Q1
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Fundraising link, if applicable (if not, please write "N/A"):
https://sherman4anc.com/donate

Q2
Select the Advisory Neighborhood Commission in which you are running:

Q3
Select the SMD in which you are running:

Q4
Please upload a headshot that GGWash has your permission to use in its materials related to the 2024 election and endorsements process in the District, which may include publication on our website, in emails, on social media, or in other formats.

headshot%20color.jpg (1.8MB)
Q5
Where in your Advisory Neighborhood Commission, not just your SMD, do you think density should be increased to accommodate the construction of new housing? If you do not think density should be increased in your ANC, please write, "I do not think density should be increased in my ANC."

While Columbia Heights is already one of the densest neighborhoods in DC, I believe there are still significant opportunities to increase density and accommodate more housing across ANC 1A, particularly along 14th Street. This would require some redevelopment of existing and older low-density properties.

In my SMD, I see potential for increased density directly on 14th Street, especially between Monroe and Spring, where several properties could be replaced with high-density, mixed-income housing. That said, I believe that a mix of high-density and single family homes is what makes Columbia Heights so great. As we move from 14th Street towards areas like Holmead Place and 13th Street, I can envision more duplexes and triplexes and still preserve many existing single-family homes, creating a balanced mix of housing types.

Looking at the broader ANC area, there are even more opportunities:

1) Columbia Heights Village near 14th and Columbia Road: This important and historic affordable housing property occupies a large piece of land but is currently low-density. Redeveloping this area could significantly increase the number of housing units, particularly for lower-income individuals and families, while also creating new retail opportunities along 14th Street.

2) The 2800 block of 14th Street between Girard and Harvard: Similar to Columbia Heights Village, this area represents another opportunity to transform a large, low-density property into a vibrant, mixed-use development that could house many more residents.

3) This might be a bit controversial, but I think the Giant grocery store on Park Road is a prime location in the heart of Columbia Heights and is underutilized, with just a parking garage above the store. This would be a big undertaking, but redeveloping this site to include apartments above the grocery store could be transformative for the neighborhood, adding significant housing in an area already surrounded by high-density buildings.

4) There is also a vacant lot at 11th Street and Lamont Street that needs to be developed into a mixed-use property with numerous housing units and retail spaces.

These redevelopment projects represent major opportunities to increase housing density in Columbia Heights while maintaining the unique character of the neighborhood.

Q6
I consider affordable housing to be (check all that, in your opinion, apply):

- Means-tested or income-restricted,
- Subsidized,
- Rent-controlled,
- Costing no more than 30 percent of one’s household income
Q7
I consider market-rate housing to be (check all that, in your opinion, apply):

- Not means-tested or income-restricted,
- Built by private developers,
- Unsubsidized,
- Not rent-controlled

Q8
The District’s inclusionary zoning law “requires that eight to 10 percent of the residential floor area be set-aside for affordable units in most new residential development projects of 10 or more units.” The cost of doing so is paid by a project’s developer, and IZ units are income-restricted. Because the number of IZ units is tied to floor-area ratio, the larger a building is, the more IZ units will be built. Conversely, if the initial density proposed by a developer is reduced during the approvals process, rather than maintained or increased, fewer IZ units will be built. ANC commissioners are likely to hear from some constituents concerned by a project’s potential impact—real or assumed—on traffic, parking, views, and property values and rents, and whether it fits the character of the neighborhood. While it is not a guarantee that a development proposal including IZ units will come before your ANC, if one does, what would you do, given the likelihood of at least some pushback?

Q9
Planned unit developments are projects in which developers are able to exceed the height and density allowed by the District’s zoning code up to the density allowed by its Future Land Use Map (typically a modest increase in scale) in exchange for a community benefits agreement. While it is not a guarantee that a PUD will be proposed in your ANC, if one is, the commission is likely to be the party negotiating that community benefits agreement with a developer. The following are examples of benefits that an ANC might push for in such an agreement. Please rank them in the order in which you would prioritize them.

<table>
<thead>
<tr>
<th>Benefit</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>More income-restricted, subsidized units than are required by District law</td>
<td>2</td>
</tr>
<tr>
<td>Income-restricted, subsidized units restricted to lower income levels than initially proposed by the developer</td>
<td>3</td>
</tr>
<tr>
<td>Income-restricted, subsidized units with more than one bedroom</td>
<td>1</td>
</tr>
<tr>
<td>Parks, landscaping, and/or public art</td>
<td>7</td>
</tr>
<tr>
<td>A Capital Bikeshare station</td>
<td>8</td>
</tr>
<tr>
<td>Improvements or repairs to, or replacement of, streets and sidewalks</td>
<td>4</td>
</tr>
<tr>
<td>Direct cash payments to local organizations, such as civic associations and ANCs</td>
<td>5</td>
</tr>
<tr>
<td>Direct cash payments to local schools and youth programs</td>
<td>6</td>
</tr>
</tbody>
</table>
### Q10
Check any of the below combinations of features that you would consider social housing.

