



GREATER GREATER WASHINGTON

GGWash 2022 Endorsement Questionnaire: Ward 5 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?

Fletcher	Yes
Gibson Hubbard	Yes
Parker	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?

Fletcher	I'll support another housing production goal, and would be willing to propose one myself.
Gibson Hubbard	I'll support another housing production goal, and would be willing to propose one myself.
Parker	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?

	Fletcher	Gibson Hubbard	Parker
Between 36,000 and 50,000		X	
Between 50,000 and 100,000	X		
Over 100,000			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?

Fletcher	Yes
Gibson Hubbard	Yes
Parker	Yes

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?

Fletcher	Yes
Gibson Hubbard	No
Parker	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.)

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

7	Eliminating parking requirements in new construction	Legalizing two-unit buildings District-wide	Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations
8	Eliminating the Height Act	Eliminating parking requirements in new construction	Incentivizing the conversion of office buildings to residential properties
9	Amending the building code to reduce construction costs	Legalizing four-unit buildings District-wide	Eliminating the Height Act

Q7. Where in Ward 5 do you think new housing should be built? If you do not think new housing should be built in Ward 5, please write, "I do not think new housing should be built in Ward 5."

Fletcher	I support increases in both market-rate and affordable housing in Ward 5. There are vacant and underutilized parcels scattered throughout the Ward, and I fully support incentives for mixed use and transit accessible housing, where feasible. Vacant and underutilized parcels offer an opportunity to provide new housing to those in need relatively quickly, while additional housing is being built. Of course, all of this is subject to zoning and density variances, identifying and assessing sites, and negotiating with the property owners.
Gibson Hubbard	I agree that we need to continue building new housing in the ward. I believe we should focus on increasing density on our corridors and closer to public transit. But I would want to include the community in this process to make sure our growth is meeting the needs of our ward and neighborhoods in a way that is equitable and able to sustain the growth.
Parker	I think new housing should primarily be built around existing high-density areas and close to Metro stations. I would focus my push for new housing development around Union Market, Old Soldier's Home, the Washington Hospital Complex, and around the Rhode Island Ave and Brookland Metros. With every new development, I would push for mandated traffic studies.

Q8. Where in Ward 5 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 5, please write, "I do not think density should be increased in Ward 5."

<p>Fletcher</p>	<p>Ward 5 has a substantial inventory of single-family homes. Many are under-occupied by either “empty nesters,” childless couples, or singles. Allowing – and providing incentives – for the production of additional legal units on these lots would provide at least two tangible benefits. First, additional units for extended family, or renters and second, potential income that can help offset homeownership costs for those on fixed incomes, allowing more District residents to age in place.</p> <p>I support increased density within a one mile radius of Metro stations. It is also important to allow for Accessory Dwelling Units (ADU) on parcels beyond the one mile radius. Ward 5 housing is diverse. The suburban character of Ward 5 and quick access to downtown DC, is a major attraction to new residents and homeowners. Adding ADUs on single family parcels will increase density, while preserving the character of Ward 5’s neighborhoods.</p>
<p>Gibson Hubbard</p>	<p>I agree that we need to continue building new housing in the ward. I believe we should focus on increasing density on our corridors and closer to public transit. But I would want to include the community in this process to make sure our growth is meeting the needs of our ward and neighborhoods in a way that is equitable and able to sustain the growth.</p> <p>I believe we also need to look at our existing housing stock as a part of the solution as well. Working with neighbors to increase opportunities for affordable housing through ADU and more.</p>
<p>Parker</p>	<p>I think density should be increased around Catholic University, along the Metro Branch Trail, and in the aforementioned areas from the previous question.</p>

Q9. Given the opportunity, how would you amend the District’s Height Act?

	<p>Fletcher</p>	<p>Gibson Hubbard</p>	<p>Parker</p>
<p>Removing or raising the Height Act entirely</p>			
<p>Removing or raising the Height Act everywhere but downtown</p>			

Removing or raising the Height Act within 1/4 mile of Metro stations	X	X	X
Removing or raising the Height Act only in downtown		X	X
Raising the Height Act only for buildings that will produce more affordable housing than required by inclusionary zoning	X	X	X
I would not amend the Height Act			

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.

