

Lisa Gore

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Q1

Contact information

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Page 2: Prescreening questions

Q2

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

Yes

Q3

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?

I'll support another housing production goal, but won't propose one myself.

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Q4

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

Between 50,000 and 100,000

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?

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?

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

Q8

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."

Around half of all affordable housing units in DC are located east of the Anacostia River, in Wards 7 and 8. In contrast, Rock Creek West, predominantly Ward 3, contains only 1% of all affordable units. We need to balance these numbers and create drastic numbers of deeply affordable housing (0-30% AMI) in planning areas that have the least percentage and number of affordable housing units.

Q9

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

Density increases in predominantly Black neighborhoods have been associated with gentrification. However, there are neighborhoods in DC where density increases to promote affordable housing can have few, if any, negative impacts. Neighborhoods in Ward 3 can sustain more housing and affordable housing without the negative impacts brought about by density increases in other parts of the city.

Q10

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

Raising the Height Act only for buildings that will produce more affordable housing than required by inclusionary zoning

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.

No

Q12

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

**Means-tested or income-restricted,
Built by the government,
Subsidized,
Rent-controlled**

Q13

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

**Not means-tested or income-restricted,
Built by private developers,
Unsubsidized,
Not rent-controlled**

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 (with, of course, an emphasis on the opportunities present to at-large members versus ward members) can do to produce more affordable housing in the District.

Councilmembers can do a number of things, all of which I plan on pursuing:

Increased oversight of the Housing Production Trust Fund (HPTF), which is DC's main source of funding for deeply affordable housing. Unfortunately, improper oversight of the agency has resulted in the misapplication of \$82M in funds that were intended to produce deeply affordable units. In fact, this agency has never met its statutory obligation to produce its targeted number of units. Council should hold hearings on the agency inefficiencies cited in both the DC Office of Inspector General, and Office of the DC Auditor's reports.

Funding public housing repairs: subsidized housing is our largest source of deeply affordable units. I would advocate for funding public housing repairs to ensure these units are rehabilitated and maintained, and closer monitoring of DCHA's participation in the Rental Demonstration Program which attempts to leverage private-sector funds to address capital improvement backlogs.

Use legislation to facilitate the integration of community land trusts and social housing models that center permanent affordability.

Preserving affordable housing units by strengthening rent control, closing loopholes, and strengthening tenant protections

Investing in placed-based strategies to ensure affordable housing of all types, including family-sized units, is distributed equitably throughout DC.

Implementing strategies that will examine the development of publicly owned land and the use of publicly owned properties to create targeted affordable housing;

Creating Anti-Displacement legislation that identifies recommended programmatic and policy improvements to help hold DC accountable for existing equitable development and anti-displacement efforts.

Using zoning and fair housing programs to expand housing types and affordability to facilitate people from all income levels to live in affluent areas.

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?

As a former Special Agent in Charge of HUD-OIG which has oversight authority of public housing authorities nationwide, I know this arena well. Investigations like the one in process of the former Board Director are a direct result of the lack of agency controls, accountability, ethics, and transparency. Professionally, I have worked first-hand with small, mid-sized, and large public housing agencies, housing organizations, and the mortgage industry on developing internal procedures to combat fraud, waste, and abuse. I'm the only candidate with this unique, nationally recognized expertise, and would be able to create an oversight plan, in conjunction with recommendations already offered by the Office of the DC Auditor and the DC OIG, to ensure sound internal operating procedures at DCHA.

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)?	20,000
30-50 percent MFI (\$27,100-\$45,150 per year for a household of one)?	15,000
50-80 percent MFI (\$45,150 to \$72,250 per year for a household of one)?	5,000
80-120 percent MFI (\$72,250 to \$108,350 per year for a household of one)?	no minimum target

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?

I have a systematic plan that engages all the tools in the toolbox to provide housing for people who need it the most. This includes, integrating community land trusts and social housing models that center permanent affordability, avoid resident displacement, and build assets for residents and their families. Increasing the amount, location, and affordability of housing units is an overarching goal for DC.

