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COMPLETE

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Q1

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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?

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?

Q4

Between 50,000 and 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?

Q5

Yes

Housing production in D.C. has been uneven and particularly concentrated in certain planning areas, such as Lower Anacostia Waterfront/Near Southwest. 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

Council's land use authority is limited: The Home Rule Act states, "The mayor shall be the central planning agency for the District," and councilmembers do not, generally, vote up or down on individual developments, unless they will require public financing, such as tax abatements or TIFs. 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. If you would not request your staff pursue a specific policy, please select N/A. (This list is purposefully not inclusive of affordability and stabilization policies, which are addressed in subsequent questions.)

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

Q7

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."

We cannot solve our severe housing shortage in just one area of the District. New housing should be built across the entire city, with a particular focus on the placement of new affordable housing. I support the Executive’s efforts to develop targets to make the distribution of new housing less uneven and more equitable, especially in areas of the city like Rock Creek West and Near Northwest. We should continue to pursue this strategy while also advancing efforts to add housing supply near large swaths of land such as at the McMillan site.

Q8

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 can and should be increased around transit-oriented corridors. This can also maximize the opportunity to build new housing near places with access to public transportation, schools, and public amenities such as libraries, parks, and medical facilities. These factors have been shown to lead to better life and health outcomes for residents.

In order to increase density and pursue our goal of making the distribution of new housing less uneven geographically, I would pursue zoning changes to better facilitate the construction and placement of multifamily housing.

Additionally, I worked with my colleagues to pass legislation that will provide clarity around the Planned Unit Development (PUD) process in the Comprehensive Plan Framework. We will be able to use this process as a vehicle to ensure community input and benefits in exchange for additional housing density, especially on large projects.

Q9

Aside from converting office buildings to residential or paying building owners to place affordability covenants on units, what is your preferred approach to address the District's housing shortage at all income levels? What parts of your preferred approach fall under the authority of the council?

My preferred approach is to leverage all the tools that the government has available to create and incentivize housing production at all income levels. I authored and the Council unanimously passed legislation to establish affordable housing set-aside requirements when District-owned land is being disposed for the development of multi-family residential projects. I will continue to leverage the government's ability to require set-asides on publicly owned land, including by exploring an increase to the percentage of affordable housing required in public-land dispositions. This can be accomplished through Council legislation.

The Council also has oversight responsibilities and makes the final allocations for the District's fiscal year budgets. I have already co-introduced legislation to make the Housing Production Trust Fund funding decisions more transparent in an effort to maximize the number of affordable units created with government resources. Similarly, with Chairman Mendelson and then-Mayor Gray, I authored and the Council incorporated into the budget legislation to require that half of the annual District surplus go to the Housing Production Trust Fund. I will continue to find creative ways to provide District funding to address our housing needs.

Finally, I will also work with government partners in the private sector to draft legislation that will make homeownership opportunities more affordable for District residents and families.

Q10

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

Q11

Not means-tested or income-restricted,

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

Unsubsidized,

Not rent-controlled

Q12

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?

Everyone deserves to live in safe, quality housing but the historic federal disinvestment in public housing impedes the ability of many District families to do so. The resulting poor housing conditions were only exacerbated by the pandemic. I would support federal legislation calling for the repeal of the Faircloth Amendment, which currently limits the construction of new public housing from being built nationwide. Similarly, I would commit to holding a hearing on the Green New Deal for Housing Amendment Act of 2022, which is sequentially referred to my committee. This bill would establish the creation of public-owned social housing developments.

I would also work with my colleagues to provide additional investments in public housing repairs and tenant-based voucher assistance for families who seek housing on the private market.

Q13

0-30 percent MFI (\$0- \$27,100 per year for a household of one)?

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

Q14

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)?

Primarily through the oversight and legislative functions available to me as a Councilmember. I would also work with the Executive when necessary to ensure that we are working in collaboration to meet the District’s housing needs for residents who make between 50 and 80 percent AMI.

As mentioned earlier, I will also maximize the government’s ability to require affordable units in public-land dispositions and innovative ways to incentivize and pay for housing production, as I did in requiring that half of the annual District surplus go to the Housing Production Trust Fund. This includes providing more investment to project-based LRSP. I would also explore removing zoning restrictions on multifamily housing units to produce more housing in areas of the city where housing for this income level is more scarce.

I will also work with government partners in the private and nonprofit sectors (via legislation or other innovative ways) to make homeownership opportunities more affordable for District residents and families, across all income levels.

The previous question did not allow for answering properly on the SurveyMonkey so I have included the numbers here:

- 0-30 percent MFI (\$0- \$27,100 per year for a household of one)? 15,000
 - 30-50 percent MFI (\$27,100-\$45,150 per year for a household of one)? 12,000
 - 50-80 percent MFI (\$45,150 to \$72,250 per year for a household of one)? 8,000
 - 80-120 percent MFI (\$72,250 to \$108,350 per year for a household of one)? 5,000
-

Q15

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)?

