



GREATER GREATER WASHINGTON

GGWash 2022 Endorsement Questionnaire: Mayoral Democratic Primary

Housing

Q1. The “[36Kx2025](#)” target—the Bowser administration’s goal to add 36,000 new units of housing in the District by 2025—was announced in 2019 and will, presumably, be completed in just a few years. Do you commit to another housing-production goal for 2030?

Bowser	Yes
Robert White	Yes
Trayon White	Yes

Q2. If so, how many additional units of housing do you think should be built in the District by 2030?

Bowser	While we projected in 2019 that we would likely need another 24,000 housing units by 2030, with 8,000 of them affordable by 2030, a lot has changed since 2020. Between the effects of COVID-19, the trend of working from home, and the challenges around Census 2020 data, we will need to monitor the data closely to create goals and policies that align with the ultimate outcome that we all seek: a housing market with homes across the District that are affordable for families across the income spectrum. I have committed more than any other elected official in the District’s history and in the region to funding and creating affordable housing and will devote the necessary resources to continue to do so beyond 2025.
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Robert White	As Chair of the Metropolitan Washington Council of Government, I worked with officials from Maryland and Virginia to pass a resolution committing the region to build 320,000 new housing units over the next ten years and will continue to set ambitious goals, both in DC and with our regional partners. I predict that we will need to build at least 40,000 more units in the District between 2025 and 2030 in order to keep up with population growth and address our housing crisis. We specifically have a massive dearth of affordable housing, especially for families, seniors, and people with the lowest incomes. I will set ambitious goals for not just how much housing we build, but how much deeply affordable, multi-bedroom, and transit accessible housing we build. Our current housing production goal only aims for 1/3 of housing to be dedicated affordable. I would go much further.
Trayon White	50,000

Q3. Where in the District do you think new housing should be built? If you do not think new housing should be built in the District, please write, "I do not think new housing should be built in the District."

Bowser	When I first ran to be your Mayor, I promised to invest more in affordable housing than any mayor before and that's just what we've done. I recognized that while we needed more affordable housing in every neighborhood, not all neighborhoods were creating opportunities for low-income families to live. So I set housing goals by neighborhood, which included creating nearly 2,000 affordable homes in neighborhoods west of Rock Creek Park. This made us the first jurisdiction to set this type of neighborhood-level goal. I followed up by making changes to our future land use to allow more housing along Wisconsin and Connecticut Avenues. We created a new tax abatement focused on high-cost areas as well as a "Cash 2 Covenant" program, which can help broaden the geographic reach of affordable housing. Finally, we are working with our faith-based institutions, which own about 1,450 vacant parcels of land in D.C., which if used strategically could produce upward of 6,000 new homes. There's more to do and my commitment is to continue to push so all families can afford to live and thrive in the most dynamic city in the country.
Robert White	We should have two primary goals when determining where to build new housing – moving away from our reliance on cars and creating housing in areas that have fought against denser development and contributed to exclusionary patterns in our city. Our transit centers and major corridors should be the first areas to build new homes. Doing so will also increase support to surrounding small businesses that have lost significant customer

	bases during the pandemic. We also need to direct more housing growth to areas like upper Northwest and Rock Creek East that have been historically low-density and have high opportunity for new units.
Trayon White	I strongly support to eliminate restrictive zoning in Wards 2 and 3. I believe this will have a cascading effect on affordability across the city. As is, restrictive zoning in these specific areas creates artificial housing scarcity in parts of the city with a lot of amenities where many people would like to live. This will reduce the need for people to seek more affordable housing in developing lower income neighborhoods, addressing gentrification, and certainly reduce displacement and housing insecurity.

Q4. Please rank the following policies to increase housing production in the order that you would request your administration to pursue them, if elected. If you would not request your staff pursue a policy, please select N/A. (This list is purposefully not inclusive of affordability and stabilization policies, which are addressed in subsequent questions.)

	Bowser	Robert White	Trayon White
1	Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations	Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations	Increasing the percentage of affordable housing required in public-land dispositions
2	Subsidizing individual homeowners to construct ADUs	Increasing the percentage of affordable housing required in public-land dispositions	Incentivizing the conversion of office buildings to residential properties
3	Incentivizing the conversion of office buildings to residential properties	Incentivizing the conversion of office buildings to residential properties	Amending the building code to reduce construction costs
4	Amending the building code to reduce construction costs	Legalizing two-unit buildings District-wide	Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations

5	Eliminating parking requirements in new construction	Legalizing four-unit buildings District-wide	Eliminating parking requirements in new construction
6		Eliminating parking requirements in new construction	Subsidizing individual homeowners to construct ADUs
7		Subsidizing individual homeowners to construct ADUs	
8		Amending the building code to reduce construction costs	
9		Eliminating the Height Act	

Q5. Given the likely marginal effects of converting office buildings to residential on increasing the District’s housing supply ([page 3, #1](#)), and given the fact that paying building owners to place affordability covenants on their properties is a preservation, not production, policy, how will you address the District’s housing shortage at a scale that will meet the need of its residents at all income levels?