Fletcher	No
Gibson Hubbard	Yes
Parker	Yes

AFFORDABLE HOUSING

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

	Fletcher	Gibson Hubbard	Parker
Means-tested or income-restricted	X	X	X
Built by the government			
Cheap			
Subsidized	X	X	X
Rent-controlled	X		X
Costing no more than 30 percent of one's household income	X	X	X

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

	Fletcher	Gibson Hubbard	Parker
Not means-tested or income-restricted	X	X	X
Built by private developers		X	X
Expensive			
Unsubsidized	X	X	
Not rent-controlled		X	
Costing more than 30 percent of one's household income		X	

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>Fletcher</p>	<p>The Council has several means at its disposal to promote the production of affordable housing. Such as:</p> <ol style="list-style-type: none"> 1. Ensuring that inclusionary zoning laws apply throughout the District of Columbia. Since the passing of inclusionary zoning laws, our Comprehensive Plans have allowed wide swaths of the city to be exempt from the inclusion of affordable housing in new developments. Major development zones such as NoMa are not required to include income-restricted units, while market-rate rents exclude low to moderate income renters and condominium buyers. 2. We have no real rent-control or rent-stabilization laws. Rent control applies to increasingly aging buildings and units, while new developments can raise rents at will, often pricing out long-term renters. 3. Developments approved for the construction of subsidized, or income-restricted, housing should not be allowed to jettison lower-income units after approval and receipt of government incentives. 4. Identifying abandoned and vacant homes and providing purchase assistance to bring these properties back into circulation as affordable housing.
<p>Gibson Hubbard</p>	<ul style="list-style-type: none"> ● The appropriation of funding toward affordable housing for existing programs. ● Oversight of existing programs and agencies. ● Proposing legislation to initiate housing programs that do not currently exist in the District. ● Fostering meaningful discussions with agencies to discuss ward level housing needs. ● Working with the agencies, at the beginning and through our the process, to ensure that projects in the ward maximize the type, size, ● mix of amenities, and other characteristics neighbors want to see in new affordable housing development. ● A councilmember should NOT "pick winners" or interfere in the competitive process used to fund these projects.
<p>Parker</p>	<p>The Council has a great deal of authority to produce more affordable housing. This includes adopting or modifying legislation on rent control, requiring affordable housing in public land development, setting rules for</p>

	<p>housing programs (such as permanent affordability and setting affordable housing income targets), subsidizing creation of affordable ADUs, supporting homeownership, and more. It also includes providing adequate funding for housing tools such as LRSP, the Housing Production Trust Fund, public and social housing, and community land trusts. It can include providing funding and improving rules to help tenants purchase their buildings. The Council also sets the Comprehensive Plan and through that can create a framework for increasing the supply and zoning of affordable housing.</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?

<p>Fletcher</p>	<p>As Councilmember I would seek to reorganize DCHAs's debt to make it more manageable to pay down. However, first and foremost DCHA needs to run like a professional organization. We need to assess DCHA to make sure efficiencies are in place, and they have tools necessary to fulfill their goals and objectives.</p> <p>DCHA staff and leadership must be evaluated to determine if they are technically proficient and capable of handling the agency's wide range of responsibilities, with a particular emphasis on eliminating contracting irregularities.</p> <p>Lastly, the District of Columbia must appeal to the U.S Department of Housing and Urban Development for a reevaluation of its per unit maintenance funding, which has steadily eroded over the last 25 years.</p>
<p>Gibson Hubbard</p>	<p>The Housing Authority at various times in the past has existed as a traditional agency. While better management is needed, the more pressing issue is the lack of resources for capital improvements (both federal or local funding). The city has begun to appropriate local resources for this purpose that the federal government has neglected for many decades. This effort, to increase city funding, should be formalized in a way similar to how the city builds its capital budget so we have a concrete timeline and know how much is invested in each year to address this critical need. This local focus and funding is the only way to "fix" our city's public housing.</p>
<p>Parker</p>	<p>The District has an obligation to residents living in public housing to ensure that residents live in clean and healthy conditions.</p> <p>Unfortunately, the federal government has capped the amount of public housing, as well as defunded public housing operations and modernization for decades. The housing authority has been lately marked by corruption and poor leadership of the agency. This means that public housing can be preserved only through efforts by the District. I support</p>