Primarily through the oversight and legislative functions available to me as a Councilmember. I would also partner with the Executive when necessary to ensure that we are working in collaboration to meet the District's housing needs for residents who make between 80 and 120 percent AMI.

As mentioned earlier, I will also maximize the government's ability to require affordable units in public-land dispositions and innovative ways to incentivize and pay for housing production, as I did in requiring that half of the annual District surplus go to the Housing Production Trust Fund. I would also explore removing zoning restrictions on multifamily housing units to produce more housing in areas of the city where housing for this income level is more scarce.

I will also work with government partners in the private and nonprofit sectors (via legislation or other innovative ways) to make homeownership opportunities more affordable for District residents and families, across all income levels.

Q16

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 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

Q17

I prefer this scenario because:

The second, third, and fourth scenarios are the only scenarios that provide housing in both Bellevue and Forest Hills, which is a key value and goal as detailed in my response to question 7. Of those three, the third scenario achieves the most affordable housing in Forest Hills, an area of the city where that is especially needed. Although I would have preferred to select a scenario with more deeply affordable housing in Forest Hills, this third scenario achieves three times more affordable housing than scenario four. Additionally, scenario three will produce a smaller market-rate project in Bellevue, which will help disrupt its uneven distribution of dedicated affordable units as compared with the rest of the city.

Q18

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?

I will find ways to use the legislative tools at my disposal to increase density, pursue zoning changes that will allow for new multifamily housing, and provide additional investments to address higher land costs that may impede production.

Q19

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:

- Allow only one increase per year, with notice, for any D.C. rental housing that's exempt from rent stabilization**
 - 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**
 - Eliminate vacancy increases**
-

Q20

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 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?

The District primarily uses the Housing Production Trust Fund to build extremely low-income housing. But as we know, that investment must be paired with project-based rental assistance to keep tenant rents low. The Executive has taken strides to increase the amount of funding we set aside for project-based LRSP but we can always do better. As mentioned earlier, I have co-introduced legislation to make the Housing Production Trust Fund funding decisions more transparent in an effort to maximize the number of affordable units created with government resources. However it is critical we focus on the implementation of the program. Currently IZ and other affordable units are sitting idle, this is unacceptable. We must push executive agencies to ensure that qualified residents are able to move in and occupy units already available and that the system of production and occupation works seamlessly.

Q21 **TOPA should be amended to formalize this.**

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 this is a suitable evolution of TOPA, or should the law be amended to either formalize or restrict this?

Q22
Please explain your selected response.

The original intent of TOPA was to ensure that District families could stay in their own homes and not be displaced. Given the evolution of the program, permanent changes to the program should be considered and formalized after a robust hearing to establish a legislative record. Tenants should have the opportunity to make informed choices without undue pressure about the benefits that may accrue with buy outs as well as the opportunity to remain in their homes. So, the evolution of TOPA should: 1. help determine whether the buyouts should be restricted and 2. codify provisions to ensure that tenants are not being taken advantage of in the buyout process

Q23 **Yes**

The D.C. Council voted to exempt single-family home sales from TOPA in 2017. Would you support reinstating single-family TOPA?

Q24
Given widespread support for limited-equity co-ops and community land trusts, what will you do to encourage their proliferation?

The cost of living in the District is growing and forcing families that have been here for generations out of their neighborhoods. Finding solutions to affordable housing include helping boost limited equity coops as they have been shown to help achieve more affordable housing in the District. Unique programs like DMPED's Equity RFP that I initiated in collaboration with the executive has resulted in a disposition which utilizes the land trust approach at the old Langston/Slater schools and is an example of the type of innovative approach to redevelopment that both support racial equity as well as community land trusts in the creation of new housing and community amenities in the District.

Q25

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?

DOPA is an innovative tool in the District's affordable housing toolbox but it is underutilized. Last year, the Council unanimously passed legislation to make improvements to the program and we are hopeful that this will help the program operate as originally intended. Based upon a review of any improvements I would look to the budget process and determine if additional funding is required to support the implementation of a more robust DOPA program.

Q26

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?

Inclusionary zoning is crucial to ensuring that we are creating affordable housing throughout the District. This policy is one of the tools that we to help ensure that affordable housing is produced across all 8 wards. The council must determine which policy decisions would be best to help IZ grow at a smart responsible rate for the District, recognizing its limitations. As noted above, one of the current weaknesses of the program is in its implementation, as units that have been constructed under the program remain vacant, which is unacceptable. However, this is only one tool at our toolkit and must be combined with other resources including leveraging public assets, incentivizing development in west of the park and downtown, and increasing our commitment to utilizing DOPA on critical projects, such as my support for the acquisition of the Wardman Park Marriott to substantial increase access to affordable housing in Ward 3.

Q27

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?

