

# Deirdre Brown

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## Page 1: Contact information

### Q1

#### Contact information

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## Page 2: Prescreening questions

### Q2

Yes

Do you support Mayor Muriel Bowser's goal, announced in 2019, to add 36,000 new units of housing in the District by 2025?

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### Q3

**I'll support another housing production goal, and would be willing to propose one myself.**

If successful, the 36,000-unit goal will be met by 2025. However, the District's population is estimated to grow to 987,000 people by 2045, and the region is expected to have a shortfall of about 690,000 housing units by then. Will you support a second goal for housing production in the District by 2045? If the mayor or your colleagues don't propose a production goal, will you propose one yourself?

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## Page 3: Questionnaire

### Q4

**Over 100,000**

With 36,000 presumably completed units as a baseline, how many additional units do you think should be built in the District by 2045?

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**Q5**

**Yes**

Housing production in D.C. has been uneven and particularly concentrated in certain neighborhoods. Do you support the mayor’s goal to set production targets in each area of the District to more evenly disperse the construction of new housing?

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**Q6**

**Yes**

On the forty-three percent of all surface area that is owned by the federal government in the District, it is illegal to build an apartment; according to a D.C. Policy Center report, “single-family units make up only 30 percent of the District’s housing stock, but occupy 80 percent of its residential buildings.” Should apartments be legal on 100 percent of all surface area governed by the District?

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**Q7**

Council's land use authority is limited: The Home Rule Act states, "the mayor shall be the central planning agency for the District" (page 13), and councilmembers do not, generally, vote up or down on individual developments. Councilmembers' most direct influence on land use is through the Comprehensive Plan, though they cannot change that unless amendments are proposed by the mayor. However, the council can still act to increase housing production, whether through legislation and budgeting, or by directing the executive to pursue amendments before the zoning commission. Please rank the following policies that would increase housing production in the order that you would request your staff to pursue them, if elected. (This list is purposefully not inclusive of affordability and stabilization policies, which are addressed in subsequent questions.)

- |   |          |
|---|----------|
| Legalizing two-unit buildings District-wide   | <b>5</b> |
| Legalizing four-unit buildings District-wide  | <b>6</b> |
| Subsidizing individual homeowners to construct ADUs   | <b>4</b> |
| Increasing the percentage of affordable housing required in public-land dispositions                            | <b>2</b> |
| Incentivizing the conversion of office buildings to residential properties                                      | <b>1</b> |
| Eliminating the Height Act  |          |
| Eliminating parking requirements in new construction  | <b>7</b> |
| Amending the building code to reduce construction costs   | <b>9</b> |
| Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations | <b>8</b> |
|   | <b>3</b> |
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**Q8**

Where in Ward 3 do you think new housing should be built? If you do not think new housing should be built in Ward 3, please write, "I do not think new housing should be built in Ward 3."

I think that we need new housing across Ward 3, not just concentrated in certain areas. In particular I am in favor of adding more affordable units to the Wardman Park site in Woodley Park. I would like to see the Lord and Taylor site, Mazza Gallerie and WMATA's bus garage in Friendship Heights turned into mixed use space with affordable housing units. I am in support of on campus housing for UDC in Van Ness. We have many vacant office buildings across Ward 3 that could be developed to accomodate the growing housing needs. I am interested in exploring multi-unit housing in areas near AU Park, Palisades and Spring Valley. We need to be creative and look at all options.

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**Q9**

Where in Ward 3 do you think density should be increased to accommodate the construction of new housing? If you do not think density should be increased in Ward 3, please write, "I do not think density should be increased in Ward 3."

I am in support of a small area plan for the Tenleytown Metro station from Albemarle up to the Frienship Heights metro station area. I am in support of developing the empty buildings in Van Ness. With community input we should look for ways to provide additional housing including affordable housing, with units big enough for families. We need to develop or re-develop vacant buildings so that we can attract small businesses and bring more job oppotunities to the area. We will need to make sure that as we add these units we are also implementing the public services and infrastucture needed to support the growing population.

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**Q10**

Given the opportunity, how would you amend the District's Height Act?

**Removing or raising the Height Act everywhere but downtown**

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**Q11**

Would you support amending the District's preservation laws to remove height and mass from the purview of historic review? Under such a proposal, District historic officials would still review materials, aesthetics and compatibility of designated structures, but overall density would be controlled by zoning the same way it is for non-designated structures.

**Yes**

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**Q12**

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**

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**Q13**

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

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

**Q14**

What is, and is not, within the scope of a councilmember's authority to produce more affordable housing in the District? Or, describe not what you will do to produce more affordable housing in the District, but, rather, what any given councilmember can do to produce more affordable housing in the District.

