



# GREATER GREATER WASHINGTON

## GGWash 2022 Endorsement Questionnaire: Ward 3 Councilmember Democratic Primary

### Housing

#### HOUSING PRODUCTION

**Q1.** Do you support Mayor Muriel Bowser's goal, announced in 2019, to add 36,000 new units of housing in the District by 2025?

<b>Bergmann</b>	Yes
<b>Brown</b>	Yes
<b>Duncan</b>	Yes
<b>Finley</b>	Yes
<b>Frumin</b>	Yes
<b>Thomas</b>	Yes

**Q2.** 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?

<b>Bergmann</b>	I'll support another housing production goal, and would be willing to propose one myself.
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<b>Brown</b>	I'll support another housing production goal, and would be willing to propose one myself.
<b>Duncan</b>	I'll support another housing production goal, and would be willing to propose one myself.
<b>Finley</b>	I'll support another housing production goal, and would be willing to propose one myself.
<b>Frumin</b>	
<b>Thomas</b>	I'll support another housing production goal, and would be willing to propose one myself.

**Q3.** With 36,000 presumably completed units as a baseline, how many additional units do you think should be built in the District by 2045?

	<b>Bergmann</b>	<b>Brown</b>	<b>Duncan</b>	<b>Finley</b>	<b>Frumin</b>	<b>Thomas</b>
Between 36,000 and 50,000						
Between 50,000 and 100,000			X		X	X
Over 100,000	X	X		X		
I do not support another housing production goal for 2045						

**Q4.** 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?

<b>Bergmann</b>	Yes
<b>Brown</b>	Yes
<b>Duncan</b>	Yes
<b>Finley</b>	Yes
<b>Frumin</b>	Yes

<b>Thomas</b>	Yes
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**Q5.** 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?

<b>Bergmann</b>	No
<b>Brown</b>	Yes
<b>Duncan</b>	Yes
<b>Finley</b>	Yes
<b>Frumin</b>	No
<b>Thomas</b>	Yes

**Q6.** 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.)

	<b>Bergmann</b>	<b>Brown</b>	<b>Duncan</b>	<b>Finley</b>	<b>Frumin</b>	<b>Thomas</b>
1	Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations	Incentivizing the conversion of office buildings to residential properties	Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations	Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations	Incentivizing the conversion of office buildings to residential properties	Incentivizing the conversion of office buildings to residential properties
2	Increasing the	Increasing the	Legalizing	Increasing the	Increasing	Subsidizing

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

8	Subsidizing individual homeowners to construct ADUs	Amending the building code to reduce construction costs	Subsidizing individual homeowners to construct ADUs	Legalizing four-unit buildings District-wide	N/A	Eliminating parking requirements in new construction
9	Amending the building code to reduce construction costs	Eliminating parking requirements in new construction	Eliminating the Height Act	Subsidizing individual homeowners to construct ADUs	N/A	Eliminating the Height Act

**Q7.** 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."

<b>Bergmann</b>	<p>Everywhere.</p> <p>I am committed to making this a city where everyone can find their footing, raise a family, and age in place. That means we must do more, much more, to reduce the cost of housing and childcare and improve public transportation.</p> <p>A community that fights a building that would allow renters to live in a high opportunity area is not a welcoming one, regardless of what their yard signs say. A community that privileges aesthetics over people is not one that cares about diversity, equity, or inclusion. If we genuinely care about racial justice, and about repairing the damage of decades of segregationist policies, redlining, and racial covenants, or about the values of diversity, equity, and inclusion, we must commit to reimagining the Ward. There is no silver bullet, no magic solution to this crisis. Solving the housing affordability crisis is the most significant and complex challenge facing the District of Columbia. We can't leave any tools on the table.</p> <p>Here is what I am calling for:</p> <ol style="list-style-type: none"> <li>1. We must aggressively densify the relatively dense transit-oriented corridors that already exist (e.g. Connecticut and Wisconsin Avenues). Transit-oriented development is better for the environment, an important secondary benefit of adding housing. We also stand to benefit economically by further densifying our commercial corridors beyond the levels contemplated during the last round of comprehensive plan amendments. By encouraging greater densification there, we can build upon the benefits of the current built landscape, resulting in even more dynamic mixed-use neighborhoods and increased foot traffic to sustain our small businesses.</li> </ol>
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It is essential that the Council look seriously at ways to streamline the housing production process in areas near transit. It is entirely appropriate to rigorously vet proposed projects, particularly when the developer is requesting zoning relief to build a nonconforming structure. But we can't tolerate a system that bogs down every development project of significance for years, particularly when the opposition comes from the same familiar group of ideologues and anti-change curmudgeons.

I will propose legislation to reduce time, expense, and subjectivity during the review process in priority housing areas, such as around Metro stations, by creating a set of firm commitments that, once met, would result in the project being automatically fast-tracked for approval. Commitments could include agreeing to provide significantly more affordable units than required by current inclusionary zoning rules. These "fast track commitments," which could be uniform or customized for a particular community, would be decided upon ex ante and developers would not be permitted to request flexibility. (A developer that decided to not meet the "fast track commitments" could still proceed through the process as it exists now.)

2. We must increase incentives to faith-based and community groups to re-develop properties to include affordable housing. These projects are not only compatible with the mission of these organizations but may enable many historic churches and congregations that are struggling financially to remain and thrive in their current communities.

3. We need to make public property a part of the solution  
The District owns a number of non-historic buildings throughout the District—libraries, fire stations, police stations, and so on—that could be redeveloped, now or at the end of the building's useful life, to include housing. In addition to helping us add units where there are none, we can leverage the fact we control these properties to ensure that a higher proportion of the units are affordable and deeply affordable. This is not a new idea. There are examples within the District and elsewhere of new mixed-use buildings with a fire station or library on the ground floors and housing above. But these projects are approached on a one-off rather than systematic basis. This has consequences. An effort to add housing to the Tenleytown Library was famously defeated a few years ago—we should not allow this to happen again. I will propose legislation to require the development of a long-term master plan to redevelop all non-historic District property to include a housing component with exceptions for where this is not safe or feasible. The District should also engage the federal government regarding federally-owned property in the District that could also be redeveloped to include housing (e.g.

post offices).

4. We must break down the barriers that exist in our low-density single-family home neighborhoods, many of which were erected during segregation with the specific aim of excluding people of color and low-income Washingtonians. We need to build more housing near transit and along our major corridors, but we should not give our wealthiest, most exclusive, neighborhoods a free pass when it comes to building a more welcoming and diverse Ward 3. As an initial step, we must legalize \*smaller\* single-family homes in wealthy neighborhoods.

Excessive minimum lot size requirements prevent the construction of row homes and other modest single-family homes, shutting middle class families out of exclusive neighborhoods. Reducing minimum lot size and other requirements that effectively only permit construction of large mansions would be a modest, yet significant, step towards filling a gap in our housing market and achieving some marginal increases in density.

I am not opposed to single-family zoning, which is why I answered No to Question 6, but I will not defend mansion zones, which is what we have in parts of DC today. Single-family homes are increasingly out of reach for all but the wealthiest because supply of all types of housing is so limited. The result is a steady exodus of families out of the District. By just allowing smaller homes, such as the row-homes that populate other parts of the District, we could greatly increase supply without actually reducing single-family zones.

5. That said, I do believe that we should be looking aggressively for single-family neighborhoods that are suitable for gentle densification—a task that the Office of Planning began and then dropped when proposing amendments to the Comprehensive Plan because of the political blowback. I can understand why others running for this seat might want to avoid touching this issue. But I believe that gentle density can be done in a manner that is entirely consistent with the \*spirit\* of current land use patterns. I believe in my neighbors in Ward 3 and I think that a good faith process and engagement can result in broad support for allowing gentle densification in some of our high-opportunity neighborhoods.

I will propose legislation and funding for a planning process to identify neighborhoods suitable for gentle densification, with a focus on neighborhoods that have a documented history of excluding racial minorities and other groups. These neighborhoods remain, in large part, segregated and exclusionary today because of the high cost of housing. When

the status quo land use rules remain in place for these neighborhoods after this process, as may happen, there should be a reason and that reason better be a good one.

Gentle density can mean many things—to me, it means allowing for different types of housing that meet the spirit of current land use practices, i.e. buildings that match the scale (height and mass) of other properties in the neighborhood. These are buildings that do not seem bizarrely out of place as you walk, bike, or drive down the street. It is also important that these buildings impact parking, traffic, and noise in a similar fashion to any other new construction in the neighborhood. Taken together, that means that in most low-density neighborhoods gentle density that conforms to the look and feel of current zoning and land use patterns will only allow for duplexes or possibly triplexes. In some communities, smaller 4–6-unit apartment buildings might be appropriate, but those situations will need to be studied and thoroughly vetted.

In both scenarios, ANCs and community members should be consulted and given a meaningful role in evaluating design choices to ensure that a proposed building blends in effectively with the other homes in the neighborhood. While I am generally skeptical of parking minimums, especially with respect to projects that are close to transit, I think it would be appropriate to require developers of gentle density projects to take additional steps to minimize the parking and traffic impact on the neighborhood, which may not be particularly close to transit, e.g. an on-site parking requirement and/or deed restrictions limiting the number of vehicles associated with the property.

