



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

**2018 Greater Greater Washington ANC Candidate Questionnaire
Ward 3 Responses**

First Name	Last Name	ANC	ANC/SMD
Amy	Hall	3E	3 E01
Elizabeth	Callanan Mitchell	3E	3 E02
Tom	Quinn	3E	3 E04
Ann	Mladinov	3B	3B01
Jackie	Blumenthal	3B	3B02
Mary C	Young	3B	3B04
John	Grill	3C	3C01
Emma	Hersh	3C	3C05
Angela	Bradbery	3C	3C06
Victoria	Gersten	3C	3C08
Michael	Sriqui	3D	3D04
Heather	Gustafson	3D	3D05
Alan	Karnofsky	3D	3D05
Dave	Donaldson	3F	3F02
Monika	Nemeth	3F	3F06
William	Sittig	3F	3F06
Jerry	Malitz	3G	3G05
Chris	Fromboluti	3G	3G07

Name: **Amy Hall**

ANC and Single Member District: **3 E02**

What specific changes to the Comprehensive Plan and zoning within ANC 3E would you recommend to accommodate future growth?

I believe that we need to see more well-designed, mixed-use development in our business areas, particularly near metro/public transportation.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

ANC 3E has been working to improve alternative transportation options. In particular, looking to expand bike lanes, putting residential parking restrictions on new development, etc. But more needs to be done. There are clearly areas in the ANC that would benefit from additional bike lanes and areas in the ANC that need traffic calming and improved pedestrian safety modifications. Addressing issues like this will encourage more residents to walk and bike.

What are your priorities for the proposed development at 5151 Wisconsin Avenue NW, the current location of TV station WTTG (Channel 5)?

First, design and ensuring the new building blends appropriately into the neighborhood - including removal of the antenna. Second, ensuring the developer works with ANC to maximize incentives for new residents to use public transportation (and bike/walk) rather than cars. Third, ensuring the new project activates the space around it. The site is in close proximity to Friendship Heights but in a strip of Wisconsin that could be considered a little dead. A restaurant or other business that draws local residents could be a nice way to improve the vibrancy of the area and make it more welcoming for pedestrians and business. Fourth, working with the developer to try to come to consensus to exceed the inclusionary zoning requirements would be a positive win for the community. Too many families are getting priced out of this area, and working to ensure there is a robust mix of housing for middle class families is important.

What are your priorities for the development of the former SuperFresh Supermarket site known as the "The Ladybird?"

This project has neighbors on both sides of the issue. Given the site location, the recent improvements in Spring Valley which are really contributing to activating the neighborhood and getting people out and about, this site is a good opportunity for a well-designed project that blends business and residential activities. Currently, the site is dead and an eyesore, serving as

nothing more than a parking lot. We need to secure well-designed residential development - including pressing the developer for additional IZ units to work to ensure economic diversity in our neighborhood. Having been a Janney parent since 2004, I have witnessed the change in demographics of the school; middle class families (teachers, police, nurses etc) are being priced out of the neighborhood. We also need to press the developer for positive and engaging public space around the project, whether a fountain that doubles as a sprayground in the summer, cafe seating, a dog park, etc. With any development, traffic will be a concern. In this case, the proposed grocery is the true generator of trips. The ANC should work with the developer to enhance public transportation options around the site (and provide incentives for non-car transport), work to improve pedestrian safety, and encourage any residents of the site to use non-car alternatives to get around. Additionally, regardless of which side residents are on with respect to housing - nearly everyone seems to support adding a grocery. This is clearly a benefit for the community, but as a driver of traffic, we will need to work with DDOT and the developer to improve traffic flow and ensure any increased trip generation impact is minimized. With the new businesses in Spring Valley (some soon to open) this development presents a critical opportunity to continue to activate the area for families in the neighborhood. Already, we see families walking or biking to Millie's or Wagshal's new restaurant for dinner or ice cream - done well, this development can be another asset to the area.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

Most relevant to our area would be improved bike lanes. A significant number of children in the ANC bike or walk to Janney, Deal, or Wilson. I believe that working with the neighbors, many of whom themselves are avid bikers, we can make infrastructure improvements to our neighborhood. Additionally, the area around 41st Street and Wisconsin is ripe for pedestrian and bicycle improvements - which is a conversation the ANC began some time ago with DDOT, National Park Service (NPS), and the local businesses. More work is needed there.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

The ANC was able to secure critical pedestrian safety improvements on Chesapeake Street between Wilson and Deal for the students who walk in that area. Again, 41st Street, Chesapeake and Belt remain in need of attention - particularly the lack of sidewalks on Belt Road (which is NPS property). The crosswalk at Wisconsin and Chesapeake needs attention as cars frequently do not stop for pedestrians. 46th Street and Fessenden, near Fort Bayard Park is also a problem spot for dog walkers and families going to the park, which we have been unable to resolve satisfactorily with DDOT. Western Avenue is also ripe for an evaluation for bike lanes, which could easily be installed in the direction of Mass Avenue (heading away from Friendship Heights). 46th between Mass and River also has a number of challenging crosswalks - which

require constant repainting and monitoring for the neighborhood to ensure the striping remains visible.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

As mentioned earlier, the ANC has a number of development projects where we should be working to secure additional inclusionary zoning units so that our area can remain diverse economically and available to middle class families. We have a number of great opportunities, but what would be helpful would be if the DC government would put more weight behind helping ANCs that are working to retain or promote diversity in their community housing.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

There are two sleeping controversies. The first deals with the Georgetown Day School campus expansion that is under construction. While we enjoy having GDS as a neighbor, their record for student and faculty use of non-car transport has not been good. When the expanded campus opens, if GDS is not held to their agreement and pushed to do more, school drop off and pick up times may become unbearable on our local streets. The second issue deals with development and the impact on local schools and greenspace. DC is growing, but to manage that growth in a positive way planners need to ensure schools have the staff, space and capacity for the students that want to attend and that we have ample play space outdoors. DC needs to do a better job on both fronts. While we have staved off the worst of the budget cuts this year for our local schools; however schools should not constantly be struggling to do more with less funding and more students. Likewise, leadership from DC in pushing developers (or owners of vacant property) to turn spaces into outdoor/public opportunities would be greatly appreciated.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I have tried to be fair and balanced and consider the various view points of the community, but also with an eye to the future to help our neighborhood grow in a responsible way. I have not limited my work solely to development issues, but have also worked to encourage the ANC to support school-related issues that benefit the community broadly (such as funding cuts, independent analysis of enrollment trends), improved access to and availability of outdoor/public space (field use, set asides for green space, improvements to the Chesapeake House at 41st and Chesapeake, etc). A vibrant community requires attention to many different issues, not simply a myopic look at one project or another.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

The Superfresh/Valor Development is one example. One suggestion received was that the developer should simply build townhouses. In practicality, this would mean car-centered homes of higher income. This would not promote inclusiveness or economic diversity, and would not decrease the number of single-car drivers/promote use of public transportation. If communities across DC acted this way, we would have further clogged streets and further escalating gentrification. We need to find a diversity of uses for development sites and promote diversity in residents to strengthen our community, encourage and improve public transportation and build strong communities that we can all be proud of. It is good for folks - regardless of where we live in the neighborhood - to have places we can safely walk or bike to - for shopping, dining, playing, and just hanging out.

Name: *Elizabeth Callanan Mitchell*

ANC and Single Member District: *3 E02*

What specific changes to the Comprehensive Plan and zoning within ANC 3E would you recommend to accommodate future growth?

I support the changes to the plan that encourage growth and development along our transportation hubs-specifically along Wisconsin Avenue where our Metro stops are located. Mixed use developments should be encouraged to promote business and economic growth while providing the population density required to sustain those endeavors. Affordable housing but particularly affordable family housing is something our area is desperately lacking and needs to be prioritized. We also need to make sure our senior citizens are able to age in place and have access to programs, transportation, and services that will allow them to do so in their own homes. I grew up in this neighborhood and it was very middle class. I'd like to see better opportunities for more diverse housing and think that could be accomplished by encouraging more rental units and accessory dwelling units.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

I'd like to see DDOT enforce residential parking bans. As I understand it, this might require some legislative amendments but I think it would take a lot of pressure off some of the proposed developments in our neighborhood. Developers in the past have promised that residents in their buildings won't be able to get residential parking permits but those promises have proven difficult to fulfill. If DDOT can enforce the parking bans, you give developers back an important negotiating tool and I think it would go a long way in helping rebuilt trust in the community. At present, communities and developers are supposed to work together to enforce these bans and it is an undue burden on both parties. I have only seen one development come up at an ANC meeting where parking wasn't an issue. Developers don't want to have to build massive parking lots but the surrounding neighborhoods don't want their streets clogged with new cars and more traffic. If developers can promise that no residents in their buildings will be able to apply for parking permits and DDOT can deliver on that promise, our neighborhoods will be able to welcome more residents with fewer cars and traffic. Expanding bus service along Massachusetts Avenue particularly during rush hour would be very helpful. I take the bus regularly but the wait times can be lengthy. I'd also like to see more bike lanes with optimized routes for commuters. We have a rather convoluted sidewalk system that could be greatly improved to make our neighborhood more pedestrian friendly and accessible. When you make it easier for people to get to public transportation, they are much more likely to take public transportation.

What are your priorities for the proposed development at 5151 Wisconsin Avenue NW, the current location of TV station WTTG (Channel 5)?

It is right on Wisconsin Avenue and within an easy walk of the Friendship Heights metro so a mixed use building with affordable housing above the minimum required by IZ with businesses that would bring vitality and interest to the area. I'd like to see some pedestrian enhancements as I've seen at least two people come close to getting hit by cars in the crosswalk near the property. Also, due to the age of the current building, if it were to be demolished, I would want to ensure proper environmental precautions be taken to protect the neighborhood from possible lead contamination and other hazards.

What are your priorities for the development of the former SuperFresh Supermarket site known as the "The Ladybird?"

I'd like to see the site developed and as soon as possible. The site has languished for too long and has real potential to bring value to the neighborhood. "The Ladybird" proposal has been quite controversial and I think much of this could have been avoided with better mediation. Going forward, I'd like to see a process that is less adversarial and with more transparency so that we can break ground sooner rather than later and with the full support of the surrounding neighbors and businesses.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

The neighborhood is mainly residential with ample street parking. If a transit plan emerged that required a street to be cleared for a bus or bike lane, it could be tailored so that cars could still park at off peak hours but buses and bikes could utilize it when it would be most effective to alleviate traffic.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

We have a very walkable and bikeable neighborhood but I think there's always room for improvement. Making the stop signs more consistent would go a long way in reducing confusion (some intersections are two way, some four, some three). There are a few places where better traffic signs could help prevent sitting buses from obstruct pedestrians from vehicular traffic. Repainting existing crosswalks and and trimming trees and bushes to ensure better visibility would all help us get closer to achieving Vision Zero.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

I think the ANC needs to ensure that developers are delivering on promises they are making to the community in the PUD process. I was at a hearing recently where we discovered at the Zoning Commission that the developer had 'miscalculated' the amount of affordable housing they were required to provide under IZ by a substantial amount. It is a disservice to the community and city that we were that far along in the process before this mistake was discovered. Developments that provide more affordable housing and particularly units for families and the elderly should be encouraged and supported.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

Overcrowding at our schools. Janney Elementary is a fabulous school but it's at maximum capacity. I would love to see more affordable family housing but where do we put those extra students? This is a problem not just for 3E but for most of Ward 3. I think the solution is to either build a new elementary school or build a stand-alone Pre-K/K to take some of the pressure off all of these schools. We want young families to continue to move here and grow here and thrive here and to do that, we need to maintain the level of excellence that keeps attracting new families to this area.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I grew up in this neighborhood and have seen it change significantly over the past 40 years. My parents are aging in place on Ellicott Street and I'm raising two small children on Warren so I think I have a unique perspective on some the diverse needs of this community and how they can be best met. Growing up here, it was a lovely neighborhood but I have watched it blossom into a thriving community comprised of people who care deeply about this place and its future. I want to help this neighborhood continue to grow and evolve in ways that promote diversity, inclusion, and progress while supporting the people and businesses that have provided such a solid foundation.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

I can't think of a Ward 3 example but it does bring to mind the situation at DC General where a small group of community members fought to stop demolition of the building (which was in the city's best interests) to prevent physical and mental harm to the families still residing there. It would be problematic to development if this were to happen city wide but at the same time it would encourage more responsible demolition and ways of handling tenant displacement. I think it is important to listen to all of our community members to make sure that our broader city-wide interests really are to the benefit of all of our community members. Leaders are often called upon to amplify the voices of those in greatest need. As an advocate for the elderly and indigent, I have been that voice in the past and would like to be that voice for ANC 3E02

Name: **Tom Quinn**

ANC and Single Member District: **3 E04**

What specific changes to the Comprehensive Plan and zoning within ANC 3E would you recommend to accommodate future growth?

The most important change to the Comprehensive Plan needs to be fixing the conflicting language in the plan regarding PUD's so that plans that have been fully vetted and approved by both ANC's and the Zoning Commission cannot be appealed by individual members of the community or outside groups on the basis of conflicting language in the plan. But there are some lots along Wisconsin Avenue that should be upzoned - near the two Metro stations there are some medium density lots that should be upzoned to high density and in between the two stations there are some moderate density lots that should be upzoned to medium density. Neither of these proposed upzonings are radical or out of character with what exists along other commercial corridors in Ward 3 and in the case of the upzoning from moderate to medium density we have an example of an existing project in the corridor that received identical relief via the PUD process almost 20 years ago (and was supported by the ANC at the time) and is of a completely appropriate scale for a major commercial corridor well served by public transit.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

We absolutely need to make biking and walking safer, easier and more pleasant. We have excellent public transportation options in our neighborhood but off peak headways on Metrorail, Metrobus and Ride-on buses all could be improved. And DC and Montgomery County should be planning now to connect the existing WMATA bus routes on both Wisconsin and Connecticut Avenues to the coming Purple Line and assuming Montgomery County builds bus rapid transit lines on 355(Wisconsin Avenue) that line should extend across the DC line. Vigorous parking enforcement would greatly help to smooth out and speed up bus travel times along Wisconsin Avenue which would encourage greater ridership. And we badly need protected bike infrastructure in Ward 3, particularly in the congested areas around our two Metrorail stations.

