



COMPLETE

Collector: [Redacted]
Started: [Redacted]
Last Modified: [Redacted]
Time Spent: [Redacted]
IP Address: [Redacted]

Page 1: Contact information

Q1

Contact information

Name	Lisa Gore
Email	Info@Gorefordc.com
Website	https://www.gorefordc.com
Social media accounts	@Gorefordc (FaceBook/X/Instagram)

Q2

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

Lisa-Gore-20150222_0126.retc.jpg (709.3KB)

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

Between 36,000 and 50,000

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?

Q7

Yes

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

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

Q9

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

I think we also must look for new funding avenues from public-private partnerships, incentives, and find ways to speed up zoning and permitting processes.

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.

I propose to increase housing production in the Kennedy Street Corridor. Kennedy Street needs urgent revitalization. Although it is not perfectly centered around metro, there is access to several metro-bus routes and its a walkable community. The main issue with Kennedy Street are the many vacant and blighted properties. Presumably some of these result from small developer foreclosures and project abandonments. I would take a strategic approach to work with DMPED on ways to incentivize the development of multiple parcels, to include the addition of housing and retail space.

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.

Density increases in Ward 4 must be carefully considered and include community input. The Ward has a large percentage of Black and minority homeowners, thus gentrification and displacement must be a consideration. Kennedy Street is an area that could be densified.

Q12

Removing or raising the Height Act only in downtown

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

Q13

No

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.

Q14

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

Means-tested or income-restricted,

Built by the government,

Cheap,

Subsidized,

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

Q15

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

**Not means-tested or income-restricted,
Built by private developers,
Expensive,
Unsubsidized,
Not rent-controlled**

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 District agency and managed by a private property-management company

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?

I believe one of the biggest burdens to producing affordable housing, at any level, is cost. Affordable housing is expensive to build and to ensure projects are financially feasible, we need to find creative ways to reduce the cost burden. The District has limited financial subsidies and availability. This and the regulatory burdens associated with development make housing production at these levels difficult. I would address these obstacles through a combination of strategies that address increasing funding for affordable housing, reducing regulatory burdens, and establishing more public-private partnerships to help secure additional funding sources.

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.

My response to question #17 addresses all levels of affordability.

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.

My response to question #17 addresses all levels of affordability.

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.

My response to question #17 addresses all levels of affordability.

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 10-unit project in Chevy Chase for residents making under 30 (\$27,100) MFI, and one 40-unit market-rate project in Congress Heights

Q22

I prefer this scenario because:

None of the presented alternatives stand out as particularly excellent. My selection fell on option #4 because it caters to the 0-30% MFI range within a community ripe with opportunities. The only other choice that addresses the critical need for housing within the 0-30% MFI bracket is option #1; however, it fails to provide affordable housing in parts of Washington D.C. where such options are scarce. Historically, housing solutions for Black and brown communities have been overlooked. There's a pressing need to establish more housing in high opportunity neighborhoods, ensuring that communities that have historically been underserved can benefit from the same level of amenities typically available in affluent areas.

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?

Some planning areas have already met the intended goal, thus, the goal should be the production of affordable housing in areas that have not. Additionally, we must ensure we are not displacing Black and Brown homeowners.

Q24

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?

TOPA should be amended to formalize this.

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.

If this policy is formalized, there is an opportunity to make the process equitable.

Q26

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

Through support of increased budget dollars.

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?

Inclusionary Zoning is a well-intentioned program, however, it has not delivered the amount of affordable housing DC demands. Additionally, the program continues to produce units at the higher end of the affordability level, which means although units are accessible to moderate-income households, we still need to do more to make them accessible low and very-low income households. Again, producing housing at the lower affordability levels is expensive and requires additional public and private investments.

Q28

Mostly tenant-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?

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?

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?

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?

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?

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."

This is an environmental justice issue that brings to mind the Ivy City community. Although I agree that distribution of PDR zones must be fair, I am extremely hesitant to add any additional polluting or unsafe facilities to any communities. Harm shouldn't be distributed, but safe industrial uses are acceptable.

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 **5**
- 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 **6**
- Letters, emails, and calls from residents adjacent to a given site **1**
- A resolution passed by the relevant Advisory Neighborhood Commission(s) **7**
- Emails sent via click-to-send action alert **9**
- A petition with 100 or more signatures **8**
- A statistically significant survey or poll of neighbors adjacent to a given site **2**
- A statistically significant survey or poll of ward residents **3**
- A statistically significant survey of District residents **4**

Q35

Enough 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?

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?

Q40 **DDOT should prioritize repurposing existing travel lanes.**
If yes, how do you think DDOT should prioritize repurposing street space to create protected bike lanes?

Q41 **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 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?

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 support reinvesting these funds in education.

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?

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."

Releasing the report is the executive's decision. However, I would advocate for the release of the report.

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

Q46

Why is the above your preferred ranking?

All of these suggestions have some impact on equity, however, I selected ones that might drive behavior change as a higher priority and ones that might impact equity least favorable.

Q47

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

Which of the following would you prefer?

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.

Kennedy Street Phase II Reconstruction. This is a project that will bring improvements to Kennedy Street from 16th St to Georgia Ave, as well as on Longfellow St and Illinois Ave, and will upgrade signage, and reconfigure two major intersections. I would work with DDOT to ensure the project stays on track. As an ANC Commissioner, I've worked with DDOT on many projects, including Chestnut Street, Connecticut Avenue, Oregon Avenue, and more recently the installation of a BikeShare Station at Pinehurst Circle. I would also work with the ANC Commission and community to ensure proper community engagement, and the executive to continue to ensure proper funding for the project.

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

My community remains stranded in an area with inadequate public transportation options. If the now-discontinued E6 bus line were still operational, it would serve the majority of my local travel needs. However, during the pandemic, the E6 was one of several bus lines in Washington D.C. that were cut. Its replacement, the M4 line, fails to provide crucial connections, such as the direct link that the E6 offered to the commercial hubs on Connecticut Avenue. Instead, the M4 diverts its passengers over half a mile away from these key areas (specifically, Connecticut and Nebraska Avenues). There's a pressing need to evaluate and reconfigure the transportation network in D.C. to ensure that vital community amenities, including public transport and retail options, are accessible to residents within a reasonable distance, achievable through a 15-minute walk or bike ride.