6. We must explore ways to encourage our universities to build more on-campus housing. AU students have rented an apartment next to us since we moved to our building. They have always been great neighbors. But if they lived on campus, that unit could be rented by another family seeking to live in walking distance to a great DCPS elementary school or to a senior looking to age in place in a building that is large enough to sustain a small market and is on a bus line. Shifting undergraduates and other students to campus housing can free up rental units occupied by students, as well as minimize friction that can sometimes occur when students live off-campus in great numbers. Of course, care would have to be taken to ensure that new dorms do not just lead to a commensurate rise in enrollment numbers. We would also need to look seriously at how we can reform the sometimes contentious campus plan process to make it harder to obstruct universities from building residential housing on their campuses. (The Campus Plan process should also be reformed to enlist universities in the project of building more walkable, transit-oriented communities. Ground floor retail can

	<p>coexist with a student dorm just as much as it can with an apartment building. Investment in transit infrastructure, safety upgrades, and other amenities can benefit both students and the surrounding neighborhood.)</p> <p>7. In addition to increasing space for private developers to add to our housing stock, we must commit to doing more as a city to build affordable housing. That means ensuring that the Housing Production Trust Fund is meeting its mission, specifically that we are helping the households that need the help the most (MFI below 30%). Given the documented benefits of living close to opportunity, we should be working to use these funds to build more affordable units in Ward 3 and other high opportunity areas for this population.</p> <p>For similar reasons, our focus cannot just be on building new housing. We must invest in maintaining and improving the existing affordable housing stock we have. It is far less expensive to preserve an existing affordable unit than it is to build a new one and extending the life of buildings with affordable units is also less disruptive to tenants. This means ensuring that the new Department of Buildings is doing its job.</p> <p>We must also improve rent control so more tenants can benefit. When combined with other complementary policies, such as those aimed at increasing the overall housing supply, rent stabilization policies play an important role in controlling the cost of housing.</p>
<p><b>Brown</b></p>	<p>I think that we need new housing across Ward 3, not just concentrated in certain areas. In particular I am in favor of adding more affordable units to the Wardman Park site in Woodley Park. I would like to see the Lord and Taylor site, Mazza Gallerie and WMATA's bus garage in Friendship Heights turned into mixed use space with affordable housing units. I am in support of on campus housing for UDC in Van Ness. We have many vacant office buildings across Ward 3 that could be developed to accommodate the growing housing needs. I am interested in exploring multi-unit housing in areas near AU Park, Palisades and Spring Valley. We need to be creative and look at all options.</p>
<p><b>Duncan</b></p>	<p>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</p>

	<p>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.</p>
<p><b>Finley</b></p>	<p>New housing should be prioritized near higher density corridors that have good access to transit. In Ward 3, that means we have the opportunity to build more housing in:</p> <ul style="list-style-type: none"> <li>● Woodley Park at the Wardman site and along Connecticut Avenue near the Woodley Park Metro;</li> <li>● Cleveland Park along the business strip and adjacent to the Cleveland Park Metro;</li> <li>● Van Ness/Forest Hills along the northern portions of the business strip and possibly in conversion of existing underused space currently owned or leased by UDC;</li> <li>● Tenleytown along the business strip and adjacent to the Tenleytown Metro;</li> <li>● Friendship Heights along Wisconsin Avenue, including Mazza Gallerie.</li> </ul> <p>In addition, I support recent efforts to streamline the production of ADUs in our residential neighborhoods. More needs to be done to make accessory apartments not only easier for homeowners, but to incentivize their construction when homes are purchased and renovated for resale.</p> <p>The market needs to be invited to play a role in creating ADUs. This gentlest form of density provides opportunities for our seniors to age in place and offers quality housing to new families and reasonably priced homes for our teachers, fire/EMT, police and others in need of workforce housing closer to where their jobs are.</p> <p>We should also be looking to DC-owned sites for the production of affordable housing at all levels, including for seniors, like the Chevy Chase Library and Community Center, the Tenley Library, as well as underutilized land owned by our many places of worship. Both</p>
<p><b>Frumin</b></p>	<p>The greatest areas of opportunity are on the commercial corridors and particularly near transit. The upcoming planning</p>

	<p>processes for the Wisconsin Avenue and Connecticut Avenue corridors offer enormous promise.</p> <p>Meanwhile, as my work as Chair of the Board for the Lisner Home shows, land owned by mission driven organizations provide another area of opportunity. We won the first ever Housing Production Trust Fund Award in Rock Creek West and will be building 93 units of deeply affordable senior housing on our site. Churches and synagogues could replicate our model.</p> <p>Also, public land and air rights over public buildings should also be a focus.</p> <p>These priorities echo the agenda of the Washington Interfaith Network (WIN) Ward 3 Housing Initiative of which I have been a part and a leader.</p>
<b>Thomas</b>	<p>New housing needs to be built in every neighborhood in Ward 3. We should not concentrate it into one neighborhood or solely by Metro stations or transit corridors. Every neighborhood should do their fair share to increase affordable housing across the ward.</p>

**Q8.** 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."

<b>Bergmann</b>	<p>As I just said, I believe we need to encourage greater densification along transit-rich corridors, particularly the areas immediately surrounding metro stations. I also believe we must reduce excessive minimum lot sizes District-wide, which will result in additional densification between avenues without necessarily reducing single-family zoning. While I am not opposed to single family zoning, per se, I will propose legislation to fund a planning process to identify neighborhoods suitable for gentle densification, with a focus on neighborhoods that have a documented history of excluding racial minorities and other groups. This process, which I anticipate leading to legalization of 2-, 3-, and 4- unit buildings in many Ward 3 neighborhoods, will subtly, but significantly, increase densification.</p> <p>When the Council again discusses changes to the District's comprehensive plan, my starting assumption is that the *entire length* and *both* sides of Ward 3's major avenues (Connecticut, Wisconsin, Massachusetts) should be categorized as, at a minimum, medium-density residential. The reasons for densifying these avenues is obvious—these</p>
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	<p>are transit-rich corridors served by Metrobus and (for Connecticut and upper Wisconsin) Metrorail. It should go without saying that a starting assumption is merely that. There will be segments where a lower-density designation is appropriate for any number of reasons, including the preferences of the ANC and residents.</p> <p>But formal densification should not be reserved to Connecticut and Wisconsin Avenues. I live in a 13-story multifamily building on Cathedral Avenue, across the street from the Wesley Heights neighborhood. Every day, I see how this low-density neighborhood benefits from living in close proximity to the dense stretch of multifamily buildings and townhomes on New Mexico Avenue, a busy but not major roadway. The density makes it possible to sustain restaurants and shops on New Mexico that would otherwise not survive if they depended just on the Wesley Heights neighborhood. There are other lower-density commercial corridors in Ward 3, such as MacArthur Boulevard, that would benefit from increased densification. Similarly, Nebraska Avenue, which acts as a major transit thruway for Ward 3 residents (and the many, many Maryland and Virginia commuters), has active bus lines that make it a good candidate for concentrating additional housing. Thus, on Ward 3's "secondary" corridors (MacArthur Boulevard, Nebraska Avenue), my starting assumption when considering changes to the District's comprehensive plan is that the entire length and both sides of these two streets should be categorized as, at a minimum, moderate-density residential. As stated above, however, a starting assumption is just that and I would fully expect certain segments to remain low-density residential at the end of the process.</p>
<b>Brown</b>	<p>I am in support of a small area plan for the Tenleytown Metro station from Albemarle up to the Friendship Heights metro station area. I am in support of developing the empty buildings in Van Ness. With community input we should look for ways to provide additional housing including affordable housing, with units big enough for families. We need to develop or re-develop vacant buildings so that we can attract small businesses and bring more job opportunities to the area. We will need to make sure that as we add these units we are also implementing the public services and infrastructure needed to support the growing population.</p>
<b>Duncan</b>	<p>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</p>

	<p>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.</p>
<p><b>Finley</b></p>	<p>Density means housing more people on the same area of land. It can range in scale from adding an ADU to a single family home, to building out a high rise where a smaller building or vacant land once was. From that broad perspective, we should be looking to add homes wherever we can. Large scale density increases should be focused on our transit-served corridors. Our upcoming planning processes for Upper Wisconsin and Lower Connecticut will move us in that direction with appropriate analysis and community engagement. I will fund additional studies to extend planning to Middle Wisconsin and Middle Connecticut (Van Ness) so we can begin taking advantage of the greater allowable density increases provided by recent Future Land Use Map amendments, including the one I proposed for Cleveland Park and was adopted by Council (Amendment 2123).</p> <p>As noted above, we should be looking for ways to kick start our ADU production, which really has been a disappointment in terms of results so far.</p> <p>We also need the rewrite of the Comprehensive Plan to begin in earnest soon. Low-scale density increases off our major corridors are something we need to look at. Where I live in Cleveland Park, our side streets just off Connecticut Ave are dotted with house-scale apartment buildings that provide convenient and lower-priced housing than the adjacent single family homes. They fit into the neighborhood well. House-scale apartments just off our transit corridors are ways to add more housing without overwhelming residential streets. Similarly, the conversion of larger homes into multiple-home buildings should be considered in areas where it is currently illegal. Montgomery County calls this broad category of low-density homes “attainable housing.” It’s not subsidized, but due to its scale and the shared land costs, it provides housing options to our kids and grandkids who have been priced out of the neighborhoods where they grew up.</p>
<p><b>Frumin</b></p>	<p>On commercial corridors and particularly around transit hubs</p>
<p><b>Thomas</b></p>	<p>New density should increase where already density exists. There</p>

	are already dense areas across the main thoroughfares in Ward 3 and we should look at increasing transportation around those areas. I am also a proponent of ADUs, and I think they are a key policy lever to increase density without changing the character and feel of many of the neighborhoods in Ward 3.
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**Q9.** Given the opportunity, how would you amend the District’s Height Act?