DC Council can increase the Housing Protection Trust Fund and more importantly provide much needed oversight in how the funds are used and at what AIM. As the cost of housing goes up we need to increase the funding amounts so that recipients can afford to purchase in more areas of the City. DC Council should work to improve zoning rules that artificially restrict the supply of housing, like size and height of development. There is a mistaken view that rent control and inclusionary zoning will fix all of the housing affordability issues. What we need to do is not just redistribute a fixed amount of housing but increase the number of people who can afford to live anywhere in the City.

**Q15**

The D.C. Housing Authority is an independent entity, and its debt is likely too great for it to realistically be moved under the purview of the District government. Given this, how would you, as a councilmember, answer calls to "fix" public housing?

We need to make sure that all of the public housing units are safe and liveable. This means we need to immediately make repairs to units that currently have conditions that pose severe health risks. But we need to make sure that any development or redevelopment plans and implementation times do not permanently displace residents. As these units are being repaired or redeveloped we need to provide housing vouchers to residents so that they can still have affordable housing. DC Housing Authority must be given the funds needed to address the urgent health and safety repairs that are needed.

**Q16**

How many units of housing do you think should be built in the District by 2045 for households making between:

- 0-30 percent MFI (\$0-\$27,100 per year for a household of one)? **40**
- 30-50 percent MFI (\$27,100-\$45,150 per year for a household of one)? **30**
- 50-80 percent MFI (\$45,150 to \$72,250 per year for a household of one)? **20**
- 80-120 percent MFI (\$72,250 to \$108,350 per year for a household of one)? **10**

**Q17**

In response to criticisms that it has failed to meet its targets for building extremely low-income housing (units restricted to residents earning 30 percent AMI or below), the Department of Housing and Community Development has stated, on page 23 of this report, that it cannot do so without coordination and support from other agencies, such as the D.C. Housing Finance Agency and the Department of Human Services. What is the best path forward to ensure extremely low-income housing is reliably produced?

We need to make sure policy and funds are in place to facilitate the production of extremely low-income housing. We can continue to only look to government agencies. We need to provide incentives to small landlords, developers and non-profits get more extremely low-income housing on the market.

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**Q18**

As a councilmember, how will you ensure that the District produces housing for residents who make between 50 percent AMI (\$45,150 for a household of one) and 80 percent AMI (\$72,250 for a household of one)?

We need to provide incentives to small landlords, developers and non-profits. But we also need to add more workforce housing.

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**Q19**

As a councilmember, how will you ensure the District produces housing for residents who make between 80 percent AMI (\$72,250 for a household of one) and 120 percent AMI (\$108,350)?

We need to provide incentives to small landlords, developers and non-profits. But we also need to add more workforce housing. I beleive that we need to take care of our most vulnerable at the extremely low incomes. Tehse tend to be black residents and our seniors. But we can not forget about our middle class that are being proced out of the market.

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**Q20**

While the District has a robust Housing Production Trust Fund, it is not infinite, and land costs in the District impact the number of affordable units that can be constructed, as well as the percentage of MFI to which they are subsidized. The below scenarios are not inclusive of all options that will ever be on the table. They are, however, representative of the tradeoffs inherent in balancing funding for and the location of publicly subsidized affordable housing, which is often cross-subsidized with market-rate housing. Please choose the scenario you would prefer, and explain why you prefer that scenario.

**One 25-unit project each in both Bellevue and Forest Hills, for residents making between 80 (\$72,250) and 120 percent (\$108,350) MFI**

I prefer this scenario because:  
I beleive that affordable housing shoudl be spreadout across the city. Of teh options given the one I chose is the only one that provides affordable units in NW and SE.

**Q21**

In the Office of Planning's Housing Framework for Equity and Growth, released in October 2019, Mayor Bowser set targets for the production of affordable housing per planning area "to achieve an equitable distribution of no less than 15 percent affordable housing in each planning area by 2050." Progress on those targets since January 2019 is illustrated in the above chart, from the Deputy Mayor for Planning and Economic Development. What will you do to ensure the planning area you would primarily represent, Rock Creek West, meets the stated targets by 2050?

As a Councilmember and housing advocate I am in support of bring more affordable units to Ward 3. I would like to see a minimum of 40% of those units be at the 30%AMI. I will advocate that at least 50% or more of the units are 3 bedrooms or larger so our families can afford to stay. It is important that we add to the 93 affordable units currently allocated for seniors.

