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COMPLETE

Collector:

Started:

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Time Spent:

IP Address:

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Q1

Contact information

Name

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Social media accounts

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 built throughout existing residential neighborhoods in duplexes, triplexes, townhomes, and small apartment buildings.

Q3

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

I do not support another housing production goal for 2040.

Q4

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?

No

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

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

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

**Unsubsidized,
Not rent-controlled,
Costing more than 30 percent of one's household income**

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 limit 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?

No

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.

Respondent skipped this question

Page 5: Affordable Housing

Q12

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

It is critical to utilize public sector dollars in tandem with private sector dollars. Of course the greater percentage of public sector, CDFI funds, and other sources of non-traditional financing be secured in order to meet the threshold needs of the 50% AMI and 80% AMI. County officials must ensure that developers have the necessary sources of financing secured and obligated to the project along with County funds in order to ensure that the project is successful. Zoning issues must be addressed, if applicable, and architectural renderings must be provided to County officials by the project developer. Residents in the 50%AMI and 80% AMI must be identified and approved while the project is going forward so that when the projected is completed and approval for residency has been given by the county, residents can move into the project. It is very important that the same information is shared by and between all parties (county officials, public and private funders, the developer, etc.) in order to ensure that the project moves forward successfully. Proposed residents must also be kept informed with regard to project status and what their responsibilities are in order to ensure that their application for housing is current and meets the requirements for residency. The Planning Board must ask relevant and pertinent questions with regard to the proposed development in order to ensure that the County's housing goals and objectives are met in accordance with the County's regulations, policies and procedures; and to ensure that the housing meets safety guidelines and procedures and federal/state/County regulations; and to ensure that the housing is safe, sanitary, energy efficient and sustainable. Finally, 50% AMI and 80% AMI housing should not look drastically different to the point that it can be easily identified as affordable housing or 50% AMI/80% AMI housing.

Q13

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

Using the same procedures as mentioned above with regard to 50% AMI and 80% AMI. With regard to market rate housing, the square footage will be larger and some amenities will be added that you will not see in affordable housing (such as double garages, more than 2 bathrooms, upgraded kitchens, etc.). Having a balance of affordable housing and market rate housing is important since neighborhoods/communities of choice require a mixture of both types of housing. The Planning Board will have to ensure that when proposed housing projects come forward for consideration, that location, density (number of projects currently in existence), number of housing units (both single-family and multi-family) being proposed, zoning requirements or zoning changes, are fully addressed in order to ensure that their are always neighborhoods/communities of choice in Montgomery County, Maryland.

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

They should prioritize repurposing existing travel 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

No

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.

Traveling to do grocery shopping. I would prefer taking my bike and purchasing my groceries since I shop on a weekly basis. Currently I take the bus or an Uber to do my grocery shopping. Having bike lanes would be great!

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	N/A
Implementing road diets on arterial streets	1
Making some streets, especially residential streets, car-free	N/A
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	N/A
Online survey of 500 residents	N/A
Pop-up event at a community festival	4
Booth at a farmer’s market	3
Letters, emails, and calls from neighbors adjacent to the site	1

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 in the chart signals to me that there is great support for the development/new construction of various types of housing in the county. This also means that the proposed new developments are a priority for the County and its residents in order to ensure that there are neighborhoods/communities of choice in the County. The data also indicates that there is a desire to have a variety of housing types available to residents of varying incomes and needs as well. The Planning Board must be prepared to consider all types of projects and to ensure that all County regulations and policies are being met with regard to federal/state/county regulations and policies. Again, policies and regulations must be met along with the development of neighborhoods/communities of choice.
