

Rini Sampath - Mayor - Endorsement Questionnaire Response

Response date: 4/2/2026 18:09:06 | Campaign email: sampathrini@gmail.com

CANDIDATE INTAKE

Q1. Your Name (as it will appear on the ballot) Rini Sampath

Q3. Campaign Email sampathrini@gmail.com

Q4. Do you have a section on your website about housing? Please link. If not, write "N/A."
<https://riniformayor.com/our-platform>

Q5. Please provide a high-quality headshot.
<https://drive.google.com/file/d/1tQJYUIca0BESZurFKNkE98VA5BhpQvH9/view?usp=drivesdk>

Q6. Do you have a pro-housing quote or statement you think YIMBYs would love to hear? Something for our promotions if we endorse you! DC made it illegal to build the city we need. I'm running to make it legal again and to make sure we actually build it. Every parking minimum and every discretionary review that adds six months to a permit are policy choices, and they have a cost. That cost shows up in your rent check. I'm running to change every single one of them.

SECTION A: MAYOR

Supply & Demand

Housing affordability reforms can be broadly divided into supply-side policies intended to increase the supply of housing (e.g., zoning, permitting, land use, parking, height/density limits) and demand-side policies intended to help individuals afford specific homes (e.g., vouchers, inclusionary zoning, tax credits).

A1. What specific supply-side and demand-side policies would you prioritize to reduce housing costs in DC? Supply-side reforms are the foundation of my housing platform. The core principle is that no amount of subsidy can solve a supply-constrained market. You have to change the constraint. On supply: I applaud the DC Council's decision to legalize single-stair builds up to six stories, and I will build upon these reforms. I will reduce parking minimums city

wide and eliminate parking minimums near transit, which add \$30,000 to \$50,000 per space in construction costs passed directly to renters. I will pursue by-right approval for projects meeting affordability thresholds, removing the discretionary review that adds months and cost. I will push the Office of Planning to upzone all residential land near Metro stations and along major transit corridors, where low-density zoning forces some of the most transit-accessible land in the city to sit underbuilt. I will fix permitting timelines by publishing target review periods for every permit type and making monthly time-to-permit data public. And I will aggressively convert vacant office buildings to residential, simultaneously addressing the housing shortage and downtown economic recovery. On demand: I am supportive of continued funding for the Home Purchase Assistance Program, Employer Assisted Housing Program, and housing voucher programs to support rent affordability, but I am focused primarily on supply-side reforms to bring down costs to ensure these programs can reach more individuals. The critical point is that supply and demand tools must work together. Without more supply, demand-side subsidies shift families around within a constrained market without changing the fundamental shortage.

A2. If you had to prioritize three major policy reforms in your first term, what would they be? First: Upzone all residential land near Metro stations and major transit corridors as part of the Comprehensive Plan update. This is the structural reform that compounds over decades. The current zoning map allows single-family or low-density development around many of DC's most transit-accessible locations. Changing that is the single biggest thing DC can do to expand its long-run housing capacity, and it is the reform that has the most direct impact on the equity geography of the city, concentrating new housing in high-opportunity neighborhoods that have historically excluded it. Second: Fix the permitting and HPTF pipeline. DC's permitting delays are among the worst of any major city. The Housing Production Trust Fund has a three-plus-year timeline from application to construction start. I will staff up DHCD's underwriting capacity, mandate real-time pipeline transparency, and publish monthly permitting performance data. Speed is affordability. Third: Reduce parking minimums city wide and eliminate parking minimums near transit.

