

# Faith Gibson Hubbard

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## Q1

Contact information

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## Q2

**Yes**

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

## Q3

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?

**I'll support another housing production goal, and would be willing to propose one myself.**

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## Q4

**Between 36,000 and 50,000**

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

**Q5**

**Yes**

Housing production in D.C. has been uneven and particularly concentrated in certain neighborhoods. Do you support the mayor's goal to set production targets in each area of the District to more evenly disperse the construction of new housing?

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**Q6**

**No**

On the forty-three percent of all surface area that is owned by the federal government in the District, it is illegal to build an apartment; according to a D.C. Policy Center report, "single-family units make up only 30 percent of the District's housing stock, but occupy 80 percent of its residential buildings." Should apartments be legal on 100 percent of all surface area governed by the District?

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**Q7**

Council's land use authority is limited: The Home Rule Act states, "the mayor shall be the central planning agency for the District" (page 13), and councilmembers do not, generally, vote up or down on individual developments. Councilmembers' most direct influence on land use is through the Comprehensive Plan, though they cannot change that unless amendments are proposed by the mayor. However, the council can still act to increase housing production, whether through legislation and budgeting, or by directing the executive to pursue amendments before the zoning commission. Please rank the following policies that would increase housing production in the order that you would request your staff to pursue them, if elected. (This list is purposefully not inclusive of affordability and stabilization policies, which are addressed in subsequent questions.)

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

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**Q8**

Where in Ward 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."

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.

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**Q9**

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."

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.

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.

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**Q10**

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

**Removing or raising the Height Act only in downtown,**

**Removing or raising the Height Act within 1/4 mile of Metro stations**

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**Raising the Height Act only for buildings that will produce more affordable housing than required by inclusionary zoning**

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**Q11**

**Yes**

Would you support amending the District's preservation laws to remove height and mass from the purview of historic review? Under such a proposal, District historic officials would still review materials, aesthetics and compatibility of designated structures, but overall density would be controlled by zoning the same way it is for non-designated structures.

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**Q12**

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

**Means-tested or income-restricted,**

**Subsidized,**

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

**Q13**

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

**Not means-tested or income-restricted,**

**Built by private developers,**

**Unsubsidized,**

**Not rent-controlled,**

**Costing more than 30 percent of one's household income**

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**Q14**

What is, and is not, within the scope of a councilmember's authority to produce more affordable housing in the District? Or, describe not what you will do to produce more affordable housing in the District, but, rather, what any given councilmember can do to produce more affordable housing in the District.

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.

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**Q15**

The D.C. Housing Authority is an independent entity, and its debt is likely too great for it to realistically be moved under the purview of the District government. Given this, how would you, as a councilmember, answer calls to "fix" public housing?

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.

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## Q16

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

0-30 percent MFI (\$0-\$27,100 per year for a household of one)?	<b>15,000 units</b>
30-50 percent MFI (\$27,100-\$45,150 per year for a household of one)?	<b>15,000 units</b>
50-80 percent MFI (\$45,150 to \$72,250 per year for a household of one)?	<b>10,000 units</b>
80-120 percent MFI (\$72,250 to \$108,350 per year for a household of one)?	<b>10,000 units</b>

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## Q17

In response to criticisms that it has failed to meet its targets for building extremely low-income housing (units restricted to residents earning 30 percent AMI or below), the Department of Housing and Community Development has stated, on page 23 of this report, that it cannot do so without coordination and support from other agencies, such as the D.C. Housing Finance Agency and the Department of Human Services. What is the best path forward to ensure extremely low-income housing is reliably produced?

The agencies responsible for funding affordable housing projects - DHCD and HFA must be directed to work closely with District entities, like DHS and 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.

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## Q18

As a councilmember, how will you ensure that the District produces housing for residents who make between 50 percent AMI (\$45,150 for a household of one) and 80 percent AMI (\$72,250 for a household of one)?

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 may be including this income band in the workforce housing fund I am proposing below.

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## Q19

As a councilmember, how will you ensure the District produces housing for residents who make between 80 percent AMI (\$72,250 for a household of one) and 120 percent AMI (\$108,350)?

As a councilmember I would work to establish, and secure appropriations for, a separate and dedicated workforce housing production fund.