What are your priorities for the proposed development at 5151 Wisconsin Avenue NW, the current location of TV station WTTG (Channel 5)?

This project is a great opportunity for a positive redevelopment of a poorly utilized lot along Upper Wisconsin Avenue that can also serve as a template for other similar lots in the corridor. This particular building is almost 60 years old and more than half of the lot is covered by a surface parking lot and the lot is surrounded by an unattractive blank wall. Replacing the

poorly designed building, which includes 2 curb cuts on a busy corner for pedestrians, with a more attractive mixed use building that is greater in height on Wisconsin Avenue that steps down in height on the residential back of the lot to match the roofline of the adjacent homes is an opportunity to improve the design and environmental footprint of what is currently on the lot while adding residents that will shop in the neighborhood, ride transit and pay taxes. And importantly there are similar lots nearby with dated office buildings and large surface parking lots that with well designed buildings could greatly enhance the livability and vibrancy of our neighborhood all while enabling Ward 3 to do its part to supply badly needed housing in our city and region.

What are your priorities for the development of the former SuperFresh Supermarket site known as the “The Ladybird?”

This is a tricky lot because it is cut off from the Massachusetts Avenue commercial corridor by a undeservedly historically protected and unattractive strip mall. The mixed use project ANC 3E previously supported for this lot was a good compromise use of the lot with a design that stepped down on the eastern residential edge of the lot with the greatest height concentrated adjacent to the bordering strip mall. The design that ANC 3E previously supported also greatly improved the pedestrian porosity of the lot and helped to connect the homes to the east of the building with the now burgeoning commercial area on the west side of Massachusetts Avenue and our hope was that by adding additional commercial activity on the east side of the street and making the area more walkable with a hawk signal we could create a new neighborhood serving retail node. Unfortunately a flaw was discovered in the Inclusionary Zoning that required the developer to add IZ units for the transferred density from elsewhere on the lot apparently making the previously approved project no longer financially viable. So an objection was filed that the proposal didn't have enough affordable housing units that will likely result in neither new affordable nor new market rate units which benefits no one. Hopefully a means exists by which the current developer, or a different developer in the future, can get relief from the requirement to transfer the IZ requirement from an adjacent property and move forward with a similar project and presumably the party that opposed this project for lacking IZ units will then support a project that in fact adds more affordable units that don't exist today.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

It is hard to answer a hypothetical like this but as a general matter I strongly support trading on-street parking for greater mobility for all road users and greater safety for pedestrians and bicyclists. We have a fantastic opportunity to improve the area behind the Tenleytown Metro Station on 40th Street and Fort Drive by creating safe pedestrian crossing zones and protected bike lanes while also improving the waiting areas for the many people who transfer to different buses in this busy area. Almost any proposal for making this area safer would require remove on-street parking - although we only have 2 year old draft proposals right now all of those proposals would have meant changes that made the area safer for pedestrians and cyclists at

the expense of on-street parking spaces, a trade off that in this instance I would be very likely to support in the future.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

The big opportunity for pedestrian safety in our ANC would be to remove unsafe and excessive curb cuts along Wisconsin Avenue. These curb cuts not only making walking unsafe and unpleasant but they interrupt the smooth flow of traffic and often times reduce the number of on-street parking space with no similar increase in the number of off-street parking spaces. Unfortunately as is the case in many other instances DDOT has shown no inclination to pro-actively tackle these often illegal and marginally useful public space uses. As for bike lanes the above referenced opportunities on 40th and Ft Drive should be the most immediate opportunities and further down the road on Albemarle Street in Tenleytown as well as 42nd Street also merit consideration.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Ward 3 in general needs to be building more housing - both affordable/IZ units and market rate. We have a lot of family size housing units in our ANC but relatively few multi-unit buildings. Our ANC can contribute to growing the cities supply of housing by being positively engaged in the process to get high quality projects and by sending a message to DCOP, the Mayor and the Ward Councilmember that our community wants to grow and be more vibrant and contribute to this regions need for additional housing. Fortunately our neighborhood is already a great place to live with fantastic schools and two universities, some great parks and outstanding public transportation and housing is in great demand here but it should not just be other neighborhoods that are adding additional housing units and getting the associated benefits.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

I think the biggest challenge in our neighborhood is also a citywide challenge and that is managing the demand for seats in our successful neighborhood public schools, particularly at the high school level. As the city has boomed over the last decade more and more parents have opted to stay in the city and enroll their kids in Ward 3 schools. Although numerous school expansions have increased school capacity and kept classroom sizes manageable there are essentially no longer out of boundary slots at any west of the park elementary schools and those schools no longer reflect the diversity of our great city. But more challenging is that that large cohort of students will eventually crowd Wilson High School to the point where the school will either become too large or alternately lose some of its diversity. The solution to this

challenge is to create great high schools citywide but if parents aren't confident of that before our local public HS gets to a crisis point some hard choices are going to have to be made.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I've worked very hard to make my SMD more livable - when a constituent reaches out with a problem I stay on the issue until it gets resolved. I've put in endless requests for little changes around the neighborhood - new trees, new crosswalks, pedestrian bulb outs, hawk signals etc all of which should make our neighborhood safer and more pleasant for its residents. In 2 years I'd like our ANC to be greener, more vibrant, safer and more walkable all while continuing to do its part to make our city great.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

We have folks who have objected to new sidewalks in their front yards but it is the official DC policy to fill in sidewalk gaps and I will always advocate for pedestrian safety even if it makes some members of our community unhappy.

Name: *Ann Mladinov*

ANC and Single Member District: *3B01*

What specific changes to the Comprehensive Plan and zoning within ANC 3B would you recommend to accommodate future growth?

ANC3B is zoned for apartment towers along Wisconsin Avenue (our Priority Corridor for Metrobus) in Cathedral Heights and in the apartment area between Tunlaw Road and Cathedral Avenue, which are largely built out. The Glover Park commercial area within ANC3B, south of Calvert Street to Whitehaven, is in the Mixed Use Naval Observatory zone which has limits designed to protect the Naval Observatory including from light pollution. Much of the rest of the ANC is zoned for low-rise semi-detached or attached row houses or small apartments. The neighborhood is only partly served by Metrobus and has no Metrorail within 20-30 minutes walk. There is still considerable flexibility to increase the number of units in small multi-unit buildings and the recent zoning change covering accessory apartments permits more apartments, so owners are pursuing all those options and the ANC is monitoring the development closely. We have been very concerned about loss of existing affordable housing, including in rent-controlled apartment buildings and smaller buildings that have been used for many years as low-cost housing accessible to students and young professionals, as well as seniors. It is important for us to maintain affordable options.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

The ANC has supported the completion of the bike route on Tunlaw Road and 37th Street to Georgetown; the Capital Bikeshare sites in the neighborhood; maintaining and expanding Circulator service that serves our community; and preserving and improving Metrobus service to and through ANC3B including 30-series buses on Wisconsin Avenue, N-series buses on Massachusetts Avenue, and D1 and D2 into Glover Park. We also were successful in getting WMATA to save the 37 rush hour bus. The ANC continues to work closely with DDOT and WMATA to press for frequent and reliable bus services to our area, and continue to discuss shared ride, dockless bike and ebike and scooter options, as well as actions to improve pedestrian and bicycle safety, which is essential to getting more people to walk and ride bikes. We evaluated the option of Resident Only parking on one side of streets where there is currently have RPP, but do not support the DDOT policy of only allowing new Resident-Only parking on streets in the ANC if EVERY RPP block in the Commission area is converted to Resident-Only on one side of the street. That may be an easier policy for DDOT to manage and implement, but it is not sensitive enough to the situation in the ANC and I would recommend that DDOT adjust that element of its RPP policy. We have numerous new condos that do not provide parking for every unit, and we also have some experience with the BZA ordering new

condo developments to require that residents NOT get RPP permits, in order to discourage residents from having more vehicles and using more parking.

What can you do as an ANC Commissioner to help improve the retail climate in Glover Park?

In the past year, the ANC has taken a lead in kicking off discussions of how to improve the ability of the commercial area in Glover Park to attract new businesses. Through the ANC's efforts, residents and others committed to the community have formed a business improvement working group, and I and others Commissioner have participated in the working group meetings, contributing ideas, researching city programs and grant opportunities to help with the efforts, offering suggestions to commercial owners looking for tenants, and supporting prospective new businesses, publicly and behind the scenes. In the past few months, most of the vacancies have been filled and several existing businesses are renovating and improving the business scene in the area. For the past three years, the ANC has also gotten Councilmember Mary Cheh to put funds for a Glover Park Clean Team into the city's budget and the ANC has worked with the winning organization, Changing Perceptions, to improve the appearance of the commercial area, cleaning trash more regularly, taking care of tree boxes, and generally making the Wisconsin Avenue corridor more attractive for customers and businesses. With the other ANC members, I will continue to support the efforts to maintain and improve the Glover Park commercial corridor, working with businesses, the executive and the Council, and residents. If neighborhood residents along with businesses decide they would like to form a non-profit for that purpose and/or create a Main Street program in Glover Park, we will work with them to facilitate that process and offer any possible support from the ANC.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

As a very specific example, when DDOT proposed to create the bike lane on Tunlaw Road between 39th Street NW and 37th Street NW, the ANC met with the DDOT bike planner to get detailed maps of any parking changes involved and I shared the information with the apartment managers and residents and other neighbors along that route, explaining the proposed changes in the number and location of parking spaces and asking for their comments. We worked together to identify a few places where some parking spaces could be preserved without affecting the safety of bicyclists and where additional parking spaces should be eliminated to improve safety, and we got agreement among the residents and DDOT planners to go forward with the plan. We had a similar experience when WMATA reduced the number of Metrbus stops for the 30-series buses along Wisconsin Avenue. DDOT proposed to allow vehicle parking where a bus stop had been in my SMD, ANC3B01, but I heard a lot of concerns from residents about safety for pedestrians and others from allowing parking in that areas, so close to the intersection of Wisconsin Avenue and Fulton Street, so we asked DDOT to remove parking spaces. The Mayor's liaison to ANC3B was able to expedite a response from DDOT and DDOT agreed to reduce the number of parking spaces in the bus stop. Those are examples of how I

and the other ANC Commissioners have approached this type of situation, and that is the ideal approach which I plan to continue.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

In my SMD, ANC3B01, I am continually hearing concerns about bike and pedestrian as well as vehicle safety particular along Wisconsin Avenue. With the support of the ANC, I am continuing to work with residents to get DDOT to conduct a comprehensive traffic safety investigation of Wisconsin at the intersections of Wisconsin Avenue with Garfield Street and with Fulton Street, where we have had multiple crashes, pedestrian injuries, and close calls week by week. The intersection of Tunlaw Road and Davis Place is the third intersection in ANC3B01 where we have asked for a traffic safety investigation, improved measures to slow traffic, create better visibility for bicyclists using the Tunlaw Road bike route, and allow safer crossings for pedestrians. We have sidewalks on every street but are also working on getting DDOT to repair or replace damaged sidewalks especially where the roots have caused cracks and dips and other dangerous conditions for residents, including seniors, people with disabilities, and families with children in strollers.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

ANC3B depends on continuing to provide comfortable and affordable housing for seniors as well as young professionals, and middle income families who want to remain in the area, even as housing prices seem to be continuing to rise. The greatest crisis in housing affordability in the District in recent decades has been the loss of existing affordable housing, as so many properties around the city have been purchased and converted to higher cost housing. The other challenge is how to use city policies, programs, and funding to create new affordable housing. This will take attention to inclusive development within PUDs and other large developments, as well as concerted efforts to create affordable housing, not just for residents/households at 80% of the Area Median Income (AMI) -- close to \$90,000 a year -- but for residents/households who make \$60,000 a year or \$30,000 a year, and those who are severely housing deprived. Just adding one or two "affordable" units to a new apartment building under inclusionary zoning is not going to come close to meeting the need. Our ANC has also been committed to supporting the principles of the Homeward DC Plan to provide the whole spectrum of housing needed to move individuals and families from homelessness to stable long-term housing, including emergency overnight shelters (such as the hypothermia shelters at the Community of Christ on Massachusetts Avenue at 36th Street NW), short-term housing for homeless families (such as the Ward 3 shelter being constructed on Idaho Avenue), as well as Rapid Rehousing options and longer-term supported housing. Our ANC has sponsored intensive panel discussions on the challenges of homelessness as well as senior housing and services, and we will continue to monitor the current programs and support further developments in those areas. Thanks to ANC3B04 Commissioner Mary Young, who has been

very active on tenant and senior issues for many years, the ANC works to ensure that residents get full information on the city's housing programs and services, including limits on allowable rents, tenants' bill of rights, TOPA, and other protections for renters, as well as food options and other assistance available to people in need, including children, people who are homeless, seniors, and people with disabilities.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

The continued closure of the Whole Foods on Wisconsin Avenue in Glover Park is the biggest current issue for the neighborhood. Whole Foods and its landlord, Wical, have been mired in lawsuits against each other for more than 18 months, during which no one has been able to shop at the Whole Foods store-- for the past 20 years an important source of groceries and wine and flowers, prepared foods, baked goods, coffee, and all kinds of other products day to day for residents and guests, and a vital asset for the neighborhood. Many people don't want to live in a community where they can't find a gourmet grocery store; businesses in the area are also hurt by having that Whole Foods shuttered. The ANC has tried to stay up-to-date on the progress of the legal procedures and private negotiations between the parties, communicate our position that the Whole Foods is very important to the community, and make sure it is clear that we hope the store will reopen soon, as a renovated, safe, clean store for area residents for the next few decades if possible. The Whole Foods has been a showpiece, a proud part of the community, and a favorite destination for me and my family, friends and guests since it first opened, and I want to see it back. We have tried not to add to dissension by taking sides or creating additional aggravation but the ANC has stayed in touch with Whole Foods representatives to try to support constructive discussions leading to the reopening of the store and communicate with residents whatever information we get that might be helpful to them in advancing that goal.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I have been an active and devoted member of the ANC for four years, and have worked hard to keep up with a broad range of community and city-wide issues, taking active positions at the ANC, the Council, and executive agencies on critical issues for the District and ANC3B. I have lived in my neighborhood for more than 30 years and also bring a background in public policy, public administration, and city planning in my master's degree program and my career working in the U.S. Department of Transportation and then working with federal, state and local governments as a Senior Consultant at the National Academy of Public Administration and a Senior Fellow at the Partnership for Public Service. I deeply appreciate the chance to serve my community and hope to continue, with the input of neighbors and all the information and perspectives I can gather. The ANC as a whole and I as an individual are very good at researching and gathering resources on the range of issues facing our area and the city. ANC3B has been working very effectively with the community, local businesses, non-profit organizations, businesses, city agencies and other ANCs, years, thanks to diligent, informed, and

committed members of the Commission who respect the residents of the area and the city as a whole. I expect and want that to continue and will do my best to contribute to that goal.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

