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**Q1**

Contact information

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**Q2**

Please upload a high-resolution headshot that GGWash has permission to use.

**JKnight\_240327\_9619.jpg (388.2KB)**

**Q3**

**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?

**Q4**

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

If successful, the 36,000-unit goal will be met by 2025. However, the District’s population is estimated to grow to over 900,000 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 2050? If the mayor or your colleagues don’t propose a production goal, will you propose one yourself?

**Q5**

**Over 100,000**

With 36,000 presumably completed units as a baseline in 2025, how many additional units do you think should be built in the District by 2050?

**Q6**

**Yes**

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

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**Q7**

**Yes**

Should apartments be legal in all parts of all the District's neighborhoods?

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**Q8**

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>3</b> |
| Legalizing four-unit buildings District-wide  | <b>4</b> |
| Subsidizing individual homeowners to construct ADUs   | <b>7</b> |
| Increasing the percentage of affordable housing required in public-land dispositions                            | <b>5</b> |
| Incentivizing the conversion of office buildings to residential properties                                      | <b>1</b> |
| Eliminating the Height Act  | <b>8</b> |
| Eliminating parking requirements in new construction  | <b>9</b> |
| Amending the building code to reduce construction costs   | <b>6</b> |
| Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations | <b>2</b> |
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**Q9**

If you have any other preferred means by which you, as a councilmember, would increase housing production, please share them here.

I am committed to advocating for increased housing production in DC and have taken decisive steps to address the critical issues of affordable housing and homelessness throughout my first term and will continue to fight for this priority in my second.

In my first term I have championed legislation -- the Recovery Act -- that incentivizes affordable housing set-asides in new developments within the Central Business District and leverages tax abatements to require developers to include affordable units in their projects. This approach not only increases the overall housing supply but also ensures that affordability is integrated into our urban core.

I plan to continue to explore innovative and effective strategies to further increase housing production. This includes examining additional incentives and requirements for developers, revising zoning laws to allow greater density, and utilizing city-owned land for the development of mixed-income housing. These steps are essential for meeting the growing need for housing in DC and ensuring that it remains accessible and affordable for all residents.

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**Q10**

Where in your ward do you think new housing should be built? If you do not think new housing should be built in your ward, please write, "I do not think new housing should be built in my ward." At-large candidates should indicate where, and whether, they think new housing should be built in the District.

We should be prioritizing building more housing in the Central Business District. Downtown DC has been slow to recover from the pandemic in large part because the neighborhoods were overly reliant on an office market. As we work to bring more people Downtown, we must build more supply of housing for people to live there.

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**Q11**

Where in your ward do you think density should be increased to accommodate the construction of new housing? If you do not think density should be increased in your ward, please write, "I do not think density should be increased in my ward." At-large candidates should indicate where, and whether, they think density should be increased in the District.

I think there are many locations in Ward 2 where density should be increased to allow for the production of more housing supply. We have seen important projects build in Shaw, Dupont Circle, Downtown, and the West End, and will continue to support density increases where it makes sense to increase the supply of our housing stock.

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**Q12**

**I would not amend the Height Act.**

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

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**Q13**

**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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**Q14**

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

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

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**Q15**

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

**Not means-tested or income-restricted,  
Unsubsidized,  
Not rent-controlled,  
Costing more than 30 percent of one's household income**

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**Q16**

Check any of the below combination of features that you would consider social housing.

**District-owned housing on District-owned land, built by a District agency and managed by a District agency**  
,  
**District-owned housing on District-owned land, built by a private construction company and managed by a District agency**

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**Q17**

What do you think is the greatest obstacle to ensuring that housing is built in the District for residents who make between 0 percent MFI and 30 percent MFI, and why?

Financial viability would be a significant economic challenge for developers without significant public subsidies. Housing for extremely low-income residents often requires substantial investment in terms of construction, maintenance, and ongoing management, costs which cannot be recouped through rent payments at rates affordable to this income bracket. This risk leads to private developers often lacking the incentive to build and manage such properties without substantial government assistance.

Additionally, the availability of land in desirable or suitable areas that are affordable and feasible for development can be a significant barrier. In urban settings like D.C., where land is at a premium, finding appropriate sites for affordable housing projects is particularly challenging.

