






# GREATER GREATER WASHINGTON

The Washington, DC region is great  and it can be greater.

## 2020 Greater Greater Washington ANC Candidate Questionnaire

Ward 1 Responses (  = Endorsed by GGWash, ★ = Great Answers )

Name	ANC & SMD	Contested?	Our view
Christine Miller	1A05		★
Kent Boese	1A08		★
Dotti Love-Wade	1A11		
Karen Gaal	1B04		
Alan Kensek, Jr.	1B05		
Victoria Sanchez	1B05		
Judy Floy	1B06		
Max Ewart	1B07		
<b>Eric Behna</b>	<b>1B08</b>		
Mike Singer	1B12		★
<b>Sabel Harris</b>	<b>1B12</b>		
Celeste Carano	1C02		★
Ted Guthrie	1C03		
Elias Benda	1C03		
<b>Peter Wood</b>	<b>1C03</b>		
John V. Zottoli	1C04		★
<b>Meghan Faulkner</b>	<b>1C04</b>		
Zack Gold	1C05		★
Benjamin Hart Butz	1C06		★
Japer Bowles	1C07		★
<b>Fiona Clem</b>	<b>1C08</b>		
Matthew Brandeburg	1D04		★

# Christine Miller

## ANC and Single Member District: 1A05

- 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	<b>Frequently</b>
<i>Metrobus</i>	<b>Occasionally</b>
<i>Bike or Bikeshare</i>	<b>Never</b>
<i>Scooter</i>	<b>Never</b>
<i>Shared Ride (e.g., Lyft, Uber)</i>	<b>Infrequently</b>
<i>Personal Car/Motor Vehicle</i>	<b>Occasionally</b>
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	<b>Never</b>
<i>Walking</i>	<b>Frequently</b>

- 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

Columbia Heights and my SMD in particular is a major transportation and commercial thoroughfare for our city and community. Since I've been a commissioner, I've worked on issues of pedestrian safety along our major corridors. Over the years, I've worked with DDOT and specifically with DDOT's 'pedestrian guy' (which, sadly, there was only ONE person doing this work at the time, and he had to serve the entire city!) to find solutions to some of the key hotspots that were a danger to pedestrians – Monroe/14th intersection, Park Rd/Kenyon/14th intersection, Park Rd/16th Street intersection, the 16th St./Pine Street/Park Road jug handle, Irving/14th street intersection, and other smaller challenges like Hiatt place and some unprotected crosswalks.

My SMD is extremely high density, and we have residents who rely on that parking and who can't afford expensive, off-street parking. In an ideal world, we would have less reliance on vehicles but we aren't there yet and for my neighbors who work off-peak hours or juggle multiple jobs plus families; work out of the city or off main corridors/bus routes; are seniors with limited mobility who struggle with public transportation; and/or, who need spaces available for visiting families/caretakers, we need to offer options for them. To that purpose, I've been pushing that any contracting of operations services for the DC USA parking garage must extract public benefits that serve the needs of residents and include opportunities to: offset lost street parking from projects along our major corridors, specifically providing opportunities to seniors and low-income residents to have access to off-street parking options; and, provide access to all residents during inclement weather and prolonged construction.

- 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

One of the biggest challenges of any commissioner is getting information to residents and making sure we are lifting up and including as many local voices as we can. This becomes more challenging in communities with diverse experiences or with those who face barriers from language accessibility, access to internet/technology, or, frankly, don't have the time to spend on a computer. Because of this, a lot of my work was not done online. COVID has made this difficult and shifting meetings to that format has been limiting in how I can engage. But, on the silver lining side, this has given some residents a chance to attend meetings they may not have been able to get to or, if they can't make it at the time, can always follow-up after the fact with our recordings and a nice glass of wine/beer/water....

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

Yes, please! Our ANC has a lot of high density areas, but we can find more opportunities, even if that means increasing some density in residential areas to accommodate affordable housing opportunities (not to build more luxury condos) and more along our major corridors, including 16th street.

- 5) **During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes.

- 6) **What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Our community has a lot we struggle with – violent crime, mental health crises and addiction, homelessness, and food/housing insecurity among many other challenges. All of these need to be a part of our conversations and solutions. These are not easily fixed, and they require dedication and the city must invest more resources into their services and more into our community-based organizations (CBOs). These partnerships have invaluable in serving our community, and they have spent years establishing strong networks and trust through their relationships with residents. As the chair of ANC1A's Education and Youth Committee, I center our youth and families' needs in all that we do. Education is more than what happens inside the walls of our school, and we work to prioritize adequate mental health supports, workforce development opportunities for both our young people and adults, working to make sure families have access to housing opportunities, and that our young people have strong out-of-school time activities and access to mentorship opportunities to keep them engaged and build their skills and confidence.

- 7) **In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I am committed to building relationships in our diverse communities, meeting residents where they are, and coordinating with District agencies to assure they are offering opportunities for engagement that are accessible for ALL. I work with the Office of Human Rights and the Mayor's Office of Latino Affairs to advocate and ensure that our NEP/LEP residents are getting access to resources and information. As our community struggles with the impacts of COVID, I have continued my fight for the resources our community needs and that it deserves by working in support of several coalitions that include pushing for cash assistance for excluded workers, support for our schools, resources for our out-of-time school and tutoring/mentoring programming, and health supports in our schools. In addition to serving various individual and residents' needs, these are some of the larger projects that I am working on or have completed that have an impact everyone. I'm incredibly dedicated to my community, work extremely hard to serve ALL of our residents, am actively involved in many areas, and am looking forward to continuing and building on these efforts.

- 8) **What is your opinion on the Hebrew Home redevelopment and how will you help ensure the final development serves the community? What is your opinion and aspiration for the Bruce Monroe/Park Morton project and how will you ensure the redevelopment serves the community? Do you support the current plans for both locations (even though the Bruce Monroe Park plan was recently rejected)?**

The Hebrew Home has been a cross-commission effort. The original plans for the BMPM project have been significantly delayed and without the ability to access the original, phase 1 build-first site because of litigation, it has created issues of displacement among PM residents. This and other concerns need to be addressed in a way that is constructive and solution-oriented AND must include the leadership of resident voices.

**9) How will you address drivers speeding on New Hampshire Avenue NW, from Georgia Avenue to Park Road? Will you support pushing through Move DC's recommended protected bike lane on this stretch?**

We have collaborated with our neighboring commissioners on solutions, including protected bike lanes. I would support Move DC's recommendation and, as always, appreciate the work WABA and our area bicyclists have done to engage our commission and share solutions and perspectives.

# Kent Boese

## ANC and Single Member District: 1A08

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Occasionally
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

DDOT's Crosstown Multi-Modal effort will significantly impact both ANC1A and, somewhat, my SMD. With regards to bus service, I think the only way to improve bus service would be with a trade off on on street parking. The way I would approach it is to work with the community, DDOT, and other stakeholders to have a comprehensive plan to improve transportation. Personally, I would like to see an east/west coupling of bike lanes on one pair of streets and an east/west coupling of bus lanes on another pair of streets. By doing this, we might be able to remove on street parking on some streets and increase on others. However, at the end of the day, the transportation grid needs to work, and this is especially true for bus service.

Where I have been disappointed in WMATA, along with some of my fellow commissioners, for example is when they want to reduce bus stops in our community to improve bus travel times. When the stops in question are in front of senior buildings, or lower income housing, it is also an issue of equity and access, and we have to be careful that any transportation approach is balance, fair, and equitable.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

Overall, I think there is a lot to be said for the online meetings. We have actually seen attendance and participation increase overall as many residents who don't have time to go to a public meeting have an easier time of logging on for a portion of a meeting that is important to them. That said, again we need to be cautious to not overly rely on this form of communication as there is still a very real digital divide in DC.

Moving forward, I would like to see physical meetings that are also livestreamed via Zoom (etc.) with an ANC staff member that can collection online questions for the Commissioners to address.

4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

I wholeheartedly support this goal, and I think that ANCs need to support, promote, and embrace good housing policy even when it isn't popular with those who oppose it in their neighborhood. In my community, I remain committed to doing everything in my power to make the promise of a redeveloped Park Morton a reality. I have also been very involved in getting the long vacant Hebrew Home redeveloped for housing and supported the redevelopment of the Arcade Sunshine industrial site for housing. I continually look for win/win opportunities to weave housing into the neighborhood fabric in a compatible way.

I also spearheaded ANC1A's review of the Comp Plan and we specifically look at areas and parcels that could be up-FLUMed. I would love to see more density on Georgia Avenue, in particular.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Absolutely yes. Before the pandemic I pushed for opportunities for businesses to convert metered parking spaces into parklets, but there was no interest from the city to do this at that time.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

For me, the biggest issue not already addressed is the proposal for dedicated bike lanes on Warder Street and Park Place. I strongly support them provided that DDOT is willing to think more holistically about the areas where they are planned. In addition to the bike lanes, I think we can improve the pedestrian connection to the triangle park at Rock Creek Church and Park Place, increase on-street parking on Park Road by making it a one-way street and installing bike infrastructure, and remove strategically use bumpouts and bioretention areas along Warder to increase the tree canopy where none currently exists.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I listen, I'm creative, and work hard to solve constituent problems, and with 10 years of service I'm experienced and have a deep working knowledge of how the District works and who I need to work with for the best possible outcomes.

- 8) What is your opinion on the Hebrew Home redevelopment and how will you help ensure the final development serves the community? What is your opinion and aspiration for the Bruce Monroe/Park Morton project and how will you ensure the redevelopment serves the community? Do you support the current plans for both locations (even though the Bruce Monroe Park plan was recently rejected)?**

I better support the current plans for both locations as I've been very involved in creating the plans for both. I think both plans currently serve the community, and I'm excited to see the construction at the Hebrew Home.

While the Bruce-Monroe plan was remanded to the Zoning Commission, I'm not convinced that it won't be approved or that it was a bad plan. Rather, I think the Zoning Commission could have done a better job with their report/order in the first place that would have prevented the remand altogether.

- 9) How will you address drivers speeding on New Hampshire Avenue NW, from Georgia Avenue to Park Road? Will you support pushing through Move DC's recommended protected bike lane on this stretch?**

Well, I support Move DC's recommended protected bike lanes and will work with residents to understand it and answer questions. Ultimately, if its good policy I will vote to support it, but I don't consider that "pushing it through". That implies that ANCs have personal agendas, don't listen to their constituencies, and don't use sound judgement -- and I reject that construct. Instead, I think its important to building consensus (when possible), listen to constituents concerns, look for opportunities to improve proposals, and then vote to support sound public policy -- even if that support is contrary to many in the community.

I can't think of a single instance where gathering public feedback didn't result in opportunities to improve an outcome -- recognizing that hyperlocal government is messy by design.

# Dotti Love-Wade

## ANC and Single Member District: 1A11

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Infrequently
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Never
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Infrequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I have opposed removing residential parking spaces for dedicated bus/bike lanes in heavily traffic-congested main thoroughfares in densely populated residential neighborhoods, for numerous reasons, specifically: the negative impact it has on our seniors, the ADA-challenged, families with children, pedestrians, and people safely boarding and disembarking vehicles near such lanes restricted by various barriers. For example, restricted bus/bike lanes separated by barriers in front of 3 senior buildings along 14th Street does not permit access to the entrances to their buildings. Residents regardless of age, ability, or encumbrances must be let out at corners far away from the building entrances which are normally in the center of the block.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I would like to see online participation incorporated into regular in-person meetings. This will allow for greater community involvement and participation.

4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

Our Commission ANC1A currently has a number of build-first and affordable housing projects at a number of developmental phases. Our Commission has worked diligently with the community, Mayor's Office, DCHousing, developers and residents to ensure fair, equitable and affordable housing.

5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?



No. This option works in an emergency due to reduced street traffic. Once the emergency ends, there will be a demand for these spaces. However, in certain non-residential neighborhoods where street parking is readily available (i.e., K Street/Connecticut Avenue) could have extended sidewalk service.

**6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Crime abatement and youth outreach programs. We are working with DCMPD and the Mayor's Office in developing/expanding programs.

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I have been a public servant in the District of Columbia for over 50 years and served in the District and Federal governments for almost 25 years. I have lived in my home in Columbia Heights for 48 years and know the residents and families in my community through personal and community interaction and outreach. I have served 11 terms (22 years) as ANC Commissioner. I am thoroughly aware of the issues, problems and great accomplishments of this community. I have been appointed to many DC boards and commissions by several Mayors and feel I am totally capable of continuing to serve our residents.

**8) What is your opinion on the Hebrew Home redevelopment and how will you help ensure the final development serves the community? What is your opinion and aspiration for the Bruce Monroe/Park Morton project and how will you ensure the redevelopment serves the community? Do you support the current plans for both locations (even though the Bruce Monroe Park plan was recently rejected)?**

Our Commission has been working with the Hebrew Home project for over a decade and have weighed in on each of the proposed developments. We have held numerous community meetings to ensure public input at every iteration of this project.

The same can be said for the Park Morton development, except we have been working with the community, and the numerous administrations and developers for DECADES. We have always supported the right of residential-return first priority option.

As far as the Bruce Monroe site goes, as an SMD Commissioner whose District abuts this development, I have serious concerns over the proposed density of this site and the impact on traffic, parking and pedestrian safety. I have been officially opposed to this development as proposed.

**9) How will you address drivers speeding on New Hampshire Avenue NW, from Georgia Avenue to Park Road? Will you support pushing through Move DC's recommended protected bike lane on this stretch?**

NO I WILL NOT Support this recommendation! We are currently discussing this project in our ANC1A Transportation Committee.