	<b>Bergmann</b>	<b>Brown</b>	<b>Duncan</b>	<b>Finley</b>	<b>Frumin</b>	<b>Thomas</b>
Removing or raising the Height Act entirely	X		X	X	X	
Removing or raising the Height Act everywhere but downtown		X				
Removing or raising the Height Act within 1/4 mile of Metro stations						
Removing or raising the Height Act only in downtown						
Raising the Height Act only for buildings that will produce more affordable housing than required by inclusionary zoning						
I would not amend the Height Act						X

**Q10.** 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.

<b>Bergmann</b>	Yes
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<b>Brown</b>	Yes
<b>Duncan</b>	Yes
<b>Finley</b>	Yes
<b>Frumin</b>	No
<b>Thomas</b>	No

## AFFORDABLE HOUSING

**Q11.** I consider affordable housing to be (check all that, in your opinion, apply):

	<b>Bergmann</b>	<b>Brown</b>	<b>Duncan</b>	<b>Finley</b>	<b>Frumin</b>	<b>Thomas</b>
Means-tested or income-restricted	X	X		X	X	X
Built by the government				X		X
Cheap			X			
Subsidized		X	X	X	X	X
Rent-controlled		X		X	X	X
Costing no more than 30 percent of one's household income	X	X	X			X

**Q12.** I consider market-rate housing to be (check all that, in your opinion, apply):

	<b>Bergmann</b>	<b>Brown</b>	<b>Duncan</b>	<b>Finley</b>	<b>Frumin</b>	<b>Thomas</b>
Not means-tested or income-restricted	X	X	X	X	X	X
Built by private developers	X		X	X		X
Expensive						X
Unsubsidized	X	X	X	X	X	X
Not rent-controlled		X	X	X	X	X
Costing more than 30 percent of one's		X				X

household income						
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**Q13.** 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.

<p><b>Bergmann</b></p>	<p>In addition to constituent service, a councilmember's job can be reduced to three pillars: budget, legislation, and oversight. Stepping back, with respect to the budget, the Council must ensure that adequate funding exists to fund the District's affordable housing initiatives. In order to do that, of course, the Council must exercise sufficient oversight to have a deep understanding of whether programs are adequately funded and/or falling short of their aims because of a lack of funding or because of poor leadership, incompetence, or some other reason.</p> <p>I will be focused on ensuring that we are investing the dollars in the Housing Production Trust Fund effectively and appropriately, with a particular focus on examining how we can do a better job increasing the number of deeply affordable units (30% MFI). With respect to legislation, as discussed above, the Council can do *a lot* to encourage the development of market-rate and income-restricted housing by changing our land use laws to make it legal to build apartments and smaller houses (i.e. rowhouses) in more places. As we do so, we should explore ways to expand and further leverage Inclusionary Zoning rules to ensure that a greater proportion of new units are income-restricted affordable housing.</p> <p>Finally, as an individual, I will show leadership. It is not enough to go on a listening tour and keep your counsel to yourself until it comes time to vote. When there are contentious fights over projects that will help us reach our housing goals, I will not remain on the sidelines. We need to take concerns seriously and I firmly believe that we can and should ask developers to do more, especially when they stand to make a significant profit. But at the end of the day, I will be consistent: we need more housing in Ward 3. If a project is bad, let's improve it. But don't tell me that we can't build multifamily housing near transit or that a proposed apartment building on a major avenue is too tall. We must get serious about dealing with our housing crisis.</p>
<p><b>Brown</b></p>	<p>DC Council can increase the Housing Protection Trust Fund and more importantly provide much needed oversight in how the</p>

	<p>funds are used and at what AMI.</p> <p>As the cost of housing goes up we need to increase the funding amounts so that recipients can afford to purchase in more areas of the City. DC Council should work to improve zoning rules that artificially restrict the supply of housing, like size and height of development. There is a mistaken view that rent control and inclusionary zoning will fix all of the housing affordability issues. What we need to do is not just redistribute a fixed amount of housing but increase the number of people who can afford to live anywhere in the City.</p>
<p><b>Duncan</b></p>	<p>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.</p> <p>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.</p> <p>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.</p>
<p><b>Finley</b></p>	<p>Councilmembers may propose any of a huge range of policies to produce affordable housing. They can, in theory, propose changes to any law and can theoretically propose any amount of spending. In reality, however, councilmembers need to secure the votes of a majority of their Council colleagues and the support of the Mayor (or the support of enough Councilmembers to override the Mayor's veto). And, the District must have the funds to pay for any spending proposals the Council passes.</p> <p>Therefore, a Councilmember has broad authority to legislate and fund policies to provide incentives to the market to encourage the construction of housing, including affordable housing, and to direct and fund District-owned affordable and public housing.</p>
<p><b>Frumin</b></p>	<p>Fully fund the Housing Production Trust Fund. Update our rent control laws. Press for increases in inclusionary zoning requirements. Conduct aggressive oversight to ensure our</p>

	<p>agencies are hitting their goals in the production of affordable housing and to ensure a proper mix of units by unit size, income level and age. Advocate for specific projects where they make sense and use the bully pulpit to encourage developers to maximize affordable housing on specific sites and look for ways to support them in doing so. Use their significant familiarity with the Ward to look for opportunities for new developments including on public land or in air rights over a public building to encourage new projects.</p>
<b>Thomas</b>	<p>As Councilmember I would make sure 100 million or more is in the housing production trust fund and that money gets out the door quicker with better oversight. I want to make sure the money spent produces true affordable units and that more housing is available quicker. I would work with the Executive Office to invest more in privately owned buildings to increase more deep affordable units and engage the community on investing in building accessory dwelling units.</p>

**Q14.** 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?

<b>Bergmann</b>	<p>The Council cannot use DCHA's independent status as a get-out-of-jail free card. We owe it to our fellow Washingtonians to do everything we can to improve conditions and hold people accountable for failing to do right by tenants in public housing. As an initial matter, we can increase the amount of funding that is allocated to public housing repairs to over \$60 million, which is what advocates are calling for.</p> <p>I will support the "Public Housing Preservation and Tenant Protection Amendment Act of 2020," which will give tenants additional protections. We must also work to ensure that the agency follows a "build first" model going forward to avoid the unnecessary and cruel displacement of public housing tenants from existing properties.</p>
<b>Brown</b>	<p>We need to make sure that all of the public housing units are safe and liveable. This means we need to immediately make repairs to units that currently have conditions that pose severe health risks. But we need to make sure that any development or redevelopment plans and implementation times do not permanently displace residents. As these units are being repaired or redeveloped we need to provide housing vouchers to</p>

	<p>residents so that they can still have affordable housing. DC Housing Authority must be given the funds needed to address the urgent health and safety repairs that are needed.</p>
<p><b>Duncan</b></p>	<p>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.</p>
<p><b>Finley</b></p>	<p>We must ensure that public housing lives up to its promises so families in need can live in dignity. There are two parts to the “fix.” The first involves bringing the property under control of DCHA up to a state of good repair. This means upkeep and maintenance of capital assets. In the Mayor’s last budget, there was only \$22 million proposed for renovation/repair, which was devoted solely to Claridge Towers. We need to increase this funding to ~\$60 million per year if we are going to truly address the maintenance issues in the District’s public housing portfolio. The second part is ensuring that the Local Rent Subsidy (LRSP) and Housing Choice Voucher (HCV) programs are well run, properly funded, and have necessary wraparound services attached to them to ensure that participants are not failed by our system. These wraparound services are not currently provided or funded by DCHA, nor should they be. However, we need to look at expanding them to ensure that our lowest-income residents have the support they need. (On my site, I have a plan for a lead agency model to provide more robust wraparound services - <a href="https://beaufinley.com/affordable-housing-for-all/">https://beaufinley.com/affordable-housing-for-all/</a>). We also need to ensure that the housing units occupied by LRSP/HCV participants are in good condition and that the buildings are operated well.</p> <p>I reject the idea that because DCHA’s debt is too great, we cannot “fix” public housing or make DCHA a better agency. We simply cannot fail those families in such need that they rely on these programs. However, given that 99% of DCHA’s funding comes from the federal government, we should consider seeking a federal bailout or capital infusion while we have a Democratic</p>

	<p>Congress. In addition, we should explore whether to redevelop or sell off parts of DCHA's properties to fund both capital upkeep and to create better, new facilities.</p>
<p><b>Frumin</b></p>	<p>This is an agency that has been plagued by scandal. We need aggressive oversight to eliminate waste, fraud and abuse and to improve coordination between the agencies. Reform governance of DCHA to make it more responsive and accountable. Put necessary funds in the local budget for repair and renovation of public housing units. Participate in national advocacy to get HUD to increase levels of investment in the repair and renovation of existing public housing. Tenaciously monitor and support projects for the redevelopment of public housing sites to a larger mixed income site with at least as much affordable housing as the existing site using tools like expedited development and IZ preferences for current tenants to ensure it actually delivers on the promise of improving quality of life for the tenants. The model has earned significant skepticism and residents are right to insist that the city prove its efficacy. Review the waiting list for public housing to realistically assess need and address immediate needs. There likely are many names on the list that are now out-of-date.</p>
<p><b>Thomas</b></p>	<p>DCHA serves many of the District's most vulnerable residents, and providing these residents with safe, decent, and dignified housing must be one of the City's top priorities. Although DCHA is independent, five of the 11-member Board of Commissioners are appointed by the Mayor and must be approved by the Council. As Councilmember I will ensure board members that come before the Council for approval have significant experience in real estate, housing, and portfolio management. Given DCHA's extensive maintenance and repair backlog, I will focus budget priorities on making all of DCHA's units habitable and safe. Understanding that our most vulnerable residents have additional service need, as Councilmember I will support DCHA partnering with other District agencies such as DOH, DBH, DCPS, and DPR to provide wrap around services to individuals and families. I would also cut through the bureaucracy to make certification easier and by making DCHA update the individual throughout the process. There needs to be a portal where an individual can check their status throughout the process and a real time chat function if they have any questions.</p>