At the beginning of each term, at the swearing-in ceremony, every ANC member is asked to affirm "that I will exercise my best judgment and will consider each matter before me from the viewpoint of the best interest of the District of Columbia, as a whole." I take that seriously and continue to try to look at each policy or program from the perspective of what will serve the general well-being of the people of the District in general for the long term. Sometimes what might seem to be desirable for the local area will not serve the overall interest of the city. That can occur if an area is asking for special services that people in other areas are not getting. The ANC's responsibility is to try to balance the interests of the local constituents with the overall interests of the city, and identify approaches that can maintain equitable and still acceptable quality services for our area as well as other parts of the city. There are examples where the city might seem to have spared the neighborhood a burden by taking something away, and the ANC spoke out against that decision. For example, the ANC spoke out when the city decided not to open an emergency hypothermia center anywhere in Ward 3, leaving individuals experiencing homelessness to walk or get transportation across Rock Creek Park to an overnight shelter in Columbia Heights or be left outside trying to find shelter from the cold in the woods. That was not a desirable outcome for anyone and the ANC protested, asking for an emergency shelter in our area. Unfortunately we were not successful. [On the other hand, as a useful second example, the ANC also protested when the city tried to close the Fillmore Arts Center which provides arts education for students at Stoddert, the public elementary school for ANC3B residents, as well as several other area schools that do not have their own arts facilities or teachers in their own buildings. The school system argued that Fillmore provides fuller arts education than other schools in the city are getting, because there are more specialized art teachers and spaces for painting, sculpture, pottery making, etc., to serve the combined students of the several schools. In that case, the ANC noted that to close Fillmore would mean that for the foreseeable future, the students at Stoddert and several other school using Fillmore would be left with far poorer arts education than other schools, because there is not any space available at Stoddert to use for even one art room; the students would be left with nothing more than "art in a cart." Stoddert is already so far above capacity that every possible room is in use for classrooms, and no expansion project is yet planned; right now, the school has "demountables" (portables) in the parking lot just to accommodate the basic classes. Instead of depriving the Stoddert students and others now using Fillmore from having any acceptable arts education, the ANC urged the city to work to replicate the example of the Fillmore Arts Center and provide better arts education to all students in the city. The costs per student at Fillmore are somewhat higher than the citywide average, but the major difference in the per student costs at Fillmore are for transportation, which have been higher than necessary because of the city's failure to make economical arrangements for buses before the school year started,

leaving the system to depend on high-cost transportation to get the students to and from Fillmore. Fortunately, in this case, the city heard the pleas from the ANC members and families and backed down on closing Fillmore for the present. We intend to keep monitoring this situation and try to help identify options that will neither disadvantage area students nor deprive students in other areas from having important educational opportunities.]

Name: Jackie Blumenthal

ANC and Single Member District: 3B02

What specific changes to the Comprehensive Plan and zoning within ANC 3B would you recommend to accommodate future growth?

The community has no particular concerns about either the Comprehensive Plan or the zoning code (which we did weigh in on during its recent overhaul). My SMD is restricted in part by the height restrictions in the Naval Observatory Overlay which may impede density but still works for the community given our lack of public transportation and parking.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

We continue to pressure the city for better and more public transportation options -- extension of the Circulator bus for example up to the Cathedral. We supported streetcars when that was on the table. And we work with WMATA to keep bus lines and add more buses. We added a bike lane on 37th and New Mexico but have been unable to site another bike access location along that route due to lack of space for one. In my SMD the RPP works well and we seek no changes.

What can you do as an ANC Commissioner to help improve the retail climate in Glover Park?

I am working with a newly formed group of young professionals and business owners on a long-term project to assess and support growth in our commercial area. This is an exciting project that may evolve into a Main Street proposal, but at a minimum has already attracted a new wave of community activism. Our biggest problem now is the stalemate over the renovation of Whole Foods, and lack of parking. We have only one significant vacancy in the entire 3-block commercial area, with 3 new restaurants either just opened or soon to be. I and the ANC are doing everything we can right now to make our commercial area more competitive and attractive.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

Removing street parking in Glover Park is untenable. We don't have enough access to public transportation.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

We have already replaced and widened sidewalks along Wisconsin Avenue, added one where it was needed, and repaired most of the old, unsafe sidewalks. We added a bike lane and don't have any worthy options for more, given the small size of our community.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

The ANC has been reasonably open to the trend of renovating single family dwellings into multi-unit ones. We supported ancillary dwellings in the zoning code and our ANC in Cathedral Heights, Mary Young, is one of the city's most active advocates for senior housing and rent stabilized housing.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

Stoddert School remains overcrowded even after its remodel, which is a great indicator of the growing strength of and commitment to the Glover Park community. The District has committed new funds to addressing this but it needs to happen quickly. The influx of young families into Glover Park is a terrific development and we must focus on meeting their needs and maintaining the stability they bring to the area.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I don't think I'm the best person to represent my SMD. I think I am the only one who has volunteered to do it and while I am deeply committed to improving Glover Park and have years of experience doing it, I am also extremely heartened by the response to my call for people to help strengthen the commercial area and the skills and professionalism they are bringing to the project. We need a new crew of activists to get to work here in this already very activist community and I think they are about to emerge.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

I believe that self-interest is the key motivating factor in creating activists but that open debate and broad engagement of all views helps build the consensus necessary to solve problems and move forward.

Name: *Mary C Young*

ANC and Single Member District: *3B04*

What specific changes to the Comprehensive Plan and zoning within ANC 3B would you recommend to accommodate future growth?

3B is primarily a residential area with very little room for growth. We have a small commercial strip along Wisconsin Avenue. My SMD is made up of only multi-unit condos, coops and rentals.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

Transportation within 3B is very, very bad with unreliable bus service. In my SMD all the buildings have off the street parking available, but street parking is needed as well therefore I encourage the RPP system to remain in place as well as Visitor Parking Pass

What can you do as an ANC Commissioner to help improve the retail climate in Glover Park?

I represent Cathedral Heights and so we are between Cathedral Commons and Glover Park with the Commons closer to us. Parking in Glover Park is practically non-existent which makes it difficult for some to walk there and shop there. The temporary closing of Whole Foods has caused people to shop elsewhere.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

In my SMD which literally is made up of 3 blocks with very, very little street parking this would be an awful situation and not feasible for bike lanes. We are the only street (Idaho Ave NW) into the neighborhood so we have police, fire, ambulances and a bus route on a one-way street that leads to Cathedral Avenue which has NO traffic calming 39th Street and New Mexico Ave. NW. It is a thoroughfare! We are working with the city to get some help.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

As I said my SMD has only 3 city blocks and we do share the roads and sidewalks with walkers and bikers. The scooters are a problem as they are too quiet and they are a hazard for seniors who walk and have a hard time moving the scooters out of the way.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

In addition to being an ANC Commissioner I have worked for 18 years as an advocate for housing affordability trying to change the laws by working with the Council

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

Biggest problem in my SMD and the one I hear about from constituents is the poor condition of our streets, sidewalks and roads. Getting help from DDOT to fix the problems is what I get called about.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

Because I work for my constituents vis-a-vis the City Agencies when there is a problem to solve.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

It is the Commission as a whole that acts on an issue. When something comes up I try to inform my constituents and hear what they want and how I should vote on an issue - then I decide how to vote.

Name: **John Grill**

ANC and Single Member District: **3C01**

What are your hopes and/or concerns for the Fannie Mae redevelopment?

My hope for the Fannie Mae redevelopment is that it bring much-needed new housing units and activate that stretch of Wisconsin Ave. There have been so few opportunities in recent years to add housing to Ward 3 that we can't miss this opportunity by building too few units though I would have liked to see this development do more to add affordable units to the neighborhood. The colonial revival buildings aren't as historically significant as many other designated landmarks, but I have no problem with the designation since it did not prevent the space being useful to currently alive residents. In addition to the new housing, there is potential for interesting public spaces, especially the front lawn, that will make this a place where people will want to live and be. I hope that a successful redevelopment here might help some in Ward 3 to see that other redevelopments might be worth supporting elsewhere in the area.

In the upcoming Comprehensive Plan update, what are your priorities for Ward 3?

Housing affordability is my top priority for the Comprehensive Plan, though how to achieve that will require different policies in Ward 3 than are needed in Wards 7 & 8 and elsewhere in DC.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

The best way to encourage the use of alternative modes of transportation is to make those other modes more available and more attractive. I was prompted to run in part by my strong disagreement with WMATA's recent proposals to reduce L1 & L2 bus service in the area (either reducing frequencies, curtailing routes, or eliminating stops). When I asked WMATA analysts what problem they were trying to fix, they said that ridership and revenue on the routes were actually pretty good, they were just having difficulty getting the buses to run on time because they were constantly stuck in traffic. The thought that you could improve bus timeliness by *reducing* bus service is baffling, it would merely encourage even more traffic as more people drive or use taxis/ride sharing. To get more people to use something other than cars, we must provide a viable alternative, and that means more and better bus service, not less. As ANC I would bring the weight of the office to advocate against the austerity mindset of WMATA and to advocate for expanded transit alternatives. I have not yet encountered a proposal for changing the RPP system that I believe would substantially shift people from driving to other modes or alleviate the difficulty of finding parking in and around 3C01.

What is your vision for the area surrounding the Cleveland Park Metro station? How will you approach issues of development when growth, addition of density and the modernization of schools competes with historic preservation?

My vision for the Cleveland Park Metro would include additional density above and near the metro entrance. Maintaining a car parking lot above a major urban Metro stop is simply not smart land use. The claim that this parking is necessary for area businesses is belied by the ailing state of the Cleveland Park commercial corridor along Connecticut Ave which has seen continual turnover of businesses, the replacement of longstanding local favorites with bland chains and the persistent vacancy of several storefronts. Additional neighbors would help rejuvenate this commercial area by having customers who don't need to park in order to patronize the local shops & restaurants. I feel a balance can be made between preserving historic storefronts while also building above & behind them a few stories of additional housing to bring additional residents to the neighborhood. I have spoken with 3C residents who were part of building the Historic Preservation Review process and even they acknowledge that that process has been frequently abused, applied to buildings and areas inappropriately to block any changes. My hope would be to work with residents who are skittish about increased density to address their concerns. Any additional development would need to be accompanied with net improvement of local infrastructure to accommodate any growth.

What is your opinion about the recent National Zoo proposals regarding additional gates and fencing? What hopes and/or concerns do you have when it comes to continuing to work with the National Zoo?

I am completely against added security theater at the National Zoo. There have not been any incidents or increased risk of incidents that would make these new gates & fences necessary. The National Zoo is a wonderful place and we should not make it less wonderful unless we absolutely must. I am relieved that the current plan is much reduced from what it might have been (c.f. the renderings for a permanent entrance gate), but I am concerned that Zoo leadership has been less than transparent in its planning and have not engaged in enough dialogue with the surrounding community, and thus the scaled-up versions of the plan might reappear in the future. The Zoo leadership has a history of not meaningfully engaging with us in surrounding neighborhoods. For example, they only held local info sessions on the proposed security changes *after* the NCPD directed them to do so. Similarly, a few years ago Zoo leadership reduced the hours when the Zoo's gates were open without input from the community and ignoring neighborhood protests. As Commissioner, I hope to build increased transparency and interactivity into the ANC-Zoo relationship.

What are your hopes and/or concerns when it comes to bicycle and pedestrian safety on Connecticut Avenue NW? What is your position on whether or not the reversible commuter traffic pattern should continue on Connecticut Avenue NW?

A true commitment to Vision Zero means we must make some changes to Connecticut Ave NW. As a frequent bicyclist and someone who commutes via bike on stretches of Connecticut Ave

several times a week, I see first-hand how dangerous and intimidating that road can be for anyone not in a car. The fact that scooters and bikes are frequently crowding onto the narrow sidewalks along Connecticut Ave shows how people don't feel safe in the road. My hope is that DC traffic planners can come up with viable ways of getting bike traffic safely uptown and downtown either along Connecticut Ave itself or along a parallel street (though there are often few alternatives to the street itself). The reversible lanes have proven dangerous and confusing to those using Connecticut Ave as drivers frequently confront each other head-on travelling in opposite directions in the same lane. I have personally seen several close-calls as well as the aftermath of several collisions caused by motorist confusion regarding the reversible lanes. Thus, I would support a well-planned alternative to the current reversible lane arrangement.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

