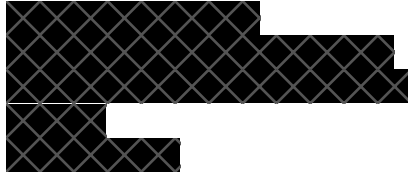




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Started:  
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Time Spent:  
IP Address:



Page 1: Contact information

**Q1**

Contact information

Name	Kelvin Brown
Email	kelvinbrown4dc@gmail.com
Website	www.votekelvinbrown.com
Social media accounts	votekelvinbrown

**Q2**

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

IMG\_0192.jpeg (209.5KB)

**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>8</b>
Legalizing four-unit buildings District-wide	<b>3</b>
Subsidizing individual homeowners to construct ADUs	<b>4</b>
Increasing the percentage of affordable housing required in public-land dispositions	<b>1</b>
Incentivizing the conversion of office buildings to residential properties	<b>2</b>
Eliminating the Height Act	<b>N/A</b>
Eliminating parking requirements in new construction	<b>7</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>5</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.

As council member, I would investigate and propose the following legislation to increase housing availability across the District:

1. Introduce the DC Annual Tax Sale First Look Amendment Act, which would provide DC residents a prioritized 90 day "first look" opportunity to purchase homes during the annual housing tax sale
  2. Introduce the Senior and Disable Veteran Property Tax Relief Act of 2025, which would eliminate property taxes for seniors 65+ years of age and add a sliding scale property tax reduction for honorably discharged veterans based on their VA Disability Rating (0-100).
  3. Introduce legislation to increase the percentage of IZ housing opportunities across the District in newly constructed dwellings.
  4. Introduce legislation to amend/update zoning rules to allow for infill housing development for modular, ADUs and 3D printed homes, etc.
- 

**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.

New housing in Ward 7 should be built at the following locations based on parcel availability, demand and construction cost:

1. Capital Gateway
  2. Skyland Towncenter
  3. Fletcher Johnson site
  4. Lower Node of Penn. Ave. SE
  5. Benning / Minnesota Ave SE
  6. The Strand (NE DC)
  7. RFK Stadium Site
  - 8 Benco Shopping Center
- 

**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 should be considered for all of the above locations because these are consider high traffic areas that could be served my multimodal transportation options. Additionally, these areas have larger parcel sizes that could accommodate local grocery and other needed community amenities.

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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**

**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.

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**Q14**

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

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

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**Q15**

**Expensive,  
Unsubsidized**

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

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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?

Considering the fact that DC is experiencing a nearly \$1B revenue shortfall, funding is the top barrier to producing additional units of affordable housing with IZ requirements. Given my housing experience, many developers are having a very hard time securing financing and making investments in mission oriented, affordable housing options.

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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.

As stated above, funding and investments in mission oriented housing for low to moderate income families continues to be problematic for developers because financing opportunities are limited/high risk, increased competition for LITHC, and the current inflationary market environment.

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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.

As stated above there is not much difference in the market, financing, etc. due to current market pressures.

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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.

As we move closer to market rate, the downward financing and investment pressures and risks faced by developers is lessened. Additionally, funding and competition for subsidies continue to be a barrier for housing production.

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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 30-unit project in Chevy Chase for residents making between 60 (\$54,200) and 80 (\$72,250) percent MFI, and one 20-unit market-rate project in Congress Heights**

**Q22**

I prefer this scenario because:

I prefer this scenario because while it's cheaper to build EOTR we must balance supply with equity. All families deserve the right to live, work and play in a diverse community that has all the necessary amenities required for positive future outcomes.

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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?

As council member, I would advocate, meet with the DPMED/DCHD/OP and other DC agencies to ensure all housing production targets are being met. Additionally, through my oversight responsibilities, I would work to ensure these goals are being proactively communicated to all stakeholders and risks are being mitigated properly.

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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.

I believe that tenant buyouts are fraught with fraud, waste and abuse. The goal of TOPA is to allow tenants the right to certain protections that will enable them to have safe, stable and affordable housing options. Allowing buyouts further enhances displacement which TOPA seeks to eliminate.

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**Q26**

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

As council member, I would partner with functioning and successfully CLTs to help strengthen, educate and better position CLTs. This would help to preserve land for DC residents and help with displacement.

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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 believe the current IZ program does not provide enough units of supply either for sale or rental units for the current need. New buildings that receive tax payer dollars should be required to have at least 20% IZ units available for low to moderate income families based on DC MFI. This requirement would help to add additional supply to meet Mayor Bowser housing commitment.

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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 do not 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** **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**

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."

As council member, I would work with my council colleagues, ANCs, the general public and field experts to determine the best location for PDRS that is efficient, equitable and safe.

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

**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**

**No**

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** **No**  
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** **I do not think that DDOT should repurpose street space for protected bike lanes.**  
If yes, how do you think DDOT should prioritize repurposing street space to create protected bike lanes?

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**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?

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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."

As council member, I would invest a portion of the funds into ensure all communities across Ward 7 have equitable, safe and reliable transition options to move them about their day. Additionally, I would invest funding into repairing our streets, bridges and road infrastructure, which would make communities safer and offer job opportunities to local residents.

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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."

If the executive is not following the law, then she should be held accountable through our legal system. No one, regardless role or title is above the law and our residents have a right to be informed about where and how tax dollars are spent. Its about oversight, checks and balances.

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

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**Q46**

Why is the above your preferred ranking?

I believe the ranking above would be the least impactful way to help fund WMATA without adding cost burdens to low to moderate income families across the District.

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**Q47**

**Fare-free transit**

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.

The federal transfer of jurisdiction of the Minnesota Ave. SE and Pennsylvania Ave. SE corridor. As council member, I would work with our elected Delegate to ensure the FEDS are moving forward expeditiously to transfer ownership of this area to DC so that it can be reimagined.

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

**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 on their residence’s precise block (about a one-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 can commit to walking with a friend to the new Starbucks and back home instead of using my vehicle.