Bowser	<p>When I first ran to be your Mayor, I promised to invest more in affordable housing than any mayor before and that’s just what we’ve done. I have worked to ensure we produce both more housing and more affordable housing. We set a historic goal of creating 36,000 new units including 12,000 units of affordable housing and we’ve made historic investments in housing, including a \$500 million investment announced this year, for a 7-year total of \$1B. As a result of this commitment and others, we’ve had more housing growth than any other state. I recognize that we need to reduce structural barriers to housing production to create housing and affordable housing so we updated the Comprehensive Plan to allow for 15% more housing, including along corridors like New York Avenue and Wisconsin Avenue. Given the effects of COVID-19 on downtown, there may be an opportunity to create housing at a greater scale than that referenced report contemplated. This could be a win-win-win; creating more housing, facilitating more vibrant mixed-use, centrally-located neighborhoods, and reducing the impact – especially on tax revenues - of decreased office demand. There’s more to do and my commitment is to continue to push so all families a pathway to the middle class.</p>
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Robert White	We need to use every tool we have to increase affordable housing. I will explore innovative ways to use our public land to build more affordable housing. For the past eight years, we have been developing public land in much the same way as we develop private land, without maximizing the number of affordable housing units. I will explore public land trusts, social housing, increasing the amount of by-right density on public sites, and establishing a fund for the District to proactively acquire land.
Trayon White	Additionally, I would change the Inclusionary Zoning program, so that it is more intentional in terms of equity and choice. In high market value, high demand, fast built out areas such as Ward 1, Ward 6, and parts of Wards 4 and 5, inclusionary zoning has inhibited developers seeking to build more affordable housing. Non-profit developers who have a long and proven record of building mostly affordable housing, could be given some flexibility in density to solely respond to housing needs. I believe a better method for preserving affordability in these kinds of areas is through continued investments in project-based housing, including through upkeep of public housing, and through the re-development of public lands as social housing developments. I would also institute a pilot program for targeted rent control in parts of Wards 5, 7, and 8. Much like I proposed in three bills, aimed at creating relief and preventing High Risk of Displacement in targeted census tracts, through processing these implementations, in areas that show demographic economic expansion and a net decline in low-income population (B23-0353, B23-0605, B22-0033).

Q6. I consider affordable housing to be (check all that, in your opinion, apply):

	Bowser	Robert White	Trayon White
Means-tested or income-restricted	X	X	
Built by the government			
Cheap			
Subsidized		X	
Rent-controlled		X	

Costing no more than 30 percent of one's household income	X	X	X
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Q7. I consider market-rate housing to be (check all that, in your opinion, apply):

	Bowser	Robert White	Trayon White
Not means-tested or income-restricted	X	X	
Built by private developers		X	
Expensive			
Unsubsidized	X	X	
Not rent-controlled	X		
Costing more than 30 percent of one's household income			X

Household Size	Maximum Annual Income					
	30% of MFI	50% of MFI	60% of MFI	80% of MFI	100% of MFI	120% of MFI
1	\$27,100	\$45,150	\$54,200	\$72,250	\$90,300	\$108,350
2	\$30,950	\$51,600	\$61,900	\$82,550	\$103,200	\$123,850
3	\$34,850	\$58,050	\$69,650	\$92,900	\$116,100	\$139,300
4	\$38,700	\$64,500	\$77,400	\$103,200	\$129,000	\$154,800
5	\$42,550	\$70,950	\$85,150	\$113,500	\$141,900	\$170,300
6	\$46,450	\$77,400	\$92,900	\$123,850	\$154,800	\$185,750
7	\$50,300	\$83,850	\$100,600	\$134,150	\$167,700	\$201,250
8	\$54,200	\$90,300	\$108,350	\$144,500	\$180,600	\$216,700

This chart shows the income that corresponds with certain percentages of median family income. The next few questions will refer to this chart.

Q8. How many units of housing do you think should be built in the District by 2030 for households making between:

	Bowser	Robert White	Trayon White
0-30 percent MFI (\$0-\$27,100 per year for a household of one)?	For question 8, please refer to my administration's plans to produce 36,000 units of housing by 2025 here and here .	20,000	10,000
30-50 percent MFI (\$27,100-\$45,150 per year for a household of one)?		10,000	5,000
50-80 percent MFI (\$45,150 to \$72,250 per year for a household of one)?		7,000	2,500
80-120 percent MFI (\$72,250 to \$108,350 per year for a household of one)?		3,000	1,000

Q9. 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?

