

Marc Elrich for Montgomery County Executive

Questionnaire for Candidates for **Montgomery County**

1. Did you consistently support the Purple Line over the years before it started construction? (If you are running for office for the first time, documentation of past positions is welcome.)

Yes. In 2002 and 2006, I argued for a transit-first policy to build the Purple Line BEFORE the Intercounty Connector (ICC).

2. MARC and I-270

a) Do you support adding a third track to the MARC Brunswick Line north of the Beltway and running MARC trains all day in both directions?

Yes.

b) Do you support widening I-270? (If yes, feel free to specify which plans you do and don't support.)

Yes, but only if we do two reversible lanes and one of those has express bus priority.

c) If your answers to (a) and (b) are both yes, which is a higher priority?

Honestly, I'd have to see ridership projections for both scenarios. It depends on how many cars are removed from the road by the MARC rail extension and the express buses. I'd pick the option that reduces the greatest number of auto trips.

3. M-83 - Will you strictly abide by the Council resolution stating that future master plans will not rely on Mid-County Highway Extended (even if parts of the right-of-way get a new name)?

Absolutely; I have never supported M-83.

4. Housing shortage

a) How would you have voted on incentives for affordable housing in those areas of downtown Bethesda that are within 200 feet of a single-family house? Would your first preference have been to offer the 12-foot height incentive (i) in none of those areas, (ii) in all of them, (iii) only on property owned by the Housing

Opportunities Commission, or (iv) as adopted by the Council, on HOC property plus a few other parcels?

The incentives don't increase the square footage that can be built - density built on the edges reduces density available to the core. The edges have existing affordable housing while the core is primarily commercial. The Planning Board explicitly recommended against rezoning most of Bradley and Battery because it increased the loss of affordable housing, and the eastern edge also has affordable housing. Development in the core increases net new units and the total number of affordable units; development on the edges results in a net loss of affordable units. I favored incentives in the core and on HOC property.

b) Would you have voted in favor of the Lyttonsville sector plan as adopted?

No, I would have ensured no net loss of units and that we maintained both the price and the unit sizes. Family-sized units are rare and are not required to be replaced in the current code, or by the plan. HOC could have redeveloped on the park and added new market units to the mix and the other complex was considered in good condition and containing a good unit mix. I was fine with the zoning changes on Lyttonsville Road and near the Purple Line station.

c) At the old Silver Spring Library site, do you prefer the plan to build new affordable housing or the plan to reuse the current building?

The county needs both affordable housing and affordable daycare - we have a deficit of both. I would support a mixed-use project that addresses both deficits and I'm also okay with the solution of affordable daycare because the winning bidder committed to assisting the other bidder with the construction of affordable senior housing on land that the winning bidder owns. There are creative ways the library could have been re-used and housing added above.

d) Do you support making it easier to build accessory apartments by holding hearings on waivers of off-street parking requirements only when a neighbor objects, and placing the burden of proof to show the unavailability of on-street parking on the objector?

I have not heard of any problems or denials. If there have been issues, I'd be happy to consider it.

e) Do you support the Council's decision to discontinue reliance on vehicle-movement tests (such as LOS or CLV) in urban areas when it adopted the current Subdivision Staging Policy?

I don't like CLV. LOS depends on what's measured. Intersection delay and link analysis identify problems, but I'd use mode shares to achieve a functioning transportation network that puts greater reliance on transit. Tests shouldn't be used to require adding lanes and widening intersections. You can't reduce GHG emissions unless transit service increases (with higher frequency and capacity) so people have a viable transit option. Density without transit is not Smart Growth and isn't TOD; that's why I laid out a comprehensive BRT network to provide the backbone of a transit network that can serve most of the county.

5. Vision Zero

a) If authorized by the state legislature, will you vote to reduce the default speed limit in residential areas to 20 mph?

Yes.

b) Do you favor amending the county Road Code to set a maximum 10-foot lane width (11 feet for curb lanes) on all roads in suburban areas as now required in urban areas?

Yes, except on arterials.