**Q22**

The Committee on Housing and Executive Administration has failed to advance any reform to the District's existing rent stabilization policies. Check the boxes to indicate the policies for which you would vote:

**Eliminate voluntary agreements that take rents to market-rate**

,  
**Clarify what types of landlord upgrades qualify for capital improvements petitions**

,  
**Narrow the scope of hardship petitions; stagger allowable increases; and make increases temporary, rather than permanent**

,  
**Make rent increases under substantial rehabilitation petitions temporary rather than permanent**

**Q23**

The Tenant Opportunity to Purchase Act has historically enabled the cooperative purchase of apartment buildings that are put up for sale by a tenants' association. There are many ins and outs of the TOPA process, one of which is the ability of tenants to take buyouts, if the interested buyer is willing to make them. Buyouts have skyrocketed, to, in some deals, \$60,000 per unit, making TOPA, functionally, not an anti-displacement policy but, rather, a tenant equity policy. Do you think that this is a suitable evolution of TOPA, or should the law be amended to either formalize or restrict this?

**TOPA should be amended to restrict this.,**

Please explain your selected response.:  
I am a member of the District of Columbia's Association of Realtors Public Policy Committee. We worked with the Council on the Single Family TOPA law. It outlaws the selling of TOPA rights by tenants. I believe we should do the same for the two plus TOPA law.

**Q24**

The D.C. Council voted to exempt single-family home sales from TOPA in 2017. As a councilmember, would you support reinstating single-family TOPA?

**No**

**Q25**

Given widespread support for limited-equity co-ops and community land trusts, what would you, as a councilmember, do to encourage their proliferation?

We need to provide policy and incentives to organizations so that we can impelment more limited equity aco-ops and community land trusts. This is another tool that we can use to get more affordable housing in the market.

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**Q26**

The District Opportunity to Purchase Act "gives the mayor the authority to purchase certain apartment buildings in order to maintain existing rental affordable units for tenants and increase the total number of affordable rental units within the District." DOPA is primarily used as a preservation tool: If tenants do not exercise their TOPA rights, the District can make an offer on a building, as long as it "consists of five or more rental units and 25 percent or more of those units are 'affordable' at 50 percent of the median family income." What would you change about this, if anything?

I am in suppotr of the DOPA Amenedment Act of 2021. I support the increase of the AMI threshold to 60%. I support the adjustments to the AMI thresholds needed to qualify for the tax credit. I support the provision that allows the rent not to be raised for one year and the implementation of affordable rent levels there after.

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**Q27**

Describe your views of the District's inclusionary zoning policy. What do you think it should be achieving? What is it currently failing to do? What, if anything, you think should be changed about it?

IZ as it is now implemented does not effectively address the needs of teh lowest income individuals, the number of affordable units needed, and the equal disbursement of those units across the Wards. Once we address these issues we can say that IZ is working and hat it is providing affordable home and ensuring racual equity in the housing market.

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**Q28**

**Mostly tenant-based**

Housing is publicly subsidized in two main ways: project-based subsidies (such as Housing Production Trust Fund dollars or Low-Income Housing Tax Credits) that are tied to a unit and reduce its cost for any qualified tenants who live there and tenant-based subsidies (i.e., portable vouchers) that a qualified tenant can use on any market-rate unit. Acknowledging that an even split is not realistic, how do you think the District should divide its public subsidy money between these two methods?

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**Q29**

**Yes**

The District's current Comprehensive Plan was written in 2006 and amended in 2021. Despite an extensive amendment process, it is still out-of-date and still more greatly restricts density in affluent neighborhoods than elsewhere. An April 2020 staff report from Office of Planning states that a rewrite of the Comprehensive Plan should be complete by 2025 (page 8). Do you commit to supporting the necessary budget and process for a rewrite of the Comprehensive Plan by 2025?

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**Q30** **Creating opportunities for new housing**

In a rewrite of the Comprehensive Plan, which of these three options would be your top priority?

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**Q31** **Yes**

Traditional smart-growth planning principles concentrate high-density construction, including apartment buildings, on major corridors. This, by design, leaves residential areas off of corridors untouched. Do you agree with this approach to the distribution of housing within neighborhoods?

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**Q32** **No**

The mayor has committed the District to attempting a fair distribution of affordable housing production across planning areas by 2050. More unevenly distributed than affordable housing is land zoned for production, distribution, and repair—basically, industrial uses. PDR zones are largely concentrated in the Near Northeast planning area. In a Comprehensive Plan rewrite, would you support a fair-share approach to the location of parcels zoned for PDR, which would necessitate adding PDR zoning to planning areas where there currently is none or very little, such as Near Northwest and Rock Creek West?

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**Q33** **Respondent skipped this question**

Where in Ward 3 should PDR zoning should be added so as to more fairly balance it across the District? If you do not think PDR zoning should be added in Ward 3, please write, "I do not think PDR zoning should be added in Ward 3."