# Karen Gaal

## ANC and Single Member District: 1B04

### 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Frequently
<i>Shared Ride (e.g., Lyft, Uber)</i>	Frequently
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Frequently
<i>Walking</i>	Frequently

### 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I am a strong advocate for Bus service improvement in the 1B04 Area. Bus safety should consist of addressing the overcrowding of the busses and proper COVID-19 PPE wearing procedures for riders and additional bus stops with traffic safety barriers for exit and entrance for riders.

To help with the all forms of bike and scooter cycling the 1B04 area has already removed a substantial amount of on-street parking and added additional bike lanes. I personally worked to help get improved sidewalks and better lighting in the area. I have several creative ways to incorporate more improvements without sacrificing much needed 2 hour wait parking delays for drivers. In 1B04.

We have residents who have to drive in order to live decently in Washington D.C. Some of My neighbors are essential workers, elderly, handicapped with multiple vehicle needs. These residents require the need to maintain parking spaces and ways to ensure safe entry into their vehicles. We need to maintain a balance of inclusiveness when it comes to our residents. I fully support viable safe and secure transport measures that helps our community.

### 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

ANC meetings moving online has been the best move for All residents of Washington, D.C. there's always room for technical improvement however it's a Big Plus for inclusion, accessibility and transparency. This is the perfect opportunity for the entire community to participate. The chat censorship and selective choosing of which Q&A questions to answer needs some oversight. This is a much needed effort and I fully support this level of community engagement. I make it my duty to regularly attend the scheduled ANC meetings. Moving forward I would like to see a detailed public safety complaint report provided by the police districts.

### 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing

**housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

Housing in Washington D.C. has to be addressed in a multi-tier approach. We have people making \$0-\$50K per year competing for housing with people earning \$51K-\$96K . A resident must earn \$144K to live decently in Washington, D.C. The real estate market is saturated with housing for people who earn \$144K and up. The COVID-19 pandemic has shuttered businesses throughout D.C. and there's a massive amount of empty spaces. Can Washington, D.C. find creative ways to shift housing around and create spaces for the needs of the population? Will this shift be environmentally responsible? Will this shift also help the economy? Should we continue to have essential workers suffering for a place to live? People making 60% and less the area's \$85K median income need substantial housing and income to support their needs. We have several alternatives and we can all work together to make sure the disparities are addressed. I care about our community and seeing displaced residents throughout our city is irresponsible. Our safety, economic development, zoning, and housing, and community health will always be a priority.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

I can't give a definitive answer because this answer requires more data in regards to additional time, safety, year-round weather conditions and traffic conditions and community input and business incentives. I need to know if it adds more stress on business owners and residents.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

D.C. Statehood and Rent Control - I fully support D.C. Statehood and Rent Control.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I am Reliable, I am Fair and I will Listen. I firmly believe in equitable treatment for all residents and visitors of our city. I respect my neighbors, our spaces and the environment. I am the best candidate for ANC 1B04 Commissioner and I will serve honorably.

- 8) What is your opinion on the potential redevelopment of the Reeves Center? What do you think would best serve the community?**

The redevelopment of the Reeves Center and McMillan Sand Filtration Plant Projects should both serve their community's well. The community's overall health and valuable input is a great starting point. The future and historic preservation has to find a middle ground.

- 9) As U Street continues to become a destination site for DC, what hopes and/or concerns do you have for the corridor? How will you work to ensure our public spaces are safe, clean and inviting, and how will you support residents most at risk of both physical and social/cultural displacement in the neighborhood?**

We can begin by ensuring that all groups and people can enjoy public life in our shared spaces on U Street. It's important that we see diversity in our farmer's markets, businesses, and public offerings. Seeing this reflection is an important part of achieving an inclusive city. We can truly support the area by addressing all disparities and making sure that everyone matters in the neighborhood planning process. Secure job creation and oversight of city services can address the neighborhood cleaning issues. Balanced behavioral safety planning can address the area's open air drug markets, substance abuse, theft and violence. Creative planning can make the area inviting and customized to cultural interests. Job creation and business reopening will help to resolve a lot of challenges.

# Alan Kensek, Jr.

## ANC and Single Member District: 1B05

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Occasionally
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Frequently
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

First off, safety is my most important concern. I want to ensure that ALL have safe and reliable services for all of District of Columbia mass transit. Parking is extremely hard to find. Although, I do not have a car, my friends and co workers tell me that parking in Washington DC has gotten worse. I would talk to my constituents to see which are the needs for our neighborhood and work with both sides to come up with a solution that works for everyone.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

During my studies over the years. I have learned that some people like online discussions and other's do not. Personally I believe that if people attending a ANC meeting and are wearing masks, socially distancing and washing their hands, we can and will have in person.

I am happy that the current ANC's have come up with some quick and safe solutions during these unprecedented times. So I do believe this approach is a plus. However, not everyone has internet or a connection to get online.

So I believe if we practice the aforementioned, we will be able to start meeting together in person. Depending on the current Pandemic and having a vaccine possible.

4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

Affordable housing is needed! So in short, yes I do support the initiative.

As ANC of Ward 1, 1B05, I will work tirelessly to overcome and work through some of the challenges that will come up.

In Neighborhood 1B05, a lot of the buildings have 20% occupancy of Affordable housing.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

No, they cannot. The streets in DC and in our surrounding areas already have extremely thin narrowed roads. I agree with the pandemic happening that these temporary strategies are helping employees, customers and owners to be able to go out and enjoy an outside dining experience. As we know, the Coronavirus is not as transmissible while eating outside.

I like everyone wants things to get back to normal. As long as we continue practicing the CDC guidelines, and get the vaccine when available, we can start living our lives again.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Although not the biggest issue,, rodents are a very big issue in ALL of DC. In my neighborhood of 1B05, it is something that needs to be addressed better.

Also the safety of our neighborhood is very important as well. We need to work together. All parties, working together can maximize the safety.

Public transportation in general needs improvement. This is not something that will be fixed over night, but raising this issue will absolutely make sure it is known and something we need to work on.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I want to work for the people and by the people. I will be their voice for any concerns and/or questions. Working with the Mayor's team for two years, I have developed a lot of positive relationships and plan to use those relationships to help our community. I am an effective and efficient leader and know I have what it takes to get things done. I am looking forward to working for my Neighborhood and ensuring their needs are met.

- 8) What is your opinion on the potential redevelopment of the Reeves Center? What do you think would best serve the community?**

I worked in the Reeves building for 2 years. I like the building and the location. I work in Building Management and can honestly say that the Reeves building is dated. A redevelopment could be a plus, as long as it stays a building for the people and not more apartment units.

As for the McMillan Sand Filtration Plant is no longer used for water treatment. So I think this project is needed.

Both would serve the community.

- 9) As U Street continues to become a destination site for DC, what hopes and/or concerns do you have for the corridor? How will you work to ensure our public spaces are safe, clean and inviting, and how will you support residents most at risk of both physical and social/cultural displacement in the neighborhood?**

I have lived in DC close to 5 years now. U street has changed a lot for the better in the past 5 years.

My concern is the safety of the people, because there are a lot of pedestrians concentrated in that area. I know the area is safer for most part and I applaud that. So I don't have too many concerns. My hopes is that this part of the city continues to grow. The U street area gives a lot of business to all of the restaurants, office space, and apartments.

Gentrification is always tough for individuals. Sometimes change is hard to embrace, however it is happening. We need to outreach to ALL individuals being affected by these changes and work with them and let their concerns be heard.

# Victoria Sanchez

## ANC and Single Member District: 1B05

- 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Infrequently
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I think it's important to strike the right balance of transportation, and I personally understand the need to keep a mix of options. I walk on the sidewalks everyday with my dog throughout the neighborhood, bike commute to work in bikelanes most business days, ride the metrobuses in inclement weather, and drive a personal vehicle occasionally as well as park on-street. In the scenario given, I think it's important to listen to community stakeholders about their needs -- would they be willing to bike to work if there were secure lanes? Is there alternative on-street parking nearby? How severe is the potential pedestrian safety issue? The answers should drive potential solutions.

- 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

There are benefits and drawbacks to the online format. I think moving forward, all ANC meetings should have an online streaming/question option for in person meetings.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

Absolutely, we need to address the crisis of housing shortage and affordability in the District. Doing so is one way to foster economic justice and reduce inequalities in the District. I think the ANCs play a crucial role in helping the Council understand how this crisis plays out in personal, impactful ways in our communities. In my ANC district, affordable housing is a particularly tricky challenge because there is no space left for new development, and really tackling the issue is going to require head on intervention at the District level. So we need to make sure that it is understood that this is a challenge for everyone together to be vested in overcoming.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

I think there may be less need for the expanded dining locations when we are able to safely move back indoors after the pandemic subsists. But, with that said, I think the District should look for ways to provide options to establishments if it is feasible to continue such spaces.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

As Meridian Malcolm X Park is included in our ANC district, I feel strongly about the preservation and enhancement of public green spaces. Restoring the park should be a point of pride for our neighborhood.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

My approach is grounded in actively engaging in what others residents want and how I can best serve needs from there. I believe it's important to "listen more than you speak" so I would hold my constituent priorities highest. I have deep rooted experience in public service, so I hope to use my background to effectively elevate the needs of our neighborhood and the District.

- 8) What is your opinion on the potential redevelopment of the Reeves Center? What do you think would best serve the community?**

I want to see the request for proposals (RFP) reflect the needs of the community and take into account mixed-use space. Two prominent needs that stand out for me is for the redevelopment to become transit oriented and to reflect the historical significance of the U St corridor.

- 9) As U Street continues to become a destination site for DC, what hopes and/or concerns do you have for the corridor? How will you work to ensure our public spaces are safe, clean and inviting, and how will you support residents most at risk of both physical and social/cultural displacement in the neighborhood?**

I worry that the U Street corridor will become more a transient, trendy destination instead of a community that residents see themselves having as stakeholders in. But I hold hope that the historical legacy and further development of the area can find a balance. We need to better support small business and affordable housing in the area and establish parameters and protection for culturally significant spaces. It'll be crucial to work hand in hand with at risk residents to make sure that no one is left behind or pushed out.



# Judy Floy

## ANC and Single Member District: 1B06

- 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Occasionally
<i>Scooter</i>	Infrequently
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Occasionally

- 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

Look for additional street parking. Consider alleyways which are wide enough to support parking such as the alley off 13th between Belmont and Clifton.

Another place to look for parking is the Reeves Center. When the building is razed, is it possible to expand the existing parking garage?

The parking lot at the Sherwin Williams paint store at 14th & Clifton is empty during the evening, night, and parts of the weekends. Can this resource be shared with the community?

- 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I have added more ANC meetings and committee meetings on line than ever before. I am glad for this opportunity and I am delighted to see neighbors participating. I can also see the usefulness of occasionally holding an outdoor meeting.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

Our SMD includes the new Ward 1 Short Term Family Housing building which will soon be open. This will bring new neighbors and new challenges. As our ANC works together to find the new normal I expect compromises and adjustments.

I believe that developers should be held to high standards to provide affordable units. I do not support developers being able to buy their way out of the requirement to have affordable units in their building.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes. Using the streets for dining is an attractive way to make the neighborhood more inviting. I will urge for strong enforcement of vehicles which park in bike lanes while doing restaurant pickups. Forcing bicyclist into the auto lanes is unsafe.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Police safety. I consider monitoring police activity to be an important task to ensure fairness to all. I will applaud good behavior. I will loudly call out mistakes.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I am a 17 year resident of this SMD and a condo owner. With great joy I have watched this neighborhood change for the better. Preserving the diverse fabric of our SMD is important. I am eager to put time and effort into making my neighborhood more pleasant for all residents.

- 8) What is your opinion on the potential redevelopment of the Reeves Center? What do you think would best serve the community?**

I prioritize a welcoming open space which has activities more than just one day a week during the warm weather. I'd like to see exercise classes daily. I'd like to see places to sit.

Will it be possible to expand the underground parking when the building is razed? This would offset street parking which would be lost in the interest of pedestrian and bicycle safety plus outdoor dining.

- 9) As U Street continues to become a destination site for DC, what hopes and/or concerns do you have for the corridor? How will you work to ensure our public spaces are safe, clean and inviting, and how will you support residents most at risk of both physical and social/cultural displacement in the neighborhood?**

The selection of food establishments must serve a wide variety of income levels. I'd prioritize sidewalk width over a few parking spaces which would mean we can share space easier. We need benches along U Street.

Would it be helpful to have a Business Improvement District along U Street? Having regular workers cleaning up trash would be great. I'd be glad to see jobs that a BID can offer to all skill levels.

Can Temperance Square (alley space between 12th & 13th and T & U) be developed in a safe way that is friendly to all neighbors? This idle land is currently a waste.

Late night bus service on both U Street and 14th Street needs to be maintained. Both patrons and restaurant workers need a safe way to get home.

# Max Ewart

## ANC and Single Member District: 1B07

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I think there are several things that could be done to improve the safety of pedestrians, especially for those who have limited mobility, and cyclists and bus service in my neighborhood, and I would be willing to sacrifice parking spaces to create safer streets for all. I am lucky to be in a neighborhood where some of the infrastructure that can improve bus service and safety for folks who do not drive is already being implemented. The 14th St. Floating bus stops and east-west cycle track along Irving, behind Children's Hospital, are good starts but more improvements can be done to improve safety for all modes of transportation.

The floating bus stops on 14th St. have allowed for better, but not perfect, bicycle safety along the corridor and, anecdotally, is easier for folks using the bus to get on and off. One drawback to the floating lanes is that there are sometimes occasions where vehicles turning right are unable to see cyclists until it is too late, creating unsafe interactions. Adding mirrors that allow drivers to see clearly into the bike path and for cyclists to see whether or not a vehicle is turning right would improve safety. Long term, I would like to see the floating bus stops be combined with floating parking to create a complete buffered bike lane along 14th St.