A3. Please explain how your proposals work together to increase affordability, rather than shifting costs or displacement from one area to another. The displacement risk in a reform agenda is real, and I take it seriously. New supply can take years to arrive, and in the interim rising land values push out long-term residents before any affordability benefits materialize. To avoid that, my supply reforms and tenant protection ideas are designed to move in parallel, not sequentially. On the supply side: by pursuing reform citywide rather than targeting specific neighborhoods, I avoid concentrating development pressure in lower-income areas. Upzoning near Metro in Ward 3, Ward 2, and Ward 6 distributes production pressure across the city rather than channeling it into Wards 7 and 8, where it has historically been concentrated. On the tenant protection side: I will maintain and enforce DC's existing tenant protections, and create a

displacement early-warning system that actively monitors rental prices and eviction filings in neighborhoods facing development pressure. The goal is to ensure that existing residents in areas seeing new investment have the tools and resources to stay, rather than being displaced by the appreciation that new development generates. The Housing Production Trust Fund (HPTF) reform is the connective tissue. By streamlining the HPTF pipeline and fixing the underwriting bottleneck, I will accelerate the delivery of deeply affordable units in new and existing developments. This means that affordability does not arrive years after market-rate supply, but at the same time.

Comprehensive Plan

The DC Office of Planning is currently rewriting DC's Comprehensive Plan. The new plan will set land use policy district-wide through 2050. As the mayor, you will oversee OP's work and sign off on the proposal to the council.

The Office of Planning recently released a draft Future Land Use Map (FLUM), a crucial component of the Comprehensive Plan. The map as currently drafted sets DC up for a quarter century of rising prices, displacement, and exclusionary zoning. The Office of Planning does not plan to send the draft Comprehensive Plan to the Council until Summer 2027.

A4. Which of DC YIMBYs' priorities do you support? (Select all that apply.)

- ☒ Legalize up to Six Homes on All Residential Lots: Allow small apartments citywide.
- ☒ Allow Parking Flexibility Citywide: Eliminate burdensome parking mandates and give homebuilders and local businesses the flexibility to determine parking based on their site and neighborhood needs.
- ☒ Promote Transit Oriented Development: Allow buildings up to the height limit within 1/2 mile of Metro stations and 1/4 mile of high-frequency bus lines.
- ☒ Reduce Minimum Lot Sizes and Widths: Legalize starter homes by removing burdensome, exclusionary lot size requirements.
- ☒ Expand Lot Coverage Allowances: Increase allowable lot coverage to at least 70% in residential zones and 80% in RA-3 and higher density apartment zones.
- ☒ Reduce Setback Requirements: Eliminate side setbacks to legalize rowhomes city-wide. Reduce front and rear setback requirements to provide more usable building area on residential lots.
- ☒ End Floor Area Ratio (FAR) Mandates: Eliminate FAR limits to enable flexible and efficient land use.

- ☒ Eliminate Unnecessary Barriers to In-Law Suites: Allow homeowners to build in-law suites, providing affordable options to renters and allowing loved to age in place.
- ☒ Allow Apartments By-Right on Industrial Land: Allow residential apartment buildings by-right on all land zoned for Production, Distribution, and Repair (PDR).
- ☐ None of these

A4b. What other priorities do you want to see included in the comprehensive plan?

Citywide transit-oriented upzoning as a mandatory policy directive, not an aspiration. The Comprehensive Plan should require the Office of Planning to submit a zoning map amendment bringing all residential land within half a mile of Metro stations to a minimum medium-high density designation, with a binding timeline. Explicit anti-concentration language. The plan should include enforceable directives ensuring that new affordable housing production is distributed across all eight wards, with ward-level production benchmarks. More than half of all Inclusionary Zoning units are currently concentrated in Wards 5 and 6. The Comprehensive Plan should end this geographic imbalance by mandate. Streamlined Historic Preservation Review Board authority. The plan should clarify that HPRB may not reduce unit count or height on projects outside of historic district boundaries, and that HPRB review timelines are subject to the same published-performance requirements as permitting.

A5. The Office of Planning recently released a draft Future Land Use Map (FLUM). If elected, would you:

- ☐ Support the FLUM as currently drafted.
- ☒ Send the FLUM back to OP to ADD housing potential (please explain below).
- ☐ Send the FLUM back to OP to REMOVE housing potential (please explain below).