Household Size	Maximum Annual Income					
	30% of MFI	50% of MFI	60% of MFI	80% of MFI	100% of MFI	120% of MFI
1	\$27,100	\$45,150	\$54,200	\$72,250	\$90,300	\$108,350
2	\$30,950	\$51,600	\$61,900	\$82,550	\$103,200	\$123,850
3	\$34,850	\$58,050	\$69,650	\$92,900	\$116,100	\$139,300
4	\$38,700	\$64,500	\$77,400	\$103,200	\$129,000	\$154,800
5	\$42,550	\$70,950	\$85,150	\$113,500	\$141,900	\$170,300
6	\$46,450	\$77,400	\$92,900	\$123,850	\$154,800	\$185,750
7	\$50,300	\$83,850	\$100,600	\$134,150	\$167,700	\$201,250
8	\$54,200	\$90,300	\$108,350	\$144,500	\$180,600	\$216,700

*This chart shows the income that corresponds with certain percentages of median family income. The next few questions will refer to this chart.*

**Q15.** How many units of housing do you think should be built in the District by 2045 for households making between:

	Bergmann	Brown	Duncan	Finley	Frumin	Thomas
0-30 percent MFI (\$0-\$27,100 per year for a household of one)?	Assuming we are targeting 100,000 units, I would say 35,000 should be in this category because I believe we must prioritize the development of deeply affordable units.	40	10,000	25,000	I reluctantly provided an overall number for 2045 because so much can change. That reticence is compounded here. I do not believe I can responsibly parse like this projecting out 23	40,000

					years. We need a lot in all of these categories.	
30-50 percent MFI (\$27,100-\$45,150 per year for a household of one)?	30,000 of the 100,000 target units should be in this category.	30	35,000	25,000		45,000
50-80 percent MFI (\$45,150 to \$72,250 per year for a household of one)?	25,000 of the 100,000 target units should be in this category.	20	35,000	25,000		25,000
80-120 percent MFI (\$72,250 to \$108,350 per year for a household of one)?	10,000 of the 100,000 target units should be in this category.	10	20,000	25,000		15,000

**Q16.** 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?

<b>Bergmann</b>	<p>The answer to this question cannot be about funding alone. There needs to be much greater oversight of the Trust, as well as on the developers receiving loans from the city. Millions of dollars have been misspent that should have gone towards creating more deeply affordable units.</p> <p>The 2020 OIG report on misspending and other issues points to another issue: the Council must take a more active role in monitoring these programs. We cannot wait until there is an OIG report to find out that important programs are being mismanaged.</p>
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<b>Brown</b>	We need to make sure policy and funds are in place to facilitate the production of extremely low-income housing. We can continue to only look to government agencies. We need to provide incentives to small landlords, developers and non-profits get more extremely low-income housing on the market.
<b>Duncan</b>	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.
<b>Finley</b>	<p>I agree with former Director Donaldson that coordination and support from other agencies is necessary. When the Department of Housing and Community Development makes a Housing Production Trust Fund (HPTF) award, we need to make sure that there is coordination for a commensurate commitment from DC Housing Authority via the Local Rent Subsidy Program, Housing Choice Voucher Program, or Project-Based Vouchers as well as with the Department of Human Services and the Department of Behavioral Health for necessary wraparound services to help the housing insecure.</p> <p>We need to be innovative in how we create more extremely low-income housing. The Mayor's last budget will only create ~675 units of deeply affordable housing, which just isn't enough. This is why I propose also using the HPTF to purchase current and proposed inclusionary zoning units to make them available to households at or below 30% AMI, with the units operated by the District or experienced non-profits.</p> <p>This is similar to a successful Montgomery County program designed to create more deeply affordable housing.</p>
<b>Frumin</b>	Focus resources including dollars, expedited permitting, technical support and tax abatements and freezes for developments in this category. Use public lands and opportunities above public assets and DOPA more aggressively to create opportunities for such housing.
<b>Thomas</b>	It really comes down to working with the government agencies and the residents to find realistic locations west of rock creek park to put deep affordable housing. I want to continue to invest in the Housing Production Trust Fund ensuring that the trust fund meets its statutory requirements including by passing the HPTF transparency amendment act which better allocates funding for deep affordable units.

	<p>The consolidated request for proposal has additional funding sources in it and requires that at least 5% of units have permanent supportive housing. HPTF is not the best way to achieve under 30% AMI housing.</p> <p>Low income housing tax credit and the local rental supplement program.</p>
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**Q17.** 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)?

<b>Bergmann</b>	<p>As just discussed, the Housing Production Trust Fund must be adequately funded and we must ensure that it is spending its dollars effectively.</p> <p>At the same time, we cannot simply rely on government funds. We need to make it easier to build more market-rate multifamily housing in the District. The argument that market-rate housing has no impact on affordability is nonsensical.</p> <p>There are so many Washingtonians waiting on a list to get an income-restricted unit. If we care about displacement, racial equity, and making this a place where anyone can raise a family, we must supercharge the development of more market-rate units.</p>
<b>Brown</b>	<p>We need to provide incentives to small landlords, developers and non-profits. But we also need to add more workforce housing.</p>
<b>Duncan</b>	<p>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.</p>
<b>Finley</b>	<p>As a threshold matter, we need to fully fund the Housing Production Trust Fund, ~10% of which helps bridge the financial gap to help developers build housing for those making between 50%-80% AMI. Inclusionary zoning (IZ) is our current primary policy that we use to achieve housing for residents at these income levels, but I would like to reimagine IZ so that it provides incentives to build even more housing at these levels, especially in Ward 3, instead of serving as a ceiling for units.</p> <p>I would also like to reduce barriers, like the Height Act, for projects that exceed IZ targets.</p>

	<p>We should offer tax credits to developers who set aside a higher percentage of inclusionary zoning units, especially in Ward 3. This would work similarly to the federal Low-Income Housing Tax Credits. If the new Tax Abatements for Affordable Housing in High-Needs Areas (HANTA) proves successful in increasing affordable housing stock across the four planning areas where it is available, including Rock Creek West, we should look to deploy HANTA across other areas of the District. We need to prioritize DCRA, BZA, DDOT, and HPRB review of projects that exceed IZ targets. Regulatory review frequently adds time and therefore substantial costs to large projects. Prioritization should reduce costs for developers while encouraging the supply of IZ units beyond what is currently required. I would also work to prevent the weaponization of historic preservation, which I have fought against for years on ANC 3C. It is unfortunately deployed rather frequently to stymie the building of new housing, including affordable housing, in parts of Ward 3. I look forward to evaluating the effect of the new clarity surrounding Planned Use Developments (PUDs) over the coming years. PUDs provide a great opportunity for communities to work with developers to obtain more affordable housing. I would like to explore whether and how the PUD process can be modified to standardize the incorporation of affordable housing rather than requiring a community to ask for it. Social housing also provides us with the opportunity to provide more housing for those earning between 50%-80% AMI. It is a model we must consider given our needs, especially when redeveloping large tracts.</p>
<p><b>Frumin</b></p>	<p>Use the same tools as in response to Question 16. But for this income level, I note there are no questions going to programs to support home purchases by residents in this category like HPAP and incentives for teachers, firefighters and police. Such programs also are important vehicles that can bring market housing within reach of residents in this income bracket. We should be aggressively funding and expanding such programs which have the added benefit of wealth creation.</p>
<p><b>Thomas</b></p>	<p>YES - The District should produce housing for all income levels and housing that includes two-to-three bedrooms.</p>

**Q18.** 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)?

<p><b>Bergmann</b></p>	<p>I believe the District should use its funds to prioritize the development of affordable units for Washingtonians making below 50% AMI, especially in high-opportunity areas.</p>
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	<p>While some funds should be spent on the 80 to 120 percent AMI cohort, the best approach is to focus on supercharging the development of significantly more market-rate housing.</p>
<b>Brown</b>	<p>We need to provide incentives to small landlords, developers and non-profits. But we also need to add more workforce housing. I believe that we need to take care of our most vulnerable at the extremely low incomes. These tend to be black residents and our seniors. But we can not forget about our middle class that are being priced out of the market.</p>
<b>Duncan</b>	<p>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.</p>
<b>Finley</b>	<p>People in the 80%-120% AMI range are frequently rent-burdened in the District (paying more than 30% of their income on rent). While a 2019 report by the National Low Income Housing Coalition showed that DC has an oversupply at the 100% MFI level and provides 96% of needed housing at the 80% MFI level, our city needs to create more housing at this range to keep pace with population growth and to maintain rental costs. To ensure that we have housing for residents who earn within this range, we need to expand rent control to buildings built between 1977 and 2005 and end the vacancy increases that drive rent-controlled housing costs up for tenants. But the solution doesn't just lie in converting existing housing stock to rent control - we must also build more housing across the District and in Ward 3. We cannot truly address our housing crisis if we do not build more housing.</p> <p>We also have the incredible opportunity to redevelop downtown DC with housing for every income level. The COVID-19 pandemic has devastated downtown, with the resulting necessary remote work emptying offices and closing businesses. Whether good or bad, the traditional office model is not coming back at the scale it was pre-pandemic, so we must adjust. Fortunately, this provides us with the opportunity to address our ongoing housing crisis through smart redevelopment of a transit-accessible series of neighborhoods. If we're smart about rezoning commercial zones to mixed use and residential uses, combined with some short-term plans to reactivate downtown (e.g., more rapidly deployed commercial vacancy taxes to encourage pop ups, small single-store retailer commercial rent stabilization, an online commercial office space sublet portal for more agile companies and startups to access vacant but leased office space, streetscape activation, etc.), we can remake the transit-accessible downtown DC into several 15-minute neighborhoods with grocery stores, daycare, schools, and more.</p>

	(I have a substantial plan on redeveloping downtown at <a href="https://beaufinley.com/economic-dynamism-and-resilience/">https://beaufinley.com/economic-dynamism-and-resilience/.</a> )
<b>Frumin</b>	Use the same tools as in Question 17 including the tools listed for Question 16
<b>Thomas</b>	YES - The District should produce housing for all income levels and housing that includes two-to-three bedrooms.