On a broad level, I would like to see more design-based interventions that require drivers to slow down, rather than enforcement based interventions that just put a sign up telling people to drive slower when they have no incentive to do so.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

The response of public officials to pivot public meetings to the online format has been beneficial for a lot of people. It allows the public to go to meetings in the safety and comfort of their own home. Before, when meetings were exclusively in person, one had to carve out time in their day to go to an ANC meeting. Now, I can attend while preparing dinner. While this has been a positive development during the pandemic to keep the ball rolling, we can not ignore that there is a part of the population that can not attend these meetings due to internet and technology limitations.

Going forward, I would like to see online options for engagement at the same time as in-person meetings so that the options to participate are more accessible. However, I think that even more can be done to make ANC meetings more inclusive and

transparent. Going out into the community, holding special meetings or events where the people who will be directly impacted by issues that are being discussed are located, can go a long way towards making ANC meetings more inclusive and transparent.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I support Mayor Bowser's proposed building of 36,000 additional housing units by 2025. People are moving to DC at a very high rate and unless the City has adequate housing, more of the most vulnerable will be displaced. I think there are many little things that can be by my ANC that could increase housing affordability. A change I would like to see is an increase to the number of permitted units in the RF-1 zone from two to three, while also slightly increasing the permitted height. This would allow for a significant portion of ANC 1b to house more people without significantly impacting the aesthetics of the neighborhood.

When discussing housing, it is impossible to ignore the topic of gentrification. Change is a constant in cities and as DC has grown very rapidly over the past decade, this change has had a negative impact on many of the city's most vulnerable residents. To mitigate the negative impacts of gentrification, it is important that new housing is being created throughout the city, not just in select neighborhoods. Mayor Bowser's Housing and Equity Report showed that wards 8,7, and 1 have the highest amount of affordable units in the city and I support the production goals for 2025 outlined in that same report. It is also important that market rate housing becomes more affordable in the City. Making duplexes, or even triplexes and quadplexes, legal in single-family zones would help to make market-rate housing more affordable and create new dwellings throughout DC.

One particular zone that this would impact is R-2, primarily located in the upper northwest, which limits housing to semi-detached and detached single-family houses. Language in the Zoning Ordinance currently states that the purpose of the R-2 zone is to "Protect these areas from invasion by denser types of residential development." This insidious language says everything you need to know about how density is perceived in certain parts of the city. Removing this language and allowing for more density can play a big role in increasing the city's housing stock and doing so in a way that mitigates the impacts of gentrification.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

100%, emphatically, YES. Restaurants have been tricked into believing that cars spend money at restaurants. We do not live in the suburbs and people have the ability to move around on feet or wheelchair, use public transit and get around in a myriad of other ways. Removing parking to expand the streetscape not only makes businesses safer during the pandemic, it makes streets safer for everyone.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

The biggest issue in my neighborhood is how the city plans to address the upcoming eviction crisis. I think that DC should continue the eviction moratorium and cancel the rent of those that lost their job due to the pandemic.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I am the best person to represent my SMD because I want to represent my SMD. I grew up in DC and love it here and want to see it grow without leaving people behind. Growing up, I never knew who my ANC representative and I want everyone in my neighborhood to feel comfortable enough to approach me if they have an issue in our neighborhood so that we can work together to resolve it.

**8) What is your opinion on the potential redevelopment of the Reeves Center? What do you think would best serve the community?**

I do think that the Reeves Center should be redeveloped and I believe that highlighting the history of the neighborhood and the people who currently use its space is the best way to serve the community. I would like to see the building become a place where the unhoused who frequent the area have access to services they need while including them in the conversation to determine what those services are.

An outdoor public plaza with stations for informal vendors that tells the story of the history of the neighborhood would allow for a more inviting space without displacing the people who use the area already.

**9) As U Street continues to become a destination site for DC, what hopes and/or concerns do you have for the corridor? How will you work to ensure our public spaces are safe, clean and inviting, and how will you support residents most at risk of both physical and social/cultural displacement in the neighborhood?**

U St. has always been a destination. I remember going on a field trip to Ben's Chili Bowl during my high school DC History Class where we learned the greatness of Ben's breakfast menu. As U Street evolves, it is important that we are able to support existing businesses, especially those that have been impacted the most by the pandemic.

I do not like how the second half of this question is worded. To me, it implies that in order to ensure public spaces are safe, clean, and inviting, a certain portion of residents will be at risk of displacement. I disagree with this notion. A neighborhood can support all who use it when the city takes the time to include the most vulnerable in the decision making process. My response to the development of the Reeves Center addresses one way that the City could better serve the unhoused in the U Street area.

# Eric Behna

## ANC and Single Member District: 1B08

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Occasionally
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

Given the concerns of congestion, pollution, pedestrian safety, etc. I would prioritize bus or bike infrastructure over on-street parking in almost all cases. (On-street parking is already greatly subsidized with annual residential parking permits costing around \$40, far less than market rate.) Additionally, my neighborhood is entirely residential- so there are no small businesses relying upon street parking. That being said, extensive outreach to the neighborhood needs to be conducted to assess the particular situation. Let's say the specific example was a new bus stop that would eliminate 5 parking spots. Extensive feedback needs to be gathered from the residents in the neighborhood. In addition to communication through all regular ANC channels, ANC representatives should also go door to door to gather feedback and provide opportunities for residents to provide input in support or opposition of the proposal. Even though a new bus stop has many positive potential impacts, it is still important that neighborhood residents themselves actually want it and have a role in its implementation.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

Moving the meetings online presents a challenge for those who lack technology/internet access. However, moving online also makes ANC meetings accessible to many people who ordinarily might not have been able to attend in person. Inclusion, access, and transparency of ANC meetings is a critical issue, as such we need as many pathways to participate as possible. Going forward, I would support meetings being held in person (w/ social distancing rules in place), while simultaneously being livestreamed. There could be an effort made to address questions from those physically in attendance and sent in over the livestream platform. Recordings should also be posted to the ANC website or a central page on DC.gov. Additionally, there are many platforms (instead of the current Zoom) that have robust closed captioning capability which would help deaf/hard of hearing residents engage in the meetings as well.

4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

I support this initiative and think it needs to go even further – affordable housing is one of the most important issues in D.C. The District of Columbia has had some of the most intense gentrification of any urban area in the country over the past several years. ANCs need to advocate for robust affordable unit requirements in any proposed new building. ANCs also need to be welcoming to new affordable housing and reject NIMBY (Not In My Back Yard) arguments that prevent affordable projects from ever getting off the ground. In my neighborhood in particular, our ANC needs to be engaged in the discussion/efforts of the DC council to revisit rent control laws. Our neighborhood is very dense and has majority older housing stock. As such it is critical to keep existing units affordable. Current rent control laws allow a lot of room for landlords to wiggle around rules and price long-time residents out of our neighborhood. Also, our neighborhood is home to one of the new family homeless shelters being built that will become operational fairly soon. As neighbors, we have an opportunity to provide a welcoming and supportive community for people who are experiencing homelessness and trying to get back on their feet. I'm concerned that the current ANC commissioner is too focused on potential challenges/complaints about the new shelter, rather than proactively taking a role in supporting the shelter as a valued part of our neighborhood.

**5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes- the "streateries" should be continued and potentially expanded after the emergency ends. It should be noted that even after the emergency "ends", life will not go back to normal right away. Promoting streateries, and making sure that there is a transparent/accessible process of applying to DC government to create a streatory, will be critical to supporting struggling small businesses in our communities. Additionally, the current efforts should be utilized as case studies to make larger, permanent changes to our public spaces, such as closing off certain areas to car traffic entirely. It is pretty crazy (and unsafe) that a giant SUV can barrel along a few feet away from your dinner table in a streatory- we need to seriously explore making certain areas completely car free. When other cities across the country have prioritized the pedestrian experience as opposed to cars, they have seen their small businesses thrive, while simultaneously improving the health and safety of residents.

**6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Public Safety, specifically gun violence, is the issue that has been raised most frequently as I've walked the neighborhood and spoken with residents, and it hasn't been directly addressed yet in the questionnaire. Violence has spiked across DC this year, and it's likely that the fallout from COVID has played a role. In general our neighborhood is safe- there are not a lot of "random" crimes that occur. However, numerous incidences of targeted gun violence are a very serious issue, and they make people feel unsafe and afraid. In my SMD, someone was shot and killed on Clifton street just a few weeks ago. I support efforts to expand community based approaches to policing, such as those in the NEAR Act. This includes investing in violence interrupters, youth programs, social workers, and other proven efforts to prevent crime and increase safety. DC has never fully funded these efforts to give them a chance to succeed. I will also oppose over-policing/police harassment that disproportionately harms our Black and Brown neighbors. We must also continually invest in other community-based public safety solutions that address the root causes of crime and violence. Tackling DC's larger problems of affordable housing, education, job opportunities, etc. will decrease gun violence in the long run.

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

My background is in government affairs and I'm currently training to be a social worker. I feel that I am uniquely qualified to build relationships in the community, lift the voices of community members, and move the necessary levers of government to improve our neighborhood. No matter who you are, you deserve to feel at home in our neighborhood, be connected to our community, and have your voice heard by the ANC. The role of the ANC has to be so much more than just being reactive to complaints from the loudest voices. As commissioner, I will work proactively to promote economic and racial justice, striving to make DC liveable and accessible for every day working people.

**8) What is your opinion on the potential redevelopment of the Reeves Center? What do you think would best serve the community?**

The Reeves Center redevelopment presents a huge opportunity. However, the Reeves project needs to be human focused, not a giveaway to developers and businesses. In my view, the 14th street corridor has enough trendy restaurants and shops. How can we use the Reeves project to uplift DC residents? The Reeves center should be a central hub where folks can access supportive services and programs like job training, tech support, literacy education, etc. The Reeves Center Plaza is home to a weekly farmers market which is great- I'd love to see other markets/festivals here showcasing local entrepreneurs, artists, etc. I fully support utilizing the results of the survey currently being conducted by the DC government about the Reeves redevelopment to guide the future plans, and ANCs should do their part to distribute the survey and other similar surveys.

The McMillan Sand Filtration project is complicated/multilayered. DC is in desperate need of space for more affordable housing and the McMillan site is large opportunity for that. However, the McMillan project has faced major opposition from at least 2 organized citizen/community groups and the redevelopment has been caught up in the courts for years. In my view, yes McMillan needs to be redeveloped. However, the current litigation seems to indicate that DC did not follow the right planning procedures for the project e.g. did not gather enough input, made a lot of concessions to developers, and neglected many historical aspects of the site. I think that the current plans need to be reimagined to address the legitimate concerns raised - Do the plans include enough affordable housing? Can more green space/public park space be added? Can more of the historic components be preserved? Redevelopment would provide a lot of positive benefits for DC, but it has to be an inclusive and intentional process.

**9) As U Street continues to become a destination site for DC, what hopes and/or concerns do you have for the corridor? How will you work to ensure our public spaces are safe, clean and inviting, and how will you support residents most at risk of both physical and social/cultural displacement in the neighborhood?**

Having lived in walking distance of U Street for over 5 years, supporting U Street is something very important to me. The reason that U Street is a ""destination"", is because of its history and culture as DC's Black Broadway. For me, priority #1 on U Street is preserving this legacy by supporting Black owned businesses and cultural institutions so that this history is not erased. I would like to see more support of festivals like the U St Funk Parade and others that celebrate the diversity, history, and culture of the area. Additionally, the bars, clubs, and music venues of U St have been especially hard hit during COVID with many being forced to close. We know that minority owned businesses received less funding from the PPP and other federal programs - the DC council needs to step up to provide relief for U Street businesses (and those across all of DC).

In regards to safety/cleanliness- U Street is not Georgetown. In my opinion, it should never look like a clean cookie cutter business district. That being said, ANCs should support a variety of efforts to improve public safety on U St. Note: this does not mean stepping up police presence, which is already very prominent at night on U st. One effort that should seriously be looked at is how to close parts of U Street to car traffic late at night on Fridays/Saturdays. Anyone who has been out on U St at bar close knows how incredibly chaotic the street gets. Not only do all of the cars pose a physical safety risk to pedestrians crossing, but traffic also forces (intoxicated) people into each other's personal space on narrow sidewalks and onto side streets/alleys potentially increasing the risk of an altercation breaking out. Making the area a pedestrian corridor at night with specified rideshare pickup/drop off locations would allow more space potentially reducing conflicts. An additional priority for safety/cleanliness would be stepping up outreach to unhoused residents on U Street and connecting them to social services.



# Mike Singer

## ANC and Single Member District: 1B12

- 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Occasionally
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Frequently
<i>Personal Car/Motor Vehicle</i>	Occasionally
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

Limiting Parking can be a thorny, complex issue especially when weighed against public safety. I am also concerned that the pandemic's impact on the perceived safety of public transportation might be long-lasting which could lead to even more cars on the streets. On more quiet, residential streets, fortunately most safety changes would not impact parking availability. For streets that there is a clear safety issue that could be addressed by reducing parking spots, I would favor re-zoning the remaining spots to Resident only.

