to add four high-occupancy toll (HOT) lanes to I-270, though it is unclear how much the tolls will cost. Please select which of the following configurations you would support for I-270:

Add tolls to the highway as it is now

Page 11: Community Input

Q22

Gaithersburg, like other area jurisdictions, 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 development proposal coming before the Mayor and Council. 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 county staff presentation to a civic association	**1**
Door-knocking in an apartment complex	**4**
Online survey of 500 residents	**2**
Pop-up event at a community festival	**5**
Booth at a farmer's market	**6**
Letters, emails, and calls from neighbors adjacent to the site	**3**

Q23

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

This data of democratic voters suggests that there is support for the construction of various types of new homes in the county across an array of demographic groups. This information would then serve as the foundation for City decisions associated with housing and there can be policies geared at the different groups. For instance, the largest category of support exists with those individuals which are under 45 and it could be assumed are also renters for the most part; having this data can help with the creation of more affordable apartments, condominium communities, or further conversations with that segment of the population to truly understand their needs. Overall, I think this data is an important first step to understanding housing needs so that the City can continue to grow and flourish in a sustainable fashion.