I believe that a combination of direct subsidies, aggressive tax credits use, and innovative financing models such as public-private partnerships is necessary. Policy interventions, such as mandatory inclusionary zoning, where a percentage of new development must be affordable, can help ensure that the private market contributes to the supply of housing for residents earning between 0 and 30 percent MFI.

I support effective collaboration between government, non-profits, and private sectors so that we can create a more supportive environment for developing housing that meets the needs of DC's lowest-income residents.

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**Q18**

What do you think is the greatest obstacle to ensuring that housing is built in the District for residents who make between 30 percent MFI and 50 percent MFI, and why? If your answer is the same as above, please explain why.

While these housing projects may not require as significant of subsidies as those for lower incomes, they still face significant challenges in terms of affordability and availability. These residents often fall into a frustrating gap where they earn too much to qualify for the most heavily subsidized housing yet not enough to afford market-rate housing in high-cost areas like DC.

The challenge is a noticeable shortage of affordable housing options for middle-income earners, which disproportionately affects those in the 30-50 percent MFI range. These individuals and families often struggle with housing costs that exceed the recommended 30% of their income.

Addressing this requires a multifaceted approach that includes creating more dedicated affordable housing through incentives for developers, such as tax abatements or zoning adjustments that allow for higher density, thereby reducing per-unit land costs. We should also continue expanding funding for middle-income housing programs, and exploring creative financing options can help bridge the gap. This is among the reasons I support the HPAP program and improving opportunities for District workers to participate in the housing market.

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**Q19**

What do you think is the greatest obstacle to ensuring that housing is built in the District for residents who make between 50 percent MFI and 80 percent MFI, and why? If your answer is the same as one above, please explain why.

This demographic typically does not qualify for the most deeply subsidized housing programs designed for lower-income brackets, but they still struggle with the high costs of market-rate housing.

The primary challenge is a perfect storm created between rising housing costs and the slower rate of income growth within this income group. As housing prices continue to increase these moderate-income families find fewer options within their financial reach and find themselves in a position where a disproportionate amount of their income goes toward housing costs.

Strategies that specifically focus on increasing the supply of affordable housing through incentives for developers are crucial. Policies like inclusionary zoning can help. Additionally, offering tax incentives or subsidies for developers to build or convert existing properties into affordable units can help increase the supply targeted at this income range. Strengthening and expanding middle-income housing programs will also be essential to ensure that the housing needs of this demographic are met.

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**Q20**

What do you think is the greatest obstacle to ensuring that housing is built in the District for residents who make between 80 percent MFI and 120 percent MFI, and why? If your answer is the same as one above, please explain why.

While these residents have relatively stable incomes, the high cost of living and the ever-increasing property values outpace what they can comfortably afford. The most important thing to address this challenge is to increase the supply of housing overall.

This situation is compounded by the competitive housing market, which generally prioritizes high-end residential developments over moderately priced homes.

Addressing this challenge requires targeted policy interventions that bridge the gap between income and housing costs.

As always, encouraging the development of mixed-income projects can help integrate more moderately priced units into the market.

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**Q21**

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 can be 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 income-restricted, 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 25-unit project each in both Congress Heights and Chevy Chase, for residents making between 80 (\$72,250) and 120 percent (\$108,350) MFI**

**Q22**

I prefer this scenario because:

This approach would fulfill the immediate housing needs but also support D.C.'s broader goals of social and economic inclusivity. I am committed to addressing the need for affordable housing in higher density areas like Congress Heights while also continuing our efforts to ensure that we can accommodate more affordable options in every Ward of our city.

This option leverages the Housing Production Trust Fund effectively by focusing resources on creating a significant number of units in an area where they can contribute to community stabilization, help prevent displacement, and support residents whose housing needs are most critical. However, ensures we move closer to our goal of increasing affordability everywhere.

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**Q23**

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 toward these targets is shown above. As a councilmember, what will you do to ensure that enough affordable housing is built in each planning area so as to achieve this goal?

I am supportive of policies that incentivize the development of affordable units across all planning areas. This includes leveraging tools such as tax incentives, zoning adjustments, and public-private partnerships to encourage the inclusion of affordable housing in new developments.

The Council should also focus on identifying and utilizing underdeveloped or underutilized parcels of land, including public land that can be repurposed for affordable housing projects. I am committed to pushing for transparency and accountability in reporting on affordable housing development. This will ensure that we are on track and allow for timely adjustments to our strategies to meet the housing goals in each planning area.