- 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

The online participation option can clearly increase participation and inclusion. We must also recognize that some of our neighbors exist on the other side of the digital divide and online-only would preclude their participation. I do prefer true in-person meetings and feel the reduction of real human interaction has many negative consequences. I would prefer in-person meetings with options to fully participate virtually for both commissioners and residents.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

I am supportive of additional housing units although I have not dug into the details yet to determine if 36,000 is the right number. Making a third affordable to lower income people is something I would be strongly behind. Also, a fair number of the units should be family friendly (at least three bedrooms). In our ANC, I would push developers to exceed the typical Inclusionary zonings standards in neighborhoods where the median home prices are significantly higher than the rest of the city. I feel the profit margin is so great in condo projects in high priced neighborhoods that there is more fiscal room to create moderately priced units. I would also be in favor of programs that allow the purchasers of these reduced priced units to resell at market values after 5 years of residency. This would promote greater ties to the neighborhood and give families the ability to start creating generational wealth.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

The Streateries and roadway use for pedestrian traffic adds a “cool” vibe to the neighborhood and can provide a fun culinary experience for the entire family. We must balance this against increased traffic that will occur once things return to something more resembling normalcy. I would be in favor of long-term continuation in areas where there is sufficient roadway capacity to support traffic on other parallel streets. 18th Street in Adam’s Morgan is a perfect example of this. For other areas, I would like to see occasional weekend Streatory pop-up events. These can be wonderful community bonding events in addition to helping our local businesses.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Top notch Educational opportunities in the area for older children is an area where we can improve on. I feel this is one reason that we have a difficult time retaining residents with older children. I would like to see more resources for Cardozo High with the goal of rivaling Wilson as a multi-cultural center of excellence for Science and Technology.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I have recently retired after 36 years in various IT leadership roles for a S&P 500 corporation. I have developed real world skills in the corporate world that I have had success in transferring to the public service arena such as a successful diversity program I helped launch at small church in Maryland. I now have the time to devote fully to public service combined with past experience of being an effective member of an ANC committee (Public Safety). Being a successful ANC commissioner can be challenging to do on a part time basis, so my being in a position where I can devote a greater amount of time and energy to the role will benefit the residents in my district.

- 8) What is your opinion on the potential redevelopment of the Reeves Center? What do you think would best serve the community?**

The Reeves center area has amazing potential that we must work carefully to maximize. First and foremost, we must keep what is already great there. The Farmers Market has become a beloved neighborhood institution. I would not be supportive of any efforts that does not carve out space for the market in final design and during construction. Any housing units built should exceed the normal Inclusionary Zoning standards for affordable units in line with my prior answer. Given the large profit margin on other housing in such a complex in this area, the developers can support this. I would like to see an indoor/outdoor Jazz venue that honors the tradition of the neighborhood as well. Architecture of complexes should fit in with the history of the U Street vs. the institutional feel of the current Reeves Center. I would also like to see the immediate neighbors have an outsized role in determining limits on construction times and other disruptions.

- 9) As U Street continues to become a destination site for DC, what hopes and/or concerns do you have for the corridor? How will you work to ensure our public spaces are safe, clean and inviting, and how will you support residents most at risk of both physical and social/cultural displacement in the neighborhood?**

U Street is my neighborhood, so this is very personal to me. The area should be well lit and well patrolled by the 3rd District MPD. The 3rd District will need to continue the gains in community policing that were evident when I was on the Public Safety Committee. Social/Cultural displacement can be minimized by taking the history or neighborhood into account when approving zoning changes and alcohol applications. I would push for settlement agreements with restaurants and bars to include the business taking ownership of trash and rat problems around their establishments to make spaces cleaner and more inviting. The creative affordable housing I have proposed in other answers will help to reduce physical displacement. I would also advocate for caps on property tax increases on long-term residents who can now be priced out of their own homes due to increases in property values.

# Sabel Harris

## ANC and Single Member District: 1B12

### 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Occasionally
<i>Scooter</i>	Occasionally
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

### 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I would approach the removal of on-street parking by doing three things. First, I would ask, survey, and listen to residents on their thoughts on this initiative. As Commissioners, we are DC's closest connection point to residents, so we shouldn't be answering for them instead we should be asking what they want, how they could be impacted, and then advocating their views from there. Second, I would talk to local businesses that may be impacted by this removal and understanding if they may actually be pro-removal. This may open more foot traffic for their business and/or outdoor seating options during the pandemic. And third, I would try to understand and highlight what the removal does to the actual quantity of the number of street parking spaces. The number of spaces removed may not actually be all that negative and could offer perspective on the scale of the issue. There might be naysayers on all three of these approaches, but I think the outcomes will help draw a consensus that the parking spaces should be removed in order to improve bus service or safety for people biking or walking to further help DC achieve Vision Zero.

The pandemic has brought an incredible amount of unfortunate circumstances, at the same time it has also given us the ability to do a reset on what we want to be changed and how we want to improve the modes of transportation we have here in DC. Commissioners can use this time to help identify how to improve these safety measures while also finding creative solutions that could still benefit all parties impacted by the removal of on-street parking.

### 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

If you have wifi, a device that can connect to that wifi, a full-time 9-5 job, no kids, and/or without a disability, then I think there are more plusses for you and it may seem like this is a great way to reach communities at scale. These virtual, video call meetings have somewhat of a facade of inclusivity, accessibility, and transparency because they can compound the issues that were there prior to moving meetings online.

If elected as Commissioner for 1B12, I'd like the 1B Advisory Neighborhood Commission to take a closer look into pre-, during, and post-pandemic ANC meetings. For example, I'm unsure if anyone in the 1B Commission has reached out to the residents at the Paul Laurence Dunbar Apartments in 1B12. Do the residents know how to access Zoom to attend the ANC meetings? If elected as Commissioner, I would try to reach out to the building's management and see if there is any confusion on this. The

meetings may be able to be shown in a space that can accommodate residents at a social-distance, or maybe the meetings can be streamed live via YouTube and people can tune into the meetings with a link. This is just one example in showing how virtual meetings, despite the increased reach it isn't actually available to all.

Anyone can now attend these meetings no matter where they are, but that's anyone who isn't left behind in the digital divide. If they can call in, is it easy to hear and dial into the number? Are the meetings times inclusive to residents' schedules that do not work 9-5 jobs? Are the recordings, transcripts of the videos, and meetings available after, if so, where and how can we help more people understand what's happening? There are some easier fixes than others, but as Commissioners, we need to constantly check our decisions and privilege to ensure we aren't leaving residents in our communities behind.

**4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I support this initiative, but I would like to see more than a third being set aside for affordable housing and I think it's important for an ANC to advocate for that.

14th and U is a neighborhood that has rapidly changed and grown with new housing developments. I think these developments have displaced people who have lived here for decades and I think Commissioners need to take a hard look at what new construction is being built and how it will impact residents. With the Reeves Center up for re-development, I think it presents a great opportunity for new housing to be built, especially affordable housing. I've talked with neighbors and people who work at the businesses in 1B12 and I've heard the same themes — it is too expensive to live here. This is alarming and although there may be some limitations in exactly how an ANC can truly impact the price of living in DC, I think we can help apply pressure in raising the concerns of community members and residents to the Mayor and Councilmembers to show that although housing is needed, affordable housing should be at the forefront in these plans.

**5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

With the current state of the world and the pandemic, I feel that we won't be out of this for a long period of time and this side effect might have more of a permanent place. And I think that would be a good thing. The sidewalk cafes, curbside table service, and/ “streateries,” may have been built out of survival and under very unfortunate circumstances, but at the same time, they have shown us the potential usage for our streets outside of being primarily for cars. When things return to normalcy pre-COVID-19, having these continue could help reinvigorate businesses as they would have more capacity than before and move us to rely upon other forms of transportation that cost DC less.

**6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

People experiencing homelessness is a big issue in 1B12 and it is a prevalent one in all of DC. We have to start in our own neighborhoods to help to create overall sustainable, enduring solutions. There are a number of things I'd like to do. First, I want try to curate and widely share a list of resources for residents to have on hand. If they see someone who is experiencing homelessness that needs help, they can go to this resource center to find the right contact to reach out to. Oftentimes I've heard from neighbors that they don't know who to call and some turn to the police department first. Providing the list of phone numbers, emails and more in one place will help residents connect these individuals to the support they need.

Second, ANCs need to look at new housing developments and understand how more affordable housing can be included in these buildings. Affordable housing is a big barrier for people experiencing homeless and having a home is a pathway to helping

them out of the streets. I also believe there are upskilling and reskilling programs from nonprofits and other organizations that I'd like to work with to lend a hand on getting these people back into the workforce.

Lastly, we can all accomplish one simple awareness piece in how we talk about people who experience homelessness. This is a traumatic, and terrible experience that doesn't define these people. I would encourage Commissioners to be mindful of this language as it helps to set the tone for empathy and compassion on this issue. And we should kindly correct individuals who forget to adopt this language. Starting with our own words is one small way to address our own unconscious biases and helps to begin dismantling (even by a small piece) the systemic inequities that continue plaguing these individuals.

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

As a Vietnamese American resident of DC for 8 years, I can bring representation and a fresh perspective onto ANC 1B. Most of my career has brought me to tech startups in the DC region where I've been able to develop a skillset in understanding how to build, connect, and develop relationships with many different audiences. While this is my first time running for local office, I know I can successfully carry these techniques over as Commissioner. I feel confident that with my determined persistence to work through challenges, extroverted nature, and drive to get the job done, I am the best person to represent 1B12.

**8) What is your opinion on the potential redevelopment of the Reeves Center? What do you think would best serve the community?**

First and foremost, I think the Mayor and her office needs to make sure all residents who live nearby can voice their opinions in the recent survey released. I first noticed the survey on Twitter and through local publications. However, are residents who aren't on Twitter or actively online know they can have their voices heard? I'd like to see a couple of stations set-up around 1B12 with individuals (in masks) advertising the survey and helping individuals who need it complete it.

This space can best serve the community if it is developed for multiple uses for all residents: Affordable housing, public restrooms, an events and outdoor green space (especially a gathering spot for the dance parties and protests that happen at that corner on 14th and U), a dedicated space for the farmers' market, and more office space (unless it is exclusive to the NAACP) for BIPOC businesses, and maybe a space to help grow early-stage business for BIPOC entrepreneurs. I'd also like to see the current daycare, The DC Center for the LGBT Community, and even some of the government agencies continue to have dedicated space in the newly developed Reeves Center.

Another ambitious idea that I've thought about for the Reeves Center would be to potentially have a space for a jazz school. This could honor the history of U Street and open up future opportunities for younger residents here. The school could be in partnership with a local university, like Howard or with the Kennedy Center. Overall, I am very excited about the redevelopment of the Reeves Center and I think there are so many opportunities to make this space diverse, equitable, and inclusive for all."

**9) As U Street continues to become a destination site for DC, what hopes and/or concerns do you have for the corridor? How will you work to ensure our public spaces are safe, clean and inviting, and how will you support residents most at risk of both physical and social/cultural displacement in the neighborhood?**

The U Street Corridor is an area that has and should always be celebrated for its rich history in music, culture, and politics. I hope this always continues, but I am very worried that with the circumstances from the pandemic, the closing of local institutions like Twins Jazz, rise in rent (for residents and business), and overall displacement threatens to erase some of what makes this place great.

It's so important for ANCs to listen to the community and connect these thoughts back to the Mayor, Councilmembers, and DC Agencies. I've heard from many neighbors that they feel a sense of pride in living here, but they are concerned about how these spaces are maintained. I want to make sure we can stay on top of things like trash pickup in alleys and on streets and illegal dumping. If we can come at these problems proactively, then I think we can start to reimagine some of the spaces like the alleyways (maybe areas for outdoor seating and activities) that then help give back to the businesses and continue to foster U Street as a special destination in DC.

There are a lot of new developments happening, especially with the Reeves Center. I believe this redevelopment presents unique opportunities to provide support to the residents who may have helped build U street, but have been left behind due to gentrification. Going forward, I think we need to thoughtfully examine each decision make and ensure we are factoring in and talking with the residents who would be most impacted.

# Celeste Carano

## ANC and Single Member District: 1C02

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Occasionally

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

The availability of cheap on-street parking in Adams Morgan subsidizes car ownership in the district and prioritizes the needs of car owners over residents - often lower income - who rely on public transit and walk, bike, or take other alternative (and greener) forms of transit. At the same time, I am aware of the community's concerns over public transit and social distancing in the current pandemic, which are pushing residents towards using cars even when they might not have done so in the past. However, I believe the situation we are living through showcases the opportunity and need to better enable walking, biking, scootering, etc. as safer, sustainable, outdoor forms of transportation. I support initiatives that would increase use of these forms of transit and expand access to them, such as the 17th Street bike lanes project.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

Holding ANC meetings online has been a boost for accessibility and transparency for ANCs. In-person ANC meetings can present challenges to residents attending meetings - including getting to the location and staying for the duration of multi-hour meetings, which prioritize access to residents who do not have obligations like childcare that limit their attendance and who do not have accessibility issues. I would like to see ANC's maintain full, participatory access to residents through teleconference tools moving forward even when it is safe to return to in-person meetings. My only concern with these tools is that they may prioritize access for residents with internet access, which is why I think it is also important to ensure residents can call into meetings (using a toll-free number, for example) to participate and to restore in-person meetings when feasible as well.