A5b. If you chose either of the second two options above, please explain what you would ask OP to do. The current draft FLUM does not reflect the Comprehensive Plan's own stated commitment to housing production. It perpetuates low-density designations in transit-rich, high-opportunity neighborhoods that have excluded multifamily housing for generations. Ward 3 in particular remains predominantly low-density on the map despite being among the most Metro-accessible, walkable, and high-opportunity areas of the city. I would direct OP to revise the FLUM to designate all land within half a mile of Metro stations as medium-high density at minimum; upgrade commercial corridors along Wisconsin Avenue, Connecticut Avenue, Georgia Avenue, and H Street NE to allow the building heights and densities consistent with the Comprehensive Plan's housing goals; and eliminate the patchwork of low-density designations in high-opportunity neighborhoods that have no transit or planning justification for exclusion. The FLUM sets land use policy for a quarter century. Getting it right is more important than getting it

fast, but the Office of Planning's planned timeline of Summer 2027 creates an opportunity to do meaningful revision before the Council acts. I will use that window.

Appointees

As mayor, you will nominate appointees to positions that will have a significant impact on the District's land use policy. How will you evaluate potential nominees for the following positions?

A6a. Director of the Office of Planning I will appoint a Director of the Office of Planning who is substantively committed to housing abundance as a first-order policy goal, not as one priority among many to be balanced against neighborhood character concerns. The Director must have a track record of advancing housing production in a complex regulatory environment, and must be willing to make the case publicly for upzoning in neighborhoods that will resist it. Specific qualifications: demonstrated experience in land use planning and zoning reform; familiarity with DC's regulatory environment or comparable jurisdiction; commitment to transit-oriented development and the elimination of exclusionary zoning; and the administrative capacity to manage the Comprehensive Plan update process on a disciplined timeline. I will not appoint a Director who views the planning process primarily as a conflict-resolution exercise, because in DC's political environment, that approach systematically produces underbuilding.

A6b. Member of the Zoning Commission I will appoint Zoning Commission members who understand the housing affordability crisis as a structural problem requiring structural solutions. Appointees should be able to evaluate the full costs of inaction, not just the costs and benefits articulated by organized opposition in individual cases. The Commission's track record on cases like 901 Monroe Street, where a vacant lot steps from a Metro station sat empty for over a decade due to repeated delays, reflects a pattern of weighing loud voices against silent future residents who would benefit from new housing. My appointees will bring a different framework. Specific qualifications: expertise in land use law, urban planning, architecture, or housing finance; demonstrated willingness to support upzoning in high-opportunity neighborhoods; understanding of the relationship between zoning decisions and housing costs; and independence from the real estate development interests that often dominate zoning proceedings. I will not appoint members who treat preservation of existing neighborhood character as a trump card over housing production.

A6c. Member of the Historic Preservation Review Board (Currently has one empty seat.) I will fill the current vacant HPRB seat with someone who brings genuine historic preservation expertise alongside a clear understanding that HPRB's authority must be exercised in proportion to the actual historic significance at stake in each case. The Board's current practice of reducing building height and unit count on projects outside of designated historic districts has no

preservation justification and imposes real housing costs on the city. My HPRB appointee will be a preservation professional with deep knowledge of DC's built environment, and someone who supports the clear principle that HPRB's role is to protect genuinely significant historic resources, not to serve as a mechanism for neighborhood groups to reduce the size of housing projects they oppose on other grounds.

A6d. Member of the Board of Zoning Adjustment (Currently has two empty seats, including the chairperson.) I will prioritize filling the BZA chair vacancy with an experienced land use attorney or planner who has the administrative capacity to manage the Board's caseload efficiently and the substantive orientation to evaluate variance and special exception applications against the full range of public interests, including the interests of future residents who need housing. For both BZA vacancies, I will look for appointees who understand that the BZA's job is to apply the zoning regulations fairly and efficiently, not to serve as an additional layer of neighborhood veto. The BZA should resolve cases on the merits and on schedule. I will track the BZA's average time-to-decision as a management metric and will make it publicly available.

