Page 1

Q1
Contact information

Name: Audra Grant
Email: grantaudra@gmail.com
Campaign-related social media accounts: None
Fundraising link, if applicable (if not, please write "N/A"): N/A

Q2
Select the Advisory Neighborhood Commission in which you are running:

Q3
Select the SMD in which you are running:

Q4
Please upload a headshot that GGWash has your permission to use in its materials related to the 2024 election and endorsements process in the District, which may include publication on our website, in emails, on social media, or in other formats.

A%20Grant%20(1)%20(June%202024).jpg (114.8KB)
Q5
Where in your Advisory Neighborhood Commission, not just your SMD, 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 ANC, please write, "I do not think density should be increased in my ANC."

In my ANC, increased density to increase new housing is needed, particularly along the critical Georgia Avenue corridor. There is currently underway, the much-needed Park Morton-Bruce Monroe housing development project, however, more can and should be done to increase density, resolve the dearth in affordable housing and increase economic development along Georgia Avenue. Outside of the Park Morton-Bruce Monroe development projects, there a number of vacant properties along Georgia Avenue and transportation infrastructure that provide ripe opportunity for affordable housing and mixed-use development, both of which are important for the viability of the corridor and access to housing for lower-income DC residents. Efforts should leverage the work of important stakeholders, like Howard University, that are planning projects to increase density, and must involve substantive community engagement with other key stakeholders like community members, including Park Morton residents, the ANC commissioners, developers, service providers, our council members, and the civic organizations that are vibrantly active in this ANC. Community engagement is vital to ensure that construction reflects housing development that sustainably meets the needs of all residents.

Q6
I consider affordable housing to be (check all that, in your opinion, apply):

- Means-tested or income-restricted,
- Built by the government,
- Subsidized,
- Rent-controlled,
- Costing no more than 30 percent of one’s household income

Q7
I consider market-rate housing to be (check all that, in your opinion, apply):

- Not means-tested or income-restricted,
- Expensive,
- Unsubsidized,
- Not rent-controlled
Q8
The District’s inclusionary zoning law “requires that eight to 10 percent of the residential floor area be set-aside for affordable units in most new residential development projects of 10 or more units.” The cost of doing so is paid by a project’s developer, and IZ units are income-restricted. Because the number of IZ units is tied to floor-area ratio, the larger a building is, the more IZ units will be built. Conversely, if the initial density proposed by a developer is reduced during the approvals process, rather than maintained or increased, fewer IZ units will be built. ANC commissioners are likely to hear from some constituents concerned by a project’s potential impact—real or assumed—on traffic, parking, views, and property values and rents, and whether it fits the character of the neighborhood. While it is not a guarantee that a development proposal including IZ units will come before your ANC, if one does, what would you do, given the likelihood of at least some pushback?

Q9
Planned unit developments are projects in which developers are able to exceed the height and density allowed by the District’s zoning code up to the density allowed by its Future Land Use Map (typically a modest increase in scale) in exchange for a community benefits agreement. While it is not a guarantee that a PUD will be proposed in your ANC, if one is, the commission is likely to be the party negotiating that community benefits agreement with a developer. The following are examples of benefits that an ANC might push for in such an agreement. Please rank them in the order in which you would prioritize them.

More income-restricted, subsidized units than are required by District law  1
Income-restricted, subsidized units restricted to lower income levels than initially proposed by the developer  2
Income-restricted, subsidized units with more than one bedroom  3
Parks, landscaping, and/or public art  4
A Capital Bikeshare station  7
Improvements or repairs to, or replacement of, streets and sidewalks  5
Direct cash payments to local organizations, such as civic associations and ANCs  8
Direct cash payments to local schools and youth programs  6
<table>
<thead>
<tr>
<th>Question</th>
<th>Possible Responses</th>
</tr>
</thead>
<tbody>
<tr>
<td>Q10</td>
<td>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, District-owned housing on District-owned land, built by a private construction company and managed by a District agency, District-owned housing on District-owned land, built by a private construction company and managed by a private property-management company</td>
</tr>
<tr>
<td>Q11</td>
<td>Yes</td>
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<tr>
<td>Q12</td>
<td>New housing should be built both along major corridors and throughout existing residential neighborhoods, in buildings of all sizes.</td>
</tr>
<tr>
<td>Q13</td>
<td>Historic districts are important, but they are also problematic. We have the right number of historic districts and landmarks and shouldn't be adding more.</td>
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<tr>
<td>Q14</td>
<td>Creating opportunities for new housing in my commission's area</td>
</tr>
<tr>
<td>Q15</td>
<td>Too few bars and restaurants</td>
</tr>
<tr>
<td>Q16</td>
<td>Too many cars</td>
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</tbody>
</table>
Q17
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?

