Page 1

Q1

Contact information

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Campaign-related social media accounts: https://x.com/joshjacobsondc
Fundraising link, if applicable (if not, please write "N/A"): N/A

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.jpeg (32.8KB)
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 support increasing density throughout ANC 1E. 1E is centered on Georgia Avenue, which has two of the highest ridership Metrobus routes. Most of 1E is within a 5 minute walk of Georgia Avenue and within a 10 minute walk of a green line Metro station. As such, Georgia Avenue (and nearby streets) can support higher population density. Earlier this year, I advocated for upzoning southern portions of Georgia Avenue up to MU-10 in a map amendment case brought forward by Howard University (ZC 24-01). If re-elected, I will advocate for more of Georgia Avenue to be upzoned to MU-10 and to allow for at least 6-plexes to be built by right in surrounding primarily residential neighborhoods.

DC continues to be an exciting place to live, and more and more people will want to live here. If we do not increase density throughout the District, housing prices will continue to accelerate, and DC will be unaffordable to even more people.

Relatedly, I will push back against any further attempts to designate large areas of our neighborhoods as historic districts, and I will push to limit the scope of HPRB. While this might seem separate, historic preservation can have the effect of preventing future density increases. It is clear that historic preservation has been used in some cases by bad faith actors throughout DC to prevent change in their neighborhood (the Chevy Chase historically preserved parking lot is one such example). As I testified at an oversight hearing on February 29th, 2024, the Council should clarify that height and mass are exclusively under the purview of the Office of Zoning. Additionally, the Council should investigate clarifications for the criteria for historic designation 10 DCMR 201.1 because these criteria are currently overly broad.

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

- Means-tested or income-restricted,
- Cheap,
- Subsidized,
- 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
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>1</td>
</tr>
<tr>
<td>Income-restricted, subsidized units restricted to lower income levels than initially proposed by the developer</td>
<td>2</td>
</tr>
<tr>
<td>Income-restricted, subsidized units with more than one bedroom</td>
<td>3</td>
</tr>
<tr>
<td>Parks, landscaping, and/or public art</td>
<td>6</td>
</tr>
<tr>
<td>A Capital Bikeshare station</td>
<td>5</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>8</td>
</tr>
<tr>
<td>Direct cash payments to local schools and youth programs</td>
<td>7</td>
</tr>
<tr>
<td>Q10</td>
<td>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</td>
</tr>
<tr>
<td>Q11</td>
<td>Yes</td>
</tr>
<tr>
<td>Q12</td>
<td>New housing should be built both along major corridors and throughout existing residential neighborhoods, in buildings of all sizes.</td>
</tr>
<tr>
<td>Q13</td>
<td>Historic districts are problematic, and we have too many of them.</td>
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<tr>
<td>Q14</td>
<td>Creating opportunities for new housing in my commission's area</td>
</tr>
<tr>
<td>Q15</td>
<td>Just the right amount</td>
</tr>
<tr>
<td>Q16</td>
<td>Too many cars</td>
</tr>
</tbody>
</table>
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

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

3
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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  8
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  9
The installation of speed bumps to slow down drivers  2
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  1

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.

In my 2022 questionnaire, I shared that my most frequent trip was to take my cat Boomer to the vet once every other month. I promised that I would find alternative means to get our cat to the vet, and we ended up getting an e-bike to take our cat the 4 miles to Friendship Animal Hospital. The trip is only a few minutes longer and is much more enjoyable for me and our cat!

At this point, I rarely use single-occupancy vehicles and the trips taken do not have any particular pattern. Even when traveling for work, I prioritize public transportation and walking as much as possible.

There are a few things that I have done and promise to continue to do:
1) Advocate to friends and neighbors to consider non-driving modes when possible.
2) Advocate for more bike lanes and bus lanes throughout the District.
3) Continue to be an example of how to get around the District with minimal single-occupancy vehicle trips.
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:

An unfortunately common pattern is the lack of timely response from District agencies. Whether that be getting the Department of Buildings to respond to illegal construction, having DDOT (Department of Transportation) address unworkable pickup/drop off zones for buses for schools, or even getting the Board of Nursing to issue nursing licenses in a timely manner, it is clear that many District agencies are failing to meet the basic needs of our residents. There even continue to be issues with our 911 call center, making it more difficult for police to respond to crime. Roughly half of the time I spend as an ANC is badgering on requests to agencies. It should not take me bumping an email thread 8 times over the course of 3 months to get a response from an agency.

If elected, I would:

I’ve had to think outside of the box to help constituents. As an example, I submitted a Freedom of Information Act (FOIA) request to DDOT, which got them to fix that broken pickup/drop off zone. I have also submitted dozens of FOIAs to ORM and related agencies to understand why "How Am I Driving" requests were not being responded to. I then used that information to advocate at Council oversight hearings to get ORM and agencies to take concerns of residents seriously. I will continue to use all tools that are available to advocate for my constituents. Lastly, I recognize that I alone cannot fix these issues. In my personal capacity, I will continue to advocate for candidates up and down the ballot in DC that recognize the importance of having functional District agencies and are willing to advocate for improvements.
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.

Residents who show up to ANC meetings are not a representative sample of the opinions of a neighborhood or DC as a whole. I've had so many conversations with neighbors that wish they could be involved, but they have children or other commitments that make it difficult to attend ANC meetings. I will always listen to the feedback of meeting attendees and constituents, but that does not mean that I will always vote the way a majority of meeting attendees ask me to.

As a current elected, I do my best to communicate with my constituents through e-newsletters, door knocking, dropping off physical newsletters once every couple of months so they can understand where I stand and provide feedback.

My goal is to stick to campaign promises when voting on matters before the ANC. For example, I am passionate about increasing street safety and reducing deaths from reckless drivers. Anyone voting for me can expect that I will vote in favor of resolutions that will improve street safety.

Q24

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

A couple moved into the neighborhood at the beginning of my first term. I had some leftover scones from a community cleanup, so I walked over to offer some and welcome them. They told me about how they were excited to be in the neighborhood with a nice park and were expecting a child. I ended up introducing them to another neighbor with young kids. Fast forward to me collecting signatures last month, and they wanted to share that they appreciated that intro because that other family are some of their best friends now.

I am proud of the work I have done to get District government to be more responsive to the concerns of constituents. I respond quickly to requests for help and set expectations as to what I can and cannot do. But I am most proud of the work I've done to help build a community in the neighborhood. It isn't perfect, and it isn't solely the result of my work, but it is something that I think is important. I'll never be able to put in 311 requests for every single issue in my immediate neighborhood. It takes many neighbors wanting to help and wanting to improve the area for us to have a big impact. And I'm glad that I can do my little part to help make that happen as a commissioner.