Bowser	My administration has worked assiduously to improve the way we fund affordable housing developments across our city, making the process more efficient while better targeting resources to our most vulnerable residents. In fact, over the past six years, the District has invested more funds into affordable housing, per capita, than any other city in the country and has seen the results. This strategy has produced, preserved, and initiated the creation of tens of thousands of units of affordable housing. I am extremely proud of these achievements and especially proud that the overwhelming majority of HPTF dollars have gone to serve very low-income families at or below 50% of the Median Family Income ("MFI"). Median Family Income is also sometimes referred to as Area Median Income. In fact, since the 2015 Consolidated Request for Proposals new construction projects
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	<p>financed by HPTF have only financed units at or below this very low-income band. By targeting our resources to the lower income bands, we have not only been able to surpass statutory requirements for very low-income households, but provide thousands of safe, clean affordable housing units for those households across our city. However, we know we need to do more to coordinate HPTF investment at extremely low-income levels, i.e., 30% MFI, with the necessary operating subsidy to produce units. One such supportive program that is critical to the success of HPTF in reaching the lowest income residents is the Local Rent Support Program, known as LSRP. To advance the necessary coordination among programs, Local Rent Supplement Program Enhancement will allow DHCD, for the first time, to coordinate operating resources to achieve the lowest income statutory goals. DHCD will also make the production of affordable housing units serving extremely low-income households a priority project evaluation criteria in the Qualified Allocation Plan and subsequent Consolidated RFP. It has been an incremental process over the years to target the 50% MFI and below bucket and we are now at the next stage where the city, and DHCD, can align our resources to better target the 30% MFI and below bucket for the first time.</p>
<p>Robert White</p>	<p>This comes back to a common problem with the Bowser administration; consistent lack of coordination and leadership that has led to poor implementation at the cost of DC residents. This is what happens when we have a Mayor who is more focused on splashy initiatives and headlines than on solving problems. I will focus on government operations to ensure our agencies are working together to deliver results for DC residents. I will create channels of communication so we can find gaps in the delivery of services and fill them. One of the best tools we have for building more units is the Housing Production Trust Fund. Unfortunately, this incredible resource has been misused and underutilized by the Bowser administration. As reported, some projects go to developers with lower-ranking proposals and millions of dollars meant to build deeply affordable housing. As Mayor, I will continue to fund the HPTF at high levels, but I will also ensure the way the money is being used is in the best interest of affordable housing, not giving favors to developer donors.</p>
<p>Trayon White</p>	<p>I would prioritize programs like the Food Access fund to ensure areas taking on a disproportionate share of the city's subsidized housing burden receive commiserate investments to account for lower disposable incomes.</p>

Q10. How will your administration 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)?

Bowser	<p>The Housing Production Trust Fund (HPTF) is the major tool used to produce and preserve affordable housing in the District of Columbia. It is a special revenue fund administered by DHCD's Development and Finance Division (DFD) that provides gap financing for projects affordable to low and moderate income households. The HPFT was created by the Housing Production Trust Fund Act of 1988, which requires that each fiscal year:</p> <ul style="list-style-type: none"> • At least 50 percent of HPTF spending serves households with incomes below 30 percent of the area median income (AMI). • At least another 40 percent of expenditures serve households with incomes between 30 percent and 50 percent AMI. • The balance of funds can serve households with incomes up to 80 percent AMI. <p>As stated elsewhere in this questionnaire, my administration has invested more than \$1B into the HPTF since 2015. Going forward, we will invest even more, including for income bands above 50% AMI, a critical segment of the population that can be overlooked in the provision of affordable housing.</p>
Robert White	<p>While I believe we need to focus government investments on providing housing to those at below 50% AMI, it is crucial that we have the housing stock to meet the needs of residents who make between 50 and 80 percent AMI. We need to increase density and examine eliminating onerous zoning regulations (including parking restrictions, especially for units near public transit) that prevent us from building the housing we need. We also need to recognize that many of the working people in this income band are working families and we have a shortage of family sized units. I will explore all our policy tools to maximize the number of family-sized units we are building so working families, including the frontline workers who got us through the pandemic, can afford to work in DC.</p>
Trayon White	<p>By eliminating restrictive zoning in Wards 2 and 3 I believe there will be a similar effect on rents for these AMI thresholds.</p>

Q11. How will your administration 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)?

Bowser	<p>One way is by providing home purchase assistance. The Home Purchase Assistance program provides interest-free loans and closing cost assistance to qualified applicants to purchase single family houses, condominiums, or cooperative units in the District. We also offer the Employer Assisted Housing Program, which</p>
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	offers a deferred, 0% interest loan and a matching funds grant for down payment and closing costs for DC government employees to purchase their first single family home, condominium, or cooperative unit in the District.
Robert White	As I said in my previous answer, we need to expand our overall housing stock by exploring places for increased density and removing zoning restrictions that limit our ability to build the housing we need. We have to confront the fact that continuous pressure from neighbors in certain neighborhoods has stopped the development of higher density housing we need to meet the needs of our growing population. As Mayor, I will work with neighbors on their concerns so they feel heard and respected, but we will build the housing we need.
Trayon White	My priority and track record has focused importance in giving developing areas the ability to grow more equitably, rather than through rapid changes for households of one, and its accompanying displacement, which has become a normalized traumatic cycle for Black family households with more than one, in DC.