My focus on deeply affordable housing (levels 30% and below MFI) is outlined below and includes an overview of needed oversight of DC housing agencies (DHCD, DCHA, and the HPTF). As a Councilmember, I will support growth and development that will not harm and displace communities of color. I specifically support:

Increased oversight of the Housing Production Trust Fund (HPTF), which is DC's main source of funding for deeply affordable housing. Unfortunately, improper oversight of the agency has resulted in the misapplication of \$82M in funds that were intended to produce deeply affordable units. In fact, this agency has never met its statutory obligation to produce its targeted number of units. Council should hold hearings on the agency inefficiencies cited in both the DC Office of Inspector General, and Office of the DC Auditor's reports.

Funding public housing repairs: subsidized housing is our largest source of deeply affordable units. I would advocate for funding public housing repairs to ensure these units are rehabilitated and maintained, and closer monitoring of DCHA's participation in the Rental Demonstration Program which attempts to leverage private-sector funds to address capital improvement backlogs.

Use legislation to facilitate the integration of community land trusts and social housing models that center permanent affordability.

Preserving affordable housing units by strengthening rent control, closing loopholes, and strengthening tenant protections

Creating Anti-Displacement legislation that identifies recommended programmatic and policy improvements to help hold DC accountable for existing equitable development and anti-displacement efforts

Use additional block grants from HUD (CDBG) that the city currently doesn't apply for. We could do that here to supplement funds.

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)?

Investing in placed-based strategies to ensure affordable housing of all types, including family-sized units, is distributed equitably throughout DC.

Considering “inclusionary conversions” as proposed by the DC Policy Center. This method converts rent-controlled units to affordable housing units.

Implementing strategies that will examine the development of publicly owned land and the use of publicly owned properties to create targeted affordable housing.

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)?

Using zoning and fair housing programs to expand housing types and affordability to facilitate people from all income levels to live in affluent areas.

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 10-unit project in Forest Hills for residents making under 30 (\$27,100) AMI, and one 40-unit market-rate project in Bellevue

I prefer this scenario because:
Of all these options none is great. I chose option #4 only because it targets 0-30% AMI in affluent areas. Traditionally Black and brown families have been ignored in housing. We need more housing like this in affluent areas so that traditionally underserved individuals and families have access to amenities that are traditionally found in neighborhoods like Forest Hills. This scenario is exactly why we need more than the current tools we have. Restricting ourselves to the current tools for affordable housing puts us in horrible scenarios like this.

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 that all planning areas meets the stated targets by 2050?

This chart makes it clear how these targets can cause harm in communities that are already marginalized. Wards 7 and 8 have contributed all their share of housing, while Rock Creek West has barely done anything. The goal should be the production of deeply affordable housing in areas like Rock Creek West. We also need to introduce anti-displacement legislation to ensure that affordable housing targets do not cause further harm to the city's Black population.

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:

- Make four-unit buildings subject to rent stabilization,**
- Make buildings built prior to 2005 subject to rent stabilization**
- Peg eligibility for rent stabilization to a dynamic date, so that new buildings are subject to rent stabilization after 15 years**
- Allow only one increase per year, with notice, for any D.C. rental housing that's exempt from rent stabilization**
- Implement stronger oversight of all landlord petitions filed with the Department of Housing and Community Development**
- 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**
- Cap annual rent increases at the level of inflation, or consumer price index, and eliminate the extra two percent allowed under current law**
- Eliminate vacancy increases**

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 formalize this.,
Please explain your selected response.:
I would formalize this, and I would include a racial equity lens as well.

Q24

Yes

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?

Q25

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

The primary way to support this would be through the budget. For example, Mayor Bowser proposed only \$2 million for Douglass Community Land Trust. I will try my best to substantially increase that amount in the budget. I would also use any legislation I could to facilitate the integration of community land trusts and social housing models that center permanent affordability. An example of this legislation is using the land-banking process, where properties the government takes over are converted into community-land trusts.

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?