As mentioned before, I think focusing on the true interests of the proposal as the focal point of the discussion can break the deadlock that often comes from focusing almost entirely on the proposal itself as if it were devoid of context or motivation. A proposal might eliminate some on-street parking not because reducing the parking is a goal in-and-of-itself or just for spite, but rather because it is a necessary sacrifice to a greater good. I would also try to expand the number of people who are part of the conversation. Too often we allow a small group of a dozen or fewer people speak on behalf of "The Neighborhood." This means engaging as many affected residents as possible, not just those few who always show up at meetings. It means having more public meeting and making those meetings more accessible; sending detailed communications via email, social media, neighborhood listservs, neighborhood & building associations; and using the role of the being an elected official to leverage local media. The fight over the Cleveland Park service lane is a clear example. The conversation should focus not on the parking, but on the end goal of supporting a vibrant community with good shops & restaurants. There are several ways one could get to that end goal that don't involve parking. I think planners have done a good job of this with the upcoming raising of the service lane to sidewalk levels, an excellent pilot project that can be one step toward an alternative to the status quo street parking. Even local businesses seem to be coming around to the idea of reducing service lane parking.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Connecticut Ave is the top focal point for Vision Zero improvements. Especially dangerous is the intersection of Connecticut Ave and 24th St just north of the Woodley Park metro entrance. It is designed virtually like a freeway on ramp and drivers speed through it as such while pedestrians, frustrated by long traffic light waits and tempted by the single lane road width frequently cross against the light, not realizing that the car that's more than half a block away will be on them in an instant and suddenly veering right. I would support a redesign of this

intersection to make it safer to cross. Biking along Connecticut Ave is very difficult and intimidating especially when trying to move north up the hill from Woodley Park to Cleveland Park, as even experienced cyclists are slowed by the steep incline and cars zoom past or pull out of on-street parking. A dedicated bike lane right on Connecticut Ave would be a dream of mine, and would encourage many more cyclists to use that corridor, though I don't see winning that struggle any time soon. An alternative to a full protected bike lane on Connecticut Ave that might allow for safe bicycling through the SMD might be a bike lane along Woodley Pl NW between Calvert St and Cathedral Ave and potentially extended further north on Hawthorne St. This would not take car travel lanes from busy Connecticut Ave while giving bicycle, scooter, and other users a safe way to connect from the Calvert St bridge and bike lanes to the Zoo and points further north up that hill. The sidewalks in the neighborhood are too narrow and the pavers too uneven, both of which pose difficulties for people with disabilities and are unpleasant for everyone. I would propose expanding the sidewalks closer to the street in front of the Kennedy Warren and do a better job of smoothing sidewalks and filling in sidewalk and intersection potholes which can be dangerous to scooter, skateboard, and other small-wheeled conveyances.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Additional units can be part of a solution to housing affordability in DC. This means the ANC can focus its efforts on making new projects more socially just and sustainable rather than picking disingenuous Historic Preservation and other fights to prevent any new construction at all in the area, thereby pushing that construction into less-well-off areas. This does not, however, mean a blank check for developers. They must pay their fair share in taxes and support improvements to local infrastructure that may be required by new development, especially when it comes to increasing school capacity, but also things like water use and runoff. The ANC must skillfully and fairly balance these competing needs to make sure both are addressed.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

The Ward 3 Homeless Shelter has been a long-running issue in ANC 3C. While the selection process which landed upon this location was indeed flawed, the current site is a perfectly fine site, the plans are sound, and I fully support its speedy completion. Some have seized upon relatively minor design changes to hold up full completion of the shelter. This is unconscionable as the closing of DC General shelter means needy families *need* homes. Most residents in 3C are fortunate and privileged, we owe it to our fellow District neighbors to help. Thus, I would strongly support the speedy completion of the shelter and work at the ANC-level to approve any modifications which would help make the shelter as successful as it can be as a home for some of our neediest neighbors.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

The choice as I see it comes down to temperament and priorities. I will treat all constituents with respect while holding District government officials to account for delivering progress for 3C01, Ward 3, and the District as a whole. I will not be There are several residents of the SMD that I do and will disagree with, but I will happily and fairmindedly engage with them and hopefully help develop workable compromises. Many in DC's government have been lulled into complacency and self-satisfaction. There are too many problems in DC to just go along to get along. I promise to be much more of an activist with the DC Council and DC government agencies. In two years, I hope that ANC 3C will be a more vibrant, affordable, and leading a more just DC.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

As I mentioned earlier, I am committed to treating all residents with respect and will do my best to hear out all residents. My approach is to focus less on winner-take-all confrontations (i.e. either a specific proposal is adopted or it isn't), but rather on an interest-based approach to problem-solving & negotiation (i.e. how can we tweak this proposal to address the biggest concerns and interests of all parties). I value fairness and justice, especially for people and workers above corporations and the powerful. This means working to create affordable housing, transportation alternatives, and a vibrant community for all. At the end of the day, if a proposal pushed by narrow interests that cannot be reconciled with those values & priorities for DC as a whole, I am not afraid to take stands for the greater good, even if that endangers my reelection. For example, if a new proposal arose to redevelop the Wardman Marriott property, I would likely side with proposals for additional density that were so stridently opposed by many 3C01 constituents because DC is in the midst of an affordable housing crisis and every neighborhood must do its part to address this crisis (though again I would ensure that Developers were held accountable for infrastructure improvements, fair labor practices, and delivering on affordable housing promises).

Name: *Emma Hersh*

ANC and Single Member District: *3C05*

What are your hopes and/or concerns for the Fannie Mae redevelopment?

I am in support of the proposed Fannie Mae redevelopment efforts. My hope is that the space becomes another hub for the community – to shop, dine, work, reside, and engage and connect with one another. Over the past year, the developers have come before ANC 3C to present their plans at least a half dozen times and have been largely responsive to ANC and community feedback regarding topics ranging from historic preservation and design to traffic management. My few lingering concerns regarding elements of the project are in regard to increased traffic congestion and the impact on immediate neighbors – issues on which the developers and ANC have been coordinating closely to find creative solutions to maximize benefit for the community while minimizing any adverse impact.

In the upcoming Comprehensive Plan update, what are your priorities for Ward 3?

I am a strong proponent of the focus on the upcoming Comprehensive Plan update around the vision of “Planning an Inclusive City” – from living to working to commuting. With that in mind, my four priorities for are an increase in transit-oriented development, affordable housing, and pedestrian and biker safety as well as preservation of local services and amenities.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

It would be useful to understand what modes of transportation individuals within the neighborhood rely on – and why they opt to use each of these methods (in relation to options available). Until we have more comprehensive information regarding these matters, it’s difficult to advocate for what changes would be required to encourage alternate modes of transportation. That said, it’s critical to preserve the existing bus stops that we have throughout our community, advocate for more reliable public transportation services (metro and bus), and identify solutions toward enhancing pedestrian and biker (and now scooter!) safety. I would not recommend any changes to the RPP system at this time given the need for more information from residents around where the greatest pain points are. However, in response to feedback from businesses which rely on short-term parking for customers, I recommend a division of the existing parking spaces between those that are short-term (30-minutes maximum to increase parking spot turnover) and long-term (two hours) along the corridor.

What is your vision for the area surrounding the Cleveland Park Metro station? How will you approach issues of development when growth, addition of density and the modernization of schools competes with historic preservation?

The area surrounding the Cleveland Park Metro station lies across Cleveland Park's Connecticut Avenue corridor – not just a road to get travelers from one place to another but a business district, a commuter hub, a core of our community's history, and a central gathering place for friends, neighbors and visitors. In essence, it's Cleveland Park's "Main Street"—the social center of our community. My vision for this area is one in which we have an enhanced "Main Street" – one which touts the historic beauty and significance that we see today while demonstrating the results of smart growth that lead to an environmentally sustainable, healthy and livable community. The area would be a hub for walkers and bikers. With redesigned sidewalks and traffic intersections, pedestrians will safely cross; sit on benches; and gather at cafe style sidewalk tables and chairs. (This part of the vision is, perhaps, most imminent with the pending 2019 groundbreaking of the Streetscape and Drainage Project.) The area would also be home to thriving businesses and a bustling commercial corridor that is busy morning, noon, and night with residents, workers, and patrons. Because of mixed-use development and an increase in commercial space, businesses once struggling to stay open during the day thrive; civic engagement is at an all-time high; and Cleveland Park is home to a diversity of residents who contribute to make this neighborhood one of the most treasured in the city. With that in mind, I approach issues of development and historic preservation with a lens towards how we can preserve our history while progressing towards the future. I don't believe that historic preservation is at odds with development, density, and/or school modernization. Issues are often framed in an either/or, black/white, zero sum game context – but there is both nuance and opportunity for community collaboration and compromise. Our historic corridor – our "Main Street" – is in need of attention, and it's time that we put all options on the table and have constructive dialogues about how we can work together toward a future that preserves our history while progressing toward the future.

What is your opinion about the recent National Zoo proposals regarding additional gates and fencing? What hopes and/or concerns do you have when it comes to continuing to work with the National Zoo?

The National Zoo is a museum, a park, and a hub for the community. As such, it faces unique challenges with regard to security. While I understand the motivations behind the proposals for additional gates and fencing – as aligned with an increase in security across the Smithsonian museums – the proposals do not seem to take into account the distinctive setting and use cases associated with the Zoo. I want to ensure the long-term safety and security of Zoo staff, visitors, and residents (our wonderful animal neighbors!), but believe that prior to moving forward with any proposed plans, it's incumbent upon the Zoo and local officials to engage in a conversation about the risks and realities of the space and identify a path forward that leans into the Zoo's value proposition and realities rather than implements a standard security protocol fitting of a very different type of institution.

What are your hopes and/or concerns when it comes to bicycle and pedestrian safety on Connecticut Avenue NW? What is your position on whether or not the reversible commuter traffic pattern should continue on Connecticut Avenue NW?

One of my priorities through my first term as ANC Commissioner has been increasing bicycle and pedestrian safety, both along Connecticut Avenue NW and throughout the community. In partnership with Commissioner Beau Finley (3C04), we have worked with the Mayor's office to address a number of existing danger points (e.g. the intersections around Connecticut/Porter/Quebec) and discuss opportunities to facilitate changes to increase safety. Furthermore, I have provided extensive feedback throughout the design phases for the Cleveland Park Streetscape and Drainage Project with a focus on pedestrian and bicycle safety, including advocating for a level service lane/sidewalk. Finally, this summer, Commissioner Finley and I co-sponsored a resolution – that was subsequently approved by ANC 3C – requesting that DDOT conduct a comprehensive study of the current Connecticut Avenue traffic patterns that broadly evaluates, among other things, changes to the rush hour reversible lanes policy. With all of this work, however, we remain far from an ideal model for safety of bicyclists and pedestrians along the Connecticut Avenue corridor – and this topic is one that I intend to continue focusing on should I be elected to a second term.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

This past summer, I co-sponsored a resolution (that was ultimately approved by ANC 3C) that requested a comprehensive DDOT study of the reversible lanes policy on Connecticut Avenue. Among the points in the resolution was a request that DDOT study bus transit or bike infrastructure in one of Connecticut Avenue's existing lanes. While not necessarily removing existing on-street parking, this could affect the addition of new on-street parking. It is nevertheless important to thoroughly examine how to facilitate safe, efficient, and timely transport of as many residents within the community as possible – and this means a thorough examination of all modes (bus and bike included).

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

The now approved plans for the Streetscape and Drainage Project are a tremendous step forward in enhancing pedestrian infrastructure up and down the Connecticut Avenue corridor from Macomb through Porter Street and will make the area safer for residents, families, and seniors to walk. The next two areas where I would like to focus on enhancing biker and pedestrian safety are along the 34th Street and Porter Street corridors.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

As new development projects are proposed, it is incumbent upon the ANC to advocate to developers a maximization of affordable housing units within each new project. Furthermore, while not numerous, there are additional tracts of land that could be developed – e.g. the site that is now the Exxon gas station at the intersection of Connecticut and Porter – which would be ripe for mixed use with a focus on multi-family housing. Given the existing housing stock, this is one of the key ways that the community can contribute its fair share of the housing our growing city needs.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

The major controversial discussion points in the community have already been noted. I look forward to any additional questions that constituents might have regarding my position on any particular matters not noted herein.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I am running for re-election to the ANC 3C05 seat because I want to be part of a local leadership that is accessible and transparent, and fights to ensure that every resident has a voice and a vote when it comes to the future of our community. My vision for Cleveland Park is simple: I want safe and walkable streets, thriving businesses, quality schools, protection of green spaces, community engagement, and the preservation of the architecture and infrastructure that make Cleveland Park a historical district. Over the past two years my successes have included the following: - Helping to develop four committees under the Cleveland Park Business Association to promote the corridor; organize events; identify resources to foster growth; examine economic viability; and engage the community in the design of the Streetscape and Drainage Project. - Supporting advocacy efforts surrounding application for a Main Street Grant from the city to continue long-term economic revitalization efforts. - Providing comprehensive constituent services – responding in a timely manner and resolving issues that are critical to quality of life. - Preserving the historic UPTOWN signage on the Uptown Theater facade (in lieu of its removal by AMC and replacement with AMC letters). - Increasing communication with residents via deployment of a Facebook page that shares information regarding meetings, issues, and opportunities. Now is the time to recognize our assets, capitalize on opportunities, and actively seek solutions to the challenges we face. We have beautiful historic structures sitting next to an increasing number of vacant and unkempt properties. And while we have a surplus of empty storefronts, we have pent up demand for goods and services that residents are having to access elsewhere. We have gaps in our infrastructure that make our walkable community challenging, particularly for the elderly, those with disabilities, and those with young children. We have a major transportation corridor that runs through the heart of our community and will be facing additional traffic and safety concerns in the years to come as more cars, buses, and bikes vie for road access. We all have a role to play in determining our community's path forward, and I am running for re-election to

continue my efforts incorporating and respecting diverse views; turning ideas into action; and furthering projects on which I have been focused over the last two years.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

It's imperative to engage a broad-based coalition of residents on any major decision and to examine the effects of decisions from the micro- (individual to hyperlocal community) to the macro levels (citywide and beyond) levels -- a practice that I have deployed throughout my first two years on ANC 3C. I commit to continuing leadership in such a manner as I have done on projects and decision-making throughout my first two years.

Name: **Angela Bradbery**

ANC and Single Member District: **3C06**

What are your hopes and/or concerns for the Fannie Mae redevelopment?

While many residents in my SMD are looking forward to the amenities Roadside Development plans for the site (such as a movie theater and Wegmans grocery store), many also have very legitimate concerns about the development's impacts. Those include noise during construction (Roadside plans a deep underground parking garage and will be doing construction right along the property line to McLean Gardens), increased traffic through the neighborhood (particularly by people trying to reach the development but avoid Wisconsin Avenue), and increased traffic on Wisconsin Avenue and other nearby roads (many of which are already jammed at morning and evening rush-hour, with levels of service ranging from D to F). It's also important to realize that this isn't the only construction that will be occurring in the area; the developers of 4000 Wisconsin Avenue (next door to Fannie Mae) will be razing buildings and building new housing, stores and a health club at the same time. Sidwell Friends on Wisconsin Avenue, across the street from Fannie Mae, also is slated to expand, although it is unclear whether that construction schedule will overlap with the Fannie Mae and 4000 Wisconsin redevelopment projects. My hope is that the construction process goes smoothly, that the developers coordinate with each other and that the construction presents minimal disruption, particularly for those living on the property line. The Wisconsin Avenue and neighborhood traffic management plans rely on visitors using bikes and mass transit to get to and from the development. Given that Wegmans will draw a lot of people from all over, this plan seems unrealistically optimistic, making me concerned that the additional traffic generated will be significant.

In the upcoming Comprehensive Plan update, what are your priorities for Ward 3?

