

#7

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

Over 100,000

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

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

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."

I think new housing needs to be built across the city. A few additional thoughts: We need to PRESERVE whatever market-rate affordable housing we have right now. We cannot afford to lose any more. And we need affordability most in our most affluent areas, such as Rock Creek East and West. If we are going to have socio-economically diverse classrooms, which all studies show are the most optimal and successful, we need to have diverse neighborhoods.

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."

I think low hanging fruit is to put density in our commercial corridors near Metro and good public transportation, as well as in areas in which our schools have capacity for an influx of residents. I am not a fan of subdividing single family homes into multiple units because we lose those single family homes. I do think that we can have apartment buildings amidst single family homes. My block on Capitol Hill, for example, has several multiunit buildings even though the majority of the block consists of single family homes.

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?

1. We need to get the DC Housing Authority back on its mission of providing safe housing to low income families. This means maintaining the current housing and crafting a redevelopment plan that makes 0-30% AMI families the centerpiece. Many DCHA communities are low density and the trick is to PRESERVE community but increase density and affordability.
 2. Use Housing Production Trust Fund strategically. Let's not put 80% AMI dollars toward projects in which market rate is 80% AMI! That is a bad use of our subsidy!
 3. Preservation, preservation, preservation. We need to preserve the market rate affordability we have now. Don't lose it!
 - 4 Let's look at community land trusts, shared equity deals, etc.
-

Q10

Costing no more than 30 percent of one's household income

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

Q11

Costing more than 30 percent of one's household income

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

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?

First of all, we need honest, transparent leadership. That would be a good start. We need a board that is truly independent and focused on the authority's mission to provide 0-30%AMI housing, not beholden to DMPED, John Falcicchio, and Mayor Bowser.

We need to get housing residents to trust us by doing the necessary repairs to maintain current housing stock. And we need to work with them on redevelopment plans that include them, not exclude them.

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)?

By using Housing Production Trust Fund dollars in parts of the city where 50 or 80% AMI is not market-rate. And it's not just AMI levels--we need multi-bedroom units for families.

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)?

Again, we need to be strategic about our trust fund dollars for 80% AMI and leverage other partnerships such as the Washington Conservancy

Q16

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

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.

Q17

I prefer this scenario because:

We need affordability in Forest Hills for working families.

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 would make part of the trust fund's scoring based on this distribution. A developer would get more points for projects in areas that need more affordability. And the professional scoring needs to be adhered to and not diverted from for political reasons.

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:

- Make four-unit buildings 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**
- Eliminate voluntary agreements that take rents to market-rate**
- 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**
- 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**

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?

This is true. Deeply affordable units need both a capital and operating subsidy to work. The solution is to make sure there are adequate housing vouchers paired with a 0-30% project for it to be successful.

Q21

TOPA should be amended to restrict 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.

We need to preserve all the affordable units we can. I understand individual liberties, but I am concerned about affordability in perpetuity, which will benefit for generations not just one generation if at that.

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?

Let's pilot a few more land trusts and make it easier to do limited equity co-ops.

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?

We need to use DOPA more and faster.

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?

We should be getting more affordability out of the projects being built. In 2016, I spearheaded a resolution that recommended the Zoning Commission increase the IZ requirements. We need to do that again, and get more out of IZ.

Q27

Mostly project-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

No

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?

Yes

Q34

Removing or raising the Height Act everywhere but downtown

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

Q35

Too many 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 prioritize repurposing existing travel lanes.

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 prioritize repurposing existing travel lanes.**
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."
Make streets safer for everyone

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."
Council transportation committee should raise holy hell

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?
We need to incentivize people to stop taking Uber and Lyft and get back on public transit. We do that by making Metro the better, more reliable, cheaper option. These companies are putting MORE cars on the road and they are not profitable; they were called disruptive, that's right, they are DISRUPTING our public transit. STOP TAKING UBER if you think DC has too many cars. Most of the drivers are from MD and VA!! Plus they are engaging in wage theft by not classifying drivers correctly.

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

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

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

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.

Start with Southern Avenue SE, our most deadly street in the District by far. SLOW CARS down by putting it on a diet. STOP it from being a superhighway to Prince George's County!!

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

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?

Have the auditor or CFO show how much each of the three jurisdictions are losing in revenue over lack of reciprocity. BUT we need these cameras to act as a disincentive and SLOW DRIVERS DOWN

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 two to three blocks, in any direction of their residence (about a five- to seven-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 SHOULD BIKE MORE TO THE WILSON BUILDING.