## Q20

While the District has a robust Housing Production Trust Fund, it is not infinite, and land costs in the District impact the number of affordable units that can be constructed, as well as the percentage of MFI to which they are subsidized. The below scenarios are not inclusive of all options that will ever be on the table. They are, however, representative of the tradeoffs inherent in balancing funding for and the location of publicly subsidized affordable housing, which is often cross-subsidized with market-rate housing. Please choose the scenario you would prefer, and explain why you prefer that scenario.

**One 10-unit project in Forest Hills for residents making under 30 (\$27,100) AMI, and one 40-unit market-rate project in Bellevue**

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I prefer this scenario because::

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.

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## Q21

In the Office of Planning's Housing Framework for Equity and Growth, released in October 2019, Mayor Bowser set targets for the production of affordable housing per planning area "to achieve an equitable distribution of no less than 15 percent affordable housing in each planning area by 2050." Progress on those targets since January 2019 is illustrated in the above chart, from the Deputy Mayor for Planning and Economic Development. What will you do to ensure the planning area you would primarily represent, Upper Northeast, meets the stated targets by 2050?

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.

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## Q22

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

- Allow only one increase per year, with notice, for any D.C. rental housing that's exempt from rent stabilization**  
,
- Eliminate voluntary agreements that take rents to market-rate**  
,
- Implement stronger oversight of all landlord petitions filed with the Department of Housing and Community Development**  
,
- Clarify what types of landlord upgrades qualify for capital improvements petitions**  
,
- Narrow the scope of hardship petitions; stagger allowable increases; and make increases temporary, rather than permanent**  
,
- Make rent increases under substantial rehabilitation petitions temporary rather than permanent**  
,
- Cap annual rent increases at the level of inflation, or consumer price index, and eliminate the extra two percent allowed under current law**  
,
- Eliminate vacancy increases**

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## Q23

The Tenant Opportunity to Purchase Act has historically enabled the cooperative purchase of apartment buildings that are put up for sale by a tenants' association. There are many ins and outs of the TOPA process, one of which is the ability of tenants to take buyouts, if the interested buyer is willing to make them. Buyouts have skyrocketed, to, in some deals, \$60,000 per unit, making TOPA, functionally, not an anti-displacement policy but, rather, a tenant equity policy. Do you think that this is a suitable evolution of TOPA, or should the law be amended to either formalize or restrict this?

**TOPA should be amended to formalize this..**

Please explain your selected response.:

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.

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## Q24

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

**No**

**Q25**

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

In order to support these options, I would work to find a dedicated funding source to provide resources to groups using these models.

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**Q26**

The District Opportunity to Purchase Act "gives the mayor the authority to purchase certain apartment buildings in order to maintain existing rental affordable units for tenants and increase the total number of affordable rental units within the District." DOPA is primarily used as a preservation tool: If tenants do not exercise their TOPA rights, the District can make an offer on a building, as long as it "consists of five or more rental units and 25 percent or more of those units are 'affordable' at 50 percent of the median family income." What would you change about this, if anything?

I 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.

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**Q27**

Describe your views of the District's inclusionary zoning policy. What do you think it should be achieving? What is it currently failing to do? What, if anything, you think should be changed about it?

We should push the envelope even more to offer increased density in return for a large number of affordable units in new projects.

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**Q28**

**Mostly project-based**

Housing is publicly subsidized in two main ways: project-based subsidies (such as Housing Production Trust Fund dollars or Low-Income Housing Tax Credits) that are tied to a unit and reduce its cost for any qualified tenants who live there and tenant-based subsidies (i.e., portable vouchers) that a qualified tenant can use on any market-rate unit. Acknowledging that an even split is not realistic, how do you think the District should divide its public subsidy money between these two methods?

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**Q29**

**Yes**

The District's current Comprehensive Plan was written in 2006 and amended in 2021. Despite an extensive amendment process, it is still out-of-date and still more greatly restricts density in affluent neighborhoods than elsewhere. An April 2020 staff report from Office of Planning states that a rewrite of the Comprehensive Plan should be complete by 2025 (page 8). Do you commit to supporting the necessary budget and process for a rewrite of the Comprehensive Plan by 2025?