They are outlined in the resolution that ANC3C adopted at http://anc3c.org/?wpfb_dl=449. We called for the Framework Element to stress the importance of the creation and preservation of affordable housing that maximizes access to transit, jobs, schools, recreation and services. We also urged that attention be given to the creation and preservation of family housing units for all levels of income. However, I am concerned that some of the proposed Comprehensive Plan amendments – that include conditions, disclaimers, exemptions and other qualifying language – would give the Zoning Commission (an unelected body) too much discretion at the expense of both residents and the Council.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

I would like to see more bus service – more frequency, more routes and more consistency in schedules. For instance, the 37 line (express at rush hour) is great but comes only every 20 minutes or so (at rush hour, 20 minutes is too long). It is the only line that goes on Wisconsin and turns on Massachusetts Ave. to take people to the Dupont Circle area. But the 37 often doesn't run on schedule, and buses don't show up. Similarly, the N2, N4 and N6 buses that run on Massachusetts Avenue tend to come in bunches, and times shown on the NextBus app for the arrival of the next bus often are wildly inaccurate. So people end up waiting 20 minutes for a bus that is supposed to come in 10 minutes, for instance. I believe more people would take buses if they came more frequently, if more routes were offered and if they came at scheduled times.

What is your vision for the area surrounding the Cleveland Park Metro station? How will you approach issues of development when growth, addition of density and the modernization of schools competes with historic preservation?

I would like to hear what the residents of that area want and what the ANC commissioners whose SMDs include that area think is best. As for the second part of the question, it depends on the specifics. It's important to balance the need for improvements with historic preservation.

What is your opinion about the recent National Zoo proposals regarding additional gates and fencing? What hopes and/or concerns do you have when it comes to continuing to work with the National Zoo?

I was very concerned that the National Zoo devised its security plan without engaging the neighborhood. Regardless of the merits of the security proposal (which seemed like overkill), the process of community engagement is important, and it doesn't seem to have been followed. I would hope going forward that the Zoo engages the community and the ANC before finalizing its plans.

What are your hopes and/or concerns when it comes to bicycle and pedestrian safety on Connecticut Avenue NW? What is your position on whether or not the reversible commuter traffic pattern should continue on Connecticut Avenue NW?

If the city is serious about getting people out of cars and using alternative transportation, it must provide dedicated bike lanes along the major commuting corridors – Connecticut Ave., Wisconsin Ave. and Mass. Ave. Otherwise it's just too dangerous to bike to work downtown (I have tried it). Regarding the commuter traffic pattern on Connecticut Ave., the ANC has asked for a study of that. I would like to see the results before forming an opinion as to whether the traffic pattern should continue.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

It might not require removing on-street parking. Dedicated bus lanes on major roadways could use existing lanes that are designated “no parking” at rush hour.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

I’d like to see dedicated bike lanes along the major commuting corridors – Connecticut Ave., Massachusetts Ave. and Wisconsin Ave. We have a good system of sidewalks in the neighborhood now; the main Vision Zero priority in my SMD is pedestrian safety, particularly when people are crossing intersections. A dog was killed in my SMD in the past year by a car that whipped around a corner, and people have come close to being hit by inattentive drivers at intersections.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

This is a tough one. The two new private residential developments that are slated for my SMD include affordable housing, but it won’t make much of a dent in the affordability crisis. The Ward 3 Short-Term Family Housing shelter is going up in our neighborhood, and that will help 50 families who are facing a housing crisis. I think ANCs need to push the Council to require developers to do much more throughout the city to building affordable housing.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

The biggest issue in my SMD, apart from the redevelopment of the Fannie Mae property, is the Ward 3 Short-Term Family Housing shelter, which is slated to be built next to the police station at 3320 Idaho Ave. NW. People are supportive of the concept and want to be part of the solution to the homeless crisis, but they have not been happy with the way the city has handled the project so far. Indeed, the city frequently has not provided complete information or has failed to provide information (I have had to file FOIA requests to get basic information). The shelter design is still evolving but the city has not kept the neighborhood in the loop. I support having a shelter on the site but believe it should have conformed to the zoning requirements for height (three stories instead of six). That said, I feel it is critical that Ward 3 does its part to help people in need (several people have already asked about volunteer opportunities) and I want the shelter to be a success.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I have thoroughly enjoyed my first term as an ANC commissioner. I love being an advocate for the neighborhood. I like to dig into issues and research them, talking to as many people as possible and understanding the details. I like getting things accomplished for the neighborhood and being persistent with city agencies when necessary.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Usually there is a path forward that can address neighborhood concerns while still being responsive to city-wide interests. Take the Ward 3 shelter, for instance. Mayor Muriel Bowser is absolutely right to push to close D.C. General (which has been functioning as a homeless shelter), and her plan to build shelters in all eight wards is innovative. The Ward 3 neighborhood has concerns about a six-story building for 50 families (which violates the zoning code), which are valid; the solution – which we suggested but the city rejected – would have been to build two smaller shelters in two places in Ward 3, with both of them conforming to zoning.

Name: *Victoria Gersten*

ANC and Single Member District: *3C08*

What are your hopes and/or concerns for the Fannie Mae redevelopment?

The Fannie Mae development project will bring an underground Wegmans supermarket, as well as additional retail and multifamily housing, to the Wisconsin Avenue corridor. My hope is that the project adheres to its plan to preserve the lawn facing Wisconsin Avenue (in front of the historic Fannie Mac headquarters building) as a green community space where people can come together. With each new development project, we must continue to protect our green gathering spaces so that our community's way of life is enhanced rather than diminished. I also hope that the "town square" envisioned behind the current Fannie Mae building integrates well into its surroundings by blending retail and residential in a way that adds to the vibrancy of the neighborhood. My concern is that the (already slow) traffic flow on Wisconsin Avenue will be exacerbated by the high volume of additional cars traveling to and from Wegmans. This congestion will need to be managed on an ongoing basis.

In the upcoming Comprehensive Plan update, what are your priorities for Ward 3?

As the updated Comprehensive plan is unveiled, it will be important to address the struggling vacant retail strips along Connecticut and Wisconsin Avenues. Increased density in those areas (allowing for more residential units atop retail) could create economically viable, pedestrian-friendly streetscapes with abundant green spaces that thrive both day and night. Although increasing density is sometimes controversial and not always appropriate, it makes sense to consider and constantly re-evaluate it, especially in commercial areas. The transportation implications of this higher density should be addressed in ways that enhance the walkability and bike-ability of our City and create incentives and opportunities for more people to use public transit. In addition, I believe Ward 3 (and in fact, the City as a whole) missed opportunities to create sites for affordable housing when it redeveloped the library sites (as just libraries again) without increasing the density on these well-located, City-owned parcels. Residential density above the libraries could have integrated affordable housing without more expense to the capital budget, most likely reducing the operating expenses of the libraries through public-private partnerships.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

Many of my neighbors already walk, bike or bus to work. We are very fortunate to be situated on both the Wisconsin Avenue and Massachusetts Avenue bus lines, and to have a Capital Bike Share station right at Guy Mason Park. One change that would help more residents bike to

work is if the Guy Mason bike stand were to be refilled more regularly during rush hour, as it is sometimes empty when bikes are needed. The RPP system seems to be working fairly well.

What is your vision for the area surrounding the Cleveland Park Metro station? How will you approach issues of development when growth, addition of density and the modernization of schools competes with historic preservation?

I believe the retail establishments surrounding the Cleveland Park Metro station should be supported with higher residential density. This would allow those establishments to flourish while adding to the tax base. (See my answer to Question 6). When growth, addition of density and modernization of schools competes with historic preservation, each situation will have to be addressed case-by-case. In most instances, the community will likely reach a compromise that preserves the key historic components of each building while allowing the property to be adapted to community use.

What is your opinion about the recent National Zoo proposals regarding additional gates and fencing? What hopes and/or concerns do you have when it comes to continuing to work with the National Zoo?

I am opposed to the National Zoo's recent proposals to install additional fencing around the perimeter of (and otherwise limit access to) the zoo. The National Zoo has historically been a gathering place for the community. It is set within Rock Creek Park in a way that feels seamless. It is walkable, bike-able, accessible by Metro and bus -- and perhaps most importantly -- open. The thought of walling off our National Zoo and separating it from the community seems both depressing and unnecessary. I would request that the National Zoo come forward with compelling reasons for considering this unwelcome step, as well as proposing less-extreme alternatives.

What are your hopes and/or concerns when it comes to bicycle and pedestrian safety on Connecticut Avenue NW? What is your position on whether or not the reversible commuter traffic pattern should continue on Connecticut Avenue NW?

Connecticut Avenue is not currently safe for bicycle traffic, or for pedestrians at many intersections. While the avenue is lined with local businesses and serves as a major artery for commuters, an unacceptable number of accidents occur there. Clearly, we must better balance competing uses so that bikers and pedestrians are less vulnerable. I would love to see safe bike lanes on Connecticut (although lanes would likely have to be reconfigured to make this happen). While there are no easy answers, I believe all community members must become more engaged on this issue. I do not think the reversible commuter traffic pattern should continue in its current form, mostly because of the danger posed by motorists driving in the wrong lanes. However, I also know that the consequences of changing the traffic pattern would be detrimental to the flow of DC business, school pickups, and other expectations citizens have about the use of Connecticut Avenue. Community dialogue needs to happen around this issue.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

Our SMD is already well-served by bus transit options: the “N” lines to and from downtown and the “30”s , which traverse Wisconsin Avenue to Friendship Heights. The neighborhood could benefit from additional bike stations (possibly at Wisconsin and Massachusetts Avenue) to encourage more bicycle use. Neither bus transit changes nor bike infrastructure improvements are likely to involve removing on-street parking because of the way our community is situated within the main arterial roadways.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Improvements are already being made to the major arterial routes, for example, at the pedestrian crosswalks at Macomb Street and at Ward Circle. Further pedestrian-friendly improvements could easily be made on lower Massachusetts Avenue and Observatory Circle in our SMD to impede high speed (>25 MPH) traffic. Pedestrians and cyclists would benefit from these measures.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

The residential, multifamily buildings within our ANC were predominantly built before 1985 and are subject to rent control. When redevelopment opportunities have occurred, affordable housing units have been included as part of Inclusionary Zoning. I hope our ANC will support these Inclusionary Zoning opportunities in the future. Alternative opportunities exist to build affordable housing atop low density retail. If enough one-story retail sites are assembled, affordable units could be mixed into higher density condominiums or apartment developments.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

There is an application currently pending before the BZA for a special exception to develop an empty lot at the corner of Edmunds Street and Wisconsin Avenue. Our community opposes this application due to the adverse impact of the project on the surrounding neighborhood, its burden on neighborhood parking, and its non-viable business model which is likely to leave a non-conforming structure in our residential neighborhood.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I am an active community member who has lived in Massachusetts Avenue Heights since 2006. My husband and I have raised our sons in this community and we plan to be lifelong District residents. I owned and operated a small business in Glover Park for many years, so I bring to this position qualities of pragmatism and the ability to synthesize and act on information. Perhaps most significantly, I believe in active listening and community engagement. My two-year vision for the ANC is that individual constituent services are met on a consistent basis. Beyond this, my vision is that the ANC will: deal effectively with transportation issues, preserve green spaces, and support low-density (and often vacant) retail by adding housing above it, thereby creating vibrant pedestrian activity on the main arteries of Connecticut and Wisconsin Avenues.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Community members within my SMD tend to view issues through multiple lenses: hyper-local, ANC-level and City-wide. My neighbors are educated, well-informed and involved in the political process. Their views are also diverse. While it may sometimes be true that community members advocate for their narrow interests over broader City-wide ones, the best way to address this situation is through open and robust debate where individuals express their views and decide together how best to balance these competing interests.

Name: *Michael Sriqui*

ANC and Single Member District: *3D04*

What specific changes to the Comprehensive Plan and zoning within ANC 3D would you recommend to accommodate future growth?

Not many. I support gearing the comprehensive plan, (as well as more assertive legislation) toward increasing affordable housing and promoting more income mixing in 3D and much of Ward 3. I am more concerned, however, that public discussions around these documents honestly contextualize them within their intended purposes. For example, the Zoning Code exists to manage growth in Washington, not to stop it. The Comprehensive Plan is a general guideline to consider in terms of applying the Zoning Code, but isn't the law itself. We have a brand new zoning code, approved after a long, open, and accountable process, but groups are already advocating for new types of zones and cherry-picking where they should be applied. The current code allows for growth and preservation in a balanced way and provides appropriate space for communities to debate the merits of projects without creating new, narrowly-tailored zones. Contrary to some rumors, amendments offered to the Comprehensive Plan's framework element do not undermine the process by which DC law has long allowed for ANCs to weigh in on growth issues. Instead they attempt to clearly define terms as intended and de-rail attempts to hijack the Comprehensive Plan through frivolous lawsuits.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

Along with established DC law, I support the expansion of sidewalks, and have pressed for the installation of pedestrian safety measures, like rapid-flashing signals, that work well in a neighborhood like Palisades. I am eager to engage Metro about improving reliability of the 2 bus routes that serve the neighborhood. I support widespread availability of docked and dockless bicycles and have worked to allay concerns that car sharing services add to the numbers of parked cars in the neighborhood. I am generally skeptical of calls for new developments to be built with large parking endowments - these typically promote greater car use. I have pushed DDoT to be more proactive in negotiations with the National Park Service toward establishing a permanent access point to the CCT near the intersection of Canal Road and Arizona Avenue, N.W. RPP is not widely applied throughout ANC 3D, and especially not in SMD 3D04. I generally do not support its expansion because the need doesn't exist. My experience has been that businesses and institutions usually act in good faith to address instances of too many employee or contractor cars parked in residential areas.

What are your priorities for the development of the former SuperFresh Supermarket site known as the “The Ladybird?”

I voted to support the developer's application to the Zoning Commission when it came before the ANC. It had changed substantially in a way that opponents said they would welcome, (by and large they didn't), so it deserved to be re-visited. Ideally, I believe the site could and should accommodate more retail and would support the installation of modest playground equipment in publicly-accessible areas. The developer also deserves some criticism for being disorganized.

What are your hopes and/or concerns regarding the Glen Echo trolley trail?