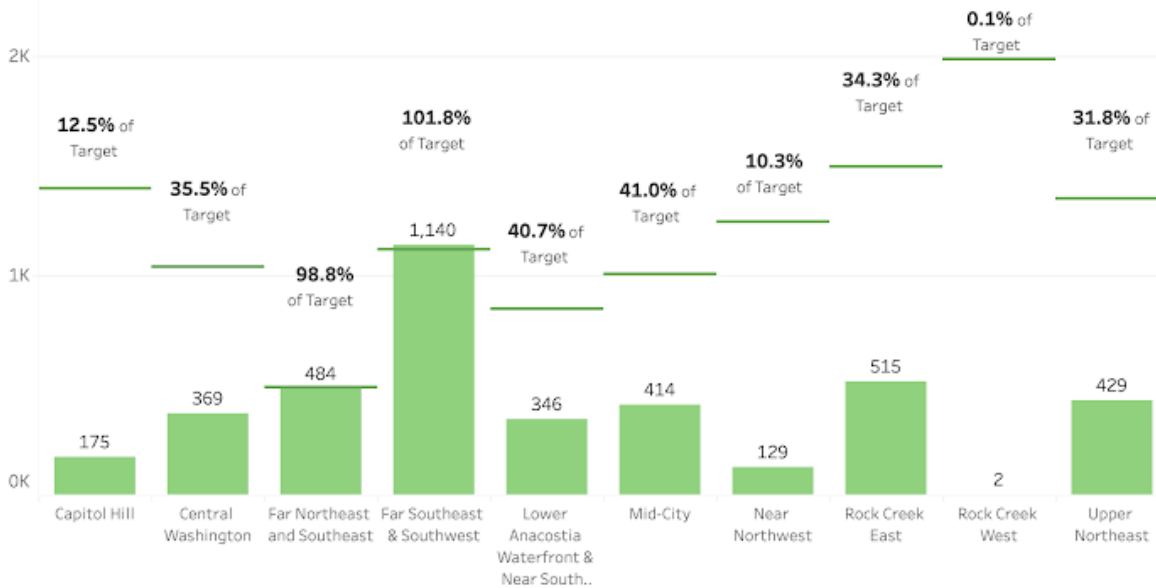
Q12a. While the District has a robust Housing Production Trust Fund, it is not infinite, and land costs in the District impact the number of affordable units that can be constructed, as well as the percentage of MFI to which they are subsidized. The below scenarios are not inclusive of all options that 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...

	Bowser	Robert White	Trayon White
One 50-unit project in Bellevue for residents making between 30 (\$27,100 for a one-person household) and 80 percent (\$72,250) MFI, but no affordable housing in Forest Hills			
One 25-unit project each in both Bellevue and Forest Hills, for residents making between 80 (\$72,250) and 120 percent (\$108,350) MFI	X		
One 30-unit project in Forest Hills for residents making between 60 (\$54,200) and 80 (\$72,250) percent MFI, and one 20-unit market-rate project in Bellevue			X

One 10-unit project in Forest Hills for residents making under 30 (\$27,100) AMI, and one 40-unit market-rate project in Bellevue		X	
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Q12b. ...and explain why you prefer that scenario.

Bowser	This form requires that one of the above answers is selected. However, please disregard as my answer is that the only scenario provided above that I won't support is the first one, which would result in no affordable housing in Forest Hills. My philosophy is to use more than the HPTF to produce and preserve affordable housing everywhere in the District. I believe our greatest strength is our diversity and the best way to leverage that diversity is to welcome residents of all incomes to live comfortably in all neighborhoods across the city. With regard to affordable housing, that means, for instance, more workforce housing in places like Bellevue and more deeply affordable housing in places like Forest Hills.
Robert White	Our most urgent need is housing for residents making under 30% AMI which is where we are seeing underinvestments from the Bowser administration (including misspending over \$80 million meant to help these people). This scenario helps us meet that need while introducing affordable housing into an area of the city where we are lacking affordable units. East of the Anacostia river, we have already met our affordable housing goals but are lacking market rate housing to avoid concentrating poverty. Thus, this scenario best accomplishes the dual goals of building more deeply affordable housing while addressing the disturbing income segregation in our city.
Trayon White	A 30 unit 60 to 80 AMI project in Forest Hills, along with the other policy proposals I have discussed in this questionnaire, will make it more likely Bellevue "market rents" (not solely rates) stay reasonable for people in Bellevue. By providing housing options in Forest Hill for that income range it lowers the demand to rapidly create that kind of housing elsewhere in a manner that may be out of step with the community and lead to displacement of people and businesses.



Q13. The Office of Planning's Housing Framework for Equity and Growth, released in October 2019, sets 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 that every planning area meets its stated target by 2050?

