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Q1

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Q2

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

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

Q9

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

As we saw in the television program “Golden Girls” several unrelated people can thrive by living in the same household. I proudly supported legislative changes that would allow a “Golden Girls” kind of option for DC residents.

Another housing initiative I have long supported: Building residences above one-story shops. In earlier centuries, shopkeepers often lived above their stores. Where building structures and market conditions permit, DC should facilitate this option — for store owners or other residents.

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.

With the caveat that DC must preserve (and develop) parks and other open spaces, I support new, major housing construction, particularly, in and around these Metro stations: Tenleytown, Cleveland Park, Takoma, Stadium-Armory, Deanwood, Capitol Heights, Anacostia, Congress Heights and Southern Avenue.

Other prime candidates for considerably more housing:

properties on Connecticut Avenue, just south of the Chevy Chase Circle;

the Armed Forces Retirement Home property;

RFK stadium;

large tracts, not currently zoned for housing, in Brookland and Michigan Park;

neighborhoods near Pennsylvania Avenue and just east of the Anacostia River (for example, Fairlawn, Greenway, Randle Highlands and Dupont Park); and,

areas where land prices are relatively low (for example, Bellevue and Washington Highlands).

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.

I favor a step-down approach:

Facilitating the greatest density atop and very near Metro Stations;

permitting slightly lower density along DC's major bus corridors;

scaling down from mid-rise apartments to row houses, for properties near but not right on the major bus lines and; finally,

permitting single family homes (and accessory housing and two-unit buildings) in areas furthest from major bus lines.

A similar approach has worked well in Arlington County, Virginia — enhancing the County's tax base and offering a range of housing options at a variety of income levels.

Q12

I would not amend the Height Act.

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

Q13

Yes

Would you support amending the District's preservation laws to remove height and mass from the purview of historic review? Under such a proposal, District historic officials would still review materials, aesthetics and compatibility of designated structures, but overall density would be controlled by zoning the same way it is for non-designated structures.

Q14

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

Means-tested or income-restricted,
Built by the government,
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,
Unsubsidized,
Not rent-controlled

Q16

Check any of the below combination of features that you would consider social housing.

District-owned housing on District-owned land, built by a District agency and managed by a District agency
,
District-owned housing on District-owned land, built by a District agency and managed by a private property-management company
,
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?

Land and construction costs are so high, that it is virtually impossible for developers to make a profit by producing something that would be affordable at 0 to 30 percent MFI. Hence, we need legislation to make more land available for housing and at greater density. In addition, given land and construction costs, DC must continue to subsidize housing so it is affordable even for households at 0 to 30 percent MFI.

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.

Please see my response to Question 19.

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.

Even people at middle income levels (30 to 80 percent MFI) face affordability challenges from the land and construction costs referenced in my response to Question 17. Hence people at these income levels still need some help with housing affordability. Another consideration: Far too often, DC subsidizes and otherwise facilitates construction of relatively small (for example, one-bedroom) units, when the greater need is apartments with more bedrooms.

There is another consideration relevant to the risk of a “missing middle” in housing availability: Many families at 30 to 80 percent MFI include DC’s first-responders, teachers, health care providers and service industry workers. Those families might be able to find adequate housing in the suburbs, but their doing so risks leaving DC with a deep chasm separating richest and poorest residents.

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.

Even for housing for people at 80 to 120 percent MFI, land and construction costs pose a challenge to housing affordability. Additional considerations also come into play.

An enhanced rent control program would help make more of DC’s housing affordable for those at 80 to 120 percent MFI. Along the lines of changes advocated by DC’s Retain Rent Control coalition, I favor bringing more units under the scope of rent control — every year. I also favor closing loopholes that now exempt property owners from rent control.

Tax policy also affects housing for those at 80 to 120 percent MFI. If DC changed its policy and assessed land and buildings separately, property owners would have a greater incentive to make the “highest and best use” of the land they own; in many cases this would lead to producing more housing on the land they own.

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:

One of the strongest advocates for affordable housing throughout DC is Jim Knight, Jubilee Housing’s Executive Director. Mr. Knight points out that one the greatest predictors of a child’s success is the Zip Code where the child lives. In other words, children thrive when they live in communities that have resources typically available to relatively well-off residents (for example, fresh food, a wide range of services and many positive role models).

Hence I support building affordable housing (and deeply affordable housing) in every DC neighborhood. In addition, I support building market-rate housing in neighborhoods with low income levels — because the new residents can help attract resources that every neighborhood needs.

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?

Far too often, the Executive sets high minded goals and, then, fails to achieve them or, worse yet, takes steps that run counter to achieving the goals. This problem exists not just with respect to housing, but with respect to climate, education and transportation as well.

One step to help ensure achieving goals is to set them into law.

Another is rigorous Council oversight: pressing agency heads to specify what they will do to achieve the goals and, then, requiring the agency heads to routinely report on their progress.

The oversight, in turn, can help identify where additional steps are needed, including changes in legislation, funding or personnel.

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?

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.

DC Government policies should enhance rather than restrict tenant purchases.

One terrible consequence of the buyout loophole is that it gets in the way of good-faith efforts to arrange for tenant purchases. Exempting TOPA in the name of downtown revitalization is outrageous. This proposal and others in the Downtown so-called "Action" Plan seem more like attempts to use a genuine need for revitalization as an excuse to enrich already wealthy business and property owners.

Q26

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

I support a review of DC's current housing legislation and policies (for example, those governing the Housing Production Trust Fund) to ensure that the legislation/policies encourage rather than impede capitalizing on limited equity coops and community land trusts.

