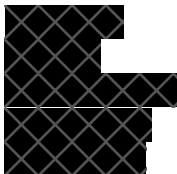




COMPLETE



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**Q1**

Contact information

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Email	mghorpadey@gmail.com
Campaign-related social media accounts	Twitter: @MuktaANC
Fundraising link, if applicable (if not, please write "N/A")	N/A

**Q2**

1A

Select the Advisory Neighborhood Commission in which you are running:

**Q3**

07

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.

UA%20Headshot.jpg (976.7KB)

**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."

I believe we need new housing everywhere. With that in mind, I specifically want to see a renovation of the DC USA building and the Giant on Park Road to accommodate for new construction. These two buildings, in the heart of Columbia Heights, feel so poorly planned and have such potential for the addition of housing units. DC USA is particularly frustrating in that it has so much empty, unused space. I'm hopeful we could include these renovations in the Comp Plan!

**Q6**

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

**Means-tested or income-restricted,**

**Built by the government,**

**Cheap,**

**Subsidized,**

**Rent-controlled**

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**Q7**

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

**Expensive,**

**Costing more than 30 percent of one's household income**

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**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?

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**I would encourage developers to maximize the height and density of the project.**

**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.

- More income-restricted, subsidized units than are required by District law **3**
- Income-restricted, subsidized units restricted to lower income levels than initially proposed by the developer **1**
- Income-restricted, subsidized units with more than one bedroom **2**
- Parks, landscaping, and/or public art **5**
- A Capital Bikeshare station **7**
- Improvements or repairs to, or replacement of, streets and sidewalks **6**
- Direct cash payments to local organizations, such as civic associations and ANCs **8**
- Direct cash payments to local schools and youth programs **4**

**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**

**Yes**

Should apartments be legal to build District-wide?

**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.**

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**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**

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**Q15**

My ANC, not just my SMD, has:

**Too few bars and restaurants**

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**Q16**

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

**Too many cars**

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**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?

**Yes**

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**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.

Implementing a road-pricing program	<b>2</b>
Increasing the cost to own a car in the District, including RPP and parking registration	<b>9</b>
Removing minimum parking requirements in new developments near transit	<b>6</b>
Implementing road diets on arterial streets	<b>3</b>
Making some streets, especially residential streets, car-free	<b>10</b>
Regional reciprocity for automated traffic enforcement	<b>11</b>
Building more housing and affordable housing in the District proximate to transit and job centers	<b>1</b>
Regularly removing travel lanes for bus lanes	<b>7</b>
Regularly removing parking lanes for bus lanes	<b>8</b>
Regularly removing travel lanes for bike lanes	<b>5</b>
Regularly removing parking lanes for bike lanes	<b>4</b>

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**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.

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

**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 their neighborhood, in any direction of their residence (about a ten-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 bought a car in the pandemic so I could go back and forth to my parents' house. I ended up using the car frequently, even for short, public transport-accessible trips. In the last two years, I have gone from using my car almost every day to using it only two to four times a week. It's reminded me why we are so lucky in DC for our amazing public transportation and I am glad to use the bus and train to get to work, visit friends, and do errands within the city.

As for what I can continue to work on: whenever I have a flight out of Dulles, I tend to take an Uber. I commit to taking the Silver Line out to it!

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### 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:

**Right now, the city is slated to build a sobering center in Columbia Heights. As expected, neighbors have come forward in opposition to it. I believe strongly that every neighbor, regardless of their housing status (without a home, homeowners, and renters) deserve an equal voice in our neighborhood's governance. What we are seeing in Columbia Heights (and across the city) is people struggling to make ends meet, find affordable housing, and suffering from addiction. I believe a sobering center is one piece of the puzzle in helping people not just survive, but live well.**

If elected, I would:

**As a commissioner, I will continue to advocate for this invaluable resource, proving to all in our community that it is needed and will have an overall positive impact for all residents. I actually think the issue surrounding the sobering center is a microcosm of broader concerns in Columbia Heights, as we fight ever-rising housing costs, gentrification, unemployment, and the friction that comes from it all. But I'm hopeful about my community and how we can come together to make sure all residents are taken care of.**

### Q23

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.

What I have learned in my time as a commissioner is that not every voice is equally represented at ANC meetings, committees, and on surveys. Many times, the people with most power in our community are the loudest voices, drowning out the needs of those not able to engage with the ANC. I think being a good commissioner requires lots of listening, proactive outreach, and being willing to learn. For example, we had two devastating shootings on 10th Street in my SMD in April. In response, I held a meeting at our local park to share out information with neighbors, hear their concerns, and provide potential solutions outside of just "more policing". But what was important in that moment, as a commissioner, was to balance two things: validating people's fears while stemming the tendency to become suspicious of some neighbors (mainly Black and brown folks) in our community. As commissioners, we need to have the spine to respectfully push back on our neighbors, bring them in, and facilitate conversations that can create long-term conditions of safety for all residents; it is our job to make decisions based on the values of the full community, not just a specific subsection, in and outside of our SMDs.

In my day job, I work with DC youth on postsecondary success. I've seen the impact the pandemic, rising housing costs, a poor job market, racism, and crumbling infrastructure have had on our young people. I believe strongly that the decisions I make at an ANC-level can have far-reaching impacts for how we treat our neighbors, especially our young people. I take that responsibility seriously and I let it guide me in my decision-making.

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### Q24

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

I have spent my time as a commissioner building relationships, hearing from neighbors, and creating opportunities for folks to engage with each other. Three and a half years in, I feel I have a pulse on my SMD's needs, wants, and hopes. I'm excited to continue organizing events, advocating for progressive change, and pushing my fellow commissioners on issues that impact us all. It takes a while to find your footing as a commissioner; I feel like I've finally found it in my second term and I'm excited to keep our work going. I hope my neighbors feel the same way.

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