**Q30**

**Creating opportunities for new housing**

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

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**Q31**

**Yes**

Traditional smart-growth planning principles concentrate high-density construction, including apartment buildings, on major corridors. This, by design, leaves residential areas off of corridors untouched. Do you agree with this approach to the distribution of housing within neighborhoods?

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**Q32**

**Yes**

The mayor has committed the District to attempting a fair distribution of affordable housing production across planning areas by 2050. More unevenly distributed than affordable housing is land zoned for production, distribution, and repair—basically, industrial uses. PDR zones are largely concentrated in the Near Northeast planning area. In a Comprehensive Plan rewrite, would you support a fair-share approach to the location of parcels zoned for PDR, which would necessitate adding PDR zoning to planning areas where there currently is none or very little, such as Near Northwest and Rock Creek West?

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**Q33**

Where 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."

As referenced above there should be a more fair-share distribution.

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**Q34**

**Yes**

Internal data for WMATA estimates that bus delays cost the system about \$14 million per year. Buses are primarily delayed by sitting in single-occupancy vehicle traffic. Bus riders are more frequently Black and brown, and less affluent, than rail riders and drivers. Would you, as a councilmember, support removing single-occupancy vehicle parking and travel lanes for dedicated bus lanes, which make bus service faster and more reliable?

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**Q35**

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

**DDOT should repurpose whichever lane its staff believe is best on any given street.**

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**Q36**

**Yes**

A 12-year study, published in 2019, found that protected bike lanes drastically lowered fatal crash rates \*for all road users\* in Seattle (-60.6%), San Francisco (-49.3%), Denver (-40.3%) and Chicago (-38.2%), among others. The Washington Post recently reported that “lower-income neighborhoods in the District recorded eight times more traffic fatalities in recent years than the city’s wealthiest area,” and that the “40 traffic fatalities in the nation’s capital last year were the most since 2007.” Would you, as a councilmember, support removing single-occupancy vehicle parking and travel lanes for protected bike lanes?

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**Q37**

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

**DDOT should repurpose whichever lane their staff believe is best on any given street.**

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**Q38**

**Yes**

Road pricing, or congestion pricing, in which motorists pay directly for driving on a particular road or in a particular area, has successfully reduced congestion, improved air quality, and raised money in London, Stockholm, and Singapore by reducing the number of vehicles on the road and improving transit performance. New York will be implementing road pricing in the next few years. However, many drivers are loathe to pay for something that they currently get for free. Would you, as a councilmember, support road pricing as a means to reduce congestion to speed up transit, improve air quality, and raise revenue?

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**Q39**

If yes, how would you propose re-investing the \$90 to \$500 million in revenue road pricing is estimated to generate for the District? If no, please write, "I do not support road pricing."

I 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.

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**Q40**

**Yes**

In 2019, the council budgeted \$475,000 for a road pricing study. The study is complete, but Mayor Bowser has not yet released it. Do you think the study should be made public?

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**Q41**

WMATA will be facing a \$375 million budget deficit in FY24, as federal support for transit provided during covid-19 is not likely to be renewed. Though the District, Maryland, and Virginia entered into a regional commitment to fund some of WMATA's capital costs year over year, WMATA's operations do not have a similar dedicated funding stream. Given the need to find local solutions, what will you do, as a councilmember, to assist in closing WMATA's operational funding gap?

I would advocate to be 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.

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**Q42**

**Yes**

Do you support Councilmember Charles Allen's Metro for D.C. proposal, which would "put a recurring \$100 balance to D.C. residents' SmarTrip cards every month and make a \$10 million annual investment in improving bus service and infrastructure in the District"?

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**Q43**

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

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

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**Q44**

Pick a major street in Ward 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.

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 the safety of pedestrians.

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.

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## Q45

Reducing traffic deaths will require not just incentives for people to drive less and nudges to make them drive better. It will also require policies that actively reshape the District's transportation systems and its landscape to decrease single-occupancy vehicle trips, and to slow down the speed of those trips when people do make them. Please rank the following policies in the order that you would request your staff to pursue them.

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

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## Q46

On-street parking occurs in public space, which means that an on-street parking spot cannot belong to a specific individual, and people park in different places at different times. What do you consider the threshold beyond which it is reasonable to park in a neighborhood, most of the time?

**A resident is able to find an available public street parking space on their residence's precise block (about a one-minute walk), most of the time**

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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.

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.

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