Executive Orders

City agencies such as the Deputy Mayor for Planning and Economic Development (DMPED), Office of Planning (OP), District Department of Transportation (DDOT), and the Department of Buildings (DOB) play crucial roles in housing planning.

A7. Within your first 100 days in office, what specific executive orders would you sign to accelerate new housing development and improve interagency coordination? A permitting performance directive requiring DCRA and DOB to publish target review timelines for every permit type, to create a fast-track lane for projects meeting affordability thresholds, and to publish monthly time-to-permit and time-to-occupancy data. This is an administrative action that requires no legislation. An interagency housing coordination directive establishing a Deputy Mayor-level housing production coordinator with authority to convene DHCD, DMPED, OP, DDOT, and DOB on a regular basis and resolve interagency bottlenecks. Housing projects regularly stall because no single agency has authority to move another. This order creates that authority. A HPTF transparency directive requiring DHCD to publish all overdue quarterly pipeline reports within 60 days and to maintain a real-time public dashboard of the HPTF pipeline showing every project in underwriting, its submission date, its current status, and its projected closing timeline. A transit-oriented development planning directive requiring OP to identify, within 90 days, all residential parcels within half a mile of Metro stations currently zoned at densities inconsistent with the Comprehensive Plan's housing goals, and to submit a proposed zoning map amendment to the Zoning Commission within 180 days. A DDOT street design directive requiring DDOT to complete a citywide inventory of parking minimum

requirements that are inconsistent with the city's transit and housing goals and to submit proposed regulatory amendments for elimination within 120 days.

Council Legislation

Although most land use policy is governed by zoning and the Comprehensive Plan, Council legislation can affect things like building codes, permitting rules, and the purview of the Historic Preservation Review Board.

A8. Which of the following legislative reforms would you support? (Select all that apply.)

- ☒ Legalizing single stair apartment buildings up to six stories
- ☒ Legalizing smaller elevators in small buildings to lower costs
- ☒ Streamlining DC's permitting processes
- ☒ Preventing HPRB from reducing the height or unit count of a building

A8b. What additional legislation would you support to increase the supply of housing in DC? Legislation requiring by-right approval for projects meeting defined affordability thresholds, removing the discretionary review process that adds delay without improving outcomes. The Housing Production Omnibus Act of 2026. Legislation establishing ward-level affordable housing production benchmarks with annual public reporting, so that every ward is accountable for its contribution to the city's housing goals. Legislation requiring DHCD to publish quarterly HPTF pipeline reports and to maintain a real-time public dashboard of all projects in underwriting. An ADU reform bill eliminating the owner-occupancy requirement, the five-year waiting period in row home zones, and the arbitrary setback requirements that currently limit in-law suite construction.

RFK Stadium Site

The DC Council's decision to require construction of housing in the former RFK Stadium site to go through standard zoning procedures has potentially delayed the development of the new Riverfront neighborhood (and the planned 6,000 units of housing within it, including 30% income-restricted units) by a decade or more, with full opening not expected until the 2040s.

A9. Do you support reversing this decision and providing exemptions for the construction of urgently needed housing?

- ☒ Yes
- ☐ No

A9b. What other actions would you support to increase and maximize the speed and quantity of housing construction at RFK? Yes. The Council's decision to route RFK housing through standard zoning procedures will add years, potentially a decade or more, to a development that was already slipping toward the 2040s. The city committed approximately \$1 billion in public resources to this project. Having done so, it should ensure that the 6,000 planned homes, including 1,800 affordable units, are built on the fastest possible timeline. I support providing a zoning exemption or by-right pathway for the housing components of the RFK redevelopment. The standard zoning process exists to evaluate whether proposed development is consistent with the city's land use policy. On a site that the city has already committed to for housing at this scale, that determination has already been made. Running the project through the full zoning process is not a safeguard; it is a delay mechanism. Further, I have already committed to prioritizing the \$20 million annual transit infrastructure investment authorized by the RFK deal, designating a senior City Hall official to track every development milestone publicly, and proactively monitoring displacement pressure in Kingman Park and Hill East.