<p>Bowser</p>	<p>My administration created the Housing Framework for Equity and Growth and I stand by it. We are making significant progress on our goal to create 36,000 housing units by 2025, 12,000 of them affordable. However, we know to that those units must be distributed more equitably. That is why DC is the first jurisdiction to create housing goals by neighborhood. We've made significant progress but we need to do more, particularly in areas west of Rock Creek Park. There, historical discriminatory land use, zoning and financing practices have impacted housing opportunities and caused the displacement of Black residents in particular. So, we are intentionally focusing there through the HPTF, Inclusionary Zoning and our latest update to the Comprehensive Plan to allow for more housing construction along major corridors west of Rock Creek Park. As shared above, we also created a new tax abatement, a "Cash 2 Covenant" program, and are working with our faith-based institutions, which own about 1,450 vacant parcels of land in D.C., which if used strategically could produce upward of 6,000 new homes.</p>
<p>Robert White</p>	<p>As the chart shows, we are far behind on ensuring affordable</p>

	<p>housing is allocated evenly throughout our city. We need to explore where there is opportunity to increase density throughout our city, specifically near public transit and address barriers and restrictions preventing us from building the housing we need. I support zoning changes such as addressing restrictions on multi-family units that are necessary in order to open up new housing opportunities. We have to increase density and we can not concentrate it in just specific areas of the city. Without more housing throughout our city, we will continue to see rent and home prices rise. We also need to adjust expectations for community engagement. Community engagement should not be an opportunity for residents to veto plans that are necessary to move us closer to our housing goals. We need to approach community engagement as an opportunity to have tough and honest conversations, not necessarily to end up with agreement, but to demonstrate transparency as to why and how decisions are made and to mitigate concerns as possible without preventing the entire project's success.</p>
<p>Trayon White</p>	<p>It is important for the residents in ward 8 whom I represent, that GGW acknowledges that in 2019, during the highly controversial Comprehensive Plan Amendment process, it was my office under MY LEADERSHIP, that provided over 100+ text amendments to the City's 2019 Comprehensive Plan. My office, not D.C. Office of Planning, led the incorporation of, for the first time ever in this city's history, a guiding principle in the framework element, defining equitable development, equitable growth, fair and inclusive community participation, and cultural heritage preservation, contextualizing it around climate and racial justice. All of which since 2019 have been the guiding law for any progress made by agencies like DMPED, DCOP, DDOT, DOE, etc. As such my leadership as an elected representative of ward 8 residents ensured the definition and proliferation of equitable growth and development since 2019. Something that had never been done in this city by any administration or leadership. My record of bills introduced on enforcement, monitoring and evaluation of equitable affordable housing funding and implementation, are proof of what is to come by 2050. Beginning with my pending mayoral initiative to seek the elimination of restrictive zoning in Wards 2 and 3. Moreover, I will prioritize public land for subsidized affordable housing, residential use, including project-based housing and investigating the impacts and benefits of placing residential uses over public properties.</p>

Q14. Given widespread support for limited-equity co-ops and community land trusts, what will you do to encourage their proliferation?

Bowser	My administration has made it clear that we are in the business of financing and subsidizing the creation and preservation of affordable housing, including limited equity co-ops. Limited-equity cooperatives are a key part of the affordable housing landscape in the District of Columbia. We recently financed the preservation of 30 units of limited equity housing in Ward 4. We have included limited equity coops in our economic strategy and have produced a report of recommendations about how to advance LECs.
Robert White	We have had a Mayor who has closed the door on creative ideas such as these. As Mayor, not only will I be open to exploring innovative solutions, I will actively encourage it. I will explore adding priorities for these kinds of proposals in HPTF grants/weighting and prioritizing these types of proposals in public land deals.
Trayon White	As stated, in my platform, I commit to create a fund for "Land trusts" that make home buying in DC more affordable. I stand in that commitment with a legislative record of having introduced two bills delineating and ensuring an equitable process for funding CLT's (B23-0550, B24-0680). In addition, I would develop subsidizing housing/land investment programs, that prioritize cooperatives and limited equity homeownership. As repairs and upkeep are always an issue, I would create cross agency partnerships with established trade programs, including returning citizens programs, to create a pipeline of contractors to build and renovate housing stock under these initiatives. Creating wraparound benefits to these housing communities and increase the viability and proliferation of these models.

Q15. 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?

Bowser	DOPA is a crucial affordable housing preservation tool, but without regulations to make it enforceable, the law had no teeth. My administration was the first to recognize the potential of DOPA and we were the first to approve regulations to implement it. We will finally be able to use DOPA to preserve more affordable housing units for Washingtonians and will be aggressively identifying properties beginning in the new year. DOPA is now a real tool in our toolbox of innovative affordable housing strategies.
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Robert White	We have underutilized DOPA and my first change would be to utilize this tool more aggressively as it was intended to protect our affordable housing stock. I also believe we need to ensure this tool can be used more expansively which is why co-introduced legislation to remove certain limitations on the authority of the Mayor or the Mayor's assignee to purchase housing accommodations under DOPA.
Trayon White	Since my top priority is using District owned property for housing affordability, we would increase the DOPA affordability requirement to 50 percent. The AMI eligibility bands for this type of housing preservation will depend on the pricing of the building, so I would seek to make the AMI bands for DOPA more flexible such as with what I propose for IZ.

Q16. 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?