	<p>using local DC funds to rehabilitate and make our public housing sustainable. Along with funding, the District must enhance its role in holding accountable DCHA, especially over DC-funded rehabilitations. I am open to options for how to pursue that. For example, the District could make demands of DCHA in return for local funding, or it could enter into formal partnership over redevelopment projects in ways that give the mayor and Council direct oversight of those projects. If possible, I am open to putting DCHA under direct control of the Mayor and Council, at least for DC-funded projects.</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:

	Fletcher	Gibson Hubbard	Parker
0-30 percent MFI (\$0-\$27,100 per year for a household of one)?	Based on the goal of building between 50,000-100,000 units of housing by 2045, this category should make up approximately 39%, or 19,500 and 39,000 units.	15,000 units	20,000

30-50 percent MFI (\$27,100-\$45,150 per year for a household of one)?	Based on the goal of building between 50,000-100,000 units of housing by 2045, this category should make up approximately 38%, or 19,000 and 38,000 units.	15,000 units	30,000
50-80 percent MFI (\$45,150 to \$72,250 per year for a household of one)?	Based on the goal of building between 50,000-100,000 units of housing by 2045, this category should make up approximately 12%, or 6,000 and 12,000 units.	10,000 units	30,000
80-120 percent MFI (\$72,250 to \$108,350 per year for a household of one)?	Based on the goal of building between 50,000-100,000 units of housing by 2045, this category should make up approximately 11%, or 5,500 and 11,000 units	10,000 units	20,000

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?

Fletcher	We must require developments to include more units for those earning under 30% of the area AMI. Many developments will only be built within the 50, 60 and 80% range, effectively failing to increase the number of units for our lowest income residents.
Gibson Hubbard	The agencies responsible for funding affordable housing projects - DHCD and HFA must be directed to work closely with District entities, like DHS and the the DC Housing Authority. Without those agencies it is not possible to create and maintain housing for extremely low-income residents because both DHS and DCHA have both the funding and expertise to provide operational and wrap around support needed to make housing for this population of our neighbors sustainable for the long run.
Parker	I believe this answer from DCHD is an abdication of their responsibility. It is true that creating housing affordable to households below 30% MFI requires involvement of multiple agencies. DHCD programs, primarily construction and renovation subsidies, are often not enough to build housing affordable under 30% MFI, and meeting that target often requires rental aid through LRSP or other support.

	<p>But the income targeting rules in HPTF are statutory, which means the mayor has a duty to meet them and the Council has a duty to hold the mayor accountable. As a Councilmember, I would use my oversight authority to develop a blueprint for meeting the housing needs of DC's lowest income families, including clarifying the mix of resources and programs (like HPTF, CLTs, and LRSP) needed.</p> <p>That can create a standard to hold the mayor accountable to, making it clear if the mayor falls short of meeting the targeting requirements. I also would use my oversight and budget authority to fill in the gaps if the mayor falls short.</p> <p>This is incredibly urgent. If we support the continued development of housing, without ensuring that a substantial share serves households with low-incomes, we will set a future where only wealthy newcomers can stay in the city, while lower-income residents continue to get displaced.</p> <p>For clarity, I answered the previous question 15 based on what is feasible with where the District is today, not strictly what "should" be built to meet our needs.</p>
--	---

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)?