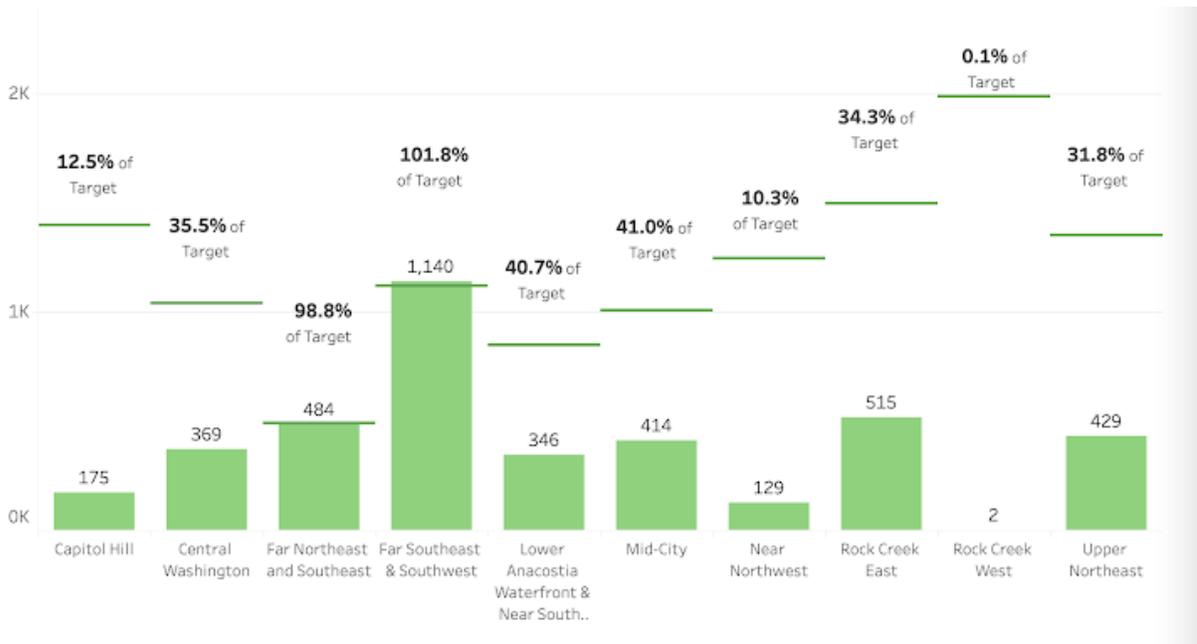
**Q19a.** While the District has a robust Housing Production Trust Fund, it is not infinite, and land costs in the District impact the number of affordable units that can be constructed, as well as the percentage of MFI to which they are subsidized. The below scenarios are not inclusive of all options 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...

	<b>Bergmann</b>	<b>Brown</b>	<b>Duncan</b>	<b>Finley</b>	<b>Frumin</b>	<b>Thomas</b>
One 50-unit project in Bellevue for residents making between 30 (\$27,100 for a one-person household) and 80 percent (\$72,250) MFI, but no affordable housing in Forest Hills						
One 25-unit project each in both Bellevue and Forest Hills, for residents making between 80 (\$72,250) and 120 percent (\$108,350) MFI		X				
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			X	X	X	X
One 10-unit project in Forest Hills for residents making under 30 (\$27,100) AMI, and one 40-unit market-rate project in Bellevue	X					

**Q19b.** ...and explain why you prefer that scenario.

<p><b>Bergmann</b></p>	<p>As acknowledged by the question, this is a very difficult question and I struggled a little in picking an answer. Stepping back, I think it demonstrates the need to do a mix of everything and pursue an all-of-the-above strategy to housing more generally. We need to be focused on maximizing the number of units and increasing affordable and deeply affordable housing units specifically in Ward 3 and other high-opportunity areas of the city.</p> <p>I selected the final option because it achieves the aim of adding more deeply affordable units in a high opportunity area. An area that is close to jobs and completely unaffordable for an individual making under 30 AMI absent an income-restricted unit.</p>
<p><b>Brown</b></p>	<p>I believe that affordable housing should be spread out across the city. Of the options given the one I chose is the only one that provides affordable units in NW and SE.</p>
<p><b>Duncan</b></p>	<p>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.</p>
<p><b>Finley</b></p>	<p>This is a tough choice. Assuming only one of these scenarios can happen, I would go with the third option, which I think appropriately balances building housing and diversifying neighborhoods, though it has its trade-offs. Forest Hills has very little housing at the 60%-80% MFI range while Bellevue has 413 affordable units, with most between 30%-60% MFI. Adding subsidized homes in Forest Hills adds needed diversity to the area and provides well-funded schools, walkable amenities, and easy access to bus and metro. Adding market-rate units in Bellevue could inject more liquid income into the local economy, though doing so carries the risk of furthering gentrification and eventual displacement.</p>
<p><b>Frumin</b></p>	<p>Building workforce housing in Ward 3 is an important priority and the chosen scenario delivers on that. The fourth option is also attractive as it delivers deeply affordable housing which is also a priority but fewer units. This will always be a challenge -- the cost of deeply affordable is high -- but the 3 to 1 ratio pushed me to the 30 units of workforce housing option. The 25 units in both</p>

	Bellevue and Forest Hills also has an appeal but the chosen option reached more residents with greater need to give them access to Forest Hills.
<b>Thomas</b>	When tradeoffs need to happen you have to take a city wide approach and see where the need is as well as the greatest impact. With all the scenarios producing the same amount of units the greatest need for workforce housing is Forest Hills and more market rate housing in Bellevue which already has more lower income housing then Ward 3.



**Q20.** 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?

<b>Bergmann</b>	<p>Ward 3's Councilmember should play an active role in shepherding along valuable projects that will help us reach our affordable housing goals. That means participating in the conversations between the community, the developer, and DC agencies to ensure that points of conflict are resolved amicably and quickly.</p> <p>As discussed above in response to questions 8 and 9, the</p>
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	<p>Council can do a lot to make it easier to build more housing and to ensure that affordable housing units constitute a greater proportion of those units.</p>
<p><b>Brown</b></p>	<p>As a Councilmember and housing advocate I am in support of bringing more affordable units to Ward 3. I would like to see a minimum of 40% of those units be at the 30%AMI. I will advocate that at least 50% or more of the units are 3 bedrooms or larger so our families can afford to stay. It is important that we add to the 93 affordable units currently allocated for seniors.</p>
<p><b>Duncan</b></p>	<p>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.</p>
<p><b>Finley</b></p>	<p>Meeting and exceeding our targets for Rock Creek West calls for a multi-pronged approach. Fortunately, our affordable housing toolbox has several tools in it that we can leverage and even amend to reach our affordable housing targets. Unfortunately, according to Open Data DC in combination with the proposed Lisner and Wardman projects, we only have 408 existing AND planned affordable housing units built, under construction, or in the pipeline for Ward 3.</p> <p>To provide incentives and reduce barriers to building more affordable housing, I would fully fund the Housing Production Trust Fund (HPTF), amend our inclusionary zoning (IZ &amp; IZ+) rules to include further density bonuses (e.g., 5%-10% additional density for projects in Ward 3), and create local tax incentives for residential development in Ward 3, beyond the new Tax Abatements for Affordable Housing in High-Needs Areas (HANTA).</p> <p>I look forward to seeing the effects of HANTA on producing IZ units in Rock Creek West. However, the \$200,000 cap may not be enough of an incentive for developers to create substantially more affordable housing. We need to provide further incentives for more IZ units in Ward 3 specifically. Fewer than 1% of DC's new affordable housing units built since 2015 have been built in Ward 3. We should offer tax credits to developers who set aside</p>

	<p>a higher percentage of inclusionary zoning units in Ward 3. This would work similarly to the federal Low-Income Housing Tax Credits and should help increase racial and economic integration in Ward 3.</p> <p>In addition, I would propose that we amend the Height Act and create fast-track review at DCRA, HPRB, and BZA for projects that exceed our IZ targets. I would also work to prevent the weaponization of historic preservation, which I have fought against for years on ANC 3C. It is unfortunately deployed rather frequently to stymie the building of new housing, including affordable housing, in parts of Ward 3.</p> <p>To directly increase the supply of affordable housing units, I would propose allowing use of HPTF to purchase units on behalf of the District in existing multifamily housing to make that housing available to households at or below 30% MFI. These units would then be managed by the District or by non-profits.</p> <p>We also need to explore funding social housing models, especially in large tracts such as at Friendship Heights, as well as determine the capacity for faith-based institutions to develop affordable housing in Ward 3. We have a number of faith-based institutions across Ward 3, many with vacant land ripe for housing.</p>
<p><b>Frumin</b></p>	<p>Press for creative approaches in the planning processes for the Wisconsin Avenue and Connecticut Avenue corridors to maximize affordable housing units. offer enormous promise. Opportunities on public land and air rights over public buildings and working with mission driven land owners like churches and synagogues should also be a focus. As my work as Chair of the Board for the Lisner Home shows, land owned by mission driven organizations can present opportunities. We won the first ever Housing Production Trust Fund Award in Rock Creek West and will be building 93 units of deeply affordable senior housing on our site. Other similar organizations could replicate our model. Provide support for the creation of limited equity coops, land trusts and social housing arrangements. Promote the addition of ADUs. There are many tools and we must use them all.</p>
<p><b>Thomas</b></p>	<p>As a bridge builder I would continue to work with the community, the DC government and the housing production trust fund to deliver more affordable units. With the first deep affordable units coming to Ward 3 on Western Ave. NW I would continue to legislate and work with the community to find alternative locations west of Rock Creek Park to create more affordable units. With development coming in Tenleytown, Friendship Heights and Woodley Park I would work with the developer to bring more affordable units around Ward 3.</p>