4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

I support the Mayor's initiative and see ANC1C as well positioned to ensure this proposal is translated into action. The ANC already has a record of supporting and collaborating with Jubilee Housing to provide justice housing and access to dignified housing that protects and promotes the diversity of the neighborhood. As the city is considering how to ensure and better

promote racial justice, these efforts are only more critical. Within Adams Morgan, I would support Jubilee's ongoing work in progress to develop new housing in their parcels around Kalorama/Ontario. Where these and similar developments become at risk in the fiscal crunch or bureaucratic slowdown that COVID has brought to the district's budget, I believe the ANC could help maintain awareness of the value and status of these projects to keep the community engaged and informed to advocate for and protect these investments.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

I would support the continued use of these spaces for more accessible and pedestrian friendly streetscapes. Adoption and conversion of these spaces so quickly testifies to the demand and appetite for their use and has painted a picture of what creative use of street space for public recreation and business use is possible in DC. As a cyclist and public transit user, I'm excited to see this change. Continued use of these spaces over the next year - and time for the city to experiment with how to make them work well for the neighborhood - should help further demonstrate to the public a new landscape and pathway to create a more pedestrian friendly city.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Like other areas of the city, residents and businesses in Adams Morgan are under incredible financial pressure due to the pandemic and this is likely to continue in the short to medium term. I am very concerned about the brewing eviction crisis and about the ability of residents to afford basic goods and services like groceries; I am likewise concerned about how businesses will fare in the coming six months when weather impacts outdoor activities. As a Commissioner, I also believe my role would be to help amplify the needs of residents to the city, improve knowledge of and access to city services, and help connect and network stakeholders who are working to address these pressing needs in the immediate term.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

Like many residents in the area, I'm a renter - but as a long-time DC resident, and repeat resident of my SMD, Adams Morgan is just as much home to me and I'm excited to have the opportunity to make it better. I am also ready and willing to listen to and learn from residents and I want to work collaboratively with other neighborhood stakeholders. Too many residents still don't know that the ANC exists and yet, now more than ever, there is a lot of energy which neighbors across the city are putting into new and existing initiatives to help each other get through the pandemic. I'd love to connect with those individuals and groups and help bring them into ANC engagements to widen the conversation and participation here and I think that collaborative spirit would help ensure my SMD is well represented.

- 8) What is your opinion on the SunTrust building and possible redevelopment plans for the space? What do you think would best serve the community?**

The SunTrust space has a history as a community gathering area that should be kept in mind in redevelopment. The demand and need for safe, accessible, clean, outdoor spaces is higher than ever and development plans which prioritize this are a terrific way to maintain that community value. At a minimum, I would like to see a more attractive gathering space created in any redevelopment which would benefit the neighborhood as a whole and allow for the continuation of use of the space for gatherings like the farmer's market. I am also open to and enthusiastic about more creative uses of the space, such as a mixed use building which includes a library or affordable housing. At present, with an unclear long-term impact of the pandemic on housing across the district and rental vacancies rising across the city, I think there is a stronger argument than ever to prioritize development of the space in a creative, community focused manner that does not only aim to hit what may be a moving real estate market.

- 9) How would you like to see 18th Street change or not change? What is your opinion on the 18th Street Strastery?**



I would support the closure of 18th Street to allow for a weekend pedestrian zone and streatery, not only during the pandemic, but in the long-term. Demand for these spaces to safely recreate, and to support businesses which are under incredible financial stress, is going to remain high for at least the next year. It is an opportunity to pilot a new vision of how to enjoy Adams Morgan for residents and visitors. The city's current concerns about the closure, including public intoxication and social distancing, are ultimately logistical challenges - which can be solved through the cooperation of residents and coordination with neighborhood stakeholders. I would support the neighborhood to continue to hear from residents and businesses on how to safely and effectively meet these requirements and to iterate on the management of the streatery. I am confident that with a collaborative effort, it can be safely executed in a way that meets the key wants and needs of residents, business owners, and the Mayor's office.

# Ted Guthrie

## ANC and Single Member District: 1C03

- 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

Street parking has been oversubscribed for at least 20 years in Adams Morgan. When we've received requests for changes to improve safety or service, we've supported those changes. The bus lines that run through Adams Morgan have been the same since the 18th St. streetscape 10 years ago. My experience as a regular rider is that the stops are all safe and well-spaced. Last fall, we approved a request for Capital Bikeshare to increase the number of stations in the neighborhood with 3 of our options using space previously allocated to parking. Similarly, we agreed with a HAWK light installation on Columbia Road and scooter/bike corrals that took several parking spaces each. In addition, we recently supported bike lanes on 17th St. NW and the bus lanes on 16th, despite their impact on parking spaces.

- 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

Before the pandemic, we were offering our full ANC meetings on a streaming platform. Committee meetings were only live. While some members of the public are challenged by the technology of virtual meetings, others seem to appreciate not having to come to the meeting location or comb their hair. There are also some who do not have access to computers or internet connection. However, we also have a dial-in feature that allows them to hear and speak at meetings without the visual through Zoom. On balance, I'd say that accessibility has increased. Absent a visual on the attendees, it's impossible to assess the impact on inclusion. A slight improvement in transparency might come from our ability to put documents on screen share during the Zoom meetings. Previously, we provided hard copies to attendees, but occasionally would have amendments that we couldn't provide or insufficient hard copies for all attendees. If there are suggestions for ways to make virtual meetings more accessible, inclusive and/or transparent, we'd love to hear them.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

I support the concept of increasing housing stock, in particular truly affordable housing. I'm not convinced that the current measures and funding are adequate to ensure enough truly affordable housing. As we navigate the post-Covid economy we might see changes in demand, but I would expect that demand for truly affordable housing will increase, especially from those who rely on public transit.

I have actively supported the efforts of Jubilee Housing to develop 3 new projects in the neighborhood by supporting necessary special exceptions and by co-hosting meetings with Jubilee to answer neighbors' concerns about the projects, particularly those with spaces dedicated to returning citizens.

Adams Morgan has historically been the densest neighborhood in the District. Few properties of significant size remain available for large projects. I anticipate redevelopment of some properties into larger mixed use buildings, particularly along Columbia Road. A case by case review of proposals that are not "by right" will include consideration of their contribution to the affordable housing stock.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

One of the silver linings of the pandemic is the way it's forced us to look at how we use public space and consider alternative uses to our historic practices. Each changed use will require further consideration at the end of the emergency. As indoor space becomes safer, the need or interest of many current users may decline. There are some changes that we may discover are better uses than the old model. Closing portions of 18th St. NW to vehicular use, with additional outdoor dining spaces and additional room for pedestrians, is one change that might improve the neighborhood beyond this crisis. The "Slow Streets" initiative is another.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Rats. Public education, continued efforts at eradication/control, and eternal vigilance are the tools to address this problem.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

My experience over the 8 years I've been on the ANC has provided both a context and the contacts to address both the new and the continuing problems we will face as a neighborhood. My training as a lawyer and a mediator have been invaluable in advocating for the neighborhood and recognizing when and how to compromise where necessary to get the best solution possible.

- 8) What is your opinion on the SunTrust building and possible redevelopment plans for the space? What do you think would best serve the community?**

I support the efforts of the community to retain the public use of space at the plaza. Whether or not the litigation is successful, the District should consider purchasing the property. A branch library on a portion of the property would provide a focal point for the community. As an alternative, affordable housing on a portion with a public plaza would also serve the community better than the original development proposal.

- 9) How would you like to see 18th Street change or not change? What is your opinion on the 18th Street Streatory?**

The 18th Street Streatory has been an invaluable stopgap measure for the survival of our restaurants. Its ambiance would be improved by eliminating vehicular traffic between Columbia Rd and Belmont Rd and limiting usage between Belmont Rd and Kalorama Rd. Further trial runs to tweak problems associated with that change are necessary. In the long term, I believe that a pedestrian way along 18th would make Adams Morgan even more pedestrian friendly and improve the neighborhood's ambiance and enhance its livability.

# Elias Benda

## ANC and Single Member District: 1C03

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Infrequently
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I am in favor of expanding public transportation, biking and pedestrian accessibility in Adams Morgan, while acknowledging that parking for residents in this neighborhood is already very limited. I support the use of parklets for outdoor restaurant seating on 18th, as there is relatively little and its removal has not had a detrimental affect on the community, but am really disappointed that there has been no expansion of pedestrian or biking space. I believe that going forward, 18th Street has a lot of potential to be a Pedestrian and Biking Zone and that we need to balance neighborhood, practical, business, equity and other concerns in making those short and long term plans.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I think ANC meetings moving online has been both beneficial and detrimental to increasing inclusion and accessibility. While it may be easier for some people to find and participate in meetings, the absence of a public in-person meeting inherently excludes those without access to a computer or the internet, or the knowledge that meetings have moved online or how to join. I believe that moving forward, ANCs should maintain in-person meetings that are streamed online and where remote viewers can ask questions.

4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

I support the expansion of housing, especially for those who are unable to afford the market rate rent in our city. Though there is relatively little opportunity for building new housing in ANC 1C03, I think the neighborhood has witnessed the construction of too much high-end, expensive housing and hotels in the past 5-10 years. I would oppose any new developments that do not make affordable housing their priority.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

I am supportive of allowing restaurants to open "streateries" in Adams Morgan. However, I think the current situation on 18th Street is not ideal for any group - no expansion of space for people walking and pick-up/drop-off, while maintaining both lanes of traffic and eliminating most parking. I think a new use of the space on 18th St. needs to be given serious public consideration and debate including various stakeholders, and not be rushed through.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

My biggest issue not included in this questionnaire is the preservation of the culture, history and identity of Adams Morgan. I believe it is important that in a neighborhood that has changed so dramatically in my lifetime, long-term residents and their issues are given great consideration. I also believe it is important to advocate for public markers to commemorate the history that may not still be visible but remains important.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

My name is Elias Benda and I am a born and raised Adams Morgan resident running for ANC 1C03. This city has changed dramatically in my lifetime, and I am running for ANC because I believe we need young leadership focused on inclusion to advocate for racial, social and economic justice alongside investments in public spaces and parks, affordable housing, and transportation.

- 8) What is your opinion on the SunTrust building and possible redevelopment plans for the space? What do you think would best serve the community?**

I believe it is imperative that the plaza in-front of the SunTrust building remains available to the public, and I oppose any redevelopment plan that encroaches on the public space that neighborhood groups have fought so hard to protect. I would prefer for the city to purchase the plot of land and turn it into a public park or library, while maintaining the space for the historic farmers market - again, decisions I think need to be made after extensive discussions with community stakeholders.

- 9) How would you like to see 18th Street change or not change? What is your opinion on the 18th Street Stretery?**

I think the 18th Street Stretery as it currently stands is an unsatisfactory resolution to the problems presented by the pandemic. While my priority is the expansion of space for walking and biking on 18th, I think it is key to balance the interests of business, public health, and the considerations of residents who live off of 18th Street when making a final decision on the future of the Stretery.

# Peter Wood

## ANC and Single Member District: 1C03

### 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

### 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

Every case has its unique qualities, and my underlying priority is to support the diversification of transportation options for all residents. In many instances we see a small number of parking spots valorized over the speed and safety of transportation for thousands of people. In such instances, scaling back the valorization of parking spaces can have widespread benefits for the community. Take, for example, Oyster-Adams Bilingual School. First, environmentally healthy modes of transportation to school like walking and cycling are strongly encouraged. In addition to this, on-street parking is prohibited near campus in order to create a safe pick-up/drop-off zone for hundreds of students and caretakers. Imagine if other areas of heavy foot traffic prioritized safety and environmental health over demands to preserve parking spaces for privately owned motor vehicles. This is the neighborhood I strive to build and serve: one where Adams Morgan acts as a catalyst for dense, well-organized living with a healthy transportation model.

Like many former car owners, I fully understand the frustrations of spending 10-15 minutes seeking on-street parking. The resolution to such anguish is not to cling onto a broken, car-centric model of planning, but to incorporate new ways of thinking into a neighborhood where such ambition has all the tools necessary to work for all.

### 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I believe online ANC meetings have had an overall positive effect with some costs that are difficult to measure. Any platform which allows those with limited mobility to include their voice in the decision-making process is inherently good for inclusion and accessibility. At the same time, local non-profits like Mary's Center (which typically houses ANC 1C meetings) have lost some revenue due to an online model. While this is inevitable during the current global health crisis, my concerns going forward are twofold: although online video participation is an excellent way to broaden access to ANC meetings, there is an intangible element from physical proximity that I believe is worth maintaining under safe circumstances. I also would be against an online-only model being implemented permanently. Such an approach would disadvantage those with limited access to or understanding of the required technologies and eliminates the potential for non-official dialogue among meeting attendees. In the future, I hope to see increased funding for ANCs to allow a hybrid meeting format to flourish. Offering in-person meetings with an interactive online component can help widen the base of those more regularly involved in ANC affairs.

**4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I support the mayor's proposal as a first step in addressing the housing crisis, and believe these goals need to be expanded going forward. Even though Washington, DC's population has grown during the past decade, the rate has slowed. Much of this is because the high cost of living in the District has led to growth in the suburbs. If this continues, it will exacerbate traffic congestion and further diminish the economic base needed for small business retention in DC. I believe 36,000 units is too low a number of units but is nonetheless an ambitious starting point. However, I would prefer to see a focus on those with up to 30% AMI rather than 60%.

A key tenet of the mayor's proposal which I applaud is the emphasis on creating and converting affordable housing units in neighborhoods with concentrated financial wealth. The current state of segregated housing patterns is a direct result of racist policy and practice. Few communities wish to see the place they call home change drastically. However, calls for historic preservation often have a legacy in DC as being covert methods of furthering this racist history. Adams Morgan, as an area which tends to remain more insulated from economic downturns than other parts of the city, has a great opportunity and responsibility to grow as part of a just, equitable, anti-racist housing project.

Failure of high-income earners to proactively encourage growth of housing stock in their neighborhoods means land use change will happen faster and with higher human costs for those with fewer financial and political tools at their disposal. In Adams Morgan, many fear corporate developers turning charming rowhomes into bland apartment buildings. The alternative to this need not be outright refusal for growth, but instead a nuanced understanding that neighborhood character, housing justice, and healthy, diverse communities can and should evolve in unison.