Bowser	Inclusionary Zoning is a critical housing production tool in the District. Because it requires larger projects that can receive additional density in order to fund the affordable units, it will be smaller in scale and higher in MFI targeting than other tools like HPTF, but it has been critical for creating units across the District and in high-cost areas and buildings. Because it works without direct subsidy, it may appear to be a magic policy but in reality, I recognize that it must be carefully calibrated so as not to snuff out overall housing production, thereby causing more pressure on housing and reducing revenues. Which is why we created the IZ+ tool to ensure the additional density allowed under the Comp Plan update would translate into higher percentage of affordable housing. This, in addition to the adjustment of MFI levels in my first term, have been critical updates that will be played out in the coming years and beyond.
Robert White	Inclusionary zoning is one of the tools we have to create affordable housing and allows us to guarantee new buildings have economic diversity and get more out of market-rate projects. Without taking away from the benefits of IZ, it is clear it is not enough. I will explore ways to strengthen inclusionary zoning to bring about deeper levels of affordability, but the reality is our best tools for creating more deeply affordable housing in the District are elsewhere.
Trayon White	I think it is inflexible and antiquated. IZ fails to create an adequate amount of real deeply and extensive affordable housing stock. The way IZ is currently implemented by the current administration is likely a contributor to the city's affordable

	housing crisis. I think IZ in exchange for density in areas that already have dense development is a hindrance to further development and likely places upward pressure on rent costs. I would make the IZ program more flexible than it currently is in places like wards 2 and 3.
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Q17. 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?

	Bowser	Robert White	Trayon White
Entirely project-based			
Mostly project-based	X		
Mostly tenant-based		X	X
Entirely tenant-based			

Q18. 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.

Bowser	Yes
Robert White	Yes
Trayon White	No

Q19. If District law were amended to allow the designation of historic districts to be removed, which, if any, of the current districts should have its designation removed?

Bowser	None of the above
Robert White	Colony Hill
Trayon White	None of the above

Q20. Should apartments be legal District-wide?

Bowser	No
Robert White	Yes
Trayon White	No

Q21. Where in the District do you think residential density should be increased to accommodate the construction of new housing? If you do not think residential density should be increased in the District, please write, "I do not think density should be increased in the District."

Bowser	Please see the updated Comprehensive Plan for areas in which I think we need additional density.
Robert White	We should have two primary goals when determining where to build new housing – moving away from our reliance on cars and creating housing in areas that have fought against denser development and contributed to exclusionary patterns in our city. Our transit centers and major corridors should be the first areas to build new homes. Doing so will also increase support to surrounding small businesses that have lost significant customer bases during the pandemic. We also need to direct more housing growth to areas like upper Northwest and Rock Creek East that have been historically low-density and have high opportunity for new units.
Trayon White	Wards 2 and 3

Land Use

Q22. 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 restricts density in affluent neighborhoods more 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?

Bowser	Yes
Robert White	Yes
Trayon White	Yes

Q23. In a rewrite of the Comprehensive Plan, which of these three options would be your top priority?

	Bowser	Robert White	Trayon White
Creating opportunities for new housing	X	X	X
Preserving green space			
Preserving the character of existing neighborhoods			

Q24. 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?

Bowser	Yes
Robert White	No
Trayon White	No

Q25. Where in the District should production, distribution, and repair 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 the District, please write, "I do not think PDR zoning should be added in the District."

Bowser	The District should ensure it has the PDR zoning it needs to function and be vibrant. That is why we are first doing a needs assessment, which may show our needs can be accommodated under existing zoning. If it turns out that additional PDR is needed, we should expand it equitably and with appropriate community engagement through the Comprehensive Plan rewrite.
Robert White	We cannot continue to concentrate industrial projects in Black and Brown communities that are already struggling with environmental injustice. We need to distribute these projects throughout the city and prioritize areas that are not already overburdened. We need to do a comprehensive study to determine where these places are and ensure we find an even distribution throughout the city. We should also explore the inclusion of light industrial zoning in mixed-use commercial corridors.
Trayon White	I am a proponent of the proliferation of trade schools. It is important for PDR uses to be integrated in a well-planned manner that is equitable and promotes economic equity that is led by home-grown, rooted residents to create diverse industries in the district. I believe PDR zoning is needed, and I commit to establishing means of researching its best location and equitable affordability as a land use.

Q26. Given the opportunity, how would you amend the District's Height Act?

	Bowser	Robert White	Trayon White
Removing or raising the Height Act entirely			
Removing or raising the Height Act everywhere but downtown	X		
Removing or raising the Height Act only in downtown			X
Removing or raising the Height Act within 1/4 mile of Metro stations			
Raising the Height Act only for buildings that will produce more affordable housing than required by inclusionary zoning		X	

I would not amend the Height Act			

Transportation

Q27. Do you think there are not enough cars, enough cars, or too many cars in the District?

Bowser	Enough cars
Robert White	Too many cars
Trayon White	Enough cars

Q28. Do you think inducing residents and visitors to drive less should be an explicit policy goal of the District?

Bowser	Yes
Robert White	Yes
Trayon White	Yes

Q29a. 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 support removing single-occupancy vehicle parking and travel lanes for dedicated bus lanes, which make bus service faster and more reliable?

Bowser	Yes
Robert White	Yes
Trayon White	No

Q29b. If yes, how will you, as mayor, ensure that DDOT actually repurposes street space to create dedicated bus lanes?