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**Q34** **Yes**

Internal data for WMATA estimates that bus delays cost the system about \$14 million per year. 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, as a councilmember, 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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**Q35** **DDOT should repurpose whichever lane its staff believe is best on any given street.**

If yes, how do you think DDOT should prioritize repurposing street space to create dedicated bus lanes?

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**Q36**

**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. The Washington Post recently reported that “lower-income neighborhoods in the District recorded eight times more traffic fatalities in recent years than the city’s wealthiest area,” and that the “40 traffic fatalities in the nation’s capital last year were the most since 2007.” Would you, as a councilmember, support removing single-occupancy vehicle parking and travel lanes for protected bike lanes?

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**Q37**

**DDOT should repurpose whichever lane their staff believe is best on any given street.**

If yes, how do you think DDOT should prioritize repurposing street space to create protected bike lanes?

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**Q38**

**Yes**

Road pricing, or congestion pricing, in which motorists pay directly for driving on a particular road or in a particular area, has successfully reduced congestion, improved air quality, and raised money in London, Stockholm, and Singapore by reducing the number of vehicles on the road and improving transit performance. New York will be implementing road pricing in the next few years. However, many drivers are loathe to pay for something that they currently get for free. Would you, as a councilmember, support road pricing as a means to reduce congestion to speed up transit, improve air quality, and raise revenue?

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**Q39**

If yes, how would you propose re-investing the \$90 to \$500 million in revenue road pricing is estimated to generate for the District? If no, please write, "I do not support road pricing."

We can use the funds to provide more protected bike lanes, bus only lanes, and traffic and pedestrian safety improvements like flashing cross walk lights, especially around schools.

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**Q40**

**Yes**

In 2019, the council budgeted \$475,000 for a road pricing study. The study is complete, but Mayor Bowser has not yet released it. Do you think the study should be made public?

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**Q41**

WMATA will be facing a \$375 million budget deficit in FY24, as federal support for transit provided during covid-19 is not likely to be renewed. Though the District, Maryland, and Virginia entered into a regional commitment to fund some of WMATA's capital costs year over year, WMATA's operations do not have a similar dedicated funding stream. Given the need to find local solutions, what will you do, as a councilmember, to assist in closing WMATA's operational funding gap?

Unfortunately, WMATA is not going to be profitable for many years to come - if ever. But we can not let it fail. Too many people need reliable bus service to get to school, work, doctors and home. This includes our seniors, disabled and low income residents. If the federal government will not provide the funding then we will have to do it.

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**Q42**

**Yes**

Do you support Councilmember Charles Allen's Metro for D.C. proposal, which would "put a recurring \$100 balance to D.C. residents' SmarTrip cards every month and make a \$10 million annual investment in improving bus service and infrastructure in the District"?

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**Q43**

**Guaranteed headways of 10 minutes or less within D.C.**

Assuming \$500 million could be invested in either fare-free transit for all users or guaranteed headways of 10 minutes or less on bus lines within D.C., which would you prefer?

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**Q44**

Pick a major street in Ward 3 that does not currently have a pending transportation project. Describe what you envision for it, and explain how you would, as a councilmember, work with the District Department of Transportation to implement that vision.

MacArthur Blvd. from Loughboro Road to Foxhall Rd we must work with DDOT on a transportation plan. Due to it's close proximity to bike trails and the site of the new high school, we must start now to implement a transportation project. This project needs to include protected bike lanes, floating bus islands and loading spaces for businesses. We need to work with DDOT to take a look at best practices for curbside needs, "All day" use parking, and short term pickup and drop off spaces. This road is already heavily utilized by cyclist and many residents park on the street. With the increase of traffic that is coming to the area we have to get started now.

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**Q45**

Reducing traffic deaths 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 District'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 request your staff to pursue them.

Implementing a road-pricing program	4
Increasing the cost to own a car in the District, including RPP and parking registration	3
Removing minimum parking requirements in new developments near transit	2
Implementing road diets on arterial streets	
Making some streets, especially residential streets, car-free	5
Making some streets, especially residential streets, car-free	6
Regional reciprocity for automated traffic enforcement	7
Building more housing and affordable housing in the District proximate to transit and job centers	8
	1

**Q46**

On-street parking occurs in public space, which means that an on-street parking spot cannot belong to a specific individual, and people park in different places at different times. What do you consider the threshold beyond which it is reasonable to park in a neighborhood, most of the time?

**A resident is able to find an available public street parking space on their residence's precise block (about a one-minute walk), most of the time**

**Q47**

The District's goal to be carbon-free by 2050 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 that you can commit to taking on foot, by bus, by train, or by bike instead.

I commit to walking to get my morning coffee. It is about a 10 minute walk one way. It will be good for me. I need to work off the calories of my Caramel Macchiato.