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**Q24**

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

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 this is a suitable evolution of TOPA, or should the law be amended to either formalize or restrict this?

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**Q25**

Please explain your selected response. If you'd like, feel free to expound upon cutbacks to TOPA eligibility, including the recently proposed 10-year exemption to TOPA in the Downtown Action Plan.

Amending TOPA to place reasonable restrictions on buyouts would help ensure that the policy fulfills its intended purpose. If buyouts become excessively high, they might encourage tenants to leave, which can result in the loss of affordable housing units and potentially alter the character of neighborhoods. It's important that TOPA continues to function as a policy that supports tenants' ability to remain in their communities and secure affordable housing in the long term. We have also seen this practice abused where longterm families have taken a buy out that may actually be less than what the unit would be sold at market rate.

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**Q26**

Limited-equity co-ops and community land trusts enjoy widespread support. How would you encourage their proliferation?

I would advocate for increased funding and financial incentives, such as low-interest loans or grants specifically allocated to development and sustainability. This financial backing would lower the entry barriers for creating and maintaining limited-equity co-ops and community land trusts.

I also support promoting policy changes that make land more accessible for these uses, potentially through preferential zoning adjustments or the allocation of surplus public land specifically for affordable housing initiatives like community land trusts.

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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?

I think inclusionary zoning policy in the District can be improved to meet the higher demand of affordable housing, but that it is an imperative tool to ensure that new development is a partner in building more housing that can be more affordable to residents.

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**Q28**

**Mostly project-based**

Affordable 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** **I support public funding for privately owned sports stadiums in the District.**

Sports teams and government officials have long touted the economic benefits of publicly financed, privately owned sports stadiums, but research spanning the last 30-plus years has found that these projects consistently do not deliver their promised economic impacts, while imposing major public costs. Which of the following statements best describes your view?

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**Q30** **Creating opportunities for new housing**

The District's current Comprehensive Plan was written in 2006 and amended in 2021. The Office of Planning will begin the process of rewriting it in 2025. The Comp Plan is the District's foundational land-use document; though land use naturally intersects with other sectors, the Comp Plan's legal scope is limited to land use alone. Which of the following will be your top priority in a rewrite of it?

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**Q31** **No**

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

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**Q32** **Yes**

Production, distribution, and repair zones—basically, industrial uses—are largely concentrated in the Near Northeast planning area. In a Comprehensive Plan rewrite, would you support a fair-share approach to the location of parcels zoned for PDR, which would necessitate adding PDR zoning to planning areas where there currently is none or very little, such as Near Northwest and Rock Creek West?

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**Q33**

Where in the District should PDR zoning should be added so as to more fairly balance it across the District? If you do not think PDR zoning should be added in the District, please write, "I do not think PDR zoning should be added in the District."

First and foremost, we need to do more to mitigate the harmful impacts that certain sites have on the environment and the wellbeing of residents who live close by. We see disproportionate impacts on residents of Ward 5.

We should continue to seek to spread out this balance in other areas of the city that have large swaths of land and ideally not right next to residential units.

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**Q34**

Land-use changes in the District are sometimes, though not always, required to be accompanied by a public input and/or community outreach process. The following is a non-exhaustive list of means by which public input might emerge, or community outreach might be conducted. Of course, different proposals will occur in different contexts, and it's understandable that you might feel that your preferred ranking would vary based on individual proposals. However, all else being equal, rank the following based on how greatly you, as a councilmember, would value them:

- Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing **2**
- Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing **3**
- Letters, emails, and calls from residents adjacent to a given site **4**
- A resolution passed by the relevant Advisory Neighborhood Commission(s) **1**
- Emails sent via click-to-send action alert **9**
- A petition with 100 or more signatures **5**
- A statistically significant survey or poll of neighbors adjacent to a given site **7**
- A statistically significant survey or poll of ward residents **8**
- A statistically significant survey of District residents **6**

**Q35**

**Too many cars**

Do you think there are not enough cars, enough cars, or too many cars in the District?

**Q36**

**Yes**

The Sustainable D.C. 2.0 plan includes a target of reducing commuter trips made by car to 25 percent. Do you agree that incentivizing residents and visitors to drive less should be an explicit policy goal of the District?

**Q37**

**Yes**

Internal data for WMATA estimates that bus delays cost the system at least \$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. Do you support removing single-occupancy vehicle parking and travel lanes for dedicated bus lanes, which make bus service faster and more reliable?