I hope for a trail that is more accessible and a better option for the type of traffic it sees today. That's to say walkers and runners of all ages, parents pushing strollers, and slower-moving bikes. As with misrepresentations of the Zoning Code and Comprehensive Plan I mentioned earlier, I have been a vocal critic when support or opposition for improving the trail comes via circular reasoning and misleading spin. I believe my position is grounded in the results of a neighborhood survey, is the best empirical data source on preferences for the trail to-date. I sponsored an ANC statement on the initial design phase for the project that goes in greater detail. 8 Commissioners voted to support these findings and none voted against them. Read more at <https://www.dropbox.com/s/khht17jsoyyolkn/Trail%20letter%206.6.18.pdf?dl=0>

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

If this is worth discussing in any part of the District, it's here, where, as I'd mentioned, there isn't much RPP, because there isn't widespread, sustained need for it. Our work on traffic calming makes such consideration even easier! All those commuter shortcuts we've been working to eliminate to promote safety and quiet show us viable routes for bicycle traffic. These would provide cyclists some breaks from the rat-race on arterial roads, while being similar in terms of time and distance.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

The examples I provided in previous answers would, I believe be steps in the right direction toward Vision Zero.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

I don't really care about this issue from a sense of "fair share." If for no other reason, it doesn't play well rhetorically. Many affordable housing policies are beyond an ANC's pay grade, but we should advocate for their adoption by the Council and Mayor. I believe in the social benefits of mixed-income housing more than simply adding density, if it merely chases after the highest income earners. In the Palisades, many lowrise, lower density rental buildings ease the high price of housing here.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

Development at the MacArthur Boulevard Safeway site. The site currently hosts a small supermarket which many folks would like to upgrade and and two enormous, underused surface parking lots. We can put this land to much better use for neighbors.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I wish I had a challenger this cycle (kind of...). Contested elections make it easier to do the side of campaigning that involves meeting and listening to as many folks as possible. I'm happy with many of the issues I've helped people, businesses, and institutions with, while I'm frustrated by the number of projects started but not completed. I think being unable to declare satisfaction is healthy for someone who wants to be re-elected. This term was a breath of fresh air in terms of process and governance on this Commission. After this election, the ANC's entire membership will have changed in just 2 cycles. In 2 years, I hope ANC 3D's reputation for being unfair and unrepresentative will be a distant memory.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

This is a hallmark of politics in the American system. It's neither good nor bad, but it calls on ANCs to be adept at the political side of the office. Lots of Commissioners are great with regulatory intricacies, but don't relish the politics. I try to give everyone a chance to argue their point, and even point them in a direction to get help if I can't support what they're asking for, but they know where I stand. Such a situation exists in my SMD over traffic calming. Some neighbors have petitioned DDoT for full closure diverters to be installed on certain streets. I can't support such a step, because everyone will want full-closures and these are public streets. I agreed to include this position in the ANC's advice to DDoT, but only if the bar was set so high it made consideration of such measures very unlikely. I think people accepted this compromise because they knew I would work hard to improve conditions through measures I felt were more responsible.

Name: *Heather Gustafson*

ANC and Single Member District: *3D05*

What specific changes to the Comprehensive Plan and zoning within ANC 3D would you recommend to accommodate future growth?

The term “development” can be construed as a bad word; however, I believe that development can and should be positive, with positive outcomes for the community and the land. The Palisades is growing and changing, experiencing a surge in popularity like never before, especially among families with small children. My belief is that the Palisades is truly a unique community. Many people describe the Palisades as a “village in the city,” and I feel this is true. The unique combination of residential and green space, with islands of retail that make the neighborhood walkable, is what drew my family here. I hope to be helpful in preserving the character of this wonderful neighborhood, while also seeking to help it become an even better place to live than it already is.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

I am passionate about the environment and good health. I believe that cycling, walking and all forms of non-motorized transportation should be encouraged as much as possible. One day our Earth will run out of fossil fuels. One thing we can each do every day to improve our health and the outlook for our planet is to drive less, and walk / bike / run more – however we are able. That said, there is much more to do to make sure that cycling is safe and fun for all. For example, I bike with my own children every weekend to the Palisades Farmers Market. However, it is not safe for them to bike on the street, so we must bike (slowly) on the sidewalk, which can pose hazards to pedestrians. These open questions and more would be exciting ones to study, should they come before the ANC.

What are your priorities for the development of the former SuperFresh Supermarket site known as the “The Ladybird?”

The SuperFresh Supermarket / "The Ladybird" are located in ANC 3E. I am located in ANC 3D and am much more familiar with the Palisades Safeway redevelopment issue, than I am (at this time) with the SuperFresh issue. I would look forward to collaborating with my colleagues, specifically ANC 3E, on this important issue.

What are your hopes and/or concerns regarding the Glen Echo trolley trail?

The SuperFresh Supermarket / "The Ladybird" are located in ANC 3E. I am located in ANC 3D and am much more familiar with the Palisades Safeway redevelopment issue, than I am (at this

time) with the SuperFresh issue. I would look forward to collaborating with my colleagues, specifically ANC 3E, on this important issue.

What are your hopes and/or concerns for the Fannie Mae redevelopment?

I will share my thoughts as an individual, first. When I think about how there used to be a trolley providing a good public transportation option along this corridor, and now there is not, it breaks my heart. How wonderful would it be for our community ties and our environment if the trolley still existed? Of course this will not be revived, so that is wishful thinking. However, the corridor is an important greenway that poses so many opportunities for recreation. I do not know enough about this issue to be able to propose a solution for the future; I would have to study it extensively as an ANC Commissioner before I could hope to have an opinion that would be additive in any truly meaningful way. However, my general opinion is that green space such as public byways should be preserved for the people in most cases – not allowed to be built over or lost to public use.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

Regarding bike infrastructure, there is an active conversation about installing bike docking stations in two locations in the Palisades. I have been tangentially involved in this discussion through my role as a Board Member on the Palisades Citizens Association. Neither proposed location would negatively affect on-street parking. I am not aware of a bike infrastructure proposal in my neighborhood at this time that would negatively affect on-street parking. I am also not aware of a bus infrastructure proposal that would negatively affect on-street parking.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

There are many high-traffic areas in my neighborhood that do not have enough sidewalks. For example, many of the streets leading to Key Elementary School either do not have sidewalks at all, or have a sidewalk only on one side. These streets also do not have bike lanes or speed bumps. These conditions make travel to school unsafe for many families with small children. Much more must be done to slow traffic and provide safe pedestrian access to Key School specifically, and to other high-traffic areas in the Palisades.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Housing affordability is a major challenge in ANC 3D due to the property values and the low availability of smaller-sized homes and apartments. Furthermore, there is tremendous

developer pressure here; whenever a smaller-sized home comes on the market, it is razed and a new property is built that maxes out the property line. I think more zoning work needs to be done, and more enforcement of laws such as the Heritage Tree law is needed, in order to put limits on this kind of development. For my part, I am the owner of a small, local preschool and soon-to-open daycare. The daycare will have the necessary operating hours to be able to accept childcare subsidies. I believe that this small act that I can take as a business owner to reserve a percentage of seats in my daycare for lower-income families is a positive step in the right direction.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

I live directly across the street from Key School and am therefore deeply affected by the slated \$20M expansion of Key Elementary School issue. I am also a lifelong educator and entrepreneur in the education space, whose career has been devoted to equity in education for all communities. These are issues that are personally relevant to me, not only because of the location of my home, but more importantly because I care so deeply about high-quality education for all children. My current open question is about the Hardy School campus. Although I have studied this issue somewhat, I still need to do more research in order to find an answer that satisfies me, personally, as to why the District of Columbia is not reclaiming that former public-school site for public school use, given the current and projected growth of the school-age population in this area. On the topic of the Key parcel, my strong opinion is that the site itself is already over-populated. Even if the city spends \$20 million to build new classrooms to replace the six trailers that are now there, this will not solve the problem because there simply is no more recreational space for the children. All children should have ample space to run and play outdoors. I am also an advocate for all schools to have enrichment facilities such as art and music on campus, not in an external location, as I have spent my life as an educator advocating for an enriched model of education. The Key parcel is not going to grow in size; there is no way for this to happen given its physical constraints. There is simply no way – in my opinion as an educator - that the site will be able to provide the recreational space that that so many children truly need and deserve. I therefore think that the Hardy School question should be reopened as a part of the conversation. As already mentioned above, I have more research to do – and would need to put on the “hat” of an ANC Commissioner – in order to truly understand this issue from an expanded set of perspectives, so that I can be the best advocate possible for the whole community.

Why do you think you are the best person to represent your SMD? What’s your vision for your ANC in 2 years?

I believe I am a good person to represent my SMD because I am a local homeowner, mother, educator and business owner. I live at 2828 Hurst Terrace, which is a single-family home that I own with my husband, directly across the street from Key Elementary School. We have two boys, William (9) and Winston (6). I am the owner of Palisades Montessori, which is a home-based child development center that was founded in 1984. I am also the owner of Palisades

Montessori's new infant and toddler daycare center, which will begin serving the community later this fall. I am the founder and Executive Director an established global education nonprofit that seeks to help all children, in all communities, access positive and personal global experiences. I host a standing neighborhood potluck at our home every weekend. I am passionate about the Palisades, its community members and its unique qualities. My passion for this neighborhood and its community runs so deep and wide that I am eager to be of service in whatever way I can be. I am not a spotlight-seeker. My motivation for being an ANC representative is to serve the people of the community, become more informed about a broad spectrum of viewpoints and be a good public servant. I am also motivated by my children, and by all the children that spend time in my house and in my education programs. The adults in their lives, like me, need to do more in this unique time in history to model how public service can be dignified, constructive and positive. I am eager to play this role myself, and I hope that I can be of help to my community and also a good role model to the next generation.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

My understanding of the role of an ANC Commissioner is that the ANC exists for the purpose of bridging the government and the people. The ANC or an ANC member should not be siding with any narrow interest, because its role is to help organize the voice of the people, so that this voice can be efficiently heard by the D.C. government.

Name: Alan Karnofsky

ANC and Single Member District: 3D05

What specific changes to the Comprehensive Plan and zoning within ANC 3D would you recommend to accommodate future growth?

I am supportive of ensuring single member district 3D05 is an area of future growth. I am pro smart and sensible development. Specifically, in regards to 3D05, I would be in favor of a plan unit development at the Safeway site. In talking to residents, I have heard dissatisfaction with the current Safeway. Redeveloping the Safeway could be a valuable option for our area if we ensured moderate-income housing and senior living was available at the location.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

Our neighborhood is not metro rail accessible. Most individuals drive while some use bicycles. To encourage the use of bicycles, I would engage the District Department of Transportation to do a study on potential dedicated bicycle lanes or sharrows to add on MacArthur Blvd. This would create safer streets for our motor vehicle drivers and our bicyclists. Additionally, I would be in favor of adding a Capital Bikeshare Station at the Palisades Library.

What are your priorities for the development of the former SuperFresh Supermarket site known as the “The Ladybird?”

The SuperFresh Supermarket site is not in my single member district and is not in my Advisory Neighborhood Commission area. I would not want to comment on my priorities for development at a site I have no purview over. If engaged, I would work with commission ANC3E to ensure that any new development is sensible and smart development.

What are your hopes and/or concerns regarding the Glen Echo trolley trail?

I am in favor of an 8-10 feet wide crushed stone surface along part of the Palisades Trolley Trail between Galena Place and Nebraska Avenue. I understand some residents may be against this due to increased traffic which may bring additional waste. However, I would host community clean ups along the trail to ensure the trail is always properly clean and maintained. From the neighboring residents I have talked to, many are in favor of a crushed stone surface instead of a full concrete paving of the trail.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

If the residents so choose, there may be an option to have sharrows on MacArthur Blvd. The commute on MacArthur includes buses, cars, and bikes. Having the District Department of Transportation do a bicycle lane study could be useful. Additionally, I am in favor the Trolley Trail receiving an 8-10 ft crushed stone surface. This would allow for more bicyclists to use that trail instead of riding on MacArthur. Finally, many of our sidewalks need better maintenance. I would advocate the District Department of Transportation to come and fix our current sidewalks. The Vision Zero priorities for my community are to ensure residents feel safe walking or bicycling down the street. We have many people from Virginia and Maryland driving through 3D05 and it is important that DDOT put more clear signage up in regards to speed limits, cross walks, and traffic signals so that we can reduce fatalities and injuries. Furthermore, I am happy with the D6 route through our neighborhood but would be open to exploring additional options/routes with WMATA.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

If the residents so choose, there may be an option to have sharrows on MacArthur Blvd. The commute on MacArthur includes buses, cars, and bikes. Having the District Department of Transportation do a bicycle lane study could be useful. Additionally, I am in favor the Trolley Trail receiving an 8-10 ft crushed stone surface. This would allow for more bicyclists to use that trail instead of riding on MacArthur. Finally, many of our sidewalks need better maintenance. I would advocate the District Department of Transportation to come and fix our current sidewalks. The Vision Zero priorities for my community are to ensure residents feel safe walking or bicycling down the street. We have many people from Virginia and Maryland driving through 3D05 and it is important that DDOT put more clear signage up in regards to speed limits, cross walks, and traffic signals so that we can reduce fatalities and injuries.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Our ANC could do more to address housing affordability challenges. Specifically, we should redevelop the current Safeway site into a plan unit development with moderate-income housing and senior housing as well. This would ensure we are providing smart and sensible development while adding value to the community of 3D05.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

The biggest controversy is the proposed sidewalk on Arizona avenue and other sidewalks in our area. Many of the homeowners, in which the sidewalk would be placed in front of their homes, are strongly against this. However, the District Department of Transportation appears to be moving forward with the installation of the sidewalk. While I am still hearing from members of the community on this, I believe it is always important for District agencies to be transparent and honest with the community about their intentions. I also believe District agencies need to hear from the community first before moving forward with any plans. Everything needs to be done by government agencies to ensure as many affected voices are heard before action is taken. Additionally, sidewalks are an important part of the Vision Zero plan to help ensure students are getting to school safely.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I know I am the best person to represent single member district 3D05 because I am bringing a fresh perspective to this community. Having had direct DC government experience, I know how the city works and I know how to get things done. From the residents I have talked to thus far, they feel their voices have not been heard. I am here to listen to my neighbors voices to ensure they all are being accommodated so our community is the safest and best place to live.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

I believe that if many of my community members come together to advocate for an interest, I will support and advocate for that interest as well. If their interests are counter to broader, city-wide interests, I will ensure the community members understand that before fully moving forward with a specific action. Compromise is something I strongly believe in. I will do whatever I can to fully represent all residents in my single member district while keeping in mind the city as a whole. An example of this is the proposed sidewalk on Arizona avenue. Many residents on Arizona Avenue do not want a sidewalk, but the District Department of Transportation is moving forward with installation to help with their Vision Zero plan. The sidewalk will make our community safer by allowing residents a safe place to walk down a very busy street. However, the District needs to ensure the affected residents on Arizona are given 100% complete transparency on any plans or actions taking place.