Fletcher	<p>The biggest obstacle to affordable housing production is the uneven number of units that are being produced across income bands, with a bias towards higher earners and rents, instead of focusing on need. Lower income households are more highly rent burdened, and suffer the highest amount of housing instability.</p> <p>I would require all new developments to include housing affordable across all income levels. If government subsidies are involved, the affordable unit percentage requirements should be strictly adhered to, based on population need, rather than developer requests.</p>
Gibson Hubbard	<p>Currently the law that governs HPTF requires that 50 percent of the spending annually must go to 0-30 percent AMI and 40 percent must go to units at 31 to 50 percent AMI - thus leaving only 10 percent of the our main affordable housing funding source focused on 50 to 80 percent AMI. It would be a difficult discussion about rethinking the formulas for the lower income levels; which would likely not be a popular option. An alternative many be including this income band in the workforce housing fund I am proposing below.</p>
Parker	<p>Research from the Urban Institute and Coalition for Smarter Growth suggest that there is not an enormous shortage of affordable housing</p>

	options for households in this income range and that housing subsidies should focus on households below 50% MFI. This suggests that policies that support growth of DC's housing stock, along with robust rent control, should meet much of the need for housing for households between 50% and 80% of AMI, including units targeted on this group through Inclusionary Zoning (for homeownership). Many development projects subsidized by the District include some units for households at this income level, presumably because they are easier to finance than lower cost units. While I do not support this practice, I expect that this will continue to meet the housing need for this group. Finally, I support a robust HPAP program to provide first-time homeownership opportunities to households with incomes below 80% of MFI.
--	---

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)?

Fletcher	I would require all new developments to include housing affordable to those across all income levels. In addition, workforce housing should be strongly incentivized through the Housing Production Trust Fund.
Gibson Hubbard	As a councilmember I would work to establish, and secure appropriations for, a separate and dedicated workforce housing production fund.
Parker	Ensuring that the District is moving forward to develop more housing, across all income levels, should go a long way to meeting the needs of people in this income range. That said, it is likely that households in this income range who are renters may face challenges seeking to become homeowners. I support broadening the HPAP program to support more first-time home buyers.

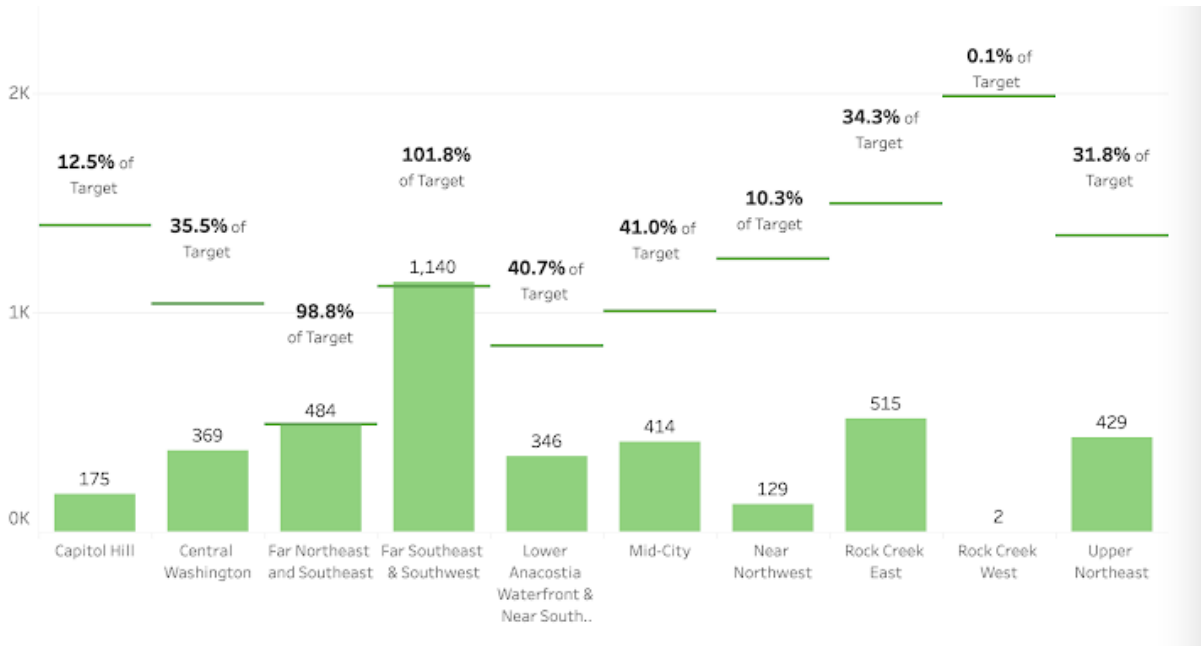
Q19a. While the District has a robust Housing Production Trust Fund, it is not infinite, and land costs in the District impact the number of affordable units that can be constructed, as well as the percentage of MFI to which they are subsidized. The below scenarios are not inclusive of all options that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

	Fletcher	Gibson Hubbard	Parker
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			
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
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.