In addition, I would encourage the Mayor to utilize the District Opportunity to Purchase Act (DOPA) so the DC Government could acquire properties quickly and, then, resell the properties to coops and land trusts that the DC Government helps to form.

Q27

Describe your views of the District's inclusionary zoning policy. What do you think it should be achieving? What is it currently failing to do? What, if anything, you think should be changed about it?

Inclusionary zoning is an important tool for increasing DC's stock of affordable housing. Too often, the program produces units that are smaller than what DC families need. In addition, processes for accessing IZ units are confusing, obscure and not coordinated with other DC Government housing initiatives.

First, DC should consider changing IZ legislation to prioritize building units of two bedrooms and more. Second, those responsible for managing the IZ program should revamp the program's operation — to make it easier for members of the public to take advantage of the program and to use the program to help achieve DC's housing priorities.

Q28

Mostly tenant-based

Affordable housing is publicly subsidized in two main ways: project-based subsidies (such as Housing Production Trust Fund dollars or Low-Income Housing Tax Credits) that are tied to a unit and reduce its cost for any qualified tenants who live there, and tenant-based subsidies (i.e., portable vouchers) that a qualified tenant can use on any market-rate unit. Acknowledging that an even split is not realistic, how do you think the District should divide its public subsidy money between these two methods?

Q29

I 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

No

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."

We all live downstream. No industrial activity should be allowed to pollute in any part of the DC. For example, even though zoning permits industrial activities near Ivy City and the Alexander Crummell School, businesses conducting such activities must do so in ways that contain pollution — particularly the air pollution brings serious harm to children living nearby.

Distributing pollution equitably is no solution; hence I do not think PDR zoning should be added in the District. However, I am open to hearing other explanations about why DC might need additional areas for industrial activity.

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

Q35

Enough cars

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

Q36

Yes

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

Q37

Yes

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

Q38

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

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

Q39

Yes

A 12-year study, published in 2019, found that protected bike lanes drastically lowered fatal crash rates for all road users in Seattle (-60.6%), San Francisco (-49.3%), Denver (-40.3%) and Chicago (-38.2%), among others. Do you support removing single-occupancy vehicle parking and travel lanes for protected bike lanes?

Q40

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

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

Q41

Yes

Road pricing, or congestion pricing, in which motorists pay directly for driving on a particular road or in a particular area, has successfully reduced congestion, improved air quality, and raised money in London, Stockholm, and Singapore by reducing the number of vehicles on the road and improving transit performance. New York City is moving forward with its implementation of road pricing. Though it is on its face unpopular to drivers who currently do not pay to do so, a road pricing program charging drivers for their trips into downtown is estimated to generate about \$345 million for the District. Would you, as a councilmember, support road pricing as a means to reduce congestion to speed up transit, improve air quality and public health, and raise revenue?

Q42

If yes, how would you propose reinvesting the \$345 million in revenue road pricing is estimated to generate for the District? If no, please write, "I do not support road pricing."

Road pricing revenue should go into DC's General Fund so the Council can appropriate the money to meet DC's greatest needs.

Q43

Yes

In 2019, the council budgeted \$475,000 for a road pricing study. The study is complete, but Mayor Bowser has not yet released it, despite 2024 legislation mandating her to do so. Do you think the study should be made public?

Q44

If "yes," how would you get the executive to release the report? If "no," please write, "I do not think the study should be made public."

In many instances the current Mayor responds quickly and decisively to public shaming. If the Mayor is made to look bad for not releasing the report, the Mayor is more likely to release it.

A second option would be for the Council or others with legal standing to sue the Mayor to compel releasing the report.

Q45

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

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

Q46

Why is the above your preferred ranking?

It is in the public interest to encourage Metro and bus use and to discourage using individual cars. Hence, I support "taxing" the use of individual cars, and I do not support raising public transit fares.

Proximity to Metro stations and high frequency bus routes should already have boosted the value of nearby real estate.

Sales tax increases place an undue burden on DC residents with relatively low incomes. Although I recognize that sales taxes are a way of gleaning some revenue from commuters and others who come into DC, I would only support a sales tax increase if it included a mechanism for rebating the taxes paid by DC residents — especially residents at relatively low income levels.

Q47

Fare-free transit

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.

I support revitalizing Union Station and the area around it. Because of its role in interstate rail and bus travel, Union Station is central to DC's public transit system. Furthermore, any plans to revitalize downtown must include strategies to make the areas around Union Station safe, clean and congestion-free.

Implementing ideal plans for Union Station would cost a billion dollars or more. The DC Government and not even the federal government are likely to fund Union Station projects at that level. However, with smart transit planning, capital budget funding and federal assistance could produce a Union Station revitalization that DC can afford.

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 | 5 |
| Increasing the cost to own a car in the District, including RPP and parking registration | 7 |
| Removing minimum parking requirements in new developments near transit | 8 |
| Implementing road diets on arterial streets | 1 |
| Making some streets, especially residential streets, car-free | 9 |
| 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 | 3 |
| Removing travel lanes for bike lanes | 4 |
-

Q50

On-street parking occurs in public space, which means that an on-street parking spot cannot belong to a specific individual, and people park in different places at different times. What do you consider a reasonable threshold for evaluating if street parking is sufficient in any given neighborhood?

A resident is able to find an available public street parking space within two to three blocks, in any direction of their residence (about a five- to seven-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.

Unfortunately, I often lack the time needed to walk our children to school. So I end up driving them. My commitment: walking our children to school whenever possible.