Bowser	I have funded and installed Car Free lanes in high-traffic corridors that support improved efficiency in bus travel and create space for bicyclists. We know that dedicated bus lanes make public transportation more efficient and reliable. As we continue reimagining public spaces, these lanes will help us encourage bus and bicycle travel, reduce traffic, and build a greener DC. The Car Free Lanes are part of DDOT's Bus Priority Program initiative to enhance bus speed and reliability across all eight wards. Other Bus Priority Program projects include the H/I
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	Street bus lanes launched in June 2019; the 14th Street NW bus lanes pilot that is currently under construction; and the 16th Street NW bus lanes that will be constructed later this summer. To learn more please visit: https://ddot.dc.gov/page/bus-priority .
Robert White	Bus lanes are crucial to the transit equity and environmental goals of our city. People should be able to use the bus to get to work, appointments, or anywhere else in our city and be assured that they will arrive in a timely manner. That is the only way to increase ridership. We need to increase funding to the bus priority program to fully build out the network and build dedicated bus lanes into actual capital projects instead of just quick-build work.
Trayon White	I will instruct them to do so where it is appropriate, primarily along major corridors.

Q30a. A 12-year study, published in 2019, found that protected bike lanes drastically lowered fatal crash rates for all road users (in other words, including for people traveling by means other than bicycle) 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 mayor, support removing single-occupancy vehicle parking and travel lanes for protected bike lanes?

Bowser	Yes
Robert White	Yes
Trayon White	No

Q30b. If yes, how will you, as mayor, ensure that DDOT actually repurposes street space to create protected bike lanes?

Bowser	In celebration of Bike to Work Day this year, I was proud to announce that more than 100 miles of bike lanes now exist in the District, a 60 percent increase from when I took office in 2015. In 2015, the District had 63 miles of bike lanes and fewer than six miles of protected bike lanes. Now, there are 104 miles of bike lanes, including 24 miles of protected bike lanes. I am also proud to have put funding in place to add 10 additional miles of protected bike lanes every year. We have more work to do, but I’m proud that DC has become one of the most bike-friendly cities in the nation. We are changing the way people move
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	around our city and building a greener, healthier, and more sustainable DC.
Robert White	Bike lanes are crucial to ensuring we are a multimodal city and protecting the safety of cyclists. I will increase our annual goal of building 10 miles per year and fully build-out the MoveDC priority network as opposed to just leaving it as a plan on a shelf.
Trayon White	I will instruct them to do so where it is appropriate, following equitable development priorities.

Q31. 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 loath to pay for something that they currently get for free. Would you implement road pricing in the District?

Bowser	Yes
Robert White	Yes
Trayon White	No

Q32. 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."

Bowser	I would re-invest revenue in supporting mass transit, bike lanes, vision zero efforts, equitable transportation options and dedicated bus lanes
Robert White	We need to invest this revenue into increasing transit equity, especially east of the Anacostia river, so that all residents have access to reliable and affordable alternatives to driving.
Trayon White	I do not support road pricing.

Q33. In 2019, the D.C. Council budgeted \$475,000 for the District Department of Transportation and the Deputy Mayor for Operations and Infrastructure to conduct a preliminary study of how road pricing in the District could work. As mayor, will you release the study?

Bowser	Yes
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Robert White	Yes
Trayon White	No

Q34. WMATA is 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 to assist in closing WMATA's operational funding gap?

Bowser	The importance of Metro to our region cannot be overstated. I am working regularly with my colleagues in Virginia, Maryland, and the Federal government to ensure that funding is sufficient for Metro's operations.
Robert White	DC already has an outsized role in funding WMATA so I will work with our regional partners to ensure we are getting full commitments from our neighbors. However, at the same time, DC must be ready to contribute what it needs to ensure a reliable, safe, and fast public transit system. I will explore using revenue from road pricing to close this gap. We also need to explore vehicle registration fees and other ways to encourage residents to use metro over driving.
Trayon White	I would create a flat rate for metro per ride. As it currently exists, the people that live furthest from jobs and amenities pay the most. While people that ride for shorter periods pay much less, even though they use the facilities and contribute to wear and tear on facilities, at least as much.

Q35. 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?

Bowser	Fare-free transit
Robert White	Guaranteed headways of 10 minutes or less within D.C.
Trayon White	Fare-free transit

Q36. Preventing drivers from killing 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 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 administration to pursue them. If you would not request your staff pursue a specific policy, please select N/A.

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

Q37. Please elaborate further on what you will do to ensure that no one is killed by a driver, especially a driver who has demonstrated their repeated failure to comply with traffic laws.

Bowser	I believe that it is critical to reevaluate the criminal penalties associated with for drivers who repeatedly and dangerously flout our traffic safety laws.
Robert White	I will pursue reciprocity with Maryland and Virginia, something the Mayor has failed to execute on despite mandates from the Council.
Trayon White	For people that have been repeatedly cited for dangerous driving, DMV will suspend their licenses. As mayor, I will create

	equitable enforcement across the DMV regulations, to issue tickets to everyone using any mode of transit, that uses city streets and vehicular rights of way. I would also work with bike riders to develop a set of transit rules and licensing that would keep them safe, for when they run stop signs, red lights, disobey cross signals, and ride on sidewalks where it is forbidden, and hurt or violate pedestrians' rights and safety as well.
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Q38. The District's automated traffic enforcement program cannot meaningfully enforce consequences for unsafe driving upon Maryland and Virginia residents, as the District does not have any reciprocity agreement with those states. As mayor, what will you do to facilitate those agreements, and what will you do to implement them?