Yes

Q18
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 the public health crisis of increasing traffic fatalities. 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 like to see the District government pursue them.

<table>
<thead>
<tr>
<th>Policy</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementing a road-pricing program</td>
<td>11</td>
</tr>
<tr>
<td>Increasing the cost to own a car in the District, including RPP and parking registration</td>
<td>9</td>
</tr>
<tr>
<td>Removing minimum parking requirements in new developments near transit</td>
<td>4</td>
</tr>
<tr>
<td>Implementing road diets on arterial streets</td>
<td>2</td>
</tr>
<tr>
<td>Making some streets, especially residential streets, car-free</td>
<td>10</td>
</tr>
<tr>
<td>Regional reciprocity for automated traffic enforcement</td>
<td>3</td>
</tr>
<tr>
<td>Building more housing and affordable housing in the District proximate to transit and job centers</td>
<td>1</td>
</tr>
<tr>
<td>Regularly removing travel lanes for bus lanes</td>
<td>5</td>
</tr>
<tr>
<td>Regularly removing parking lanes for bus lanes</td>
<td>8</td>
</tr>
<tr>
<td>Regularly removing travel lanes for bike lanes</td>
<td>6</td>
</tr>
<tr>
<td>Regularly removing parking lanes for bike lanes</td>
<td>7</td>
</tr>
</tbody>
</table>
Q19
The above question asks about systemic policies to reduce trips by car that the District's executive and legislative branches would need to initiate. As a commissioner, your powers are only advisory, but the intensely local nature of the role means that you can direct your attention to shepherding improvements to the built environment in your neighborhood that, while smaller in scale than changing District law or instituting a new citywide program, are no less important to making all road users safer. Please rank the following initiatives in the order you would be most enthusiastic about your ANC considering a resolution concerning them.

1. The installation of more automated traffic enforcement cameras to ticket drivers for speeding or running red lights and stop signs
2. The installation of speed bumps to slow down drivers
3. The installation of raised crosswalks with high-visibility signage to alert drivers to pedestrians
4. The removal of parking spaces as part of a project to build a bus-priority lane
5. The removal of parking spaces as part of a project to build a protected bike lane
6. The removal of residential parking spaces to enable short-term parking for delivery drivers
7. The removal of parking spaces near crosswalks to increase the visibility of pedestrians to drivers, referred to as “daylighting”
8. A resident is able to find an available public street parking space on their residence's block (about a one-minute walk), most of the time
9. The temporary or permanent closure of certain streets to single-occupancy vehicles to create zones for pedestrians

Q20
On-street parking occurs in public space. This means that an on-street parking spot does not belong to a specific individual, and people park in different places at different times. What do you consider a reasonable rule of thumb for deciding if a neighborhood has enough street parking?

Q21
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, via a mobility device, or by bike instead.

I support District efforts to achieve carbon-free goals. I currently drive my car to the grocery store, often for small things. I can commit to riding my bike to do those kinds of errands. I currently drive to work, because my office is in Maryland. My office plans to move to its new location during late-fall and I look forward to riding my bike to work or taking the metro when it moves to the new DC location.
Q22
What do you feel is the biggest issue in your neighborhood, and what is your position on it? And, given the limited scope of commissioners’ and commissions’ authority, what would you, most realistically, do about that issue if you are elected?

