2023 Greater Greater Washington Rockville Mayor + Council Questionnaire

Greater Greater Washington is endorsing candidates for Rockville Mayor and City Council in 2023. We will endorse candidates primarily based on their responses to our questionnaire, which addresses the issue areas we work on: housing, affordable housing, transportation, and land use. Completing GGWash's endorsement questionnaire is a prerequisite to be considered for our endorsement, and we publish all responses on our website as a publicly available resource for voters.

If you wish to be considered for an endorsement, please fill out the questionnaire by 8 pm on Tuesday, September 19, 2023. Due to the compressed timeframe of the appointment process, we will not extend the deadline and are not able to grant individual extensions due to extenuating circumstances.

All questions are required. SurveyMonkey will not save your answers; I recommend drafting your responses in a separate document, then copying and pasting them into the SurveyMonkey form to submit.

If you have any questions, please contact Dan Reed, GGWash Regional Policy Director, at dreed [at] ggwash.org.

* 1. Contact information

Name

Email

Website

Social media accounts

Housing Production

* 2. Rockville is expected to add about <u>10,000 households by 2040</u> 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.

- [ ] I do not think density should be increased anywhere in Rockville.

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

- ( ) Between 10,000 and 15,000
- ( ) Between 15,000 and 20,000
- ( ) More than 20,000
- ( ) I do not support another housing production goal for 2040

* 4. 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?

- ( ) Yes
- ( ) No

* 5. 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　　　　　　　　　　　　　　☐ N/A

≡ [⬍]　　Legalizing four-unit buildings citywide　　　　　　　　　　　　　☐ N/A

≡ [⬍]　　Increasing the percentage of affordable housing required in new development　☐ N/A

≡ [⬍]　　Incentivizing the conversion of older office buildings, shopping centers, etc. to　☐ N/A
　　　　　residential properties

≡ [⬍]　　Reducing parking requirements in new construction　　　　　　　　☐ N/A

≡ [⬍]　　Legalizing and incentivizing housing above public facilities, such as recreation centers　☐ N/A

Affordable Housing

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

☐ Means-tested or income-restricted

☐ Built by the government

☐ Cheap

☐ Subsidized

☐ Rent-controlled

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

*** 7. 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

* 8. 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.

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

* 9. 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?