**5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Diversifying use of public space beyond a car-centric model is an important measure for public safety and community well-being which I support. Adams Morgan is one of the densest neighborhoods in the entire District of Columbia. In fact, the area is denser than most European cities, making its population density comparable to that of the continent's many pedestrian-oriented neighborhoods. Whether or not a global pandemic had occurred, I was in favor of changing how sidewalk and street space are used.

Despite the overwhelming popularity of having safer, more walkable streets with outdoor dining options, vocal minorities oppose such ideas for fear of vehicular traffic being eradicated from urban life. I find it imperative to clarify that shifting away from car dominance to a more diversified cityscape in no way should be conflated with anti-car sentiment. Rather, I support the long-term diversification of street space because street dining adds to the emotional well-being of a neighborhood. A second concern in my district is that outdoor dining might lead to a rowdy, destructive "Bourbon Street" atmosphere. I do not believe a single Adams Morgan resident desires such a scenario, and I maintain that healthy relationships with locally engrained business owners can greatly alleviate this concern. The ANC plays a critical role in identifying, attracting, and supporting these business owners, else we run risk of our commercial real estate being controlled by corporate interests who do not value the community in the same ways.

**6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Equitably distributed green space is essential for developing a densely populated city with diverse transportation options. Kalorama Park in specific has seen a large influx of use following the March 2020 stay-at-home order. This raises a simple but difficult question: who should be caring for the park? On paper, the answer is a mix of city and federal agencies. In practice,

these agencies often fail to fulfill their duties, leaving local residents to voluntarily pick up the slack. In the medium-term, I believe private-public partnerships with neighboring businesses may be a sustainable way to fund timely park maintenance. Until economic pressures lessen, I plan to simultaneously pressure DC agencies to improve trash, mowing, and watering services while joining likeminded neighbors in tending to the park through non-profit funding sources.

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

Adams Morgan has a rich history of innovation, integration, and charm. Complacency at the ANC level puts this identity at great risk. I am best suited to lead 1C03 and Adams Morgan forward because I am willing to make difficult decisions and think creatively based on my personal and professional experiences with urban development in multiple continents. My commitment to work diligently and compassionately is unmatched in my district's election, and I am inspired by the chance to put my labors to good use for the Adams Morgan community.

**8) What is your opinion on the SunTrust building and possible redevelopment plans for the space? What do you think would best serve the community?**

My ideal redevelopment of the former SunTrust building would be a mixed-use property with a ground-level public library, mixed income housing units, and a public plaza resemblant of that currently in place. Considering this, I acknowledge that an ANC commissioner does not (and should not) have the power to single-handedly orchestrate a project of this magnitude. Instead, I would embrace this plaza's historical significance while seeking to facilitate honest dialogue in the limited capacity remaining for the ANC.

The original goals of preserving the SunTrust plaza were zealous and laudable: impede disconnected corporate interests from covering vibrant public space with an aesthetically underwhelming, overpriced hunk of concrete. Ironically and unfortunately, as the surrounding space has changed, refusal to do more than stand in unwavering opposition to construction has diverted resources away from helping neighbors toward an expensive, prolonged legal battle.

The intersection of 18th and Columbia is a cornerstone of Adams Morgan history. I have no intention to erase that history, but rather aim to carry on the tradition of those who tirelessly advocated for equitable housing in the area. In many parts of Washington, residents are completely deprived of a voice loud enough to stop luxury developers from changing their neighborhood. In Adams Morgan, we are fortunate to see local institutions like the ANC can direct development in ways that promote, rather than deteriorate, a sense of belonging.

**9) How would you like to see 18th Street change or not change? What is your opinion on the 18th Street Streatory?**

I am eager to see 18th Street evolve into a hub of pedestrian-centered commerce and activity. A full, permanent closure between Kalorama Rd NW and Columbia Rd NW is a desirable goal. However, such a feat would involve numerous challenges, all of which much be handled with care. I am also open to a modified closure of 18th Street limited to night and weekend hours, but favor a complete closure for two key reasons: first, a permanent closure can help ensure traffic flows permanently divert to arterial roads such as 16th St and Connecticut Ave, rather than congest in small residential streets. Second, local businesses would be better able to invest in the overhead needed for street operations if a closure were permanent. As part of such a project, I would prioritize diversification of business types to include those with daylight hours operations.



# John V. Zottoli

## ANC and Single Member District: 1C04

- 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Occasionally
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

- 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

In the commercial district in Adams Morgan, I favor converting 18th Street to a plaza. Local restaurants would be able to expand their outdoor dining. Restaurant patrons and local residents would have a place to walk and socialize. Finally, trees planted in the plaza would enhance neighborhood attractiveness and contribute to improved air quality and greater conservation of rainwater.

Wherever feasible, DC should construct networks of protected bike lanes. In order to minimize public opposition to these bike lanes, we should avoid removing on-street parking. One way to make room for protected bike lanes and still protect on-street parking would be to convert streets to one-way traffic. In the Single Member District I represent, I favor converting Ontario Road and Lanier Place to one-way streets with protected bike lanes.

- 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

In Adams Morgan, our Advisory Neighborhood Commission has had greater attendance via Zoom than we had in face-to-face meetings before the pandemic. I am proud to say that I supported and we succeeded in funding Zoom-accessible meetings -- even after we resume the option of face-to-face meetings.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

The Bowser administration initiative does not go far enough in stemming our affordable housing crisis.

Our Advisory Neighborhood Commission should advocate for such DC-wide policies as expanding and reforming rent control (along the lines of initiatives that the Reclaim Rent Control coalition has proposed). In addition, we should support increased

funding for the Local Rent Supplement Program as a way of preventing homelessness. Finally, we should support dramatic increases for the Housing Production Trust Fund.

In Adams Morgan, specifically, our ANC should continue its support for Jubilee Housing, our foremost provider of deeply affordable housing. In addition, when negotiating community benefit agreements for new construction, our ANC should insist that developers include affordable housing in their projects.

In the Single Member District that I represent, 2920 Ontario Road NW has been vacant for years. Yet the property once provided modestly priced housing for 34 families. I support the DC Government acquiring the property and making it available, once again, as affordable housing.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes. In an earlier Greater Greater Washington question, I advocated for making a pedestrian accessible plaza out of the 18th Street commercial area in Adams Morgan. Not only would this facilitate pedestrian safety, it would also be a boon to local restaurants and other merchants as they greatly expand outdoor services.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

In our Single Member District, we have conflicting priorities: As with all other neighborhoods, we should welcome the construction of more housing, particularly affordable housing. Yet, we have an interest in protecting the beautiful streetscapes created by the row houses, for example, along Lanier Place and Ontario Place. I favor accomplishing both goals by concentrating development along major streets, particularly ones supported by bus traffic.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I am super-responsive -- readily making my phone number available to constituents and answering any emails they send me by 10:00 am the following morning. In addition, I keep in touch -- by walking through neighborhood streets and Walter Pierce Park with my spouse, Linda, and by participating in such community activities as Adams Morgan Day, the 3rd District Metropolitan Police Department Advisory Council, the Kalorama Citizens Association and the Adams Morgan pit stop (on Bike to Work Day). Finally, I maintain good connections within the DC Government, mainly through my volunteering (in my individual capacity) for such candidates as Brianne Nadeau, Elissa Silverman, Phil Mendelson, and most recently Janeese Lewis George and Ed Lazere.

- 8) What is your opinion on the SunTrust building and possible redevelopment plans for the space? What do you think would best serve the community?**

Decades ago, the owners of what is now the Sun Trust building gave the public a permanent easement to the plaza on this property. I call on the courts to affirm and protect this easement.

The status of our plaza is not before the DC Circuit of the U.S. Court of Appeals. After the court decision (or even before that decision), I favor negotiations that would protect and beautify the plaza AND allow for construction of a larger building on the property. I would support a much larger building, if a significant portion of the building was dedicated to affordable housing."

- 9) How would you like to see 18th Street change or not change? What is your opinion on the 18th Street Steatery?**

This is my third opportunity, in this questionnaire, to advocate for an 18th Street pedestrian plaza. As an interim step on the way to that plaza, I support continuing the 18th Street Steatery, both during and after the COVID-19 crisis.

For only one weekend (just before the 4th of July), the DC Government experimented with closing a portion of 18th Street to all but emergency vehicles. As a member of our ANC, I helped plan this tryout; and I fully supported it.

Beyond that one weekend, the Government did not continue this arrangement for two reasons: The Department of Health raised concerns about transmitting COVID-19, and the Washington Metropolitan Transit Authority wanted to continue running busses along 18th Street. Both issues can and should be addressed. By following the mask mandate and practicing social distancing, we can alleviate Health Department concerns. In addition, we should press WAMATA to reroute their busses onto Columbia Road -- as they do in the years when 18th Street is closed for Adams Morgan Day.

# Meghan Faulkner

## ANC and Single Member District: 1C04

### 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Infrequently
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

### 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I believe it doesn't have to be a zero-sum decision--in Adams Morgan, many people commute by bike, bus, or walking, including many neighbors who also have cars--and many of us chose to live in this neighborhood for the ability to commute and travel throughout the city without relying on cars. Nearly everyone who has a car and uses parking regularly also gets around the neighborhood and the city by foot, bike, or public transit, and also benefits from improved safety and/or bus service. Furthermore, the future of our city and our planet depends on us being less car-dependent and car-centric, and so I think shifting towards using our street space for biking, walking, and public transit more than for parking is absolutely crucial.

For example, a potential crosswalk at the intersection of 19th and Biltmore (which currently has no crosswalk from Calvert to Columbia) would likely require removing some space for on-street parking. I'd support that crosswalk, and would make the argument to my neighbors that while it may mean a couple fewer parking spaces, it also means improved safety for everyone walking in the neighborhood, every day.

DDOT is also required to engage and notify the community when making changes to parking, so I'd plan to use that process to discuss the benefits and costs of changes, alongside neighbors.

### 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I think virtual ANC meetings have hugely improved inclusion, accessibility, and transparency. For parents of young children, people with disabilities, and many others, virtual ANC meetings have made it much easier for people to attend meetings, and have their voices heard. I believe that ANCs are best served by having as diverse a group of people attend as possible, and making the meetings virtual makes it much easier for a wide variety of neighbors to be able to attend and speak up. When meetings are able to be held in person again, I'd like to see ANCs continue to offer a virtual option both for observation and participation. I'd also like to see ANCs being proactive about different modes of accessibility and language access, including ASL interpretation options and other translation services.

### 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median

**Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

Yes, I support the District's goal to build additional housing units, with a focus on 60% AMI housing. I think that preserving existing affordable housing, and building new housing with a serious focus on affordability is crucial to addressing displacement and rising housing costs.

I think there are a couple of ways our ANC can address these challenges. We already have a great affordable housing nonprofit with a long track record of success in our neighborhood--Jubilee Housing. The ANC can help champion Jubilee Housing's new projects and serve as a partner in ongoing and future acquisitions or construction, both to the city regulatory agencies and in building consensus and support among neighbors.

I know that ANC 1C has in the past had a reputation of opposing new housing throughout the neighborhood. If elected, I'd advocate for the ANC to be proactive in advocating for affordable and family-sized housing in our neighborhood, and seek to work towards consensus that allows us to welcome new neighbors and prevent existing neighbors from being priced or pushed out of the neighborhood.

**5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes absolutely--I think they've been a great adaptation to the needs of the pandemic, and frankly have helped our neighborhood feel more designed around the needs of people rather than the needs of cars. I think we should continue and expand this type of use of public space beyond the pandemic.

**6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

The impacts of the coronavirus pandemic. While some of the ramifications have been discussed in the other questions, the impact of widespread job loss, inequities in health care, relief funds being inaccessible to undocumented folks or those working in the cash economy, and uneven access to emergency/PPP loans for small business are all having serious impacts in Adams Morgan, especially for immigrants and communities of color. I think there's a lot of ways the ANC can advocate for the District to better address these issues equitably, and ways the ANC itself can continue to be proactive and responsive in allowing flexibility for small businesses in our community.

One neighborhood-specific item is the lack of public bathrooms currently--with the bathrooms at Kalorama Park currently closed, and many businesses also having their bathrooms closed to the public, people experiencing homelessness and people simply spending time outside in the neighborhood are without easy access to bathroom facilities. I'd support exploring options for public restrooms that would also allow safe social distancing in our parks and potentially in other public spaces.

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I have a vision for an inclusive, equitable and thriving Adams Morgan that I believe many neighbors share, and I will bring commitment and dedication to pushing for that vision.

I have professional experience in communications and outreach and hope to use those skills to reach more people about ANC business, such as through more detailed newsletters and updates. I also believe that I strike a balance between a firm belief in my values and vision, and a willingness to listen, talk and build consensus with those that I may disagree with.

**8) What is your opinion on the SunTrust building and possible redevelopment plans for the space? What do you think would best serve the community?**

I support redevelopment of the SunTrust building and plaza--and as someone whose apartment looks directly out on the plaza, I've thought a lot about it!

Frankly, the community does not seem to be best served by what is currently there--even at a time when outdoor public space is more popular than ever, the SunTrust plaza remains very little used, with the exception of the farmers market (which crucially already has an alternate location if the redevelopment moves forward). Walter Pierce and Kalorama Parks, as well as the Marie Reed plaza, are all just a few blocks away, and all have been orders of magnitude more busy and popular than the plaza throughout the pandemic. Clearly, it seems as if the community is not being served by what is there now.

I think the current redevelopment plan, which does include some public space, is a decent one. Personally, I'd like to see affordable housing and/or family sized housing in any redevelopment that includes housing. The ANC has previously passed a resolution in support of a library on that site, which I think is worthy of consideration if combined with housing, similar to the West End library.