**Q38** **DDOT should prioritize repurposing existing travel lanes.**  
If yes, how do you think DDOT should prioritize repurposing street space to create dedicated bus lanes?

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**Q39** **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. Do you support removing single-occupancy vehicle parking and travel lanes for protected bike lanes?

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**Q40** **DDOT should repurpose whichever lane their staff believe is best on any given street.**  
If yes, how do you think DDOT should prioritize repurposing street space to create protected bike lanes?

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**Q41** **No**  
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 City is moving forward with its implementation of road pricing. Though it is on its face unpopular to drivers who currently do not pay to do so, a road pricing program charging drivers for their trips into downtown is estimated to generate about \$345 million for the District. Would you, as a councilmember, support road pricing as a means to reduce congestion to speed up transit, improve air quality and public health, and raise revenue?

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**Q42**  
If yes, how would you propose reinvesting the \$345 million in revenue road pricing is estimated to generate for the District? If no, please write, "I do not support road pricing."

I do not support road pricing. In addition to our important goals to make transit reliable, affordable, and environmentally friendly, I am also focused on a Downtown recovery. With office workers opting for remote work, we must make it more likely that folks will come back Downtown.

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**Q43** **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, despite 2024 legislation mandating her to do so. Do you think the study should be made public?

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**Q44**

If "yes," how would you get the executive to release the report? If "no," please write, "I do not think the study should be made public."

I would ask the Executive why they have not released it.

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**Q45**

WMATA's budget deficit is likely to extend beyond this year, and funding WMATA going forward will require the District to cut existing programs, raise revenue, or both. Please rank the following revenue-raising policies in the order of your preference:

Raising Metrorail and Metrobus fares	6
Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes	3
Implementing a road pricing charge	5
Increasing the gas tax	2
Increasing parking rates	4
Increasing the sales tax	1

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**Q46**

Why is the above your preferred ranking?

We need dedicated funding for WMATA and I support efforts to work with our neighboring jurisdictions to ensure we don't continue to face a budget cliff every two years. It is most important to me that we do not raise costs on riders which is why I placed raising fares last. I think a raise of the sales tax is most sensible. Regarding parking, while I certainly want to make sure transit is reliable, affordable, and accessible for all, some residents are going to continue to drive and there are many reasons some one may drive that I do not want to over tax folks for parking.

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**Q47**

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

Which of the following would you prefer?

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**Q48**

Pick a planned transportation project in your ward that you support, and explain what you would do to ensure it comes to fruition. At-large candidates are welcome to select any project, regardless of ward.

While there are many transportation projects in Ward 2 that I continue to work closely with the community and DDOT on, I am very enthusiastic about the Dupont Deceiver project. This project will not only improve transportation access to Dupont Circle, it will also be a draw for residents to come to visit, enjoy outdoor space, and support our small business community.

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**Q49**

Incentives for people to drive less and nudges to make them drive safely can prevent drivers from killing other people, but research shows such “carrots” won’t be enough to curb this public health crisis. Keeping people alive and safe on District roads requires policies that actively reshape our transportation systems and built environment to decrease single-occupancy vehicle trips, and to slow down drivers when they do make those trips. Please rank the following policies in the order that you would request your staff pursue them.

Implementing a road-pricing program	9
Increasing the cost to own a car in the District, including RPP and parking registration	4
Removing minimum parking requirements in new developments near transit	7
Implementing road diets on arterial streets	1
Making some streets, especially residential streets, car-free	8
Regional reciprocity for automated traffic enforcement	3
Building more housing and affordable housing in the District proximate to transit and job centers	2
Removing travel lanes for bus lanes	5
Removing travel lanes for bike lanes	6

**Q50**

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 a reasonable threshold for evaluating if street parking is sufficient in any given neighborhood?

**A resident is able to find an available public street parking space within one block in any direction of their residence (about a two- to four-minute walk), most of the time**

**Q51**

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 (even if you, yourself, are not driving) that you can commit to taking on foot, by bus, by train, or by bike instead.

I believe the number one way we can reduce our emissions is by committing to lowering our emissions from our buildings which make up almost 70% of our emissions. That is why I have supported BEPS standards and will continue to look for ways to support more efficient buildings.

When it comes to transit, I work to use all different modes of transportation. There is a route I often take from my home to a fitness class in Shaw. I can commit to walking or biking there more often instead!