Name: **Dave Donaldson**

ANC and Single Member District: **3F02**

What is your view of rising housing unaffordability in 3F, Ward 3, and DC in general? What specific changes to the Comprehensive Plan and zoning within ANC 3F would you recommend to accommodate future growth?

Rising unaffordability of housing in 3F, Ward 3 and DC has been and continues, as our DC population continues to grow at a pace beyond what planners saw 20 years ago and didn't see it. Today in our immediate ANC3F, we are observing the recent rental unit growth in the new Park Apartments, which have set aside some affordable housing units but still not enough to offset a growing number that cannot afford the units and services of the Park Apartment property. I know Anita Bonds, Karl Racine are addressing that and leasing fraud violations in on of the lease/rental properties. I have talked to Anita Bonds and Karl Racines office. Mary Cheh, Vince Gray, Brandon Todd, Elissa Silverman, Kenyon McDuffie, Brianne Nadeau and the Mayor are working with plans that address a comprehensive plan District wide to accommodate the growth today and in the future and there is no one simple answer. However, as the new ANC3F02 Commissioner if Elected by the Voters in this Open Party ANC3F02 Election on November 6, the Voters will not be disappointed and I'll continue the good work that Karen Perry and Shirley Adelstein have done over the past 15 years.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

[did not respond]

What are your hopes and/or concerns when it comes to bicycle and pedestrian safety on Connecticut Avenue NW? What is your position on whether or not the reversible commuter traffic pattern should continue on Connecticut Avenue NW?

I have lived in ANC3F02 Van Ness Community for 19 years and I have seen and observed the tragedies as a result of the weekday reversible commuter traffic pattern in the morning and afternoon rush hour. I will continue with the residents ANC3F02 and VanNess Main Street to lobby Mary Cheh, Elissa Silverman, Anita Bonds, Phil Mendelssohn, Robert White, David Gross and the Mayors office to end this hazardous alternating traffic pattern. I'm a bicyclist and a pedestrian. My hope is that we will be more enforcing of bicyclists wearing head gear and vests of some type after dark. I believe a bicyclist has to observe the traffic patterns to avoid accidents. Pedestrian traffic is big in our community. Pedestrians should cross at the crosswalk when the lights are in there favor (green). In ANC3F02, I would hope that they would extend the lights crossing from one side of Connecticut Ave NW, 5 additional seconds during non rush hour. We again have a large Seniors and New Mother's (Parents) crossing over during the day.

With the advent of the Fannie Mae building be sold to Bernstein Mgt. and renting store front businesses soon it would be safe and helpful.

What is your vision for development near the Red Line stations in our ANC? How can we best revitalize upper Wisconsin Avenue NW? Would support denser development there?

In our ANC3F, I already visualize more foot and vehicle traffic with new store or restaurant fronts on the street level and new office space on the upstairs floors. However, Bernstein Mgt. is considering underground parking access in the building. Upper Wisconsin Ave NW will be going through some changes next year as the old Fannie Mae bldg there on Wisconsin Ave. across from the old Malt Shop will be going to a new owner and renovation. There will be a new growth and development in the area and I, again if elected will be earnest in urging smart, affordable and environmental development.

What are your hopes and/or concerns for the Fannie Mae redevelopment?

My hope is again, advocating with our ANC3F, the DC Council and the Attorney General's office smart, affordable and environmental development for people looking to reside, dine and shop in Washington DC.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

One consideration In ANC3F02, on Van Ness St. would be only parking on one side of the street. This would allow more fluid traffic flow, better and more Fire, rescue, ambulatory, access to VanNess residents and Howard Law School. If I were to approach that, I as an ANC3F02 Commissioner would address the Community 1st as an ANC Commissioner through the ANC and Ward 3 Councilmember Cheh and Chairman Mendelsohn. However that would be my measured 1st approach, before bringing it to the community as a consideration. There is a lot more to detail regarding DCDOT, zoning and much more. However, it is what I believe would be the initial start for consideration.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

In ANC3F02 community, Neighborhood we only have limited, roads and sidewalks, VanNess NW (1 long block), Connecticut Ave NW (3 long blocks) and Veazy St NW (1 long block). I would like to see the Alley between Van Ness St. NW return to a One Direction vehicle route again, comparable to the One Direction Alley between Van Ness NW and Upton NW. On Van Ness NW (East Direction) corner of Connecticut Ave NW there is a No Stopping and Standing sign posted but never obeyed, leaving a Vision Zero to Auto and Pedestrian traffic..and rarely

enforced. Bicycle lanes are on Connecticut Ave but illegal parked vehicles and bad marked bike lanes could and should be improved and bad parking enforced.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

I'm only certain having worked with and attended TENAC meeting and discussions with past ANC3F02 Commissioner Karen Perry the ANC is regularly engaged with the issues of affordable housing and challenges. This has been and still is an issue in progress. From Agencies regulations and DC Council oversight and legislation up to Karl Racines authority of enforcement for the Residents of DC. In our neighborhood we must be vigilant with our renters in ensuring they are not exploiting the renters in our community...and we are vigilant in this oversight and regard.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

In the underground parking access to the Giant grocery on Veazy St. there, too often is traffic back up for access to VanNess South and North Bldg and garage because of recurring mechanical access the Giant garage that can take too much time to correct, causing bldg access back up.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I bring 19 years as an active resident of the community. In the community, I have invited the residents to meet and with our local elected officials, I've engaged with the Ward 3 Democratic Committee and have represented our Precinct 34 in many community service and projects and as elected 1st and 2nd Vice Chairpersons, I've represented and was elected, Post Commander for my VFW Post, Elected and Re-elected for 3, 4 year terms as an At-Large Committeeman for the DC Democratic Committee (Executive Committee past 8 years), Member of the Pepco Blue Ribbon Commission under Mayor Gray.....I have a lifetime involvement in working with our communities and committees as well a successful career in management and consultation in the telecommunication industry. My vision of our ANC in the next two years is challenging and evolving to a more robust community. An ANC that will provide our residents and our visitors with new services to shops, dining out, healthy living community centers better public transportation...But this all takes hard work and team work...On November 6 the, I'm asking the Voters of ANC3F02 to put Dave Donaldson to work for you.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Over the past 8 1/2 years I have represented All 8 Wards in the Washington,DC Democratic State Committee and I have seen this many times. I assure this is an understanding and communication skill that comes with experience and time. However, working with the right team or sometimes a good heart to heart sit down and fragile understanding of their narrow interest and the overall good of the community with their input (again, fragile) we can work through it and forward. -Just one of a few of my experiences.

Name: **Monika Nemeth**

ANC and Single Member District: **3F06**

What is your view of rising housing unaffordability in 3F, Ward 3, and DC in general? What specific changes to the Comprehensive Plan and zoning within ANC 3F would you recommend to accommodate future growth?

Housing unaffordability is a major concern of mine. I see that more and more people are being priced out of the housing market. It's not just that more housing is needed, it's the right kind of housing that is needed. Developers are chasing high end luxury renters and buyers. More needs to be offered in the low to mid tier range of housing. I am not sure of the best way to incentivize developers and landlords; however, solutions must be found.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

I do not advocate any changes in the RPP system in 3F06. Much of the SMD consists of single family homes that only have on street parking available.

What are your hopes and/or concerns when it comes to bicycle and pedestrian safety on Connecticut Avenue NW? What is your position on whether or not the reversible commuter traffic pattern should continue on Connecticut Avenue NW?

I am opposed to the reversible lanes on Connecticut Avenue. I am concerned about the current safety of Connecticut Ave. during rush hour. At times, it feels like a super highway with very excessive speeds. I am unconvinced that the reversible lanes add any benefit and simply increase the likelihood of accidents. A proper traffic study is needed to examine this issue and see if this perception which is shared by many of my neighbors is a valid concern. I will request such a traffic study if elected.

What is your vision for development near the Red Line stations in our ANC? How can we best revitalize upper Wisconsin Avenue NW? Would support denser development there?

I am a supporter of Van Ness Main Street and would like to see more retail and restaurants along the Van Ness Main Street corridor. We have had a number of great businesses open along the corridor in the last several years such as Bread Furst, Soapstone Market, and Sfogina. I am excited by the prospect of the redevelopment of 4250 Connecticut Ave. I am dismayed that the former Walgreens still sits vacant and hope we can attract a quality retailer to that site.

What are your hopes and/or concerns for the Fannie Mae redevelopment?

I would like to see a mixed use development at 4250 Connecticut Ave. I know that UDC has been in discussion with Bernstein Management. The plans presented March 2018 are very exciting, and I support this effort. It will make the area more open and welcoming to visitors. I expect to see it attract a greater retail presence which I believe we need in Van Ness.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

Much of my SMD and ANC consists of quiet residential streets with single family homes. The major corridor in my district is Connecticut Ave.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Most of ANC 3F06 consists of quiet residential streets. The primary corridor that needs improvement is Connecticut Ave. for which I am calling for a comprehensive traffic study. A portion of Nebraska Ave. also bisects the ANC, and I believe can be studied for improvement.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

If there is any new housing development along Connecticut Ave. then there is the possibility of being able to contribute.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

Developers being able to purchase contiguous lots in with single family homes, tear down the homes and consolidate lots while removing trees. These homes greatly change the character of the neighborhood and damage the tree canopy by having old trees removed to make room for oversized houses. Projects such as these require zoning variances, and the ANC is the first check on such projects. I am not opposed to development. Quite the contrary, I believe that development is healthy; however, that does not mean that I support unchecked development. As a homeowner and real estate investor, I support investors being able to earn a reasonable return on their investment; however, that return should not come at the expense of the community.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I have been in Washington DC for 35 years having arrived as a college freshman. I have owned my house for almost 16 years. I am a former Realtor who used to work in the neighborhood. I am a committed community activist. Mayor Bowser has appointed me to her Advisory Committee on LGBTQ Affairs. I believe that I am the best person to represent ANC 3F06 because I passionately love my home and community. I am knowledgeable about the issues and care deeply about people. Through my activism and community service, I have established relationships with many in the DC Government including several city council members as well as the Mayor's office. I am well positioned to be an effective voice and representative for our community on day 1.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Often times those who are the most vocal on an issue are the ones with the most narrow interest. I do believe that they certainly do deserve their fair hearing. It is their right. In the end, it is my duty as an elected representative to make the informed decision based on overall sentiment of my constituency and what is in the broader interest of the community. As an elected representative I will try to not argue with a constituent though I will do my best to lay out my case for the position that I hold on a given position.

Name: *William Sittig*

ANC and Single Member District: *3F06*

What is your view of rising housing unaffordability in 3F, Ward 3, and DC in general? What specific changes to the Comprehensive Plan and zoning within ANC 3F would you recommend to accommodate future growth?

Although I believe that market forces should determine the affordability of single family residences I am concerned about the rising unaffordability of rental properties, especially as senior citizens are affected. The city needs to do more to sensibly control rising rents. I would amend the Comprehensive Plan to make non-residential growth in areas not near Metro stops more stringent. I also believe the community was not given sufficient opportunity for input into the CP.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

I would encourage the city to more actively work with WMATA to ensure the safety, reliability, and economic viability of the Metro system, which would help bring more drivers out of their vehicles. The city should consider making some streets, especially those near Metro stops, residents only on one side and restricted parking on the opposite side, similar to the parking situation near the Nats Stadium in SE.

What are your hopes and/or concerns when it comes to bicycle and pedestrian safety on Connecticut Avenue NW? What is your position on whether or not the reversible commuter traffic pattern should continue on Connecticut Avenue NW?

I serve on the ANC's committee which has asked DDOT to conduct a comprehensive study of Connecticut Ave. from Calvert St. to Chevy Chase to get statistics to make decisions on areas needing increased pedestrian safety, whether or not to continue the reversible commuter lanes, and creation of bicycle lanes. I am concerned that allowing bicycles on the sidewalks on Conn. Ave. in our area often presents a safety hazard to pedestrians.

What is your vision for development near the Red Line stations in our ANC? How can we best revitalize upper Wisconsin Avenue NW? Would support denser development there?

I am an avid supporter of the efforts of Van Ness Main Street to improve the increased development of retail and affordable housing in the vicinity of the one Red Line station in our ANC. I have no position on the development of upper Wisconsin Ave., which is not in my district, except to concentrate development near Metro stations rather than single family residential neighborhoods.

What are your hopes and/or concerns for the Fannie Mae redevelopment?

I am concerned that in developing this area plans are made to ensure that nearby residential areas are not negatively impacted by increased traffic and out-of-neighborhood parking. I am also concerned that delivery vehicles to the food and other retail stores in the new development have adequate off-street delivery areas so as not to negatively affect the traffic flow on Wisconsin Ave.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I would be hesitant to remove on-street parking on a major thoroughfare, such as Conn. Ave., if that would result in increased parking on residential streets. In commercial areas which rely on customers who drive I would encourage the development of off-street parking areas, such as what is being creatively designed at present at 4250 Conn. Ave.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

In order to increase pedestrian safety, I would like to see new bicycle lanes on upper Conn. Ave. where bicycles are now permitted on sidewalks. The top Vision Zero priority for Conn. Ave. is an increase in controlled crossings, especially to help seniors and the handicapped.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

When new rental units are being considered for construction in the Van Ness area, the ANC should work with Van Ness Main Street to encourage developers to build housing affordable for the middle and lower middle classes. Also, denser, smaller dwellings should be considered as alternatives to mega-structures when building on large undeveloped or redeveloped properties.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

The construction of an outdoor pool at Hearst park. I am in favor of this construction as a benefit to the neighborhood, esp. the children during the warm months, provided storm water drainage and heritage tree issues are completely and satisfactorily addressed.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I have served as an elected ANC commissioner since Dec. 2017 and served on two ANC committees dealing with the area's parks and streets and sidewalks for several years previously,. As well as serving on the committee which planned for the establishment of Van Ness Main Street, I feel that I have developed an understanding and appreciation of the myriad issues facing the community. I have tried assiduously to listen to and communicate with my constituents as they deal with city agencies and can count a number of successes in meeting neighborhood concerns, such as street repairs and noise abatement. I take great satisfaction in helping resolve issues of concern to my constituents. My goals are to foster increased pedestrian safety and reduce traffic problems, such as speeding, in the area as well as working toward more vibrant mixed use areas near the Van Ness Metro Station as well as on Conn. Ave. between Fessenden St. and Nebraska Ave.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

I would first bring the issue before the ANC to get a wider knowledgeable input and to ensure that there is widespread agreement on the greater interest of the community and city. I would then meet with the affected community members as often as necessary, and bring in city officials and other experts, to explain the wider interests. There are no issues in my district at present where this is a problem.