Q28

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 restricts density in affluent neighborhoods more than elsewhere. An April 2020 staff report from the Office of Planning states that a rewrite of the Comprehensive Plan should be complete by 2025. Do you commit to supporting the necessary budget and process for a rewrite of the Comprehensive Plan by 2025?

Q29

Creating opportunities for new housing

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

Q30

Yes

Should apartments be legal District-wide?

Q31

Yes

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.

Q32

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?

Q33

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?

As the current Councilmember of Ward 5, and champion of the Industrial Land Transformation Taskforce/Ward 5 Works study, I have been deeply engaged in the future of PDR land in the District. PDR uses impact the health and vitality of neighborhoods and have too long been concentrated in low income communities of color. It is critical that there is a recognition that services and benefits of the PDR uses accrue to all District residents and their burdens can no longer disproportionately impact communities of color. I advocated vigorously for changes in the 2020 Comprehensive Plan update and will continue to strongly support these policies in the Comprehensive Plan rewrite.

Q34

Removing or raising the Height Act within 1/4 mile of Metro stations

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

Q35

Enough cars

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

Q36

Yes

The Sustainable D.C. 2.0 plan includes a target of reducing commuter trips made by car to 25 percent. Do you agree that incenting residents and visitors to drive less should be an explicit policy goal of the District?

Q37

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

Q38

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?

Q39

Yes

A 12-year study, published in 2019, found that protected bike lanes drastically lowered fatal crash rates *for all road users* in Seattle (-60.6%), San Francisco (-49.3%), Denver (-40.3%) and Chicago (-38.2%), among others. Would you, as council chair, support removing single-occupancy vehicle parking and travel lanes for protected bike lanes?

Q40

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?

Q41

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, Singapore, Milan, and elsewhere 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 council chair, support road pricing as a means to reduce congestion to speed up transit, improve air quality, and raise revenue?

Q42

If yes, how would you propose reinvesting 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."

This revenue should be used to support Vision Zero, the development of repurposed street space, and improving access to public transit throughout the city, particularly in neighborhoods underserved by transit, especially communities east of the Anacostia River.

Q43

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?

Q44

If "yes," how would you get the executive to release the report? If "no," please write, "I do not think the study should be made public."

I would ask the Executive for an update on why the report hasn't been released yet and seek a public date for report release; if the answers are unsatisfactory, I would request the Transportation Committee chair and members send the executive a letter establishing a date certain by which the report must be released and indicating that, if the executive fails to comply, the committee would hold a hearing.

Q45

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?

The Council needs to help encourage ridership within the District to get the riders back on buses and the Metro. This can also be done by investing in infrastructure within the District that encourages the use of public transportation. I know from my time as the Chair of the Metropolitan Washington Council of Governments how to engage collaboratively with colleagues in Maryland and Virginia to emphasize the significance of WMATA's provision of safe, reliable public transit to our region and, as was the case with its capital funding needs, the critical nature of ensuring that WMATA gets the operating funds it needs. This work necessarily includes working with the federal government for other forms of investment in WMATA.

Q46

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"?

Q47

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?

Q48

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 work with the District Department of Transportation to implement that vision.

There are a multitude of projects that would be great to initiate for the District but one that comes to mind is establishing a dedicated, rapid bus line along New York Avenue from the NoMa-Gallaudet University Metrorail station to the Shops at Dakota Crossing, which would include stops at the Union Market area, Ivy City, and the Arboretum community. I have worked for years with stakeholders to improve the New York Avenue corridor, which has evolved into a vibrant area with new housing and businesses, including retail, restaurants, and breweries and distilleries. While residents living in and around the Ft. Lincoln, Woodridge, Arboretum, Ivy City, Eckington, and Union Market neighborhoods enjoy the new amenities, they frequently lament about the challenges of accessing the areas outside of where they live. The lack of reliable public transportation options along New York Avenue limits residents' ability to commute to and from job centers as well as restrict opportunities for visitors to patronize area businesses.

Another is on M Street and Maryland Avenue in NE, reopening the entrance to the Arboretum there. Opening a safe pedestrian and bicycle friendly entrance in this area would help grow the access to greenspace in the area. The communities of this area, in particular Langston and Carver neighborhoods, are disconnected from the greenspaces in the area right next to them. Helping connect the Langston Golf course, Arboretum, Kenilworth Gardens with surrounding communities on that would use this entrance would benefit them all and open more greenspace.

Q49

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 staff pursue them. If you would not request your staff pursue a specific policy, please select N/A.

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

Q50

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. How do you think the council can best use its power to begin to develop such agreements?

The Council has an opportunity here to work with the other councils through the Metropolitan Washington Council of Governments (and the TPB) to work on how to create reciprocity agreements. Holding meetings through the Council of Governments to begin the conversation of creating reciprocity agreements for traffic enforcement.

Q51

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?

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

Q52

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.

I often conduct meetings with people at businesses along Monroe Market. I usually drive there from my home about a mile away but can commit to walking (or taking a scooter if I'm cutting it close on time).