**Q21.** 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:

	<b>Bergmann</b>	<b>Brown</b>	<b>Duncan</b>	<b>Finley</b>	<b>Frumin</b>	<b>Thomas</b>
Make buildings built prior to 2005 subject to rent stabilization	X			X		
Make four-unit buildings subject to rent stabilization	X		X	X		
Peg eligibility for rent stabilization to a dynamic date, so that new buildings are subject to rent stabilization after 15 years	X			X		
Allow only one increase per year, with notice, for any D.C. rental housing that's exempt from rent stabilization	X		X	X	X	
Implement stronger oversight of all landlord petitions filed with the Department of Housing and Community Development	X		X	X	X	X
Clarify what types of landlord upgrades qualify for capital improvements petitions	X	X	X	X	X	
Cap annual rent increases at the level of inflation, or consumer price index, and eliminate the extra two percent allowed under current law	X		X	X	X	X
Eliminate vacancy increases	X		X	X	X	
Eliminate voluntary agreements that take rents to market-rate	X	X	X	X	X	
Narrow the scope of hardship petitions; stagger allowable increases; and make increases temporary, rather than permanent	X	X	X	X	X	
Make rent increases under substantial	X	X	X	X	X	X

rehabilitation petitions temporary rather than permanent						
None of the above						

**Q22a.** 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?

<b>Bergmann</b>	TOPA should be amended to <b>formalize</b> this.
<b>Brown</b>	TOPA should be amended to <b>restrict</b> this.
<b>Duncan</b>	TOPA should be amended to <b>restrict</b> this.
<b>Finley</b>	TOPA should be amended to <b>restrict</b> this.
<b>Frumin</b>	TOPA should be amended to <b>formalize</b> this.
<b>Thomas</b>	TOPA should be amended to <b>formalize</b> this.

**Q22b.** Please explain your selected response

<b>Bergmann</b>	I have concerns about allowing developers to use aggressive buyouts to essentially unravel TOPA success stories, but I am also sensitive to the equity argument raised in the question. I think the best approach is to examine how to formalize this process in a way that minimizes the potential for predatory behavior and ensures that all tenants receive fair compensation.
<b>Brown</b>	I am a member of the District of Columbia's Association of Realtors Public Policy Committee. We worked with the Council on the Single Family TOPA law. It outlaws the selling of TOPA rights by tenants. I believe we should do the same for the two plus TOPA law.
<b>Duncan</b>	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.
<b>Finley</b>	<p>I have not been involved in any TOPA issues and therefore have limited experience with TOPA. My concern is that these buyouts are sometimes used as something akin to union-busting - the offer to waive one's TOPA rights for compensation reduces the tenant association's power to negotiate. Further, when individual buyouts happen, the vacated units are often re-rented at market rates, removing lower-priced units from the market, even when the tenant's association has been successful in organizing. I would like to see some vetting or other requirements of third party buyers of individual TOPA rights, to ensure that affordability is maintained should the property transfer to that party. On the landlord side, the TOPA buyout permissions have led to nightmare stories of single-family landlords keeping units off the market for an extended period of time until previous tenant TOPA rights expire.</p> <p>If my concerns are valid, then we should consider tasking the Office of Tenant Advocate with designing model tenant association articles of organization and bylaws that provide protection against the dilutionary effects of buyouts on tenant associations.</p>
<b>Frumin</b>	<p>Without this vehicle, it is likely only tenants of means could benefit from the program. Wealth creation is also a good, so we should keep this vehicle open. That said, it should be formalized and regulated to ensure fairness and transparency. We should gather and make public data on transactions using the vehicle so we can assess whether it is being used in ways that are exploitive and to give tenants enough information to stand on more equal footing in negotiations with potential partners. Moving from ad hoc to more systematic can help us improve this vehicle.</p>
<b>Thomas</b>	<p>TOPA rights need to be amended because even though the current tenant can benefit in the process by taking a buyout the next tenant loses out. The law needs to be formalized to fix the existing law in which the landlord ultimately benefits.</p>

**Q23.** 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?

<b>Bergmann</b>	No
<b>Brown</b>	No
<b>Duncan</b>	No
<b>Finley</b>	No

<b>Frumin</b>	No
<b>Thomas</b>	Yes

**Q24.** Given widespread support for limited-equity co-ops and community land trusts, what would you, as a councilmember, do to encourage their proliferation?

<b>Bergmann</b>	We cannot leave anything on the table and we cannot be afraid of "new" ideas. I would support legislation to make the formation of both easier and explore other ways to stimulate their development.
<b>Brown</b>	We need to provide policy and incentives to organizations so that we can implement more limited equity co-ops and community land trusts. This is another tool that we can use to get more affordable housing in the market.
<b>Duncan</b>	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.
<b>Finley</b>	<p>Limited-equity co-ops and community land trusts are great vehicles for low-income households to both build wealth and have an affordable place to live. Both make a lot of sense where land acquisition costs are low. Council has the authority to designate District-owned land disposition which can allow the use of public lands for limited-equity co-ops and community land trusts.</p> <p>As Councilmember, I would work with my colleagues on Council to request from the Mayor a comprehensive and descriptive map of District-owned land with associated land values. We would also ask for an overlay of any planned or hoped-for purchases or land swaps that would add land to the District's properties. From this basis, I would work with affordable housing advocates to determine which sites are viable and how best to finance such projects. I would then work with DHCD and DCFHA on funding issues and explore whether the HPTF could be used to help. In addition to comprehensively examining the District for suitable locations for limited-equity co-ops and community land trusts, I would also explore whether the HPTF could be used to help fund compensation of co-op unit sellers to create limited-equity co-op units.</p>

<b>Frumin</b>	Use Housing Production Trust Fund dollars to support each. Study the viability of new land trusts that could cover areas that are not a focus of existing land trusts. Provide technical support for persons interested in creating limited equity co-ops and land trusts. Expand programs like HPAP to apply to limited equity programs. I would also seek to support programs to facilitate social housing arrangements.
<b>Thomas</b>	As Councilmember I would support legislation that brings more affordable housing to Ward 3 and the District. I would also engage community members, stakeholders and residents so that they are knowledgeable about limited-equity co-ops, community land trusts and social housing.

**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?

<b>Bergmann</b>	I would support amending DOPA so that it applies to all rental buildings with five or more units. This will not necessarily lead to more purchases, but it would allow the District to evaluate buildings that are an important part of the affordable housing stock but are not covered by DOPA currently.
<b>Brown</b>	I am in support of the DOPA Amendment Act of 2021. I support the increase of the AMI threshold to 60%. I support the adjustments to the AMI thresholds needed to qualify for the tax credit. I support the provision that allows the rent not to be raised for one year and the implementation of affordable rent levels thereafter.
<b>Duncan</b>	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.
<b>Finley</b>	I share former Councilmember Grosso's concerns regarding the District Opportunity to Purchase Act (DOPA) and would propose again the DOPA Disclosure Amendment Act to ensure that the pre-qualified third party buyers assigned the District's DOPA rights are experienced in providing and maintaining affordable housing and that they will actually be providing affordable

	<p>housing.</p> <p>DOPA projects must provide affordable housing.</p> <p>Once we have that transparency and accountability with DOPA, I would amend DOPA beyond the 2021 District's Opportunity to Purchase Amendment Act that raised the affordability threshold to 60%: I would change the affordability threshold for what the District is authorized to purchase to "affordable at or below 80% of median family income." However, I would include low-income bandings to preserve affordable units at the level they were affordable prior to the District's purchase. In this case, a 50% MFI unit would stay at 50% MFI, rather than jump to 80% MFI. This would massively extend the reach of DOPA and thus the opportunities for the District to preserve existing affordable housing and to create more through redevelopment.</p>
<b>Frumin</b>	The city should have the ability to exercise DOPA rights on the sale of any multifamily and commercial properties.
<b>Thomas</b>	I would make the District Opportunity to Purchase Act more relatively available but won't change the law. I think what is more important is using the Housing Production Trust Fund and getting money out of the door quicker to build more affordable units.

**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?

<b>Bergmann</b>	I support inclusionary zoning, especially in Ward 3. The goal should be to ensure that more Washingtonians have the ability to live close to opportunity. We need to make sure that we are building family-sized IZ units as well.
<b>Brown</b>	IZ as it is now implemented does not effectively address the needs of the lowest income individuals, the number of affordable units needed, and the equal disbursement of those units across the Wards. Once we address these issues we can say that IZ is working and hat it is providing affordable home and ensuring racial equity in the housing market.
<b>Duncan</b>	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

	<p>need. I also support expanding incentives for developers who choose to offer more IZ units than required by law.</p>
<p><b>Finley</b></p>	<p>Our inclusionary zoning (IZ &amp; IZ+) policy is well-meaning but has not yet been successful at creating the large amounts of affordable housing that we need across the District and in Ward 3. In addition, it is not meant to create affordable housing units for those households at or below 30% MFI - its focus is on those on the 50%-80% MFI range. Even if we maximized development across Ward 3, I don't think that the math works out to meet our affordable housing goals in time, so we need to reimagine IZ beyond IZ+ and IZ-XL.</p> <p>First, we should establish inclusionary zoning bonuses. To remedy the fact that IZ does not directly help those at 30% or less of MFI, I propose amending inclusionary zoning to give increased density bonuses to developers building for households at 30% MFI or below. The developer must then set aside a percentage of the increased density bonus for households at 30% MFI or lower. Currently, DC gives a density bonus based on zoning classification to developers building inclusionary zoning units. Developers building at 30% MFI or lower should receive an additional 5-10% density bonus. This bonus should also be extended to developers building 2, 3, and 4-bedroom affordable units.</p> <p>We need to fully fund and creatively use the Housing Production Trust Fund. The Housing Production Trust Fund needs to be fully funded and have its funding sources stabilized. We need to set dollar amounts rather than percentages of fees for its funding level. Second, we should consider using the HPTF to buy IZ units, including multi-bedroom units, to make those units available to DC's lowest-income residents. Montgomery County currently has a similar arrangement that allows government and nonprofits to purchase up to 33% of affordable housing units produced through IZ. We should also prioritize DCRA, BZA, and HPRB review of projects that exceed IZ/IZ+/IZ-XL targets. Regulatory review frequently adds time and therefore substantial costs to large projects. Prioritization should reduce costs for developers while encouraging the supply of IZ units beyond what is currently required.</p>
<p><b>Frumin</b></p>	<p>IZ is a valuable tool, but at current requirement levels far from adequate to even begin to address our affordable housing needs. We should look to press up the requirements and be more explicit about income levels to be served.</p>
<p><b>Thomas</b></p>	<p>The inclusionary zoning policy should create more affordable units in the District but also in Ward 3. I think we are achieving that goal but we need to do more as a city. It is failing by not</p>

	producing true deep affordable housing and housing for our seniors. What I would do is make money more rapidly available, engage land owners and take care of our senior population.
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**Q27.** 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?

