

Anita Bonds

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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?

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

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."

In general, new housing should be spread across the city. Areas designated as Rock Creek East and Rock Creek West, along with large plots of land, including Old Soldiers' Home and RFK, are potential sites of new housing development. They could be developed similar to the manner in which we are treating the development of the Walter Reed campus.

By increasing neighborhood density, like we have done in Fort Totten, we can create a housing environment that people want. Also, we can explore building more townhomes downtown, and work on converting commercial buildings into condominiums and co-ops.

We also must create a vibrant living environment by including green spaces as a part of any development plan. Also, any development plan needs to include basic amenities, like quality grocery stores and restaurants.

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."

Examples regarding increased density are provided above in our response to question 8, but we can also identify certain neighborhoods that are currently zoned for low-density and change them to medium-density where possible.

We can also explore repealing the Height Act in areas on the periphery of the city in order to increase our affordable housing stock.

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.

Yes

Q12

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

**Means-tested or income-restricted,
Subsidized,
Costing no more than 30 percent of one's household income**

Q13

Not means-tested or income-restricted,

I consider market-rate housing to be (check all that, in your opinion, apply): **Built by private developers**

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.

The goal of the legislative body is to create policies to address a public need or concern. This is done by drafting a bill and passing it into law.

As far as housing, there has been an inequality that has long existed in the District of Columbia. The city's population continues to grow, and we will have more people as the years go by.

As the population grows, we will have to increase the housing stock.

The councilmember's authority exists in their ability to propose and vote on laws. Whether you are an at-large member or a ward member, you still need to get seven votes for it to pass.

So, first, I think a councilmember needs to start by listening to the community to get background information on the proposal.

Second, a councilmember should get data that (hopefully) supports their proposal.

At that point, the councilmember needs to be persuasive in convincing their colleagues to support the bill.

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?

The "fix" that we need is to repair and to upgrade our current public housing stock. The cost of housing continues to escalate, and our low-income families need to be accommodated. Public housing is one of the resources that we have at our disposal.

The government does not have the \$2 to \$3 billion needed to completely revamp public housing units, and we not longer have the federal subsidy; HUD has stopped providing that.

We need to look at public-private partnerships and look to making the public housing complexes more mixed-income.

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 - 25,000
30-50 percent MFI (\$27,100-\$45,150 per year for a household of one)?	50,000
50-80 percent MFI (\$45,150 to \$72,250 per year for a household of one)?	20,000
80-120 percent MFI (\$72,250 to \$108,350 per year for a household of one)?	10,000

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?

One of the main reasons DHCD missed their target

I believe that we need the operating housing subsidy in the form of vouchers that can be married to the HPTF construction subsidy to ensure that extremely low-income housing is produced.

Because many of the units at 0-30% are available to extremely low income households that utilize tenant based vouchers, we have to make use of our public housing stock.

This means that we need to utilize the public housing units we have. We have to continue to repair them and make sure that they are occupied.

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)?

I want to identify units in market rate buildings that can be exchanged for tax abatements.

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)?

This answer is very similar to my answer to number 18.

I want to identify units in market rate buildings that can be exchanged for tax abatements. We can reduce taxes for the developers in order to incentivize the production of more units.

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 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

,
I prefer this scenario because:
the 30 unit project in Forest Hills is more moderate to middle income, but still provides affordability. It will also help the development because the building is potentially eligible to become a tax credit building because of the 60 percent MFI condition. The Bellevue market rate project is desirable because the Bellevue area would love the addition of market rate units in their neighborhood. This will help with the distribution of market rate units throughout the city.

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?

We can pass a law that stipulates that any projects that are built have to take into account the affordable housing per planning area ratio. I'd like to look at the Fair Housing Act to see if there is a framework that we could follow.

I support this target, and will work with the Mayor and my colleagues to achieve equitable distribution of at least 15% affordable housing in each area. I strongly believe that affordable housing should be spread across the city.

Q22

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

Eliminate voluntary agreements that take rents to market-rate

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

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

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

,
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.:

Historically, the intention of TOPA was not to provide tenants with a buyout. It was designed to help tenants purchase their buildings and stay in their homes. However, TOPA has evolved to the point where buyouts are more and more popular. Buyouts have skyrocketed, and have turned TOPA into a and there needs to be a review of the law to make sure that the rights of tenants are not diminished

Q24

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

No

Q25

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

I have two bills that I am planning to move through my Committee:

- 1) creates a permanent council for limited equity co-ops
- 2) expand tax abatements for buildings that have a certain percentage of low income
- 3) Funded an additional FTE at DHCD that would focus on assisting limited equity co-ops in their formation

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?

The program has not been around long enough to truly gauge its effectiveness.

We need to allow more time to determine if it is working.

One thing I would change is that DOPA facilitates that sale

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?

Inclusionary Zoning (IZ) is supposed to provide additional affordable units in market rate buildings.

As far as changes...the lottery process needs to be revamped.

Q28

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?

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

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?

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

At this time, I don't think PDR zoning should be added in the District.

We really need to utilize the land that we have to create more housing and green spaces.

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 prioritize repurposing existing parking lanes.

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 prioritize repurposing existing parking lanes.**
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 invest a large portion of this into homeownership programs.

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?
Maryland and Virginia need to pay more. The District pays the most of all three jurisdictions, and it is time for them to increase how much they pay.

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

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?

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.

New York Ave NE.

Where we have commercial properties, I would add a side street for easy access to the businesses, similar to K street. I would include bike lines on the side streets, as well

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 | 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 | 7 |
| Making some streets, especially residential streets, car-free | 8 |
| Regional reciprocity for automated traffic enforcement | 3 |
| Building more housing and affordable housing in the District proximate to transit and job centers | 2 |
-

Q46

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

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?

Q47

The District's goal to be carbon-free by 2050 requires most of the reduction of its transportation emissions to come from residents turning existing single-occupancy vehicle trips into transit, walking, and biking trips. Please describe at least one trip you currently take by car that you can commit to taking on foot, by bus, by train, or by bike instead.

I can commit to walking or biking to the grocery store seven blocks away.
