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Q1
Contact information

Name: Marie-Elise Diamond
Email: mdiamond4anc@gmail.com
Fundraising link, if applicable (if not, please write "N/A"): N/A

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

1C

Q3
Select the SMD in which you are running:

04

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.

anc_01.jpg (1.3MB)

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."

Affordable housing is one of the biggest issues facing DC. As I walked around my SMD, I noticed several abandoned buildings and boarded up houses. Density can be increased by turning the single-family abandoned or boarded up homes into duplexes ortriplexes. Abandoned larger buildings can be turned into slightly taller buildings which could increase the amount of affordable housing units. When leaders think creatively, solutions can be found. In addition to increasing density on the major thoroughfares and commercial corridors, there are other places on residential streets where density can be slightly increased without sacrificing green space, open spaces, park lands and other amenities that make Ward 1 great.
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,
- 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.

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

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

Q11
Should apartments be legal to build District-wide?

No

Q12
Which statement do you agree with most?

New housing should be built throughout existing residential neighborhoods in duplexes, triplexes, townhomes, and small apartment buildings.
| Q13 | 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 | Preserving the character of existing neighborhoods in my commission’s area |
| Q15 | Just the right amount |
| Q16 | Enough cars |
| 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.

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

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

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 am a frequent patron of the Kennedy Center, where I usually drive. Assuming that the 42 bus continues to operate between Adam’s Morgan and the Kennedy Center, I will commit to taking the bus rather than driving all the time.
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: The issues that seem to have galvanized the neighborhood the most in the past year have been crime and personal safety, controversy over bike lanes along Columbia Road, and rat control.

If elected, I would: Keep solutions that have worked and try new ideas for the areas where we haven't been successful. Neighbors came together to explore various ways to combat the crime such as hiring a private security guard, creating neighborhood watches, increasing communication of crime in real time via What's App, and the creation of a crime task force. I would continue to support these initiatives and facilitate solutions created by residents. The issue of bike lanes is ongoing in the neighborhood. There has been a huge lack of communication regarding the planning and implementation of the Columbia Rd bike lanes. Given that more bike lanes are in the planning, a big first step in my SMD is to communicate to the residents what is happening and explain how their voices and opinions can be heard. A lot of residents were blindsided by the current plans and had no idea what was happening. Ideally residents know what is happening in their neighborhood and know where to express approval or disapproval. If elected, I hope to increase awareness of the initiatives taking place to alter the infrastructure, public transportation, and crime enforcement in this SMD.

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.

I intend to make decisions based on a long-term vision about what is best for the neighborhood and for DC as a whole. Currently I am gathering information from various city websites, opinions from my close neighbors, and facts about DC in the public domain to help me craft this vision.
Q24

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

Running for ANC representative for ANC 1C04 feels like the natural next step for me. I’ve called the Adams Morgan neighborhood home for over 25 years, watching DC evolve—sometimes for the better, sometimes not. I raised my son here as a single parent, and over the years, my connection to this community has only deepened. As I see him and the students I’ve taught over my 30 years as a teacher in the District return here to build their future, I am all the motivated to put my energies into making and keeping DC a fantastic place to live and raise a family. I love DC and I love my neighborhood!

I’m a firm believer that democracy works best when everyone’s voice is heard. But as I’ve participated in community surveys and discussions, I’ve noticed a troubling trend: too many questions present binary choices, as if complex issues can be boiled down to yes or no. This kind of thinking is not only simplistic but can also lead to decisions that don’t reflect the reality of our diverse community. Issues like bike lanes, bus routes, green spaces, and crime rates aren’t black-and-white; they require thoughtful consideration of all perspectives. We need to move away from either/or thinking and embrace a both/and mindset that seeks compromise and balance. That’s why I’m running—I’m committed to finding common ground, especially when the issues are complicated. How do we make sure our plans work for the senior citizen, the veteran in a wheelchair, the single parent juggling three kids, the Spanish-speaking immigrant, the young professional fresh out of college, and the newly married couple just starting out? We need solutions that work for everyone, and that takes creativity and flexibility.

Transportation and infrastructure decisions in Ward 1—and throughout DC—should reflect the needs of the entire community, not just the loudest voices or the newest residents. I want to be the voice for long-time DC residents, advocating for smart growth and sensible transportation plans that prioritize buses over bikes and sidewalks over scooters when it makes sense. I’m a big supporter of the 15-minute city concept, where essential services and amenities are within a short walk or bike ride for everyone. This vision is especially important for long-time homeowners like myself, who want to stay in our homes for as long as possible.

Who is this city for? Who is the neighborhood for? What makes a livable, successful community? How can we ensure that the senior citizen who has trouble walking or the differently abled can get from their home to the grocery store without fearing being knocked down by a distracted cyclist or young adult on a scooter? How can we ensure that a mom or dad with 3 children can park their car close to their house and can get all three kids to soccer practice on time when they are the carpool driver and the practice fields are scattered all over the DMV? How can all residents feel safe walking home from the bars at night when the crime rates vary wildly across the different wards? How can citizens regain confidence in the police department’s ability to arrest and convict wrongdoers when the crime lab had such a long period when it was not accredited? How can we ensure that public schools and public transportation continue getting the funding necessary to thrive? How can we increase the density of the city, but preserve the character of neighborhoods with Victorian row houses or grand Tudor homes with huge yards? These are just a few of the questions we need to tackle together.

I can’t claim to have all the answers— in fact, I have very few answers. I am not an expert with all the answers. Rather, I see my role as someone who can bring people together, facilitate conversations, work toward consensus, and keep folks informed about what’s happening in the neighborhood. I’m running for ANC Commissioner to find the best solutions for all of us. That’s why I believe I’m the right person for this position—because I’m focused on lifting up as many voices as possible in the hopes that that our community grows in a way that benefits us all.