They have made decent fixes to DOPA recently. I would try and facilitate DOPA as much as possible. This would include making sure DOPA has the funds necessary to operate as well as introducing legislation that helps the government acquire housing. This will result in keeping housing costs low and enable affordable (potentially public) housing.

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?

On the evidence so far, Inclusionary Zoning has not delivered the amount of affordable housing that this city needs, particularly in wealthy areas. In fact, a peer-reviewed study of the Baltimore-Washington region found that inclusionary zoning actually increased market prices for homes. [Hamilton, E. (2021). Inclusionary zoning and housing market outcomes. *Cityscape*, 23(1), 161-194.] While the increase was small, it does outline how relying on one tool to create housing cannot achieve our goals. First, I believe that the District should be thinking beyond IZ and IZ+ in terms of creating affordable housing. Second, IZ relies on Area Median Income, that can be a flawed metric when determining affordability, especially in high-opportunity areas such as Rock Creek West. If we are to use this metric, we need to make it more nuanced and definitely reduce the 80% threshold to a lower amount. Finally, we need to be looking to create diverse types of housing with the IZ program. Different families have different needs and a program that prioritizes diverse housing for all income levels would be better than the targeted one we currently have.

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?

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?

Q30

Creating opportunities for new housing

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

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?

Q32

Yes

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?

Q33

Where in the District 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 in the District, please write, "I do not think PDR zoning should be added in the District."

PDR Zoning should be added in Wards 1,2,3,4, and 6. But we still have to make sure that the communities where PDR zoning is added in the safest way possible. This is an environmental justice issue, we cannot just allow polluting facilities to be put in any communities. Harm shouldn't be distributed, but safe industrial uses everywhere.

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?

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?

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?

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?

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?

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."

I would use it for investments in out-of-school time programs for school children. In addition, I would use it for affordable housing on transit corridors, funding for safer streets and buses (e.g., expanding circulator), and funding for businesses to thrive in a car-free environment.

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?

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?

First, WMATA needs much more oversight on how they set their rates and how they provide service in the district. Second, we need to fund infrastructure that helps WMATA. For example, creating bus-only lanes and also supplanting WMATA with our own transit such as the circulator. Finally, we need to make our streets safer so pedestrians feel comfortable being on the street and accessing transit.

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"?

Q43

Fare-free transit

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?

Q44

Pick a major street in the District 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.

The intersection of MLK (down to Alabama Ave. SE) and Malcolm X SE is the first one that comes to my mind. This intersection desperately needs traffic calming measures and a redesign of cross-streets as well. This includes speed humps on cross-streets as well, and raised crosswalks and HAWK signals for pedestrians. It would also be good to provide a potential bus lane on this route as well, with input on design from the community. There is an opportunity to place connected crosswalks and more traffic signals along this corridor. In addition, there is already a bike lane there which is a great chance to expand it towards the side where people live. In addition there's a park and open area there that can be rehabilitated.

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	7
Removing minimum parking requirements in new developments near transit	2
Implementing road diets on arterial streets	6
Making some streets, especially residential streets, car-free	5
Making some streets, especially residential streets, car-free	5
Regional reciprocity for automated traffic enforcement	8
Building more housing and affordable housing in the District proximate to transit and job centers	3
	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 within one block in any direction of their residence (about a two- to four-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.

This is a very important question for me, and I hate that it is difficult for me to answer, because the bus service is really bad where I live. Other than dropping my son to school, most other trips I could use the former E6 bus if it was still in service. In the midst of the pandemic, the E6 like many DC bus routes was eliminated. This route was replaced by the M4 bus line, which doesn't connect major areas. For example, unlike the E6 route, which connected my neighborhood to the businesses along Connecticut Avenue, the M4 route takes residents away from Connecticut Avenue by over half a mile (Connecticut and Nebraska Ave.). We must look at transportation issues in DC carefully and strategically design routes to allow residents, as I call for in my platform to transform DC into a "15-minute city" where vital community resources, including public transportation and retailers, are within a 15-minute walk or bicycle ride.