	<b>Bergmann</b>	<b>Brown</b>	<b>Duncan</b>	<b>Finley</b>	<b>Frumin</b>	<b>Thomas</b>
Entirely project-based						
Mostly project-based	X		X		X	
Mostly tenant-based		X		X		X
Entirely tenant-based						

## Land Use

**Q28.** 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?

<b>Bergmann</b>	Yes
<b>Brown</b>	Yes
<b>Duncan</b>	Yes
<b>Finley</b>	Yes
<b>Frumin</b>	Yes
<b>Thomas</b>	Yes

**Q29.** In a rewrite of the Comprehensive Plan, which of these three options would be your top priority?

	<b>Bergmann</b>	<b>Brown</b>	<b>Duncan</b>	<b>Finley</b>	<b>Frumin</b>	<b>Thomas</b>
Creating opportunities for new housing	X	X	X	X	X	X
Preserving green space						
Preserving the character of existing neighborhoods						

**Q30.** 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?

<b>Bergmann</b>	No
<b>Brown</b>	Yes

<b>Duncan</b>	No
<b>Finley</b>	No
<b>Frumin</b>	Yes
<b>Thomas</b>	Yes

**Q31.** 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?

<b>Bergmann</b>	No
<b>Brown</b>	No
<b>Duncan</b>	Yes
<b>Finley</b>	Yes
<b>Frumin</b>	No
<b>Thomas</b>	No

**Q32.** 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."

<b>Bergmann</b>	I do not think PDR zoning should be added in Ward 3. I appreciate the argument in favor of spreading out PDR zoning, but given the current land-use patterns in the ward and our need for more, not less, housing, it just does not make sense to me to actively replace housing with industrial zones.
<b>Brown</b>	
<b>Duncan</b>	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.

<p><b>Finley</b></p>	<p>There is currently PDR zoning along the Potomac River in Ward 3, associated with DC Water and Corps of Engineers drinking water infrastructure. The WMATA bus garage on Wisconsin Ave in Friendship Heights is like PDR, as are the maintenance yards in Rock Creek Park, although neither is zoned as PDR. PDR is both necessary and has a wide range of impacts, from minimal to highly toxic. I would support low-impact production in many of our commercial areas, e.g., a small craft brewery in one of our dying strip malls, a woodshop or other arts/craft production, etc. These low-impact facilities should be matter-of-right in any commercial zone. The reality is that the cost of land in Ward 3 would be prohibitive for most PDR use, which tends to be land-intensive, and I'm not sure, given the prevalence of residential zoning, land acquisition costs, and the need to increase residential density whether adding more PDR zones to Ward 3 makes economic sense. As a member of Council, my priority will be to protect the residents nearest to PDR facilities from adverse conditions.</p>
<p><b>Frumin</b></p>	<p>I would have liked to have said "yes" to Question 31 but could not come up with significant enough sites in the area to make it a reality without consuming green space or displacing an existing use (or major conversion of Friendship Heights which would squander an enormous housing opportunity). Under the circumstances, it struck me as disingenuous to say "yes" to Question 31. Still, even if a "fair share" is not achievable, I would support in any upcoming Comprehensive Plan process taking a hard look at opportunities to add specific sites to the PDR portfolio.</p>
<p><b>Thomas</b></p>	<p>I do not think PDR zoning should be added in Ward 3.</p>

## Transportation

**Q33a.** 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?

<b>Bergmann</b>	Yes
<b>Brown</b>	Yes
<b>Duncan</b>	Yes
<b>Finley</b>	Yes
<b>Frumin</b>	Yes
<b>Thomas</b>	Yes

**Q33b.** If yes, how do you think DDOT should prioritize repurposing street space to create dedicated bus lanes?

	<b>Bergmann</b>	<b>Brown</b>	<b>Duncan</b>	<b>Finley</b>	<b>Frumin</b>	<b>Thomas</b>
DDOT should prioritize repurposing existing parking lanes.						
DDOT should prioritize repurposing existing travel lanes.						
DDOT should repurpose whichever lane their staff believe is best on any given street.	X	X	X	X	X	X
I do not support implementation of dedicated bus lanes.						

**Q34a.** 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?

<b>Bergmann</b>	Yes
<b>Brown</b>	Yes
<b>Duncan</b>	Yes
<b>Finley</b>	Yes
<b>Frumin</b>	Yes
<b>Thomas</b>	No

**Q35.** If yes, how do you think DDOT should prioritize repurposing street space to create protected bike lanes?

	<b>Bergmann</b>	<b>Brown</b>	<b>Duncan</b>	<b>Finley</b>	<b>Frumin</b>	<b>Thomas</b>
DDOT should prioritize repurposing existing parking lanes.						
DDOT should prioritize repurposing existing travel lanes.						
DDOT should repurpose whichever lane their staff believe is best on any given street.	X	X	X	X	X	X
I do not support implementation of dedicated bike lanes.						

**Q36.** 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?

<b>Bergmann</b>	Yes
<b>Brown</b>	Yes
<b>Duncan</b>	Yes

<b>Finley</b>	Yes
<b>Frumin</b>	Yes
<b>Thomas</b>	Yes

**Q37.** 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."

<b>Bergmann</b>	<p>I have spent so many weekdays sitting on a bus stuck in traffic on Massachusetts Avenue</p> <p>Similar to how funds from speed and red light cameras are being directed to Vision Zero, this money should be directed towards improving public transit, which will also have a positive impact on congestion. (Re Question 41, below, some of this money could be directed to help WMATA meet its funding needs.)</p> <p>In addition to investing in infrastructure changes to improve bus service, I am calling for the development of a Home Rule transit system using the Circulator and Streetcar. We can plan this system to strategically fill gaps in current network and design the system to fit the needs of Washingtonians. The Metro was built to serve Maryland and Virginia commuters and it shows. Many of our neighborhoods are effectively transit deserts dependent only on limited and inadequate bus service. Even slow progress on expanding the Circulator and Streetcar networks could lead to transformative change for impacted communities, particularly if DDOT is directed to prioritize transit deserts.</p>
<b>Brown</b>	We can use the funds to provide more protected bike lanes, bus only lanes, and traffic and pedestrian safety improvements like flashing crosswalk lights, especially around schools.
<b>Duncan</b>	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.
<b>Finley</b>	<p>\$90 to \$500 million is a wide range of possible funding.</p> <p>Given that range, here are my priorities:</p> <ol style="list-style-type: none"> <li>1. Expanded bus service and bus infrastructure with a plan to move to bus rapid transit.</li> </ol>

	<ol style="list-style-type: none"> <li>2. Fund Vision Zero street redesigns and add bike lanes where needed.</li> <li>3. Address the WMATA budget shortfall.</li> <li>4. Expand the Streetcar to provide service in transit-underserved areas and to generate network effects.</li> <li>5. Metrorail expansion within the District.</li> </ol>
<b>Frumin</b>	One natural pairing would be to use the dollars to contribute to funding the WMATA operating budget or any deficit in that budget and/or subsidies for use of public transit. Other possibilities include funding the installation and operation of electric charging stations, Vision Zero initiatives to increase safety and Birth to Three which is an important only partially funded District initiative.
<b>Thomas</b>	I would like a study done when traffic returns to normal to see what congestion looks like. Then I would revisit on how to invest that revenue.

**Q38.** 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?

<b>Bergmann</b>	Yes
<b>Brown</b>	Yes
<b>Duncan</b>	Yes
<b>Finley</b>	Yes
<b>Frumin</b>	Yes
<b>Thomas</b>	Yes

**Q39.** 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?

<b>Bergmann</b>	<p>If we proceed with congestion pricing, some of that revenue can be directed to assist WMATA.</p> <p>Ensuring WMATA has sufficient funding is a shared burden and not on the District alone, but the Council owes it to</p>
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	Washingtonians that depend upon the bus or metrorail to do all it can to ensure that service disruptions are minimized.
<b>Brown</b>	Unfortunately, WMATA is not going to be profitable for many years to come - if ever. But we can not let it fail. Too many people need reliable bus service to get to school, work, doctors and home. This includes our seniors, disabled and low income residents. If the federal government will not provide the funding then we will have to do it.
<b>Duncan</b>	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.
<b>Finley</b>	<p>High quality, frequent, reliable transit service is essential to a connected, vibrant city. Unfortunately, the interstate compact governing WMATA was designed with construction in mind rather than high quality, frequent, reliable transit service. We shouldn't expect WMATA to make money for itself; it's also unfair to expect that of a public service that increases economic development throughout our region.</p> <p>We have to close WMATA's funding gap and get Metro not just "back to good" but providing regular, reliable, and relevant service with short headways that make riding Metro the preferred option. The alternatives - to let the system decline into peak-service-only or to mothball the entire system - are unacceptable. Too much of our regional economic development has sprouted around our Metro stations for us to give up and deny transportation access to so many.</p> <p>We need to move WMATA oversight to the Committee on Transportation and the Environment so that we truly view WMATA as an essential part of District transportation policy. We also need members of Council to forge strong regional partnerships with legislators in Maryland and Virginia to raise their 3% subsidy growth caps. I would close the funding gap, push to move WMATA oversight to the Committee on Transportation and the Environment, and work with our neighbors in Maryland and Virginia to get WMATA to the robust level we need to ensure a connected, vibrant city.</p>
<b>Frumin</b>	As noted above, revenues from congestion pricing are a possibility. Also, a renewal of the regional pact.