Height Act

In response to fire safety concerns related to the construction of the 164-foot Cairo Building in 1894, Congress passed the Height of Buildings Act, limiting the height of buildings in DC to 90 feet on residential streets and 130 feet on commercial streets. Modern building codes and fire safety technology allow for much taller buildings, and today the Height Act restricts the construction of more homes in DC and infringes on home rule.

A10. Would you support Congressional legislation to repeal the Height of Buildings Act and return authority over height limits to local elected leaders?

- ☒ Yes
- ☐ No

A10b. Please explain your answer. Yes. The Height of Buildings Act is a federal constraint on DC's ability to govern its own land use, and it has no justification in modern building safety or urban planning. Modern fire safety technology, building codes, and suppression systems allow buildings far taller than the Height Act permits to be built safely in cities around the world. The Act's persistence in DC is a product of federal control over the District, not of any legitimate safety or planning rationale. Returning height limit authority to DC's elected leaders would allow the city to set limits based on current technology, transit access, and planning goals rather than a congressional reaction to a building that opened in 1894. On the corridors where the Height Act is most constraining, including Georgia Avenue, New York Avenue, and H Street NE, targeted increases would meaningfully expand housing capacity. I recognize that height limit reform

requires congressional action and cannot be done by a Mayor alone. I will actively advocate for it as Mayor, working with DC's congressional delegation and building the case that this is a home rule issue as much as a housing issue. I will also work with OP to identify the specific corridors and contexts where Height Act flexibility would have the greatest impact, so that DC has a ready proposal.

Specific Projects

The Zoning Commission hears upzoning cases that can cause strong disagreements. While general support for building homes is common, oftentimes elected officials will hedge when it comes to specific projects.

A11. How will you evaluate whether to support specific upzoning cases or development projects? What general criteria or framework do you use? In a city with a housing shortage, the question is not whether development should be permitted but whether there is a specific, concrete reason it should not be. Aesthetic objections, concerns about neighborhood character, or general opposition to change do not meet that bar. The framework has three questions. First, is the project consistent with the Comprehensive Plan and zoning code, or is it an upzoning case? If consistent, it should proceed unless there is a specific legal or safety basis for denial. If it requires a map amendment or variance, the second question is whether the proposed density and use are appropriate for the location's transit access, walkability, and infrastructure capacity. A vacant lot steps from a Metro station that has been empty for a decade because neighbors oppose height is not a close case. Third, for projects on public land or involving significant public subsidy, are there adequate affordability commitments, anti-displacement protections, and accountability mechanisms? What I will not do is treat organized neighborhood opposition as a reason to oppose a project. A Mayor who defers to organized opposition on upzoning cases is making a choice to prioritize existing residents over future ones. I will not make that choice.

A11a. What are your opinions on 1617 U St NW (Ward 1, ZC 23-02)? I support the upzoning of 1617 U Street to MU-10. The existing MU-4 designation is deeply inconsistent with the location's transit access and the Comprehensive Plan's housing goals. The proposed MU-10 rezoning would allow buildings up to approximately 120 feet and require that 30 percent of residential units be affordable, a higher affordability requirement than any other provision in DC's zoning regulations. That is a meaningful public benefit. The concerns raised about the future of the police and fire stations at the site are legitimate operational questions that must be answered in the development process, but they are not a reason to foreclose the highest-density development this site can support. The years of hearings, appeals, and delays at 1617 U are exactly the pattern my platform is designed to change.

A11b. What are your opinions on 901 Monroe St NE (Ward 5, ZC 24-15)? I support the 230-unit development at 901 Monroe Street NE. This is a vacant lot directly across from the Brookland Metro station that has been empty for over a decade. It should have been built years ago. A transit-adjacent infill site with clear Comprehensive Plan support for medium-to-high density development was repeatedly blocked by a small group of nearby residents raising concerns about traffic, massing, and neighborhood character. Each objection was capable of generating another round of litigation. The result was over a decade of a vacant lot in one of Ward 5's most walkable neighborhoods. I fully support this project and the Zoning Commission's decision to approve it.