I feel the biggest issue in my neighborhood is, and my position on it:

A long-term priority for our neighborhood is the revitalization of Georgia Avenue, specifically the development of the Park Morton and Bruce Monroe affordable housing project. Our neighborhood has watched this project move in fits-and-starts since the early 2000s, and the community is eager to see the project move forward. The Park Morton-Bruce Monroe project is central for increasing density on Georgia Avenue and moving the economic development of the corridor forward. The project is even more critical given the devastating effects of COVID on small businesses on Georgia Avenue.

If elected, I would:

If elected, I would continue to support affordable housing, ensure that the Park Morton community benefits package is implemented in a way that reflects the interests of the Park Morton residents, and the broader community. I would also keep community members informed of the project’s progress and facilitate engagement among stakeholders. I will also track Georgia Avenue bus lane projects which are intended to address safety concerns.

Q23
ANC commissioners represent about 2,000 constituents and, when sworn in, commit to upholding the District of Columbia's interests, not solely your commission’s or single-member district’s. With the understanding that you are not going hear from every single one of your constituents during your term, and that commissioners are sworn to act in the interest of the entire District, describe how you might make decisions as an elected representative.

I believe strongly in the power of community engagement and communication. As someone who is deeply involved in my community, I find these are valuable tools. In making decisions, if elected, I would stay informed of residents’ concerns by listening to them and addressing issues through connecting with the full range of stakeholders, including constituents, other ANC commissioners, council members, District agency and law enforcement officials, private sector actors (developers, property, and business owners) faith-based leaders, and the strong network of civic organizations active in our community. My ANC is socially, economically and politically rich in diversity. To be an effective commissioner, it is essential to create and build relationships, so that any decision I make as an elected commissioner, is informed by diverse perspectives, backed by evidence-based information, and importantly, reflects community participation in the decision-making process through giving citizens voice and ensuring their interests are represented. People want to be heard. If elected, I would look forward to attending civic association meetings, reaching out to District officials and representatives for information or support, or linking constituents with officials so they can engage with officials themselves to find solutions. All of this, in my view, enhances citizen agency, and government responsiveness and accountability, and closes the gap between constituents and officials.
Q24

Why do you think you are the right person to serve as an ANC commissioner for your SMD?

I have been an active resident of Park View for over 20 years, and it has been my pleasure and privilege to engage with my neighbors and community as president of the Luray-Warder Neighborhood Association, a founding member of Georgia Avenue Thrive, member of the Lower Georgia Avenue Main Streets Neighborhood Council, and of the Park Morton Steering Committee. I’ve had my fingers on the pulse of what’s important to our community and I have long been committed to being a positive agent of change and to keeping Park View moving forward and accomplishing great things as a community.

I am a co-founder of Georgia Avenue Thrive, an all-volunteer DC neighborhood community revitalization initiative focused on public safety, activating vacant property, promoting and recruiting small businesses, building community cohesion and placemaking activities. I mobilized Park View volunteers and businesses to hold movie nights on Georgia Avenue at the old Murry’s market making use of vacant spaces, community clean-up, and also helped organize the first and very successful Fall Fest at Bruce Monroe Park bringing the community together on Georgia Ave.

As a member of the Park Morton Steering Committee, representing members of the Luray-Warder Neighborhood Association throughout south Park View, I engaged with neighbors on the contents of the community benefits package, testified before the DC Zoning Commission in support of the project and PUD, and kept community members informed of the project’s progress and engaged them in planning and design activities. On the Lower Georgia Avenue Main Streets Neighborhood Council, in support of economic revitalization of Georgia Avenue, I work with local businesses and stakeholders to promote growth of our small businesses along Georgia Ave through providing small grants, technical assistance, enhancing local foot traffic, and building relationships in the community.

These experiences are inspiring. I want to translate all of my experiences into representing my SMD on ANC1E02 as an elected commissioner. I am excited about the prospect of working hard with community members to address issues that are of important to residents through creating awareness, encouraging community input and participation, and making sure residents are heard in decision-making if I am elected. I have established productive relationships with community members, local officials, law enforcement, businesses, and other civic leaders. If elected, I look forward to the opportunity to leverage those relationships to accomplish goals of affordable housing, enhancing public safety and service provision, and promoting clean and beautified spaces in not just for my SMD, but all of Park View.