With the recent court decision, and potential changes in construction and building decisions driven by the pandemic, it's hard to predict the future--however, I think there are a number of ways that this redevelopment could go that would better serve the community than the status quo, and if elected to the ANC, I hope to push for options that include an eye to affordability and equity, and would bring additional services and housing to our neighborhood.

**9) How would you like to see 18th Street change or not change? What is your opinion on the 18th Street Streatery?**

I think the impacts of the pandemic have highlighted how important outdoor public space is, and how space that is designed around pedestrian uses can make cities feel more approachable and human-scale.

That's one reason I'd love to see 18th Street be closed to cars, either entirely or on the weekends only. I think with adequate planning to re-direct bus routes safely, it would be a huge benefit to the community--residents, businesses, and visitors alike.

I think the Streatery has been great--it seems quite popular both for businesses and for patrons, and I think that it should absolutely continue permanently.

As someone who years ago walked to work via Burlington, Vermont's Church Street Marketplace, I know how much vibrancy a pedestrian mall can bring to a neighborhood, and I'd love to see 18th Street move in that direction as much as possible.

# Zack Gold

## ANC and Single Member District: 1C05

- 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

Safer streets for all road users is my top priority as a DC resident, and I intended to bring that focus to the Adams Morgan ANC. In June 2019, ANC 1C considered a resolution that broadly voiced support for protected bicycle infrastructure around the District. As a private citizen, I advocated for specificity regarding potential facilities in our neighborhood. I am proud that, at my suggestion, ANC 1C resolved that DDOT should study protected bicycle infrastructure on Columbia Road NW from 16th St to Conn Ave. I intend to continue to push DDOT to complete this study. I will work with local businesses to address concerns and share relevant data on the positive impact bike infrastructure can have on their bottom lines.

- 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I am looking forward to being able to meet in person again, but hope ANC 1C will continue providing Zoom access to meetings. ANC 1C holds four monthly meetings: the full commission and three standing committees. This is a huge time commitment, which a very small group of residents are able to make. Online meetings allow more residents and interested parties to participate while balancing other commitments at home or commuting from or to jobs. I have definitely noticed an increase in meeting participation during the public health emergency, and I want to nurture broader engagement between Adams Morgan's diverse residents and the ANC. At the same time, the drawback of more engagement is long—sometimes very long—meetings. I would like to encourage residents to share their opinions with commissioners ahead of the meeting to avoid hearing the same perspectives repeated by each attendee during the meetings.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

Like 66 percent of Adams Morgan residents, we rent our home. This percentage is even greater in single member district 1C05, where perhaps 80 percent of residents live in a number of large, rent-controlled apartment buildings. Adams Morgan is along major bus lines, hosts three supermarkets, and is a short walk to the metro. This is exactly the type of neighborhood in which

more housing can and should be built. A significant contributor to affording housing in Adams Morgan is Jubilee Housing, which provides deeply affordable housing; but Jubilee is currently at capacity. I know Jubilee Housing maintains a good relationship with ANC 1C, and I look forward to supporting the work of this and similar organizations in our community.

**5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

I was involved in discussions to pedestrianize 18th Street in Adams Morgan before the pandemic. What made sense in normal times became a necessity during the pandemic, when maintaining distance from our neighbors became a requirement of flattening the curve. While I still believe in the value and appeal of the Adams Morgan Pedestrian Zone, the streEATeries on 18th St and Columbia Rd are providing lifelines to our local restaurants during this crisis. At the same time, in-street dining is showing neighbors and business owners an alternative use of public space. Previously, the Adams Morgan Business Improvement District lobbied against an in-street Bikeshare station, arguing about the effect on parking. The streEATery initiative has reminded local businesses that their most loyal customers are neighbors, who walk or bike to their establishments—and the decrease in street parking has not rippled into the residential community.

**6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

SMD 1C05 borders on 16th St NW. The 16th Street Bus Lane project has the potential to greatly improve transit from our neighborhood to downtown. Although I’m disappointed DDOT’s plan does not address significant roadway conflicts at the intersection of 16th St, Harvard St, and Columbia Rd, I’m broadly supportive of the bus lane project and would support its expansion (both in terms of physical distance and operating hours).

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

Since moving back to Adams Morgan in early 2019, I have attended monthly ANC meetings and worked with the current commissioners to push for safer streets for all road users in our neighborhood and across the District. Numerous residents, my wife included, bought their first bikes since childhood during the pandemic. I want to make sure these new bicycle users are—and feel—safe navigating DC streets to run errands, exercise, and eventually return to work.

**8) What is your opinion on the SunTrust building and possible redevelopment plans for the space? What do you think would best serve the community?**

An abandoned bank behind a hardscaped plaza is a blight in the heart of Adams Morgan. Unfortunately, the property’s designation as part of the Washington Heights Historic District adds to difficulties in compromising over the design of a mixed-use building and—therefore—the potential size of any plaza at the corner. Adams Morgan could use more available housing, and residents on top of the neighborhood’s main business corridor will patronize our local businesses. A redeveloped plaza will be smaller, but it is likely to be much more welcoming than the current corner. The farmer’s market can move to Unity Park—or, better yet, be held in the middle of 18th St. It is disappointing that the neighbors fighting so vigorously for open space on private property are as vigorously opposed to it on public property.

**9) How would you like to see 18th Street change or not change? What is your opinion on the 18th Street Streater?**

18th Street in Adams Morgan should be a Pedestrian Zone. Multiple car-free blocks would provide space for strolling, dining, and family activities. I have been involved in discussions to pedestrianize 18th Street in Adams Morgan for more than a year. Adams Morgan has a nightlife reputation, but there are too many vacancies on 18th St. The neighborhood, and the business community must be more welcoming to businesses that can prosper during the day (during which 18th St is practically abandoned).



# Benjamin Hart Butz

ANC and Single Member District: 1C06

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Infrequently
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

As a person who owns a car in the district, but mainly uses other forms of transportation I feel I'm uniquely qualified to understand the concerns and needs of each side of this issue.

I understand the frustration felt while endlessly searching for a parking spot after a long day. I also understand the fear and anger when having too close of a call with drivers who show little concern with those they share the road with.

With both of these perspectives in mind, my approach in this situation would be to first look at the data. How many cars are owned by the residents of the neighborhood? Is the area being targeted been shown to have above average safety issues and/or are the improvements been shown to increase more riders/walkers/bikers? I would then want to talk to my fellow neighbors to ensure I understand each sides perspectives and have a firm grasp of any historical or unique circumstances that may be relevant to my decision making process.

With that information in hand, I feel confident that an accurate picture can be painted of the situation, but at the end of the day my support will rest on my principles. And, as resident of one of the most densely populated neighborhoods in the District, I lean more to the arguments of mass transit and walkable neighborhoods.

We will never have enough parking to meet the demand of off street parking, so we shouldn't pretend preserving on-street parking solves any issue. I do believe though we can reduce the need of having a car by investing in walking/mass transit/bike options. I believe our cities should become denser, and the only feasible way to achieve this goal is to make driving irrelevant to the daily lives of a majority of residents.

If a proposal like this was to come in front of me, and I choose to eliminate on-street parking, I would also want to ensure we are maximizing the on-street parking. Steps as simple as painting lines to denote how to efficiently park on the block would ensure the available spots were not being wasted.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

As with so many aspects of our lives, the pandemic has forced us to make major changes in a very short time period - ANC meetings included. Some of these changes have clearly been positive and should be preserved moving forward, while other changes have significant negative impact and should be eliminated once we can go back to some level normalcy. And the final category, which includes virtual ANC meetings, are changes that will need more time to judge their impact.

Strong participation and communication with the entire neighborhood is critical to building a vibrant community and ANCs are a key building block to ensure this happens. The virtual component has allowed many more people to participate in meetings who may have not have the time to attend a meeting in person, while others may find the virtual space overwhelming and difficult to navigate.

As we move forward I would encourage experimentation to see what works best for the community and would want to work together with other ANCs to share what has worked best for their groups. Together I am confident we could develop best practices that would benefit the entire District.

I expect we won't stay completely virtual or go back to exactly how we were doing it previously, but the goal should always be towards becoming more transparent and accessible to the community.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

More housing -especially affordable housing - is critical to sustaining the unique and local appeal of living in an urban neighborhood. I support this initiative fully and think ANCs should play a primary role in preparing the neighborhood for a denser future.

Change is always difficult - especially to those who feel the change will have a negative impact on their lives or property, and we need to be sensitive in properly explaining why more density is actually a positive for the neighborhood and ensure their concerns are being addressed. But, I will not tolerate or support any push to preserve current density or eliminate affordable housing options to preserve some idealized version of the neighborhood.

One of the most attractive aspects of urban life is the continual improvement and growth that builds on the improvements of previous citizens. We should honor those contributions by continuing their work and not choking off the evolving nature of our neighborhoods.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Even before the pandemic, the 18th street corridor was primed to evolve into a more walkable, open space. The configuration prior to the pandemic was unsafe for pedestrians at night and was not efficient for vehicle traffic.

I was encouraged to see some of these changes actually get implemented. I strongly support the pilot program that was implemented and will work make those changes permanent.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

I think the biggest issue facing the the neighborhood is recovering both mentally and physically from the COVID pandemic. We will need to ensure our local businesses survive and our neighbors aren't isolated or strained to the point where they have to choose between which vital service they can afford.

As a neighborhood, we need to be there for each other and support each other - especially where there are gaps between needs and services provided.

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I care. I care about you. I care about our community. I care that everyone has a seat at the table, but no one group or person dominates. I care that we are respectful of the past, but thoughtful that our neighborhood is meeting our community's current needs.

**8) What is your opinion on the SunTrust building and possible redevelopment plans for the space? What do you think would best serve the community?**

I support the redevelopment of this space, but have been disappointed in the bad faith of many parties who have been involved in this project. I feel the initial outreach and designs by the developers was not sufficient, but I also think there was little compromise that could be had with those that opposed the redevelopment.

I'm not sure what role the ANC will play in this redevelopment in the future, but I think a redeveloped building that includes public focused more on usability versus square footage would best serve us all.

**9) How would you like to see 18th Street change or not change? What is your opinion on the 18th Street Streatery?**

I would like to see 18th street change by focusing on why there seems to be an ever-revolving cycle of business opening and then quickly closing again. As the heart of Adams Morgan, we need to ensure our small business have all the tools they need to succeed and would want to work closely with the BID to ensure any underlying issues are resolved.

I'm in support of the 18th Street Streatery and would like like to see it continue to grow. I feel it fits the character of the corridor and would be a very positive permanent addition."

# Japer Bowles

## ANC and Single Member District: 1C07

- 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Frequently
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

- 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I helped lead the movement to convert 18th street into a pedestrian zone and am continuing to push DCGOV to continue the pilot program in June. This took dozens of community and 1-1 meetings with Adams Morgan residents and employees/managers/business owners/property owners on 18th street.

Now I am apart of a working group consisting of DCGOV entities and community stakeholders working to incorporate a more efficient bus service plan on 18th street. My voice and advocacy efforts here are to increase and provide more consistent bus services AND keep the pedestrian zone.

- 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I helped lead the efforts for our ANC to go virtual in September of 2019, well before the pandemic. We did this because we know that people that consistently attend our meetings are not fully representative of the people that we represent. Doing this before pandemic, we were able to share best practices with other ANCs during this frantic time.

Virtual meetings has statistically given more access to more people; attendance at our meetings have increased 2-4 times over. Due to the meeting also being recorded, it has allowed people to watch what they want and when they want, which residents value. No system is perfect and there is absolutely a digital divide which causes barrier to certain demographics.

In the future, I would like to see the OANC provide REAL resources and support for these meetings. Not all ANCs have a budget or skillset for such services and that isn't the fault of the commissioners, who are volunteers, this needs to be managed by our tax dollars.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

I support this goal, though I believe it falls short on the affordable housing front. We need more housing in general and we should seriously consider looking at a land trust, adjusting height limitations, increasing the number deeply affordable housing, pushing/legislating that wealthier neighborhoods to do their part.

According to the office of planning, 5.7% of all housing units in Adams Morgan are affordable. Compared to neighboring ANC's (1D 9.7%, 1A 19.1%, 1B 27.1%) we are far behind.

Unfortunately, our neighborhood has a history of fighting ALL development, including affordable housing. Due to the downzoning of Lanier Heights in 2016 and two historic districts (Kalorama Triangle and Washington Heights) options adding ANY Affordable in roughly 2/3s of the neighborhood is near impossible.

Furthermore, our commission still gives too much deference to wealthier residents who oppose even by-right projects.

In the next term, I would hope that our ANC focuses on encouraging more Affordable Housing units within our neighborhood resolution and statement of values.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I will continue to try my best to advocate for working people who live and work in the neighborhood. That includes advocating for: safer pedestrian and bike infrastructure; expanding housing options, especially affordable housing; more equitable and community-based Mayoral and DC Council policy decisions.

- 8) What is your opinion on the SunTrust building and possible redevelopment plans for the space? What do you think would best serve the community?**

Any public benefit for the community will be my goal, like in every other development that comes through the ANC.

As previously stated, we have a housing crisis and our neighborhood isn't doing our fair share to add affordable housing. I am interested in moving forward with a community discussion with the developers that add more IZ units."

- 9) How would you like to see 18th Street change or not change? What is your opinion on the 18th Street Streateries?**

I would like to see a permanent pedestrian zone on 18th Street with the following goals:

- Vehicle free zone on 18th Street from Kalorama to Columbia
- More consistent and expansion of bus service to and from Adams Morgan
- Reimagined pedestrian space activated by neighborhood organizations, small local vendors, and the BID.

The community-driven plan for the 18th Street Pedestrian Zone was not perfect, however, the failure of DCGOV to offer or execute any solutions to any identified "problems", the ignored requests of feedback by the community, and the prolongment this process WILL CAUSE 18th STREET BUSINESSES TO CLOSE."

