

# Tricia Duncan

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## Page 1: Contact information

### Q1

#### Contact information

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## Page 2: Prescreening questions

### 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?

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### 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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## Page 3: Questionnaire

### 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?

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**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?

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**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?

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**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   | <b>2</b> |
| Legalizing four-unit buildings District-wide  | <b>3</b> |
| Subsidizing individual homeowners to construct ADUs   | <b>8</b> |
| Increasing the percentage of affordable housing required in public-land dispositions                            | <b>4</b> |
| Incentivizing the conversion of office buildings to residential properties                                      | <b>5</b> |
| Eliminating the Height Act  |          |
| Eliminating parking requirements in new construction  | <b>9</b> |
| Amending the building code to reduce construction costs   | <b>7</b> |
| Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations | <b>6</b> |
|   | <b>1</b> |
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**Q8**

Where in Ward 3 do you think new housing should be built? If you do not think new housing should be built in Ward 3, please write, "I do not think new housing should be built in Ward 3."

New housing needs to be built across Ward 3, especially in places that are well-served by transit or in need of revitalization to maintain vibrant community.

Friendship Heights is the best place to build new housing. The lack of focus on mixed-use development in the original construction is partially responsible for the failure of the existing commercial retail in the area. By building additional housing in Friendship Heights, we can support small businesses and return commercial activity to the area.

I strongly support additional housing along all major thoroughfares, especially those connected to Metrorail and robust Metrobus routes. This would be Wisconsin Avenue from Georgetown to Western Ave and all along Connecticut Avenue. We should maximize the density of the buildings to the extent allowed under the law.

Coming from Palisades, I believe we are ready for more housing to be built along MacArthur Blvd. There are many garden-style apartments along the Boulevard and there is room for more. It is also an ideal location for triple deckers, and other soft density housing of all kinds. This kind of development will spur small businesses and increased transit which is lacking now.

**Q9**

Where in Ward 3 do you think density should be increased to accommodate the construction of new housing? If you do not think density should be increased in Ward 3, please write, "I do not think density should be increased in Ward 3."

Places like Cathedral Heights/McLean Gardens and the New Mexico Ave./Massachusetts Ave cluster of apartments (one of the densest areas of the city!) should serve as a model for what other density increases in Ward 3 can look like.

Wisconsin Ave can surely accommodate higher density from the Ward 2 boundary all the way to Western Avenue. While the City Ridge development is a start, there is plenty of room for added density in places like Tenleytown, Friendship Heights, and Glover Park. Another area in need of additional density is near Massachusetts Ave near 49th St. The new Valor/Ladybird building will undoubtedly be the first of many projects of its kind. Additionally, In Palisades there is a five story CCRC breaking ground next month. It will likely spur more developments of this kind along MacArthur too. The biggest obstacle with these locations is public transportation. A metro stop on the Georgetown side of Key Bridge would make a whole lot of sense.

**Q10**

**Removing or raising the Height Act entirely**

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

**Q11**

**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.

**Q12**

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

**Cheap,  
Subsidized,  
Costing no more than 30 percent of one's household income**

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**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**

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**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 can do to produce more affordable housing in the District.

While a Councilmember's statutory is relatively limited, there are many tactics they should pursue to secure the production of more affordable housing in the District. The first and most important is the Comprehensive Plan, which will be developed and approved 2025. It's key that sitting Councilmembers lobby the Mayor and Office of Planning for changes that will increase affordable housing, maximize density, and ensure a city that is livable for all. While lobbying government officials is essential, so is building community support for these changes. Councilmembers must work with constituents to build support for urbanist-focused changes in their neighborhoods to minimize opposition and ensure a good plan can be passed. Councilmembers can also support and introduce legislation to strengthen incentives, shorten the development process, indemnify in case of lawsuits aimed to delay development, and more. Finally, Councilmembers must leverage their oversight abilities to ensure that the Mayor and relevant agencies are acting to maximize affordable housing development.

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**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?

If the District government truly believes that all residents deserve access to stable, safe, clean, and permanent housing, we must make fixing the DC Housing Authority and our public housing writ large a top priority. The District government should begin by funding public housing repairs to ensure that all units are in livable condition and consistently maintained. The DC Housing Authority must make every effort to prevent displacement of current public housing residents while making necessary rehabilitations to its facilities. Empty promises aren't enough — ensuring these residents can stay in their communities is crucial. I would support re-examining the makeup of the Housing Authority Commission to maximize the influence of the resident commissioners and prevent too much Executive Branch control. Overall, my strategy for fixing these issues is to listen to public housing residents themselves, as well as experts, to find solutions that are people-centered.

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**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)?	<b>10,000</b>
30-50 percent MFI (\$27,100-\$45,150 per year for a household of one)?	<b>35,000</b>
50-80 percent MFI (\$45,150 to \$72,250 per year for a household of one)?	<b>35,000</b>
80-120 percent MFI (\$72,250 to \$108,350 per year for a household of one)?	<b>20,000</b>

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**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?

Ensuring that extremely low-income housing is reliably produced requires intense focus on inter-agency coordination, oversight and scrutiny of relevant agencies, and incentives that will lead to more production. It is important for the District to re-examine its inclusionary zoning program to expand the required share of affordable units and create more incentives for developers who choose to add more affordable units, especially at lower AMIs.

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**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)?

One key step is ensuring that the District's planning permits the construction of multi-unit housing universally. It is critical for 50-80 percent AMI housing to be produced in areas currently lacking dense housing and with good access to transit, grocery stores, schools, jobs, etc.

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**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)?