	An issue that does not arise in this questionnaire is Statehood, but it has relevance here. If the District could achieve Statehood, its bargaining power relative to the neighboring jurisdictions would change and there could be a discussion about instituting commuter taxes and using the revenue to pursue regional transit, park and infrastructure projects.
<b>Thomas</b>	I support the Metro for D.C. Act which would give every resident \$100 to ride the metro each month and boost WMATA ridership and help the environment.

**Q40.** 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"?

<b>Bergmann</b>	Yes
<b>Brown</b>	Yes
<b>Duncan</b>	Yes
<b>Finley</b>	Yes
<b>Frumin</b>	Yes
<b>Thomas</b>	Yes

**Q40.** 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?

<b>Bergmann</b>	Guaranteed headways of 10 minutes or less within D.C.
<b>Brown</b>	Guaranteed headways of 10 minutes or less within D.C.
<b>Duncan</b>	Guaranteed headways of 10 minutes or less within D.C.
<b>Finley</b>	Guaranteed headways of 10 minutes or less within D.C.
<b>Frumin</b>	Guaranteed headways of 10 minutes or less within D.C.
<b>Thomas</b>	Fare-free transit

**Q41.** 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

<p><b>Bergmann</b></p>	<p>The neighborhoods along Wisconsin Avenue form one of the densest parts of the District. And yet Cathedral Heights and Glover Park are miles from the metro, the buses are always caught in traffic, and the street is a nightmare for bikers and pedestrians. We can do better.</p> <p>In the longterm, I want the District to lobby hard for Metrorail expansion within the District. This century has seen remarkable investment in extending Metrorail out into exurban communities. It's time to start the long conversation about expanding Metrorail within the District. For Ward 3, the argument is clear: extend a line from Tenleytown down Wisconsin Avenue to Georgetown with stops in Cathedral Heights and Glover Park.</p> <p>In the immediate term, however, let's focus on improving bus service by building dedicated bus lanes. Let's also look at how we can improve the street for pedestrians and cyclists. There is definitely also potential for installing a protected bike lane on Wisconsin Avenue without having a serious impact on parking availability.</p>
<p><b>Brown</b></p>	<p>MacArthur Blvd. from Loughboro Road to Foxhall Rd we must work with DDOT on a transportation plan. Due to its close proximity to bike trails and the site of the new high school, we must start now to implement a transportation project. This project needs to include protected bike lanes, floating bus islands and loading spaces for businesses. We need to work with DDOT to take a look at best practices for curbside needs, "All day" use parking, and short term pickup and drop off spaces. This road is already heavily utilized by cyclists and many residents park on the street. With the increase of traffic that is coming to the area we have to get started now.</p>
<p><b>Duncan</b></p>	<p>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 reimaged. 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.</p>

<b>Finley</b>	<p>I believe in a Ward 3 with vibrant, walkable neighborhoods accessible to people of every age. To accomplish that, we need to redesign Wisconsin Avenue away from cars and toward bus and bicycle lanes. We need a Wisconsin Avenue that is safe for children to bike to school, for seniors to shop and dine, and provides safe transportation options to those who live, work, and play along Wisconsin Avenue.</p> <p>With Connecticut Avenue slated for a major transportation project (the Connecticut Avenue bike lanes that I am quite proud of pushing for continually since becoming an ANC in 2017 and am looking forward to seeing them come to fruition), both Wisconsin Avenue and Massachusetts Avenue are ripe for substantial improvement. I would prioritize Wisconsin Avenue, which has the more pressing need for a serious redesign that prioritizes transit due to its existing density, traffic, and impending growth due to developments at City Ridge and 4000 Wisconsin Ave.</p> <p>Wisconsin Avenue needs bus lanes that can be transitioned to bus rapid transit as we grow as a city. Wisconsin Avenue also needs bicycle lanes connected to the growing Ward 3 bicycle network.</p> <p>My first step would be to contact the District Department of Transportation (DDOT) to determine how much an initial study of Wisconsin Avenue would cost. I would also seek feedback on the price range for the entire project. I would include the sidewalks on either side of Wisconsin within the scope of the project and explain the need to future-proof the redesign for bus rapid transit. (For the Connecticut Avenue PBL project, DDOT frequently used the project scope as a reason to veto ideas from pedestrian, cycling, and transit advocates that involved using some of the extra sidewalk space in parts of the corridor to provide safer infrastructure for all.)</p> <p>After providing funding and substantial scoping of the project for DDOT's initial study, I would be in close communication with DDOT throughout the study period so that, once completed, DDOT would have funding to move to the design phase. I would encourage DDOT to listen to transportation experts and urban planners to ensure that the redesign of Wisconsin Avenue improves access and connectivity throughout the corridor and beyond and is set up to serve Ward 3 well for the next fifty years. I would also encourage DDOT to identify any procedural, financial, or regulatory hurdles that would prevent the ideal redesign from being implemented. I would work with my colleagues on Council and DDOT to overcome or mitigate any such hurdles.</p>
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	<p>I would ask DDOT to minimize construction disruptions to schools and small businesses. Further, I would remain in close contact with DDOT to ensure that delays are minimized and safety is prioritized.</p> <p>I am not sure if I would rather be on the first bus driving down a new bus lane or with the first group of cyclists to ride down a new protected bike lane, but I'm sure my smile would be wider than Wisconsin Ave.</p>
<b>Frumin</b>	<p>There are bike lane projects on Connecticut Avenue and coming up from American University on Nebraska Avenue to Van Ness. A push should be made to connect them coming up Nebraska to Tenley Circle up past Jackson Reed (formerly Wilson) High School by Deal Middle School and then up or over to connect with the Connecticut Avenue trail. Connection will increase the utility of all trails. Also, I would like to explore more bus lines, even using small buses, to increase east west connectivity. Such transit options could help address concerns about lost parking due to other initiatives. If there were more ways to get to commercial corridors without recourse to a car some of those concerns could be allayed. In the meantime, improving east-west connectivity including to points east of Rock Creek Park would be a good in and of itself.</p>
<b>Thomas</b>	<p>My vision for MacArthur Blvd. would leverage the new high school and bring the Circulator there. With 500 out-of-boundaries children supposed to attend I would like to increase other means of transportation, remove day time parking on one side and add sharrows or a protected bike lane.</p>

**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.

	<b>Bergmann</b>	<b>Brown</b>	<b>Duncan</b>	<b>Finley</b>	<b>Frumin</b>	<b>Thomas</b>
1	Regional reciprocity for automated traffic enforcement	Building more housing and affordable housing in the District proximate to transit and job centers	Regional reciprocity for automated traffic enforcement	Regional reciprocity for automated traffic enforcement	Regional reciprocity for automated traffic enforcement	Building more housing and affordable housing in the District proximate

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

	car-free		RPP and parking registration	RPP and parking registration		car-free
7	Increasing the cost to own a car in the District, including RPP and parking registration	Regional reciprocity for automated traffic enforcement	Making some streets, especially residential streets, car-free	Making some streets, especially residential streets, car-free		Increasing the cost to own a car in the District, including RPP and parking registration

**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?

	Bergmann	Brown	Duncan	Finley	Frumin	Thomas
A resident is able to find an available public street parking space within 100 feet, or about a 30-second walk, of their residence's entrance most of the time						
A resident is able to find an available public street parking space on their residence's precise block, about a one-minute walk, most of the time		X				
A resident is able to find an available public street parking space within one block in any direction, about a two- to four-minute walk, of their residence most of the time			X		X	X
A resident is able to find an available public street parking space within two-to-three blocks, about a five- to seven-minute walk, in any direction of their residence most of the time				X		

A resident is able to find an available public street parking space within their general neighborhood, about a ten-minute walk, in any direction of their residence most of the time	X					
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**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.

<b>Bergmann</b>	More often than not, we do school and daycare dropoff by car. It would require some extra efficiency from all involved but we could do both by foot/bus.
<b>Brown</b>	I commit to walking to get my morning coffee. It is about a 10 minute walk one way. It will be good for me. I need to work off the calories of my Caramel Macchiatio.
<b>Duncan</b>	As a Palisades resident, I often must drive to Tenleytown to access Metrorail, largely because the M4 rate 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.
<b>Finley</b>	For the past 20 years, I've commuted by Metro or bicycle, and would continue to do so if elected to Council. For groceries, I'm lucky enough to have three grocery stores within walking distance and another just one short bus/rail trip away in Van Ness. The one trip I take by car on a regular basis is to visit my parents in Chevy Chase, near the intersection of Rock Creek Park and the DC/MD border. I've biked there hundreds of times, though cycling isn't the most enjoyable option after a big home-cooked meal, but taking a Metrorail/bus combination is something I would commit to. According to Metro's Trip Planner, I'd save ~1.9 lbs. of CO2 each way!
<b>Frumin</b>	I have been a bike commuter for years. I am now a convert to an electric assist bike which enables me to do even more things (in satisfactory weather) by bike that I might otherwise do by car including virtually all of my shopping other than major trips to the grocery store. New technologies such as this can be revolutionary for people of all ages and should be encouraged.

<b>Thomas</b>	As an avid cyclist I love riding my bike from my home, passing Georgetown to the Wilson Building. Even though there aren't any protected bike lanes I like riding in the street to get to work. Another trip I like taking is catching the M4 on Arizona Ave. and MacArthur Blvd and taking it to Tenleytown where I can get on the metro. Both trips give me an alternative to driving my car everyday.
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