Bowser	I have engaged the regional Metropolitan Washington Council of Governments to coordinate a meeting and discussion between the District of Columbia, Maryland, and Virginia related to regional enforcement reciprocity. Meetings have begun. I believe it is important that people pay their tickets. And we believe that that reciprocity, including our drivers paying their tickets in Maryland and Virginia is also important
Robert White	As the twice elected Chair of the Metropolitan Washington Council of Governments, I have gained the experience and relationships necessary to facilitate these agreements and ensure they are effectively implemented.
Trayon White	We need to find areas where there is common ground and where it is a situation where every government is getting the things it needs. We must also understand and mindful of historic displacement of low income people to our neighboring states. The adverse impacts that biased, racist enforcement can create for Black/Brown people and families who call the entire region home.

Q39. 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 a reasonable threshold for evaluating if street parking is sufficient in any given neighborhood?

	Bowser	Robert White	Trayon White
A resident is able to find an available public street parking space within 100 feet, or about a 30-second walk, of their residence's entrance 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			X
A resident is able to find an available public street parking space within one block in any direction, about a two- to four-minute walk, of their residence most of the time	X	X	
A resident is able to find an available public street parking space within two-to-three blocks, about a five- to seven-minute walk, in any direction of their residence most of the time			
A resident is able to find an available public street parking space within their general neighborhood, about a ten-minute walk, in any direction of their residence most of the time			

Q40. DDOT's Bus Priority Plan, which will roll out 51 new bus priority lanes over the next several years, is more ambitious than previous transportation programs proposed by the executive. Do you have a greater proposal than this for transportation in the District?

Bowser	I established the Bus Priority Program to improve bus speeds and reliability for riders across the District, whether on Metrobus, DC Circulator, or commuter buses. By improving bus service, DDOT is improving mobility and access to opportunities for District residents, workers, and visitors.
Robert White	The Bus Priority Plan is a step in the right direction but now we need to see it implemented. The Mayor has released many plans that seem good at first glance but are never implemented fully or are implemented poorly. We need a strong bus priority plan, and we need it implemented effectively. I also will explore adding more fully car-free streets, something other cities are far ahead of us on.
Trayon White	I would like to see more service than proposed in Wards 5, 7, and 8.

Q41. Understanding that that proposal will garner opposition, just as it will garner support, how will you navigate pushback so as to implement it?

Bowser	This is my plan, I will see it through. There are simply too many benefits to too many people and to our economy to not succeed.
Robert White	I am committed to building more bus lanes. I believe as a

	<p>fifth-generation Washingtonian who has spent time talking to people on both sides of the issue, I am uniquely positioned to navigate pushback. I understand why we need to invest in our bus services, but also why some community members will oppose the changes a better bus network will require of our neighborhoods and streets. For a family that has fought hard to own a car and park it outside a home they fought hard to own, the idea of losing parking to prioritize bus service can feel like an erasure of your efforts and a prioritization of new residents over yourself. Navigating this will require someone who is ready to have tough conversations and empathize with residents, but make the transportation infrastructure changes we have to build, like bus lanes, and not allow these discussions to slow or stall projects.</p>
Trayon White	<p>I will listen and analyze in an equitable manner, with evidence-based data, and lived-experience in mind. I know what it is like for DDOT to not listen and impose their pre-determined solutions onto ward 8 residents. For far too long I've had to mediate and arbitrate DDOT's impositions onto seniors, workforce drivers, students, business owners, returning citizens, bikers, and especially low-income families. I've learned that across the city all our communities are more than capable to determine their own regulations and support solutions that will authentically address their needs.</p>

Q42. 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 (even if you, yourself, are not driving) that you can commit to taking on foot, by bus, by train, or by bike instead.

Bowser	<p>I typically take a car to drop off my daughter, Miranda, at her DCPS school. It's easy to take the car for my security detail but I can commit to making the walk to her school more often</p>
Robert White	<p>I would love to be able to bike my daughters to school but unfortunately, I cannot because we do not have a thorough network of protected bike lanes. One of my priorities in office will be to ensure people like me who want to be able to use an alternative to driving but can't because of dangerous road conditions are able to transition from car trips. That will require expanding our network of connected bike lanes, something I have been working on for over a decade and will continue to prioritize as Mayor.</p>
Trayon White	<p>I don't agree with this sole premise. Because any carbon-free goal, must consider climate justice, and historic systemic</p>

	<p>racial/social class inequities and colonization. The solutions to address climate change are not solely a function of "one trip by car" that is a myopic view in my opinion. We must think holistically if we are truly committed to climate justice and addressing pollution, in the city, nationally and globally.</p>
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