○ Yes

○ No
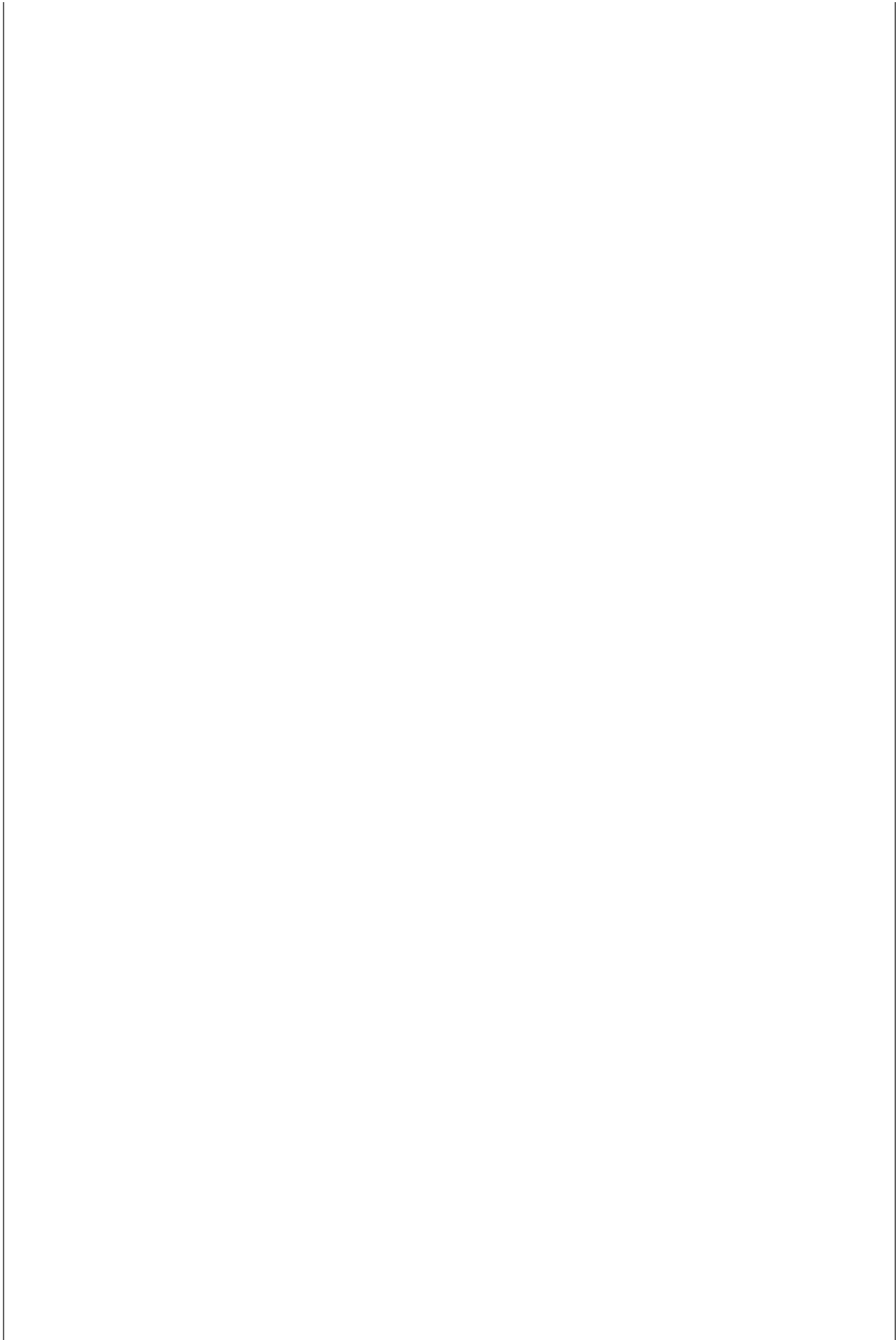
Affordable Housing

* 10. 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 <u>REACH</u>, 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 <u>Housing Opportunity Fund</u>

☐ Increasing the number of homes built and managed by the Rockville Housing Enterprises, the City's public housing authority

☐ I don't think that it should be a priority for the city to ensure that children who grew up here can afford to live here as adults.

Affordable Housing

This is a 2022 chart of Montgomery County's income and rent limits for accessing permanently affordable homes. It shows the income level that corresponds with certain percentages of median family income in the county. The next few questions will refer to this chart.

Income levels in Montgomery County

The area median income (AMI) is the household income for the middle household in a region, and is used to define affordable housing standards. In Montgomery County, the AMI for a family of four is $142,300. Households earning less than 80% AMI are considered "low-income" by HUD, while households earning less than 50% AMI are "very low-income."

Household size	50% AMI	80% AMI	120% AMI
1	$49,850	$79,760	$119,640
2	$56,950	$91,120	$136,680
3	$64,050	$102,480	$153,720
4	$71,150	$113,840	$170,760
5	$76,850	$122,960	$184,440
6	$82,550	$132,080	$198,120
7	$88,250	$141,200	$211,800
8	$93,950	$150,320	$225,480

For more information, read this post: https://ggwash.org/view/42671/the-area-median-income-ami-explained
Table: Dan Reed • Source: Montgomery County DHCA • Created with Datawrapper

* 11. 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)?

* 12. 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)?

Transportation

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

○ Not enough cars

○ Enough cars

○ Too many cars

* 14. 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?

○ Yes

○ No

* 15. 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?

○ Yes

○ No

* 16. 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 parking lanes.

○ They should prioritize repurposing existing travel lanes.

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

○ I do not think that they should repurpose street space for dedicated bus lanes.

Transportation

* 17. 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

○ No

Transportation

* 18. 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 parking lanes.

◯ They should prioritize repurposing existing travel lanes.

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

◯ I do not think that they should repurpose street space for protected bike lanes.