Name: *Jerry Malitz*

ANC and Single Member District: *3G05*

What specific changes to the Comprehensive Plan and zoning within ANC 3G would you recommend to accommodate future growth?

ANC 3/4G passed and submitted testimony before the Committee of the Whole on the Comprehensive Plan Framework Amendment Act of 2018 on March 20, 2018 (<http://www.anc3g.org/wp-content/uploads/2018/03/ANC-3-4G-Testimony-re-Comprehensive-Plan-3-20-8.pdf>). Our testimony included two overriding concerns: (1) the Framework Element relies on vague or inconsistent prediction models and assumptions, resulting in unreliable, biased population growth conclusions and OP has not provided reliable support for its aggressive predictions of population growth. OP even acknowledges that “higher housing costs have caused families to . . . leave the city for less expensive housing” in the suburbs. An admission on their part as to their disinterest in affordable housing at the expense of more and more development; and, (2) the Framework Element abandons the certainty that is needed for an effective Comprehensive Plan and creates unacceptable ambiguity that could harm residents. At that time we asked the Council to make significant changes to the proposed bill to correct these serious flaws. Again, from our report, OP’s efforts to insert “flexibility” will render the Comprehensive Plan to be no more than one of many possible objectives for the District’s future. No proposed zoning modification will be out of bounds since the Comprehensive Plan will be sufficiently malleable to suit almost any new proposal. Residents will no longer be able to rely on definitive outcomes based on a clearly articulated Plan. The certain consequence of OP’s proposed “flexibility” changes will be to give developers greater reign to bulldoze long-established planning expectations. That is not acceptable. The current zoning for ANC 3/4G includes mostly RA-4 along Connecticut Avenue for apartments and MU-3 for the mixed use of the business corridor also along Connecticut. On either side of Connecticut we have R-1-B and some R-2 which maintains the nature of the neighborhood while giving some growth possibilities along Connecticut Avenue.

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

ANC 3G-05 does not have a metro rail stop within its geographic boundaries. We do have 3 stations nearby though: Friendship Heights, Tenley and Van Ness. The E-4 and E-6 bus routes go from Friendship Heights through this SMD (along McKinley Street), The L-1 and L-2 bus routes go to Van Ness (along Connecticut Avenue) and the M-4 goes along Nebraska Avenue to Tenley. Both the on-time reliability and the schedule (especially on weekends) leave much to be desired and is not an encouragement for more people to avail themselves of this mode of transportation. This must get better to gain ridership. Additionally, we do have a Capital Bikeshare which was recently moved to an improved location adjacent to Safeway (5545

Connecticut Avenue) which provides another opportunity for a more visible alternative mode of transportation. There are many issues with the RPP system. Things that might be done to address some of these issues are changing hours, different restrictions on opposite sides of a street, On top of that Reciprocity Parking Permits for temporary and part-time District residents complicates the issue even more. This specific program needs to be re-examined to find out why it exists, who it benefits, what traffic and parking problems it causes, how many have been issued and it would be good to know just how much money the District is collecting via this program. Also, apartment developers seem to make promises about parking that they might not keep and that the District does not enforce. Things like promises made that residents of new apartment buildings will not be given RPP's are not enforced thus creating a more crowded parking situation than neighborhood residents were promised.

What is your vision for the redevelopment of the Chevy Chase Community Center and do you see this as an opportunity for a mixed-use development?

On January 22, 2018 ANC 3/4G submitted to both the Mayor and City Council the report, ANC 3/4G's Report & Recommendations for the Future of the Chevy Chase Community Center (<http://www.anc3g.org/wp-content/uploads/2014/12/CCCC-Report-and-Recommendations-CF-1-22-18-FinalAll.pdf>). It was based on an on-line survey that was completed by 929 individuals from the greater community. It contains much in the way of recommendations as well as a vision statement for what the Community Center should represent. This report that helped achieve the funding level it received in the recently approved District budget. The report states: "A 21st Century community center for Northwest DC should be an inclusive, invigorating, multi-functional space that resonates with the District's vibrancy, attracting all age-groups in our community, and aligning the environmental, sustainability, and resilience goals... Further, a modernized Chevy Chase Community Center would bring more members of our community together in a location that naturally invites mingling across generations where there is a common space and facilities that aren't solely uni-purpose, yet still offer privacy. That space would consciously reflect the community's shared values." As far as a mixed-use opportunity goes let me first state that the budget is constrained by the existing footprint of the Center. If there is an attempt to introduce a mixed-use concept residents would need to once again have their voices heard, much as they did through the survey process. At this time mixed-use for newly developed or renovated DC public buildings (e.g. community centers, libraries) does not have an agreed upon blueprint. However, one of the basic tenets for mixed-use development is the principle that it - build a strong sense of community by creating social gathering places, developing a sense of stewardship among its residents and providing places for community events. In our submitted vision statement for the Community Center we too address those core principles.

What are your hopes and/or concerns when it comes to bicycle and pedestrian safety on Connecticut Avenue NW? What is your position on whether or not the reversible commuter traffic pattern should continue on Connecticut Avenue NW?

I have several concerns when it comes to safety along Connecticut Avenue. In the stretch of Connecticut from Military Road to Chevy Chase Circle there are several things that stand out. We have two bus routes that go along Connecticut (L-1 and L-2). We have two bus routes that cross Connecticut at McKinley (E-4 and E-6). We have a bus terminal turn around at Connecticut and Chevy Chase Circle. We have a Capital Bikeshare station on the 5500 block of Connecticut adjacent to a bus stop. We have both a DC Public Library and a Community Center in the 5600 block of Connecticut. We have 3 different types of lights along Connecticut that have 3 different types of activation for pedestrian walk signals. And lastly we have 48 parking meters on Connecticut and another 35 on the cross streets abutting Connecticut. Along with no bicycle lanes we have a very large senior population (21% of ANC 3/4G population in 2010) and two senior assisted living residences along that corridor. So my concerns should be obvious, my hopes are that we can take a more universal approach in analyzing the situation and implementing measures that provides the safety that people deserve. In regard to the commuter traffic pattern along Connecticut Avenue I would hope that a full study be conducted that addresses all of the pros and cons on the issue but it is essential that it include the impact that any change might have on nearby streets like Reno Road and Chevy Chase Parkway. And also what apps such as Waze might have on new potential traffic patterns that would have people cut through neighborhoods where traffic did not exist before (such as Chevy Chase Parkway and Nevada Avenue) and where children are walking to school.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

ANC 3/4G recently passed a resolution to create a Neighborhood Parking Task Force (https://img1.wsimg.com/blobby/go/1868db7b-2819-4c3e-b1fa-93a21df431db/downloads/1ci4l143g_876081.pdf). As one of the writers of the resolution and as a co-chair of the Task Force it states "Parking issues have a significant impact on our residential neighborhoods and business districts. They directly affect quality of life throughout our district. A resolution of these issues will help facilitate a more vibrant neighborhood which is vital to the success of family, personal, commercial and community life. Parking issues also have a noticeable impact on traffic, and pedestrian and bicycle safety. By examining parking issues and providing recommendations for how they need to be addressed we have an opportunity to help shape the future of our ANC. In regard to residential parking, issues include lack of enforcement of current parking regulations, the issuance of non-compliant parking permits, plus other factors that make parking difficult for residents. Business community issues include a lack of parking for customers, which can produce a less than optimal business environment." During our discussions transportation issues are also being discussed. In addition to bus or bike infrastructure issues we have also discussed ride sharing issues (e.g. taxi, Lyft, Uber) we need to be incorporated into planning since they have effectively (for better or worse) cut into mass transit users. Lastly, I completed a full inventory of all metered spaces (<https://jerrymalitz.com/>) along the Connecticut Avenue corridor to get a sense of what exists and what we could recommend for the future. All of these activities directly relate to and are being addressed by this representative task force of residents and businesses.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

In answering this as it relates to ANC 3/4G as with all pedestrian and traffic issues it is best to make final informed decisions based on data and not based simply on anecdotal evidence. That said, it isn't hard to identify locations that are the most heavily trafficked, or streets that are missing sidewalks when streets adjacent to it have sidewalks, or bicycle lanes that come and go for no apparent reason, or streets that are lacking double yellow lines which alert drivers that it is a two-way street, and other similar situations that can easily be identified through not much more than a visual inventory. Much of the current situation, including regulations, has the appearance of having been implemented over time in a very piecemeal way. This simply hasn't worked as efficiently as possible in a way to provide for the safety that residents should expect. Both the users of the infrastructure and the local designers of the infrastructure need to have a more shared involvement to truly create a stronger Vision Zero environment. A top down approach and a one-off response to expressed concerns does not, and has, not worked.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Based on the last decennial census (2010) ANC 3/4G has virtually the same population count as it did in 1980 (14,205 to 14,223). One of the reasons for that is that there is no logical room to grow (e.g. empty lots) via the current zoning laws. On the other hand, ANC 3/4G has approximately double the percentage of its residents being seniors (21%) as do all of the other ANC's in DC. In addition, ANC 3/4G has 5 of the twelve licensed senior assisted living residences in the District. Those residences plus the aging of the baby boomer population is creating a new demographic that will also be looking at housing affordability challenges. One thing we should not do is destroy any remnants of affordable housing in our ANC as has happened throughout DC due to displacement of people as a result of construction initiatives. An entire neighborhood has sprung up in the Navy Yard area in the form of high-end restaurants, condos and such, but affordable housing did not come into play as it should have. I am not sure what our neighborhood can do based on our current constraints, other than hold elected officials accountable especially when it comes to investment (e.g. City Center, The Wharf, etc.) that does not address housing affordability. However, we do need to be engaged in the discussion.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

Although somewhat woven throughout these questions but not directly is the issue of dockless bicycles and scooters and the introduction of electric versions of bicycles (both by the dockless companies along with Capital Bikeshare) to go along with the electric scooters. Although the usage of these modes of transportation is growing regulations that govern their use, safety procedures that govern their maintenance, and laws that govern how riders can use them and

dispose of them are slow in adoption, enforcement or not widely publicized to ensure safety for all users of roads and sidewalks. It is likely to become more of an issue when the once again extended trial period for dockless vehicles comes to an end. Other jurisdictions in the country are grappling with these same issues and instead of getting out ahead of it here in DC we seem to be playing catchup. With more and more modes of transportation available to people we do not seem to have a sound idea on how it needs to progress to ensure the safety of all individuals, regardless of how they get from point A to B. This needs to be addressed soon.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I won election as ANC Commissioner in a special election to fill a vacated seat on February 27, 2017, just a little over 18 months ago. At that time I ran stressing the need for "Building Local Engagement." During my 18 months as a Commissioner I have tried to fulfill that promise by creating a website (<https://jerrymalitz.com/>) full of information and resources that were previously unavailable. I develop and distribute a monthly newsletter (<https://us15.campaign-archive.com/home/?u=01425d0f6f8c25057c2026f9f&id=9609c7d5b9>) that contains current and pertinent information for residents that goes out to subscribers and is also made available via social networks (e.g. NextDoor). I presented, and ANC 3/4G passed, a resolution that has resulted in all of our public meetings now being posted (the following morning) on our own YouTube Channel (<https://www.youtube.com/channel/UCP9348js5HkCOgCc4Z7sYLw?>) thus enabling people who cannot attend a meeting to still stay informed (162 views of our most recent meeting). And I post relevant information to both NextDoor and the Chevy Chase Listserv in order to keep residents more informed and engaged. In addition I research and seek out community input (e.g. I prepared all of the statistical data for our ANC's report on the modernization of the Chevy Chase Community Center based on about 950 on-line survey responses) on all issues as I try to create an environment that embraces a more participatory and involved neighborhood. My vision for the next two years is to up everything a notch to try and make sure we have the most informed ANC about issues, to continue to be responsive to concerns and to happily participate with neighbors in addressing those concerns in a positive manner.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

According to published numbers on DC websites there are 40 ANC's and 296 single member districts within those ANC's. By law, ANC's opinions are supposed to be given "great weight" before actions are taken. However, there is more strength in solidarity and ANC's have more in common with each other than is readily apparent on first view. I think that ANC's need to learn more about each other and what is important to them as it can only serve to make us better at what we are supposed to do. There needs to be more opportunities for joint information sharing whether done on-line or in person (or some combination). We don't live in a vacuum

and we shouldn't act as if we do. Holistic approaches to issues that have broader city-wide implications are what we should be striving for and although we have a City Council there is nothing that prevents ANC's from leveraging who we are and who we represent to help DC move forward as a unified city for the betterment of all its residents.

Name: **Chris Fromboluti**

ANC and Single Member District: **3G07**

What specific changes to the Comprehensive Plan and zoning within ANC 3G would you recommend to accommodate future growth?

No changes

What changes would you advocate for in your neighborhood to encourage more residents to use alternative modes of transportation? What changes, if any, would you recommend to the RPP system?

More frequent bus service on Connecticut Avenue

What is your vision for the redevelopment of the Chevy Chase Community Center and do you see this as an opportunity for a mixed-use development?

A modern center that will attract a broad audience with relevant offerings and facilities.

What are your hopes and/or concerns when it comes to bicycle and pedestrian safety on Connecticut Avenue NW? What is your position on whether or not the reversible commuter traffic pattern should continue on Connecticut Avenue NW?

Oppose reversible lanes. They mainly benefit Maryland commuters.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

Oppose removing on street parking in my district.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Better and more convenient public transportation is a top priority. Improve bike lanes to and in Rock Creek Park.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

There is no obvious answer to this question.

What is the biggest controversy in your neighborhood not already listed on this questionnaire, and what is your position on it?

Traffic is a big problem. One answer is more frequent and reliable public transportation.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

[did not respond]

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

[did not respond]