A11c. What are your opinions on Cleveland & Woodley Park and Wisconsin Ave NW Mixed Use Zoning (Ward 3, ZC 24-10 and ZC 25-13)? I strongly support both the Connecticut Avenue rezoning for Cleveland Park and Woodley Park and the Wisconsin Avenue NW rezoning. The current zoning, which limits mixed-use buildings, is inconsistent with the 2021 Comprehensive Plan's designation of these areas for medium-to-high density mixed-use development. The proposed NMU-8A/CP and NMU-9A/WP zones would allow buildings up to 75 to 90 feet with robust Inclusionary Zoning requirements. This is the right direction. Similarly, Wisconsin Avenue through Tenleytown and Friendship Heights has exceptional transit access via the Red Line and is currently significantly under built relative to its location. The ZC 25-13 proposal to allow increased height and density along this corridor reflects the Comprehensive Plan's policies and should be approved. I note that these are also cases where the HPRB's role must be clearly bounded. Both corridors contain historic districts, and HPRB will have review authority over new development. That review must be limited to genuinely historic resources and must not be used to reduce building heights or unit counts.

Chevy Chase Civic Center

The city is redeveloping the Chevy Chase Civic Center to provide a state-of-the-art library and community center and add housing on the site. This project will provide hundreds of homes in a walkable, transit-rich neighborhood. DMPED selected the proposal with the most homes, but they required the developer to reduce the building height and mass, reducing the total units from 206 to 177 and the income-restricted units from 137 to 54.

A12. If this proposal came before the Council today and you had a vote, would you:

- ☐ Vote against it.
- ☐ Vote in favor of it.
- ☒ Vote in favor of it if specific changes were made (please explain below).

A12b. If you would vote in favor with changes, please explain. DMPED selected the proposal with the most homes for a reason: a walkable, transit-rich Ward 3 site is exactly where DC needs to concentrate new affordable housing. Requiring the developer to reduce height and mass to produce 29 fewer total units and 83 fewer affordable units is a policy failure, not a compromise. I would vote yes on the current proposal to keep the project moving, but would simultaneously direct DMPED to pursue an amendment to the development agreement restoring the original unit counts. The Chevy Chase Civic Center is publicly owned land in one of the highest-opportunity neighborhoods in the city. It should produce the maximum feasible affordable housing, not the minimum acceptable to neighborhood opponents.

A12c. If the proposal is not finalized before you take office, which of these would you do?

- ☐ Scrap the current project and develop a new proposal without housing.
- ☐ Move forward with the current project as proposed.
- ☒ Move forward with the current project with specific changes (please explain below).

A12d. If you would move forward with changes or scrap the plan, please explain. I would move forward with the current project while pursuing specific changes to restore the original unit counts. I would not scrap the project and start over, as that would add years of delay to a site that has already consumed too much process time. Specifically, I would direct DMPED to reopen negotiations with the developer on the unit count reduction, making clear that the city's expectation is the maximum feasible affordable housing on publicly owned land. If the developer is unwilling to restore units to the original 206 total and 137 affordable, I would consider whether the development agreement should be reopened or a new RFP issued. But the default would be to move forward and fix the unit count through negotiation, not to restart.

DHCD / Housing Production Trust Fund / Inclusionary Zoning

DC invests billions in housing through the Department of Housing and Community Development (DHCD) and the Housing Production Trust Fund (HPTF). We also have an Inclusionary Zoning (IZ) program that ensures multifamily housing with more than 10 units provides income-restricted, affordable homes.