Again, ensuring that the Comprehensive Plan allows for multi-unit residential buildings across the entire city is key to constructing more housing, especially at 80-120 percent AMI.

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**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:  
Of all of the scenarios offered, the 30-unit project in Forest Hills with a 20-unit project in Bellevue is most preferable. This scenario maximizes the amount of units being constructed while ensuring that additional affordable housing is built in an area of Ward 3 where it is most needed. While I am concerned about potential gentrification and displacement that could occur due to such a project being built in Bellevue, this scenario remains the best option available because it distributes affordable housing supply across Ward 3. I think with situations with this, it is most important to listen to residents and experts to ensure that the project will support our larger goals of increasing affordable housing while ensuring that residents can stay in their communities.

**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 the planning area you would primarily represent, Rock Creek West, meets the stated targets by 2050?

Ward 3 is woefully behind in its production of affordable housing, especially in the Rock Creek West planning area, but there is an increasing moral appetite for affordable housing in our area. While the Mayor and Office of Planning identified Rock Creek West as the area most in need of affordable housing and set lofty goals, due to a lack of political courage, incentives, and government intervention, we are nowhere near meeting our goals. I have spent the last six years convincing my community to support development that they planned to resist and similar attitudes are necessary in the District government. Despite what some loud neighbors may claim, Ward 3 is ready to accept affordable housing and we need to take sweeping action to make its production possible.

**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,**
- 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**
- ,
- 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 restrict this.,**  
 Please explain your selected response.:  
 The intention of the Tenant Opportunity to Purchase Act was to prevent displacement and expand opportunities to build generational wealth. The buyouts, sometimes very large sums, can help residents in the short-term but do not minimize displacement. For this reason, I support amending TOPA to restrict such buyouts and protect access to co-ops and other means of accumulating generational wealth through collective ownership.

**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?

Limited-equity co-ops and community land trusts are not only popular: they are a method to expand access to alternative forms of home ownership. As Councilmember, I will support preserving existing limited-equity co-ops and community land trusts and expanding their presence in the District. I support identifying more viable sources of funding to finance the creation of LECs, as well as policies, programming, and messaging that will promote awareness of the benefits of the model.

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**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?

I strongly support the District Opportunity to Purchase Act and believe it is necessary when tenants do not exercise their TOPA rights. I support expanding the purview of the act to ensure that the District considers not only affordability metrics but also other key factors like potential for tenant displacement if they did not purchase the building.

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**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?

The District's inclusionary zoning policy is a strong start but it is not currently achieving its goals. Not enough new units of affordable housing are being built, too few of the units are deeply affordable, and they are not equitably distributed throughout the city. As Councilmember, I would support changes that raise the minimum percent of IZ units in new construction. I think it is important to re-examine the AMI breakdown and ensure that they are set at the proper levels so the IZ units being built reflect the need. I also support expanding incentives for developers who choose to offer more IZ units than required by law.

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**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?

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**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?

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**Q30**

**Creating opportunities for new housing**

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

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**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?

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**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?

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**Q33**

Where in Ward 3 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 Ward 3, please write, "I do not think PDR zoning should be added in Ward 3."

PDR zoning is unfairly concentrated in certain areas of the District and should be rebalanced. I support adding PDR zoning in parts of Ward 3 where it is feasible and will spur economic development and make our communities more vibrant. PDR zoning could increase the amount of jobs available within Ward 3 and allow residents to work closer to where they live.

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**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?

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**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?

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**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?

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**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?

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**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?

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**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 feel it is important to re-invest road pricing revenue in policies that will improve transit access and operation, protect our environment, and keep all road users safe. This money could be used to subsidize public transit fares, reduce transit headways (especially bus), expand transit availability, and more. The money should also be used to fund other necessary road improvements like bus lanes.

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**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?

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**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?

Closing WMATA's operational funding gap requires complex inter-governmental coordination between the District, Maryland, and Virginia. As Councilmember, I will work to build regional financial support for WMATA and support plans that improve its financial stability and reduce its operational funding gap. Public transit is key to life in the District and we should fund it as such.

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**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"?

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**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?

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**Q44**

Pick a major street in Ward 3 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.

Wisconsin Avenue does not have any large pending transportation projects at this time. With the new development at City Ridge, along with Metro stations in Tenleytown and Friendship Heights, Wisconsin Avenue is ripe to be reimagined. The status quo does not adequately serve all road users and jeopardizes the safety of pedestrians and bicyclists. I support improving bus service along Wisconsin Avenue, preferably with additional bus infrastructure including shelters and platforms. If feasible, I would support a bus lane. I also think Wisconsin Avenue is an opportunity to improve bicycle infrastructure that could connect many of the new lanes being added in Ward 3 into a coherent network.

**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   | <b>5</b> |
| Increasing the cost to own a car in the District, including RPP and parking registration          | <b>6</b> |
| Removing minimum parking requirements in new developments near transit                            | <b>3</b> |
| Implementing road diets on arterial streets   | <b>4</b> |
| Making some streets, especially residential streets, car-free                                     | <b>7</b> |
| Making some streets, especially residential streets, car-free                                     | <b>8</b> |
| Regional reciprocity for automated traffic enforcement  | <b>1</b> |
| Building more housing and affordable housing in the District proximate to transit and job centers | <b>2</b> |

**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.

As a Palisades resident, I often must drive to Tenleytown to access Metrorail, largely because the M4 route has infrequent service. I hope to bike to the Metro more often, especially during the spring and summer months. Poor transit service in some areas of Ward 3, coupled with a lack of bike infrastructure, leads to residents relying on cars for trips they could take using more sustainable modes. This is something I am very conscious of and want to improve both through my individual choices and systemic change.

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