Fletcher	I prefer this scenario because: Forest Hills has little to no affordable housing. Bellevue housing stock is statistically less expensive (and often less desirable), and the area could use newer and more modern units to retain residents who could afford to move out of the neighborhood, but wish to remain closer to family and friends.
Gibson Hubbard	By producing 10 units of extremely low-income housing in Forest Hills you are producing needed affordable units where they have never existed before and is in line with the city's housing equity goals. The majority of the affordable housing projects that have been funded by the District are located east of the river in addition, most of the remaining stock of naturally occurring affordable housing is also east of the river. Many residents east of the river want more market rate housing in their neighborhoods to increase the income mix of residents so more retain and similar amenities can be attracted to these neighborhoods.
Parker	This project provides a substantial number of units, with most of them located in a low-poverty area. If the units in Forest Hills are aimed at first-time homeowners, they would meet an important need. It is likely that market rate units in Bellevue would still be affordable to households between 50% and 80% MFI. Finally, residents of Ward 7 and 8 note that a concentration on affordable housing there for the very lowest income families fails to create opportunities for people to stay as they move up the economic ladder.



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, Upper Northeast, meets the stated targets by 2050?

Fletcher	I would propose all new developments be required to include affordable units (for rent and/or sale). In addition, accessory dwelling units need to be actively promoted and incentivized (e.g., construction/conversion subsidies and/or streamlined permitting processes).
Gibson Hubbard	I would expand and increase funding for new tools, such as the the recently initiated HANTA (tax incentive), to cover more areas of the city, including Upper Northeast, to provide more incentives for projects to be located in our community. Similarly, I will look to push the forthcoming cash to covenants initiative to cover Upper Northeast and increase funding in future year and make it a permanent part of our city's affordable housing toolbox. I would also want to increase funding to support faith-based institutions in Ward 5 in developing their own land into affordable housing.
Parker	It is incredibly important that the District develop more affordable housing, in pace with development of market-rate housing, and that the affordable housing is spread throughout the District. This will require vigilance and commitment, and it will require using all the tools the Council has. I would work to ensure that the District is meeting its commitment to develop

	<p>enough affordable housing city-wide. This would be primarily by advocating for adequate funding, but also through other tools such as eliminating loopholes in rent control, legislation to push affordable housing developments to be permanently affordable, and ensuring public land dispositions maximize the opportunity to develop affordable housing. The second issue is ensuring that affordable housing is developed in Ward 5, as part of efforts to ensure equitable distribution of affordable housing. That may require altering the scoring rules for approval of projects under the Housing Production Trust Fund to take into account higher cost of land in some parts of the District. I also would negotiate with the mayor and developers (for profit and nonprofit) to push them to develop affordable housing in Ward 5, through seeking public land dispositions or HPTF funding. If that is inadequate, as it may be, I would consider more restrictive rules, such as requiring private developments to include affordable housing as a share of their developments (tied with funding from the District to make them affordable).</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:

	Fletcher	Gibson Hubbard	Parker
Make buildings built prior to 2005 subject to rent stabilization	X		X
Make four-unit buildings subject to rent stabilization			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
Implement stronger oversight of all landlord petitions filed with the Department of Housing and Community Development	X	X	X
Clarify what types of landlord upgrades qualify for capital improvements petitions	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

Eliminate vacancy increases	X	X	X
Eliminate voluntary agreements that take rents to market-rate		X	X
Narrow the scope of hardship petitions; stagger allowable increases; and make increases temporary, rather than permanent		X	X
Make rent increases under substantial rehabilitation petitions temporary rather than permanent		X	X
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?