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

### Q11
Should apartments be legal to build District-wide?

Yes

### Q12
Which statement do you agree with most?

New housing should be built both along major corridors and throughout existing residential neighborhoods, in buildings of all sizes.

### Q13
Which of these statements best describes your feelings about historic districts in the District?

Historic districts are important, but they are also problematic. We have the right number of historic districts and landmarks and shouldn't be adding more.

### Q14
The District is likely to begin a rewrite of its Comprehensive Plan, its foundational land-use document, in 2025. In a rewrite of the Comprehensive Plan, which of these three options would be your top priority?

Creating opportunities for new housing in my commission's area

### Q15
My ANC, not just my SMD, has:

Too few bars and restaurants

### Q16
Do you think there are not enough cars, enough cars, or too many cars in the District?

Too many cars
Q17
The Sustainable D.C. 2.0 plan includes a target of reducing commuter trips made by car to 25 percent. Do you agree that incentivizing residents and visitors to drive less should be an explicit policy goal of the District?

Q18
Incentives for people to drive less and nudges to make them drive safely can prevent drivers from killing other people, but research shows such “carrots” won’t be enough to curb the public health crisis of increasing traffic fatalities. Keeping people alive and safe on District roads requires policies that actively reshape our transportation systems and built environment to decrease single-occupancy vehicle trips, and to slow down drivers when they do make those trips. Please rank the following policies in the order that you would like to see the District government pursue them.

<table>
<thead>
<tr>
<th>Policy</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementing a road-pricing program</td>
<td>10</td>
</tr>
<tr>
<td>Increasing the cost to own a car in the District, including RPP and parking registration</td>
<td>1</td>
</tr>
<tr>
<td>Removing minimum parking requirements in new developments near transit</td>
<td>2</td>
</tr>
<tr>
<td>Implementing road diets on arterial streets</td>
<td>11</td>
</tr>
<tr>
<td>Making some streets, especially residential streets, car-free</td>
<td>4</td>
</tr>
<tr>
<td>Regional reciprocity for automated traffic enforcement</td>
<td>3</td>
</tr>
<tr>
<td>Building more housing and affordable housing in the District proximate to transit and job centers</td>
<td>5</td>
</tr>
<tr>
<td>Regularly removing travel lanes for bus lanes</td>
<td>6</td>
</tr>
<tr>
<td>Regularly removing parking lanes for bus lanes</td>
<td>8</td>
</tr>
<tr>
<td>Regularly removing travel lanes for bike lanes</td>
<td>7</td>
</tr>
<tr>
<td>Regularly removing parking lanes for bike lanes</td>
<td>9</td>
</tr>
</tbody>
</table>
Q19
The above question asks about systemic policies to reduce trips by car that the District's executive and legislative branches would need to initiate. As a commissioner, your powers are only advisory, but the intensely local nature of the role means that you can direct your attention to shepherding improvements to the built environment in your neighborhood that, while smaller in scale than changing District law or instituting a new citywide program, are no less important to making all road users safer. Please rank the following initiatives in the order you would be most enthusiastic about your ANC considering a resolution concerning them.

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Rank</th>
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<tbody>
<tr>
<td>The installation of more automated traffic enforcement cameras to ticket drivers for speeding or running red lights and stop signs</td>
<td>5</td>
</tr>
<tr>
<td>The removal of parking spaces as part of a project to widen sidewalks</td>
<td>6</td>
</tr>
<tr>
<td>The removal of parking spaces as part of a project to build a protected bike lane</td>
<td>7</td>
</tr>
<tr>
<td>The removal of parking spaces as part of a project to build a bus-priority lane</td>
<td>8</td>
</tr>
<tr>
<td>The removal of parking spaces near crosswalks to increase the visibility of pedestrians to drivers, referred to as “daylighting”</td>
<td>1</td>
</tr>
<tr>
<td>The removal of residential parking spaces to enable short-term parking for delivery drivers</td>
<td>9</td>
</tr>
<tr>
<td>The installation of speed bumps to slow down drivers</td>
<td>2</td>
</tr>
<tr>
<td>The installation of raised crosswalks with high-visibility signage to alert drivers to pedestrians</td>
<td>3</td>
</tr>
<tr>
<td>The temporary or permanent closure of certain streets to single-occupancy vehicles to create zones for pedestrians</td>
<td>4</td>
</tr>
</tbody>
</table>

Q20
On-street parking occurs in public space. This means that an on-street parking spot does not belong to a specific individual, and people park in different places at different times. What do you consider a reasonable rule of thumb for deciding if a neighborhood has enough street parking?