A13. What changes, if any, would you make to the HPTF to produce more homes and serve residents at a wider range of incomes? The HPTF has a structural bottleneck that limits its effectiveness independent of how much money flows into it. From application to construction start currently takes three or more years. These are management failures, and I will fix them. I would staff up DHCD's Development Finance Division to reduce the underwriting backlog. Mandate real-time pipeline transparency through a public dashboard showing every project in underwriting with its submission date, current status, and projected closing timeline. Separate the

preservation queue from the new production queue so that buildings at risk of losing affordability are not competing against new construction in the same application cycle. Streamline the Consolidated RFP process to reduce the time from application to selection. And establish milestone-based funding disbursement with published compliance data for every project that receives HPTF financing. On the Comprehensive Plan side, I support the proposal in the Housing Production Omnibus Act of 2026 to create a new \$150 million housing finance fund with a revolving construction loan component, which would provide faster and more flexible gap financing alongside the traditional HPTF process.

A13b. What changes, if any, would you make to the IZ program to better leverage private and non-profit development? First, I would fix the geographic imbalance by pushing for up-zoning in Wards 2, 3, and 4, which will increase IZ production in high-opportunity neighborhoods. Second, streamline the IZ unit leasing process, which currently takes over three months on average, by improving DHCD's administrative capacity and reducing the bureaucratic requirements that slow placement. Third, reform utility allowance calculations so that they reflect actual unit energy use rather than inflated estimates that reduce the effective affordability of IZ units.

A13c. What changes, if any, would you make to how DHCD is structured or how it deploys its resources? DHCD needs to function as a high-performance housing production agency, not primarily as a grants and compliance operation. The current structure reflects years of accumulation of programs and requirements that slow the agency's ability to finance and deliver housing at scale. I will appoint a DHCD director with a production orientation and a track record of getting projects built; restructure the Development Finance Division to reduce underwriting timelines and eliminate the backlog; establish a dedicated preservation team so that preservation projects are not competing against new production for the same staff attention; mandate real-time pipeline data publication as a management accountability tool; and create an internal performance management system tracking time-to-underwriting and time-to-closing for every HPTF project. The agency will be evaluated on units delivered, not on dollars committed.

Homelessness

The 2025 Point-in-Time count identified over 5,000 people in DC experiencing homelessness. DC has made progress in establishing family shelters across the District, yet many residents still lack a stable path to permanent housing. National, international, and local data consistently show that the primary driver of homelessness is a lack of available, low-cost housing supply, and that areas with more housing supply have lower homelessness.

A14. What is your plan to address homelessness in DC? DC's path to reducing homelessness runs through sustaining our relief programs, which face cuts in our constrained budget

environment. I am committed to preserving and expanding programs to prevent homelessness. I am opposed to further cuts to the Emergency Rental Assistance Program and would expand funding to programs such as the Homeless Prevention Program and Project Reconnect. Further, I will invest in the Department of Behavioral Health, which provides the mental health and substance use treatment that many people experiencing homelessness need before they can maintain stable housing.

A14b. What reforms to DC's Comprehensive Plan and zoning code would you support to bridge the gap between temporary emergency shelter and the long-term, permanent housing units required to end chronic homelessness? The zoning framework must explicitly allow the full range of housing types that support the transition from homelessness to stability. Many of these are currently restricted by zoning in ways that limit their production. Specific reforms: Allow supportive housing and transitional housing facilities by-right in all commercial and mixed-use zones. Remove the zoning barriers to SRO development, which provides the lowest-cost private rental housing available and has been systematically eliminated from DC's housing stock through minimum unit size requirements and conversion restrictions. Ensure that the Comprehensive Plan explicitly counts supportive housing and transitional housing toward ward-level affordable housing production benchmarks, so that these uses are treated as part of the housing system and not as special uses requiring separate justification.

Tenant Protections

While DC YIMBYs pursue increased housing production in order to bring down housing costs, we support targeted tenant protections. DC is known for its strong (and sometimes unique) tenant protections, including rent control, the Tenant Opportunity to Purchase (TOPA), automatic month-to-month lease renewals, and an active Office of the Tenant Advocate. However, DC is equally known for the gaps in these tenant protections, with flagrant housing condition violations across apartments in DC.

