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Q1

Contact information

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Q2

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

Robinson_20240225_5620%20(1).jpg (26.8KB)

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

Between 50,000 and 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 | 4 |
| Legalizing four-unit buildings District-wide | 5 |
| 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 | 2 |
| Eliminating the Height Act | 9 |
| Eliminating parking requirements in new construction | 7 |
| Amending the building code to reduce construction costs | 8 |
| Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations | 3 |
-

Q9

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

I support increasing affordable housing options by incentivizing private developers to allocate a portion of their new projects for affordable housing through tax breaks or zoning benefits and offering grants or tax reductions to property owners who commit to renovating and maintaining older buildings as affordable rental units.

I also support innovative housing solutions by expanding the introduction of tiny homes or modular housing communities East of the River, offering affordable and sustainable housing alternatives, promoting and providing grants for cooperative housing models, and establishing community land trusts in a collaborative model where local residents will be engaged in CLT governance to ensure that community needs are central in decision-making.

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.

We should prioritize building on publicly-owned land like Fletcher Johnson, Capital Gateway, and RFK. We should also prioritize building near Metro stations and high-frequency bus stops to incentivize public transit use and support local economies.

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.

As mentioned in the previous question, RFK is another potential site to create more housing and increase density in the ward. The surrounding area is largely single-family homes so the increase in density in the area would have to come from developing the area into, at least partly, housing units. As for other areas, Ward 7 is difficult, as there are not many areas that are legitimate candidates for higher-density development. The ward has a large amount of single family homes, and areas that were previously good candidates, including space around the Deanwood Metro Station, have been since developed. I would work with my constituents, housing experts, and other relevant stakeholders to identify high-quality areas for further development.

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,
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,
Unsubsidized**

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 private property-management company
,
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?

I think the biggest obstacle is the disparate concentration of political power. People who need housing the most often have a lack of political power, whereas those who fight against affordable housing buildings in their neighborhoods are often disproportionately represented in city government. We need people on the Council who will fight for the people who are most often ignored.

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.

I believe the answer to this is the same as my answer before because, especially in a city where the cost of living is so high, there is still a stigma against residents with lower incomes and a stigma against services that are meant for those residents. While there is a major difference between 0 percent MFI and 50 percent MFI, the needs are still there.

Q19

What do you think is the greatest obstacle to ensuring that housing is built in the District for residents who make between 50 percent MFI and 80 percent MFI, and why? If your answer is the same as one above, please explain why.

As we've seen across the country, folks in the middle are often left out of the conversation when issues related to income are discussed. While the need is most concentrated amongst DC residents with the lowest incomes, there is still a need for affordable housing for those in the city who sit in the middle.

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.

I believe there is a general consensus that the wealthiest in this city don't need more housing, but the gap between 80 percent and 120 percent MFI is significant and those around the 80 percent range are still struggling to find affordable housing that costs under 30% of their monthly income. I think there is a knowledge gap and a general misunderstanding of who exactly in this city needs more housing. It's not just folks under the 30 percent range... many residents across several tax brackets in DC struggle to find affordable housing.

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:

While this scenario is not the most ideal, we must do what we can to avoid concentrating poverty, which is why it is necessary to include lower (when compared to the average) MFI housing in affluent areas like Chevy Chase while building more market-rate housing projects in neighborhoods like Congress Heights.

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?

I would work with all the requisite agencies, committees, local organizations, and the Bowser administration, as well as keep in constant contact with my constituents to ensure housing is built in areas with the greatest need. This must be a collaborative effort to be successful and sustainable for decades to come.

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.

If tenants are willing to sell apartments in a buy-out, I believe they should be able to do so. For instance, a tenant shouldn't be forced to live through construction after purchasing from the original building owner or even be forced to become a homeowner if they don't want to be. However, I do believe a formal process should be created to ensure that tenants and buyers are not abusing the process and that regulations are in place to protect all parties. We must also formalize to ensure that tenants have the resources to purchase if they so choose to. This will avoid many of the costly, time-wasting issues between buyers and sellers.

Q26

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

Co-ops and land trusts are central to my affordable housing platform. I would work closely with the mayor's office to ensure attention is once again paid to how co-ops and CLTs would benefit her affordable housing goal and create more equity and a greater sense of community amongst DC residents. I would also work directly with my constituents to establish ideal locations, work with housing advocates at all levels of government to learn as much as I can and work with my constituents to pressure Mayor Bowser into action.

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?

IZ helps support expanding affordable housing, especially mixed-income residences, as well as support market-rate projects for economic diversity. Unfortunately, I don't think IZ is enough to tackle our housing issue now, but I will do what I can to strengthen it so it can meet as many of our needs as possible.

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

No

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."

As is the case in many cities across the country, Black and Brown communities and low-income communities in general are overburdened by the environmental costs that come with PDR zoning. These projects cannot solely be placed in these communities, which are already struggling; instead, we must spread these projects throughout the city, identifying where they will best fit, and ensure that we are not exacerbating existing environmental injustices or creating new ones. Any further PDR zoning must be done with the greatest care to ensure the health and safety of our residents.

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

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

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."

I am hesitant to fully endorse this because I am concerned that this will ultimately become a tax on low-income people and those who cannot afford to live close to DC's economic centers. If this does come to pass, revenue must be diverted to equalizing transit access, especially in Wards 7 and 8, to ensure that public transit is reliable and affordable for everyone. It does no good to punish poor people for driving when the alternative (bus or train) is either too expensive due to Metro fare hikes or takes too long due to increased traffic and multiple bus transfers.

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."

I would work with the mayor's office, my constituents, local organizations, and my fellow Councilmembers to pressure the mayor to release 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	6
Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes	2
Implementing a road pricing charge	3
Increasing the gas tax	4
Increasing parking rates	1
Increasing the sales tax	5

Q46

Why is the above your preferred ranking?

I'm not very supportive of many of these, as a good deal of them will have disparate impacts on people who are already struggling to make ends meet. I believe my ranking is in the best interest of the vast majority of Ward 7 residents, who are far less affluent than people in other areas of the city. I would also like to note that I am not in favor of Metro fare hikes whatsoever, as the fare pricing is already unfairly skewed to be more burdensome on people from lower-income communities.

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 heartily support the DC 295 & I-295 Corridor Improvements Study. Highways have decimated vibrant Black communities across the country, and 295 is no exception. Studying how best to reconnect our historic neighborhoods in Wards 7 and 8 and taking steps to better our communities and improve vital pathways into the District should be a priority, and I will work with DDOT and other relevant agencies, constituents, and other stakeholders to ensure this plan is prioritized. I understand that this is not a project that can be completed quickly, and I will commit to supporting its reliable and sustained movement for the long-term.

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	7
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	3
Implementing road diets on arterial streets	8
Making some streets, especially residential streets, car-free	6
Regional reciprocity for automated traffic enforcement	2
Building more housing and affordable housing in the District proximate to transit and job centers	1
Removing travel lanes for bus lanes	4
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 can commit to going to the bank, which I do quite often, on foot.

If I may, I'd also like to take this opportunity to clarify my answers for questions 39 and 40. While I am not against bike lanes, after speaking to residents in Ward 7 and being a lifelong Ward 7 resident myself, bike lanes are not a top priority for the vast majority of people here and I do not support placing them indiscriminately. I am, however, in support of them wherever it makes sense, especially on streets and in areas identified by my constituents.
