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Page 1: Contact information

Q1

Contact information

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Q2

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

Campaign%20Headshot.jpg (63.8KB)

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?

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

Q9

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

To clarify, the list of priorities above was based on two general things, scope and reach, as well as speed and ease of implementation. Removing a legal hindrance to open up new units, that is quick and easy. Converting massive office buildings into residential housing properties would be a relatively smooth transfer, but we need to focus on our vacant properties in DC. The Department of Buildings estimates there are a combination of over 3000 vacant properties, lots, apartments, etc. We need to focus there because vacant properties correlate heavy with crime, and we lose individual spending and revenue from residents in these lots, while also losing out on property taxes for DC.

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 should be built in every DC ward, including mine, in Ward 3, where there is a housing need. We know we have a housing shortage in DC, and expect to be short, as we move forward. The development or conversion of housing potential resources should be targeted by data. If for example we know homelessness exists to a high degree in a specific ward, then that is where we should target.

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.

We need to frame this discussion. We know that providing more options helps build more vibrant communities, but we also know that, for some people, they greatly prefer to live in a community with high privacy, limited traffic, etc. and they are willing to pay top dollar for those amenities. I would host a listening session in Ward 3 where we would talk as a community, to then try and figure out a way to add more housing, while everyone is involved, and satisfied with the process.

Q12

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

Raising the Height Act only for buildings that will produce more income-restricted, subsidized housing than required by inclusionary zoning

Q13

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.

Yes

Q14

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

**Means-tested or income-restricted,
Cheap,
Subsidized,
Rent-controlled,
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**

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

,

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

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?

Simply put, there is a lack of profit for private companies and we do not have the funding to simply build properties or refurbish homes. We need to incentivize private companies and fortify our public resources, we can utilize the skills they provide and also promote their partnership as a social good, because it is. Helping keep people housed, help keep workers at jobs, families fed, people off the streets, and generally raises the quality of life of a place.

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.

Again, the profit mechanism is lacking. We need to promote programs where we can crowd source resources and momentum to pump up production of housing. In addition, we can do more with providing housing options through public service benefits. As an aside, another great hurdle that the DC Office of Attorney General took care of for the public was filing an antitrust lawsuit against the some of the largest rental companies, which surely would have had a limiting effect on housing.

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.

I would say my answer is generally the same, but because this group has a higher income, this point is more applicable, but we should subsidize mortgage loans so that more people can buy and maintain their equity, instead of giving rent money to large scale corporations. We have the Home Purchase Assistance Program (HPAP), but we should fund it more so, and offer it to more people.

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.

When deciding on a housing location, there are a lot of factors, like commute, environment, schools, etc. People with these higher incomes gravitate towards areas where the school systems are best. The solution isn't to simply offer neighborhoods to people with money near the best DCPS schools, the solution is to improve the quality of all DCPS schools city-wide, so our higher earners may decide to live in other areas, and eliminate any obstacles limiting housing for this group.

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 50-unit project in Congress Heights for residents making between 30 (\$27,100 for a one-person household) and 80 percent (\$72,250) MFI, but no affordable housing in Chevy Chase

Q22

I prefer this scenario because:

I want to clarify, I wouldn't limit affordable housing in Chevy Chase, I would also provide the 30-unit project in Chevy Chase for residents making between 60 (\$54,200) and 80 (\$72,250) percent MFI. The diversification of the community leads to unexpected growth, we need to realize that as a society too.

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 a councilmember, I will immediately identify the vacant properties and lots in every planning area and focus on those, first. I would then start raising support for the Office of Public Private Partnerships, to seek out contractors in development, refurbishment, and historic architecture experts, for developing or refurbishing properties in historic districts.

Q24

TOPA should be amended to formalize 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?

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.

The Tenant Opportunity to Purchase Act (TOPA) gives tenants a very powerful seat at the table, however, we need to formalize the rights and responsibilities for tenants, to ensure it remains in perpetuity.

Q26

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

We need to educate the public about their rights and encourage them to connect to resources that may help them form limited-equity co-ops and community land trusts. Further, we should fund community organizations that do active on the ground training and education, as well as even forming limited equity co-ops and community land trusts.

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?

The policy is a good start, but the process for utilizing the program, and the wait list is far too long. We need to streamline the process, speed up wait times, and serve more people.

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?

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?

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."

No one demographic should bear the burden of all the production, distribution and repair zones. These services help all DC residents, so PDR zoning should be modified to reflect that.

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

Q35

Too many cars

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

Q36

Yes

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

Q37

Yes

Internal data for WMATA estimates that bus delays cost the system at least \$14 million per year. Buses are primarily delayed by sitting in single-occupancy vehicle traffic. Bus riders are more frequently Black and brown, and less affluent, than rail riders and drivers. Do you support removing single-occupancy vehicle parking and travel lanes for dedicated bus lanes, which make bus service faster and more reliable?

Q38

If yes, how do you think DDOT should prioritize repurposing street space to create dedicated bus lanes?

DDOT should repurpose whichever lane its staff believe is best on any given street.

Q39

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?

Yes

Q40

If yes, how do you think DDOT should prioritize repurposing street space to create protected bike lanes?

DDOT should repurpose whichever lane their staff believe is best on any given street.

Q41

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?

Yes

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 would fix our public travel infrastructure, add money to Metro Access for the disabled and elderly, add money to Vets Rides, run through the Mayor's Office on Veterans Affairs, and I would add more Circulator buses and route options for city residents.

Q43

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?

Yes

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 Mayor is violating public law, the DC Attorney General needs to speak on the issue and/or take appropriate action. I would push them to do such.

Q45

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

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

Q46

Why is the above your preferred ranking?

From the prior question, road pricing, has successfully reduced congestion, improved air quality, and raised money in London, Stockholm, and Singapore, so it is the top priority. We want drivers to drive less in DC, so raising the gas tax and parking rates seems like a good way of achieving that goal. Increasing property tax rates around Metro access points and high frequency Metrobus routes seems reasonable. Increasing sales tax is reasonable, and if done properly, could offer public benefit, and lastly, raising Metrorail and metrobus fares is last, because generally people who use those services, are more vulnerable.

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.

(The link was broken), but from I searched it online and found that it seems that the DC Circulator was a Public Private Partnership and is attributed to Ward 3, where I reside. However, this does affect the position I am running for, which is At-Large. The DC Circulator is a fantastic option and should reach more areas, it aggregates our collective transportation need, to take cares off the road, and it is quite frankly, very high quality in comparison to other cities. We should build on our existing resources, there is no need to reinvent the wheel.

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	1
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	7
Implementing road diets on arterial streets	4
Making some streets, especially residential streets, car-free	3
Regional reciprocity for automated traffic enforcement	2
Building more housing and affordable housing in the District proximate to transit and job centers	6
Removing travel lanes for bus lanes	8
Removing travel lanes for bike lanes	5

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 grocery shop at a Whole Foods fairly close to me that I drive to from time to time, but in the effort of reducing our carbon footprint, reducing smog and pollution, and reducing traffic, so our economy can function more freely, I will commit to taking this trip on foot in the future instead.

Thank you for your time!