Transportation

* 19. 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   ☐ N/A

☰ [▲▼]   Installing speed cameras   ☐ N/A

☰ [▲▼]   Removing minimum parking requirements in new developments near transit   ☐ N/A

☰ [▲▼]   Implementing road diets on arterial streets   ☐ N/A

☰ [▲▼]   Making some streets, especially residential streets, car-free   ☐ N/A

☰ [▲▼]   Building more housing and affordable housing in the City near transit and job centers   ☐ N/A

* 20. 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.

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* 21. 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:

○ Keep both highways as they are

○ Add toll lanes

○ Add untolled (free to drivers) lanes

○ Add tolls to the highway as it is now

Community Input

* 22. 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	☐ N/A
☰	⬍	Door-knocking in an apartment complex	☐ N/A
☰	⬍	Online survey of 500 residents	☐ N/A
☰	⬍	Pop-up event at a community festival	☐ N/A
☰	⬍	Booth at a farmer's market	☐ N/A
☰	⬍	Letters, emails, and calls from neighbors adjacent to the site	☐ N/A

Last summer, Data for Progress asked Montgomery County residents the following: *According to the Planning Board, the population of Montgomery County is expected to* <u>*grow by more than 200,000 residents over the next 30 years*</u>*. To accommodate this increase in population, would you support the construction of new homes, including duplexes, townhomes, and/or apartments, in your own neighborhood?*

MoCo voters support more homes in their neighborhood

In July 2022, Data for Progress asked likely Democratic voters in Montgomery County if they support the construction of new homes, including duplexes, townhomes, and/or apartments, in their own neighborhood? Most people said they did, particularly people under 45, those with college degrees, and renters.
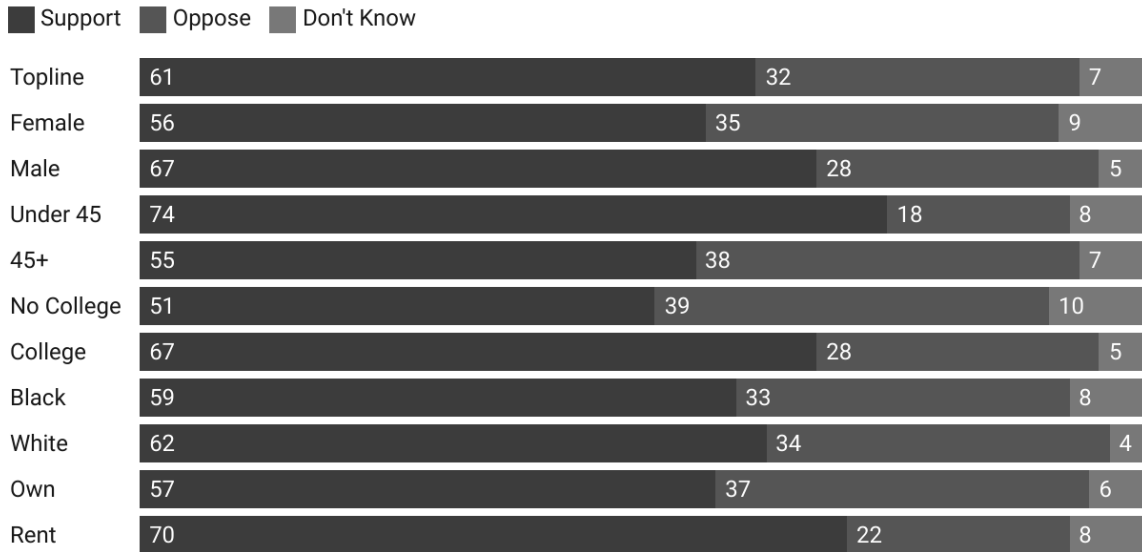
■ Support ■ Oppose ■ Don't Know

	Support	Oppose	Don't Know
Topline	61	32	7
Female	56	35	9
Male	67	28	5
Under 45	74	18	8
45+	55	38	7
No College	51	39	10
College	67	28	5
Black	59	33	8
White	62	34	4
Own	57	37	6
Rent	70	22	8

Chart: Dan Reed for Greater Greater Washington • Source: Data for Progress • Created with Datawrapper

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