A15. What current tenant protections do you support, and what tenant protections would you modify, and how? I support DC's core tenant protections: rent control, TOPA, automatic month-to-month lease renewals, and the Office of the Tenant Advocate. I support the existing framework and will resist any effort to expand the exemptions that allow landlords to deregulate units. I will also ensure that rent control enforcement is adequately staffed so that tenants can actually use the protections they have. My commitment is proactive enforcement, not just passive availability. I will direct the OTA to actively notify renters in high-pressure neighborhoods before their buildings sell, and to provide legal support so tenants can exercise TOPA rights rather than simply learning about them after the fact. The flagrant housing condition violations documented across DC apartments are an enforcement failure. I will direct the Department of Buildings to staff and prioritize proactive housing code inspections in multifamily

buildings with documented violations, and will create a public database of landlord compliance records. I support the RENTAL Act's clarification of TOPA to remove its application to financing transactions, which was creating uncertainty for affordable housing preservation deals without serving TOPA's core displacement-prevention purpose. The reform should be targeted, preserving TOPA's protections in genuine sale transactions while removing barriers to the refinancing and recapitalization of affordable properties.

A15b. What is your opinion on the DC Housing Modernization and Accessibility Act of 2026 ballot initiative? I oppose the DC Housing Modernization and Accessibility Act of 2026. I understand the appeal but a blanket rent freeze is the wrong tool. A rent freeze does not lower rents. It reduces the incentive to maintain properties, creates uncertainty that deters new investment, and shifts costs rather than addressing the underlying supply shortage. When the freeze expires, pent-up rent increases arrive on a cliff that is worse than the gradual increases the freeze prevented. DC experienced this dynamic directly in the COVID-era rent and utility moratorium period. More fundamentally, the ballot initiative's approach treats the symptom rather than the disease. DC rents are high because there are not enough homes. The solution is more homes. I will pursue the supply reforms, tenant protections, and financing tools that address the actual cause of DC's affordability crisis rather than a freeze that locks in today's scarcity.

In Your Backyard

As YIMBYs, we don't just support housing in neighborhoods around the city, but advocate for more housing in our backyards.

A16. As a Washingtonian, where specifically (building/business name, address, street are all acceptable) would you like to see more homes built in your neighborhood? For the purpose of this question, consider a 3-4 block radius around your home as "your neighborhood." I live near U Street NW in Ward 1, one of the densest and most transit-connected corridors in the city. I would like to see: The underutilized low-rise commercial parcels along 14th Street NW between U and V Streets replaced with mid-rise mixed-use buildings. This corridor has exceptional transit access to both the U Street and Columbia Heights Metro stations and some of the highest pedestrian volumes in the city. One and two-story commercial buildings with surface parking sit on land that should have six to eight stories of housing above retail. Increased density along the 13th Street NW corridor north of U Street, where several low-rise row house conversions and small apartment buildings are surrounded by land that could support significantly more housing without any change to the pedestrian character of the street. I walk past each of these locations regularly. The 12th and U area is already one of the most walkable, transit-rich neighborhoods in DC. The case for more housing here is not complicated: we have

the infrastructure, we have the demand, and we have the transit. What we have lacked is the political will to build. That changes when I am Mayor.

Anything Else?

A17. Is there anything else you'd like DC YIMBYs members to know about your housing platform? I am the only candidate in this race whose entire campaign is organized around the proposition that DC's cost-of-living crisis is primarily a housing production failure and that fixing it requires attacking zoning, permitting, and financing constraints simultaneously. DC YIMBYs members should know that I have been calling for single-stair reform, parking minimum elimination, and transit-oriented upzoning since I announced my campaign. The Council's unanimous passage of single-stair to six stories is a win I want to build upon. The primary is June 16. If you believe DC needs a Mayor who will make housing abundance a first-order policy goal from day one, your support, your voice, and your vote are exactly how that happens.