A resident is able to find an available public street parking space within one to two blocks in any direction of their residence (about a two- to four-minute walk), most of the time

Q21
The District's goal to be carbon-free by 2050 requires most of the reduction of its transportation emissions to come from residents turning existing single-occupancy vehicle trips into transit, walking, and biking trips. Please describe at least one trip you currently take by car (even if you, yourself, are not driving) that you can commit to taking on foot, by bus, by train, via a mobility device, or by bike instead.

I already use public transit (Metro and bus routes 52, 54, and 59) or a bike/scooter for most trips I take in DC. I have a car, but only use it to take my dog to the vet or run errand that are far away. However, sometimes I'll use Uber or Lyft after a night out when I just want to get home faster. I have already started changing this and commit to using transit, walking, or biking after a night out. The extra few minutes it might take are well worth the emissions saved (and the money saved)!
Q22

What do you feel is the biggest issue in your neighborhood, and what is your position on it? And, given the limited scope of commissioners’ and commissions’ authority, what would you, most realistically, do about that issue if you are elected?

I feel the biggest issue in my neighborhood is, and my position on it is: 

One of the biggest issues in our neighborhood is the deterioration of public and community gathering spaces across Columbia Heights. We are in need of investment to improve and refurbish public spaces to meet the needs of neighbors and businesses alike. Specifically, the Civic Plaza, sidewalks in the core part of 14th Street, streets, and bike lanes need attention. It has been over 20 years since Columbia Heights has received significant investment to improve these public spaces, and it is time for renewal.

If elected, I would:

If re-elected, I would continue efforts I have already started working with neighborhood organizations and property owners to put in place new mechanisms to regularly invest in, maintain, and do programming in public spaces. Realistically, as an ANC commissioner, I would: 1) Advocate for increased funding from the city for public space improvements in our area; 2) Collaborate with local businesses and community organizations to develop a plan for regular maintenance and programming of public spaces; 3) Work with DDOT and other relevant agencies to prioritize improvements to sidewalks, streets, and bike lanes in our neighborhood; 4) Keep organizing community clean-up events and encourage local engagement in maintaining our public spaces; 5) Continue to push for creative solutions to address vacant properties, which often contribute to the deterioration of public spaces.
ANC commissioners represent about 2,000 constituents and, when sworn in, commit to upholding the District of Columbia's interests, not solely your commission's or single-member district's. With the understanding that you are not going hear from every single one of your constituents during your term, and that commissioners are sworn to act in the interest of the entire District, describe how you might make decisions as an elected representative.

As an ANC commissioner, I strive to make decisions that balance the needs of my immediate constituents with the broader interests of the District. One of the things I have tried very hard to do during my first term as ANC is to remind myself of the voices not in the room at an ANC meeting or the emails I'm not receiving because of neighbors in Columbia Heights that may not know about the ANC or understand how to engage. They are still our constituents and neighbors. Here are some concrete things I will do to make informed decisions:

1) Actively seek out diverse perspectives by engaging with various community groups and attending local events.

2) Maintain open lines of communication through regular newsletters, social media updates, and community meetings.

3) Consider the potential impact of decisions on my SMD, the ANC, and the wider District.

4) Stay informed about city-wide issues and initiatives to ensure my decisions align with broader District goals.

5) Collaborate with other ANC commissioners and city officials to gain a more comprehensive understanding of issues.

6) Work to bring neighbors along more as decisions are made both at the ANC and City-wide level, communicating more proactively and clearly, even if I know they might disagree with me or I might disagree with them.
Q24

Why do you think you are the right person to serve as an ANC commissioner for your SMD?

I believe I am the right person to continue serving as an ANC commissioner for my SMD for several reasons:

1) Experience: I have already served one term and have developed a good understanding of the role and its challenges. I'm eager to continue the work I've started and build on the relationships I've established.

2) Business Focus: With my background in business and as a small business owner, I bring a unique perspective to the ANC. I've formed the ANC 1A Small Business & Economic Development committee and rebuilt relationships with business owners, advocating for economic development.

3) Proactive Approach: I'm a doer who takes action to see things move forward. I'm not someone who just likes to talk and plan, I like to take action and see things move forward. I know things often happen slowly at the ANC level, but I'm a big believer that "the squeaky wheel gets the grease" and I plan to push as hard as I can to make 1A better.

4) Advocacy: I've been focused on addressing vacant properties in my area and across the city, passing a resolution calling on the Council to reform how vacant properties are proactively addressed in DC. I also started a city-wide ANC Vacant Property Caucus to bring ANCs together on this topic and advocate collectively.

5) Communication: I believe in keeping constituents informed and engaged. My monthly newsletters and efforts to increase community involvement demonstrate my commitment to transparent and inclusive representation.

6) Vision for Improvement: I have a clear vision for improving our neighborhood and I am eager to share that vision with neighbors, continue building upon it and shaping it with their input, and being vocal to make it a reality one step at a time.