# Fiona Clem

## ANC and Single Member District: 1C08

### 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Infrequently
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Occasionally
<i>Walking</i>	Frequently

### 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

Road safety is a fundamental issue for me. As a resident of Adams Morgan I appreciate that I can walk to most any type of business I might need. There are also several bus lines and Metro stops within a short walk away. And Capital Bikeshare docks and scooter options easily accessible. But street safety is needed.

I also know that taking away parking is a contentious issue for many DC residents. Street parking can be difficult to find and can be an important consideration for access to the drivers. Some drivers need their cars to safely move around the city or need car access as a matter of practicality, i.e., a family of four going grocery shopping. However, there is a big, and growing, percentage of the DC population that is car-free. So it's important to balance the access to parking with improved bus services and better pedestrian or bicycling safety. As DC implements more environmental policies we will need to consider the access need of all residents and small businesses. Locating community-based business in each community may cut down on the need for more care -- the closer businesses are to residents within each community the easier it is to access the small businesses.

About 18 months ago the ANC of Adams Morgan, championed by Japer Bowles (SMD 1C07), added a scooter corral to Kalorama Road near the intersection with 17th Street, NW. There were discussions on taking away parking from in front of a grocery store, but there were many neighbors who recognized that getting scooters off the sidewalk in front of a busy grocery store (that has a parking garage) would be in the best interest of everyone.

### 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I have found that the ANC meetings are well attended,, and I think that the move online has generally been good. I think the move online has been helpful for inclusion allowing for people with mobility issues. However, there can be different questions of inclusion and accessibility due to having good internet access, computer access, understanding of video conferencing, etc. There issues cannot always be solved quickly and may require funding that isn't available. In this sense the online only meetings can be a minus. Transparency is an interesting question because there could be texting and other conversations going on online that cannot be seen by the audience. But on the other hand the meetings, since they are all online, are recorded and that record is usually easy to access, or request, and provides a more detailed record than meeting minutes might.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

Yes, I believe that we need to have more housing, better housing, and better housing options throughout the city. And affordability is a big consideration. There are a couple of considerations for how ANCs could play a role in addressing the housing affordability challenges. The Mayor's proposal allows for evaluating allowable building height and density - this is something that the ANC could work on as a liaison between the community, the developers, and the DC government.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

The extensions of sidewalks into streateries and to accomodate more pedestrians and pick up/drop offs has been great. It is an excellent solution during the pandemic. It allows for people to feel safe running errands, getting food, supporting local business - all around I think it's been great. I know there is a need to evaluate the use of these spaces to all accommodate cars. I think after the pandemic we will need to evaluate what went right and what could be improved upon. Right now, we need solutions that work for most restaurants, small businesses, and neighbors.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

The pandemic is affecting so many aspects of the neighborhood. One part of this is financial stability which also affects housing, and that affects stability. As the Vice President of the Reed-Cooke Neighborhood Association I worked with our President to create a Covid-19 Relief Fund to raise funds and distribute funds for those affected by the pandemic who didn't have means to get Federal relief. The fund was seeded with money from the community with matching funds from the Reed Cooke Neighborhood Association. We have distributed 54 micro-grants of \$300 to neighborhood people. We plan on continuing the grant program this fall as we know that there are neighbors in need and we'd like to help.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I want to serve as my ANC commissioner because I am dedicated to neighborhood and would strive to be a responsive and active commissioner.

I am a problem-solver, neighborhood-advocate, non-profit and technology professional, and local historian, and have called Adams Morgan home for the past 20 years. As a devoted resident of the Reed-Cooke neighborhood, I have been active and invested in helping the community become a vibrant, dynamic, cozy, comfortable place to live, work, play, and raise a family. I am running for ANC1C08 to continue this work and my dedication to making the Reed-Cooke neighborhood a great place for all residents to enjoy access to diverse urban amenities, safe transportation corridors and inviting public-spaces.

- 8) What is your opinion on the SunTrust building and possible redevelopment plans for the space? What do you think would best serve the community?**

SunTrust plaza is an important corner in Adams Morgan. It provides a gateway into the community, a gathering place for neighbors, and a critical and lively farmer's market on the weekend. It's important in any community to have spaces for gathering and where a community can come together. The history of the plaza - that it was created for the community as a agreement after revelations about discriminatory lending practices - is an important part of Adams Morgan history. But the plaza isn't attractive and could be used to much better purposes if it was redeveloped. The latest news is that the community groups don't have legal standing to challenge the development. But I think that the developers plan is thoughtful and has taken community members's



ideas into consideration. And hopefully there's still opportunities for input, such as maybe adding a library to the space as proposed by ANC 1C. Also the displacement of the farmer's market is a neighborhood concern.

**9) How would you like to see 18th Street change or not change? What is your opinion on the 18th Street Streatery?**

I signed on to the Adams Morgan Commercial Development Coalition letter to open 18th Street. I believe that the 18th Street Streatery concept is great. There is a need for restaurants to be open and safe and provide customers space to socially distance. The first weekend there was great weather, lots of pedestrians, customers, and neighbors enjoying all that 18th Street has to offer. The first weekend the street was closed to most traffic and the buses were re-routed. There was some confusion about getting around. After that weekend there were changes to how much of the street was closed to traffic. So now although the streateries are still operating, 18th Street is open to two-way traffic which effects the enjoyment of the restaurants and cafes along 18th Street. Traffic safety near streateries, especially like 18th Street, needs to be taken seriously. Measures to slow traffic, ensure that cyclists and pedestrians are safe, and keeping the cafes open and protected will continue to be needed. I still strongly support the streatery concept. And I think that they should continue. The proposal to give grant money to get ready for winter is a great idea and will be very helpful. I think that we should do all we can to support restaurants who want to be open and patrons who want to go out and enjoy them and I think that streateries are a great solution.

# Matthew Brandeburg

## ANC and Single Member District: 1D04

### 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Occasionally
<i>Scooter</i>	Occasionally
<i>Shared Ride (e.g., Lyft, Uber)</i>	Frequently
<i>Personal Car/Motor Vehicle</i>	Occasionally
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

### 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

Safety is a paramount concern for my neighborhood. From improving access to Rock Creek Park to facilitating improved pedestrian traffic along the business corridor of Mount Pleasant Street, there are areas of great public interest for renewed safety efforts. The goal of any action should be to increase the democratic utility of our spaces -- to improve access to public spaces for all peoples. Improving both bus services and bicycle safety is tied to this goal, and recognizing that these improvements will likely come at the expense of private parking is in line with efforts already begun by Commissioners Stewart and Allinger in ANC 1D. I do not aim to reinvent the wheel, and, by recognizing my fellow Commissioners' knowledge of the situation and the time costs already spent working with DDOT in the last year, I intend to work with my fellow Commissioners to help continue the efforts they have already begun on this topic.

To give concrete examples, I support the approach that has been undertaken to date, which has involved a robust neighborhood consultation initiative, followed by the distillation of these responses and the subsequent passing of resolutions based on these outcomes. Citizen engagement not only consisted of scheduled ANC meetings, but included solicitation of feedback over newer communication platforms, such as the application Nextdoor. Work with DDOT has included direct engagement with DDOT teams and personnel. Most notably, the neighborhood consultations have resulted in a request for DDOT's support in developing feasibility and design studies for improving traffic safety. This is exemplified in a resolution unanimously passed on May 21, 2019, which requested that, per the resolution's title, "[...] DDOT [...] refine and implement tactical improvements in Mount Pleasant related to Vision Zero." This resolution included protections to cut-down on illegal parking, but also opened the possibility for limiting existing on-street parking in an effort to expand cycling space, including bicycle parking as well as lane improvements. Currently, the feasibility and design study process begun with DDOT is my preferred option for approaching the situation.

### 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

As with many efforts undergone in the wake of the COVID-19 outbreak, ANC 1D meetings have gone virtual and are hosted via Zoom rather than in-person at the Mount Pleasant Library. On a conceptual level, having the ability to attend our meetings online improves access for some constituents due to the diminished transportation burden and the flexibility that dialing in over an internet connection allows. In practice, these virtual meetings have been conducted reasonably smoothly and have continued to

enable community participation. That said, for my SMD in particular, many of my constituents lack access to the proper devices -- let alone adequate internet connections -- to facilitate their participation. When the pandemic emergency lifts, I would like our official meetings to return to Mount Pleasant Library, while also finding a way to continue to incorporate remote access. It should be achievable, even within the confines of traditional Rules of Order, to conduct a meeting that mixes virtual and physical participation; however, I will insist on maintaining an in-person component to allow for those digitally disadvantaged to retain their voice and right to participatory democracy.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

As a DC resident, it is important to see the city continue to be a city for all and not some. It is becoming increasingly clear that the affordable housing supply has not kept pace with the city's demand, and the COVID-19 pandemic will likely only add to the current system's strain as pandemic control measures have the unintended consequence of impeding full employment. In supporting this mission of expanding affordable housing access, our ANC has made efforts to ensure near-term development projects allocate housing units to low-income families. Our ANC has also supported mixed-use development along its main thoroughfare, supporting elements of the proposed DC Comprehensive Plan Update, such as building housing close to public transit, restoring underused properties, and protecting existing housing stock. Our ANC will continue to work with developers to ensure any future growth recognizes the goals proposed by the Comprehensive Plan Housing Element.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

As Commissioner for SMD 1D04, I represent many of the businesses of Mount Pleasant Street. The adjustments that have been made by establishments along our main street have been essential to these businesses' survival through this emergency period. The ability for establishments to expand dining options to portions of the street has allowed for some businesses to rehire many of their pre-pandemic staff.

I think many of these adjustments should find a way to be made permanent in a post-pandemic DC. The pandemic offers a chance to re-imagine our public spaces, our transportation networks, and how we promote inter-neighborhood interactions. Safety considerations must be taken into account, and this will limit the extent to how much of the streatory culture can remain. For example, prior to the emergency, efforts to expand cycling lanes and improve pedestrian safety opened a conversation about reconfiguring private parking. As spaces currently reserved for private parking were among those incorporated into the streateries, the transportation safety designs would now have to take any remaining streateries into account. Additionally, a positive collaboration between a local non-profit and WMATA resulted in a streatory encroaching on space reserved for bus access. It is likely not feasible to continue that configuration indefinitely into the future and will require consultations with the parties involved to find an optimum, long-term solution. In short, the final outcome for our public spaces will require working with local residents, businesses, and government agencies such as DDOT and WMATA; however, I believe that a compromise is achievable in the post-pandemic future, and the result of which would be an even more vibrant, accessible, safe, and friendly Mount Pleasant Street.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

The pandemic has laid bare the disparities between the city's capacity to handle mental health services, and the demand for those services by some of its citizens. My district has seen an uptick in people who have been displaced by the city's emergency measures, and are in need of additional help. I support recent efforts by my fellow Commissioners to work with DC's mental health resources, such as aiding walkthroughs by agencies tasked with improving the district's health and homeless services. There is much more that can be done, but it will only be achievable by marshalling the attention, resources, and commitment of

the greater DC Government. I support redoubling the ANC's efforts to expand the processes for addressing these needs that have already begun.

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I am a long-term resident who brings experience working internationally across diverse cultures to find solutions to complex issues. I am fluent in French and Spanish, which will help me communicate directly with my constituents. I bring an appreciation for hard work and a passion for using leadership as an opportunity to elevate the voices of others. I hope that together, as a community, we can continue to nurture and grow the "village in the city" that is our district of Mount Pleasant, DC.

**8) What is your vision for the Mt. Pleasant Street corridor? How would you like to support Mt. Pleasant's small businesses?**

Mount Pleasant Street is home to a diverse array of small, locally and minority owned businesses. My vision for the corridor is to ensure the character of my district remains one of unique mom-and-pop businesses, augmented by improved accessibility and outdoor dining amenities. Any efforts in achieving that vision should ensure that people are incentivized to spend time in the community, rather than just moving from point A to point B. In terms of improved accessibility, I support the enhancement of bus access, pedestrian safety, and cycling infrastructure as detailed in my previous responses. In terms of improved outdoor dining amenities, also detailed in previous responses, I see a valuable role for maintaining elements of the street culture that the city's pandemic measures have produced. Mount Pleasant Street already maintains active small business organizations, and I see my role in the ANC as one to help facilitate and expand the actions already underway by these organizations. By working together, I believe my district will survive the pandemic with its unique, small business community intact, and not find itself replaced by chain retail and restaurants.

**9) Do you support the addition of bus lanes to 16th Street NW?**

While not in my district, addressing the traffic situation on 16th Street NW is important to me and many of my constituents. Prior to the pandemic, I used to commute from Mount Pleasant to Ashburn, Virginia for my work. I took public transit, which meant making a series of bus to metro trains to bus connections that, in the best of timing, meant at least two hours commuting each way. I have therefore experienced the congestion of 16th Street NW during rush hour first hand, and I have felt the consequences that any delays can have as they ripple across timing the infrequent schedules I had to corral for my commute. In November 2013, this website reported that more than 50% of rush-hour travelers along 16th Street NW commuted via buses, which only accounted for 3% of all vehicles on 16th Street NW in that time period. I have reason to believe that this situation has only been exacerbated in the last seven years. This gets to the heart of the issue -- how do we most effectively transport our citizens so that we can improve safety, employment, and inclusive growth. I support the proposed design by DDOT to institute a variety of changes to bus services along this critical artery, including a dedicated bus lane on 16th Street NW during peak travel periods. Additional changes proposed by DDOT, such as bus queue jumps and transit signal priority adjustments, have my support and are important to the realization of a safer, more reliable, and more accessible DC.