Fletcher	TOPA should be amended to restrict this
Gibson Hubbard	TOPA should be amended to formalize this
Parker	TOPA should be amended to formalize this

Q22b. Please explain your selected response

Fletcher	All tenants should be offered an opportunity to purchase individual units at regulatory purchase prices. This would allow tenants to stay as purchasers if they are able, or leave with funds that ensure former tenants can comfortably relocate. The requirement that the entire building needs to vote to purchase (which is often impractical) usually nullifies the spirit and intent of TOPA.
Gibson Hubbard	If we are going to allow buyouts it should be regulated equally across different TOPA deals. It is critical that tenants know all of their options under TOPA in order to make a fully informed decision. I am looking forward to see the outcome of the CNHED study on TOPA that was funded in the FY2022 budget. This study will be helpful in guiding the best pathway forward.
Parker	I deeply respect and want to protect the rights that TOPA provides. I generally prefer that tenants do not choose buyouts, which provide

	<p>temporary cash but often weaken long-term protections and the true definition of equity (ownership). I would prefer that tenants use TOPA rights to purchase, or at least select an owner who will make commitments around property upgrades and long-term affordability. Better yet would be to incentivize and simplify collective purchase, so that we can expand equitable ownership opportunities and stable housing prices in the city. I think we should formalize and tweak the process so that buyouts could still happen, but the District could support the formations of more permanently affordable housing models such as limited-equity co-ops. We could also ensure that tenant associations in all buildings facing a sale get legal and financial support to understand and exercise their TOPA rights. That said, we must not limit tenant power, and must respect and maintain the ability of individual tenants to choose a buyout if that is what they want.</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?

Fletcher	Yes
Gibson Hubbard	No
Parker	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?

Fletcher	<p>Community development organizations need to be able to assist tenants with forming co-ops. In addition, they can utilize community land trusts to become owners of their residences. This can be accomplished by offering homeownership education, down payment assistance and/or financial assistance and property tax modification.</p>
Gibson Hubbard	<p>In order to support these options, I would work to find a dedicated funding source to provide resources to groups using these models.</p>
Parker	<p>As noted above, I would ensure that the District funds technical, legal, and financial assistance to ensure that all tenant associations receive support around TOPA when their building goes up for sale. As a Councilmember, I also would push to provide adequate funding, through an HPTF set aside or other means, to ensure help to tenants who wish to buy their building but lack financial resources, with long-term affordability requirements that in most cases would lead to creation of an LEC. I also would support funding to provide ongoing technical</p>

	<p>assistance to LECs, to support proper management and maintenance of their buildings. For Community Land Trusts, I would make it a standard part of the DC budget, just as HPTF is now. CLTs will grow to scale only with public funding, and I would write legislation to prioritize permanently affordable units like CLTs when we make deals with developers. I also would amend DC law to allow homeowners to split their property into two pieces for the purpose of donating one piece to a CLT.</p> <p>This may not yield a large number of CLT units, but it would support creation of some CLT units throughout the city, especially in high-opportunity communities.</p>
--	--

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?

Fletcher	I would keep DOPA in its current form, although the city needs to exercise this option far more often. We also need to provide significantly more support to help guide tenants in forming co-op structures, assigning shares, and managing their building effectively.
Gibson Hubbard	I would look to explore efforts to make the program more attractive to potential third parties that the city might partner with or assign their rights to for this purpose.
Parker	Given that the District has not used DOPA widely, my first goal would be to actually utilize this tool, which would not only create affordable housing but also give us valuable insights into making this process work well. Over time, I would support amending DOPA to allow the District to negotiate building purchases, when it would further the city's affordable housing needs, rather than waiting for a building to be put up for sale. I also am not sure on the reason for formal limitations on types of buildings the District is allowed to purchase and would be open to reducing or eliminating these restrictions.

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?

