

#22

COMPLETE



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Q1

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Page 2: Housing Production

Q2

Rockville is expected to add about 10,000 households by 2040 according to the City's Comprehensive Plan, 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 Rockville, please select "I do not think density should be increased anywhere in Rockville."

New housing should be concentrated within a close distance of the City's three Metro stations, Twinbrook, Rockville, and Shady Grove.

New housing should be concentrated in one of the City's "Community Nodes", identified by the Comprehensive Plan as places with "small-scale commercial, diversified housing, and civic amenities."

New housing should be built throughout existing residential neighborhoods in duplexes, triplexes, townhomes, and small apartment buildings.

Q3

Between 15,000 and 20,000

How many additional homes (including the aforementioned 10,000) do you think should be built here by 2040?

**Q4**

Yes

The 2040 Comprehensive Plan lists as a policy “diversification of the residential land use pattern,” or in other words, to allow different types of homes throughout the City where only single-family homes are allowed today. It recommends three actions: Allow the introduction of limited areas of attached residential housing types within predominantly single-unit detached neighborhoods, mapped as Residential Attached (RA) Draft new zoning regulations and development standards to allow a varied mix of residential housing types on the same block, from duplexes to small apartment buildings, in areas mapped for Residential Attached (RA) and Residential Flexible (RF) Consider approaches to allowing small single-unit detached homes on lots with narrower minimum frontages and smaller lots, including through lot assembly or subdivision. 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   | <b>4</b> |
| Legalizing four-unit buildings citywide  | <b>5</b> |
| Increasing the percentage of affordable housing required in new development                              | <b>2</b> |
| Incentivizing the conversion of older office buildings, shopping centers, etc. to residential properties | <b>3</b> |
| Reducing parking requirements in new construction  | <b>1</b> |
| Legalizing and incentivizing housing above public facilities, such as recreation centers                 | <b>6</b> |

Page 3: Affordable Housing

**Q6**

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

- Means-tested or income-restricted,**
- Subsidized,**
- 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):

**Built by private developers,**

**Unsubsidized,**

**Costing more than 30 percent of one's household income**

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**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?

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

**Q9**

Montgomery County spends (with assistance from taxpayers in Rockville) 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 Rockville 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?

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**Yes**

**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 REACH, the City's down payment or closing cost assistance program
- ,
- Higher Moderately Priced Dwelling Unit (MPDU) requirements
- ,
- Increasing the City's affordable housing fund, aka the Housing Opportunity Fund
- ,
- Increasing the number of homes built and managed by the Rockville Housing Enterprises, the City's public housing authority

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Page 5: Affordable Housing

**Q11**

How will you ensure that Rockville 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)?

Ensuring this requires a commitment to the policy priorities outlined in a previous question. As one of the only candidates to specifically list affordable and attainable housing as one of my top issues, I will work harder than most to enact policies that increase overall housing supply while ensuring affordability for those who need it. Specifically, investing in RHE and RHE housing options, incentivizing additional MPDUs per development as well as rent stabilization will go a long way towards assisting 50%-80% AMI families.

**Q12**

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

It is critical to build relationships with developers who have the best interest of the City in mind. We need to work with those who act in good faith. In addition, we need to use these moments to build relationships, not create enemies. When the Twinbrook community learned about Twinbrook Quarter, our community shared feedback in a civil manner and encouraged the developer to include amenities that the entire neighborhood could benefit from. This work continues even to this day. It is not about capitulation but rather a commitment to advocating for the existing community as well during an opportunity.

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Page 6: Transportation

**Q13**

**Too many cars**

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

**Q14**

**Yes**

Rockville's Climate Action Plan (CAP) has a policy of increasing non-drive alone trips (transit, walking, bicycling, etc), which means reducing the number of private vehicle trips. 47% of commuters drove to work alone in 2021, down from 62% in 2019, 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?

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**Q15**

**Yes**

Internal data for WMATA estimates that bus delays cost the system about \$14 million per year. This includes delays in Rockville, 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 Rockville identified for bus lanes, including Rockville Pike (Route 355) and Veirs Mill Road. Would you support removing single-occupancy vehicle parking and travel lanes for dedicated bus lanes, which make bus service faster and more reliable?

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Page 7: Transportation

**Q16**

**They should repurpose whichever lane its staff believe is best on any given street.**

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?

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Page 8: Transportation

**Q17**

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

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Page 9: Transportation

**Q18** **They should repurpose whichever lane their staff believe is best on any given street.**  
 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?

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  | <b>5</b> |
| Installing speed cameras  | <b>6</b> |
| Removing minimum parking requirements in new developments near transit                | <b>1</b> |
| Implementing road diets on arterial streets   | <b>2</b> |
| Making some streets, especially residential streets, car-free                         | <b>4</b> |
| Building more housing and affordable housing in the City near transit and job centers | <b>3</b> |

**Q20**  
 Rockville's Climate Action Plan (CAP) goal to reduce carbon emissions 50% by 2030 and achieve carbon neutrality in 2050 requires 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.

I commit to regularly taking trips from my home to City Hall. It will be even faster for me once the Veirs Mill BRT is in place!

**Q21** **Keep both highways as they are**  
 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:

Page 11: Community Input

**Q22**

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

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**Q23**

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

If we are to be a City that is truly committed to diversity equity, and inclusion - in addition to thinking out the impact of policy on future generations - then we must invest in a variety of new housing options.

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