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Q1

Contact information

| | |
|--|---|
| Name | Peter Wood |
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| Campaign-related social media accounts | Twitter (@notPeterWood); Instagram (@peter.da.wood) |
| Fundraising link, if applicable (if not, please write "N/A") | It'll be on a "donate" button on pdawood.com (haven't made a new donation page yet) |

Q2

1C

Select the Advisory Neighborhood Commission in which you are running:

Q3

03

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.

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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."

A great example of a property in Adams Morgan where I support building new, dense housing is the former Universal buildings located at the intersection of Connecticut Road NW and Florida Avenue NW. When completed, this office-to-residential conversion—reportedly the largest in DC—will bring roughly 500 new housing units to a notoriously development-averse area of the city. Just as importantly, the risk for indirect displacement of nearby neighbors is low. I was eager to support this project as commissioner in ANC 1C and will continue to collaborate with the property owners to ensure this dense, Metro-adjacent complex serves the greater Adams Morgan neighborhood fairly and in longevity.

Q6

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

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):

Costing more than 30 percent of one's household income

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?

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

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

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

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 **Creating opportunities for new housing in my commission's area**

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?

Q15 **Too few bars and restaurants**

My ANC, not just my SMD, has:

Q16 **Too many cars**

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

Q17 **Yes**

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

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

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 | 9 |
| The removal of parking spaces as part of a project to widen sidewalks | 5 |
| The removal of parking spaces as part of a project to build a protected bike lane | 7 |
| The removal of parking spaces as part of a project to build a bus-priority lane | 6 |
| The removal of parking spaces near crosswalks to increase the visibility of pedestrians to drivers, referred to as "daylighting" | 4 |
| The removal of residential parking spaces to enable short-term parking for delivery drivers | 8 |
| The installation of speed bumps to slow down drivers | 1 |
| The installation of raised crosswalks with high-visibility signage to alert drivers to pedestrians | 3 |
| The temporary or permanent closure of certain streets to single-occupancy vehicles to create zones for pedestrians | 2 |

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.

Very few of my trips are by car. Because I live in one of DC's most transportation-rich neighborhoods, I am able to walk, bike, and use public transit for the vast majority of my travel needs within DC and the Washington metro area. I've even biked to the airport before to catch a flight (no, not Dulles). My primary room for improvement is ridesharing when traveling with a group. After a long day, requesting a ride from an app service is a tempting convenience. That's particularly true when several friends or family members are growing impatient waiting to get home. One way to address this is by planning social encounters to better utilize Metro and bus availability. There is room to get better, but DC's trains and buses are great and deserve great ridership.

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:

I feel the biggest issue in my neighborhood is the high cost of living, and my position on it is: when the cost of living skyrockets while wages are flat, it leads to violent crime, displacement, hunger, health complications, substance addiction, self-harm, and many other destructive cycles.

If elected, I would:

If elected, I would: do what I'm already doing and focus on tangible actions commissioners can control: guide new small business owners through bureaucracy; aid constituents with unemployment applications; testify to DC Council for more affordable energy sources; urge developers to include family units in their new properties; call out union-busting employers for harm they cause their employees.

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.

We live in a representative democracy, and ANC commissioners do so without any full-time staff or ability to survey constituents on a regular basis. My approach to making informed decisions begins with "meeting people where they're at" in order to assess public opinion. This means maintaining an interactive website, monitoring email accounts, responding to text messages and phone calls, going door-to-door to have informal conversations, organizing community events, facilitating community input during official ANC meetings, and even perusing social media posts. In addition to public opinion, I find it is important to also stay up-to-date with what trained professionals are saying. That means reading academic journal articles, local journalism, industry white papers, governmental policy pieces, and many other sources of information, published or otherwise. All together, this can be incredibly labor intensive. Fortunately, I have many years of experience practicing these skills and am comfortable doing so both effectively and efficiently.

Q24

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

Adams Morgan residents are not shy about what a community leader needs to bring to the table: a balance of youthful vibrance and mature foresight; impressive accolades and "real world" grit; ambitious goals and pragmatic plans for achieving them. My mix of professional experience, academic training, public service, and willingness to step out of my comfort zone —maybe even getting a little creative when doing so—make me an excellent fit for Adams Morgan. Serving as ANC commissioner means knowing your neighbors and mitigating harm in pursuit of a more prosperous city. Most importantly, it means practicing empathy. I am willing, able, and excited to utilize all the above and continue serving as Commissioner for the Adams Morgan community in ANC 1C.