Fletcher	<p>Safe, affordable housing should be the right of every District resident. Inclusionary zoning policy should be developed with that in mind. That said, we need to address work-arounds and loopholes that allow some developers to get around the minimum requirements.</p> <p>Policy thresholds must be reevaluated annually to take into consideration population shifts, economic downturns and factors that may skew Median Family Income (MFI) figures.</p>
Gibson Hubbard	<p>We should push the envelope even more to offer increased density in return for a large number of affordable units in new projects.</p>
Parker	<p>The District's IZ program should be harnessing private development to support development of affordable housing throughout the District without the use of public dollars. It is one tool to create affordable housing, but because it relies only on added density as a subsidy, its role is limited in meeting our affordable housing goals.</p> <p>As a Councilmember, I would support ongoing accountability metrics and analysis to ensure that IZ is maximizing requirements that the added value of density is used for affordable housing, rather than higher developer profits. That can only be confirmed through regular and comprehensive analyses of DC's real estate market and the IZ rules. IZ currently requires developers to set aside a portion of a development's square footage as affordable, with no requirements related to unit size or other factors related to affordable housing need. I support amending IZ to require developers to build a diversity of unit sizes, such as units with 2 or more bedrooms, to ensure that IZ addresses the needs of families.</p>

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?

	Fletcher	Gibson Hubbard	Parker
Entirely project-based			
Mostly project-based	X	X	X

Mostly tenant-based			
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?

Fletcher	Yes
Gibson Hubbard	Yes
Parker	Yes

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

	Fletcher	Gibson Hubbard	Parker
Creating opportunities for new housing	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?

Fletcher	No
Gibson Hubbard	Yes
Parker	No

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?

Fletcher	Yes
Gibson Hubbard	Yes
Parker	Yes

Q32. Where elsewhere in the District, besides Ward 5, should PDR zoning be added? If you do not think PDR zoning should be added elsewhere in the District, please write, "I do not think PDR zoning should be added in the District."

Fletcher	Looking at the density of the District and the new hybrid and work-from-home work schedules adopted in the face of COVID, I do not think PDR zoning should be added in the District as we are not a city reliant on manufacturing. In addition, the cost of real estate makes PDR zoning financially impractical in the District.
Gibson Hubbard	As referenced above there should be a more fair-share distribution.
Parker	I'm not going to condemn a specific community to the pains that Ward 5 communities like Brentwood and Fort Totten have experienced. That said, I think it is important that other communities take on their fair share of the burden. I acknowledge that rezoning PDR land is a challenge, but it is something the Council should pursue.

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?

Fletcher	Yes
Gibson Hubbard	Yes
Parker	Yes

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

	Fletcher	Gibson Hubbard	Parker
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
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?

Fletcher	Yes
Gibson Hubbard	Yes
Parker	Yes

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

	Fletcher	Gibson Hubbard	Parker
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
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?

Fletcher	No
Gibson Hubbard	Yes
Parker	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."

Fletcher	I do not support road pricing. However a compromise can be achieved by limiting the number of out of state drivers, who pay no local taxes, but use our roads and parking.
Gibson Hubbard	I would be interested in increasing funding for social safety net programs in a variety of areas and increase funding for netzero/sustainability and environmental justice initiatives.
Parker	I largely would re-invest these resources into climate-friendly

	public transit, such as expanding public transit options and reliability, reducing fares (starting with reducing or subsidizing fares for residents with low-to-moderate incomes), subsidizing WMATA (assuming regional partners also do so), and encouraging WMATA to speed up its purchase of electric buses.
--	---

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?

Fletcher	Yes
Gibson Hubbard	Yes
Parker	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?

Fletcher	<p>Since affordable, reliable public transportation is such a vital part of the economic infrastructure of the District of Columbia, and acknowledging that it has become increasingly necessary as we address issues such as climate change, I believe that steady and adequate funding is necessary.</p> <p>This can be accomplished in several different ways. A percentage of parking fees, fines and taxes should be dedicated specifically to support and enhance public transportation options.</p>
Gibson Hubbard	I would advocate to be on placed on the Committee on Transportation and the Environment to explore how to use a mix of local or if allowed direct use of a portion of the federal infrastructure dollars award across the region to meet the shortfall. If we cannot use the federal funds directly for this purpose, swapping out local dollars with the federal funds to meet this need. Furthermore, I would also fight to make sure Maryland and Virginia are also paying their fair share; while the majority of the infrastructure might fall in the District, the ridership on WMATA overwhelmingly includes their residents.
Parker	We must work to support a strong WMATA, with an equity focus to ensure that low-income residents who are public-transit reliant have access to frequent, reliable, and affordable public

	transit. The pandemic has punished public transit finances everywhere, and it is not clear whether the pandemic recovery will resolve those problems. As a Councilmember, I would be a strong advocate for regional cooperation to support WMATA operations, but would also be open to new revenue streams from high-wealth individuals (especially targeted to families that own multiple cars) and equity-oriented DMV fees to find dedicated funding streams while lowering the burden for disabled and low-income folks who need their car.
--	---

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"?

Fletcher	Yes
Gibson Hubbard	Yes
Parker	Yes

Q41. 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?

Fletcher	Guaranteed headways of 10 minutes or less within D.C.
Gibson Hubbard	Guaranteed headways of 10 minutes or less within D.C.
Parker	Fare-free Transit

Q42. Pick a major street in Ward 5 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

Fletcher	Michigan Avenue comes to mind. Specifically creating a roundabout as a traffic calming measure (although the entire area should be assessed to determine needs and upgrades). I would also increase funding for crossing guards during school drop off and pick up.
Gibson Hubbard	The two roadways that I immediately think of are New York Avenue NE and Rhode Island Avenue NE. I envision both being multimodal, prioritizing pedestrian safety, creating opportunity for economic development and accessibility. Both roadways are a great opportunity for dedicated bus and bike lanes and for widening the sidewalks to encourage walkability and prioritize

	<p>the safety of pedestrians.</p> <p>Both roadways are gateways into our city; adding the measures I noted above would help to set an expectation for those driving on the roadways as to our priorities as a city. The changes would also help to slow traffic down and invite economic activity.</p>
Parker	<p>Rhode Island Ave is often treated as a dangerous highway running through the heart of Ward 5. In NW, trees run along the middle and there are safe ways to traverse the neighborhoods along the corridor quickly and by any means. In NE, it's a different story. And much of the parking along it is temporary, so it provides little opportunity for folks to comfortably park there. It is perfect for a reimagination.</p> <p>My vision would be to expand the sidewalk, which has become dangerous for folks of all abilities to traverse, to create space for pedestrians to walk comfortably and safely. I'd like to incorporate a protected bike lane into those expanded sidewalks. I would also push for a dedicated bus lane, perhaps one that switches direction for the different times of day with rush hour (although I understand that this is an imperfect solution). The particulate and diesel pollution is especially bad, so I would look to find ways of reducing industrial use of the road and planting and designing streetscapes with key vegetation that would decrease flooding and lessen the effects of pollution. Finally, I would push for a road diet and equity-focused speed cameras to stop cars from reckless driving.</p>

Q43. 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.

	Fletcher	Gibson Hubbard	Parker
1	Regional reciprocity for automated traffic enforcement	Implementing road diets on arterial streets	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	Building more housing and affordable housing in the District proximate to transit	Removing minimum parking requirements in new developments

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

Q44. 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?

	Fletcher	Gibson Hubbard	Parker
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

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			
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			

Q45.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.

Fletcher	There are several that come to mind: my weekly trip to church; date night with my wife and my visits to OneLife Fitness are all trips that can be taken by foot, bus, train or bike.
Gibson Hubbard	Transportation inequity in Ward 5 is real. While I wouldn't mind making alternative choices in transit considering where I live in the ward, and proximity of needed amenities, the choice isn't that simple. In my immediate community, bus service is not reliable; there is no Capital Bike Share docking station close by; nor do we have access to a train close by. The one activity that we could easily walk or bike to is my son's t-ball practice; we can also walk to Good Foods Market and Zeke's for coffee on Rhode Island Ave NE. To be honest, biking is not my preference. We also do not have a full service grocery store or pharmacy close to our home. As you can see, we need a focus on transportation equity in Ward 5 to ensure neighbors can have options in transit beyond driving.
Parker	I gave up my car in 2019, although admittedly I've returned to regularly using a car because of campaigning. I've learned that most of what I used to do by car, I can do locally or by using public transportation. One challenge is going to the grocery store where I often want to buy in bulk. To cut down on travel, I now buy in small amounts and take advantage of stores I can easily walk to. I recognize that that is a privilege not all Ward 5 neighbors have.