#141

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Q1
Contact information
Name: Brian Footer
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Campaign-related social media accounts: Footerforanc.com; @bdfooter
Fundraising link, if applicable (if not, please write "N/A"): NA

Q2
Select the Advisory Neighborhood Commission in which you are running: 1E

Q3
Select the SMD in which you are running: 07

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.

BF_098_1.jpeg (2.3MB)
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.”

I believe Georgia Avenue, which stretches across ANC 1E, is a great place to increase density and build a strong, more affordable community. This includes making investments in three keys areas: housing, public transportation, and businesses. Georgia Avenue has a number of under utilized lots and properties that can support housing developments without displacing current residents. I have been a vocal advocate for increasing affordable housing opportunities that attract low and middle income families, including testifying before the DC Council’s Business and Economic Development Committee in support of Bruce Monroe. In addition to housing, Georgia Avenue and adjacent streets have many public transportation opportunities with plans to increase options and safety in the works. This is an important component to expanding density so residents can access jobs, schools, and other amenities without relying on cars. Finally, increased density promotes a vibrant retail environment. Boosting foot traffic and establishing a consistent consumer base supports and expands opportunities for our local business. New developments need to include greater retail spaces and work with the community (such as District Bridges’ Lower Georgia Av Main Streets) and the city (such as the Deputy Mayor for Planning and Economic Development) to recruit and support a diverse set of local, small businesses, not just restaurants and bars.

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,
- 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?

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.

<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>5</td>
</tr>
<tr>
<td>A Capital Bikeshare station</td>
<td>6</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>7</td>
</tr>
<tr>
<td>Direct cash payments to local schools and youth programs</td>
<td>8</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 private property-management company
- 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?

<table>
<thead>
<tr>
<th>Option</th>
<th>Priority</th>
</tr>
</thead>
<tbody>
<tr>
<td>Creating opportunities for new housing in my commission's area</td>
<td></td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Just the right amount</td>
</tr>
</tbody>
</table>

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

<table>
<thead>
<tr>
<th>Option</th>
</tr>
</thead>
<tbody>
<tr>
<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?

<table>
<thead>
<tr>
<th>Option</th>
</tr>
</thead>
<tbody>
<tr>
<td>Yes</td>
</tr>
</tbody>
</table>

**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>3</td>
</tr>
<tr>
<td>Increasing the cost to own a car in the District, including RPP and parking registration</td>
<td>9</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>1</td>
</tr>
<tr>
<td>Making some streets, especially residential streets, car-free</td>
<td>11</td>
</tr>
<tr>
<td>Regional reciprocity for automated traffic enforcement</td>
<td>10</td>
</tr>
<tr>
<td>Building more housing and affordable housing in the District proximate to transit and job centers</td>
<td>4</td>
</tr>
<tr>
<td>Regularly removing travel lanes for bus lanes</td>
<td>8</td>
</tr>
<tr>
<td>Regularly removing parking lanes for bus lanes</td>
<td>6</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>5</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.

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

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 have not own a car since 2017 and take very few car trips with transportation network companies. Residents of 1E07 have great public transportation options within and adjacent to the SMD, including two metro stations (Shaw/Howard and U Street), bus services (70, 79, 90, and 92 lines), and bike and micro mobility. I will work to ensure those options are more reliable as our neighborhood continues to grows.
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: In addition to quality, affordable housing and reliable, efficient transportation options, public safety is critical to ensuring urbanism works for everyone. Crime, such as being robbed at gunpoint and car break-ins, are top priority issues that residents in SMD 1E07 have expressed to me throughout the campaign. The City Council and Mayor Bowser made important investments in curbing crime since 2022, especially gun violence. However, more needs to be done to increase the livability of the neighborhood, especially safer routes to walk and bike on.

If elected, I would: If re-elected, I will continue to advocate for new developments along 8th Street NW (Bond WRECO, East Tower Lot, and HU’s Lot 3) include fixtures that increase public safety. This includes, increased lighting and installing cameras and other smart technology.

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 believe that in order to successfully tackle an issue, residents need to be at the center of any solution. My resident-centered approach provides four steps for working with the community to understand an issue and develop solutions that work. 1) Assess: We start the process by researching the situation to understand the problem and its full impact on the community (community forums, surveys, engaging SMEs, etc.). 2) Develop: Armed with knowledge, we draft a comprehensive package outlining the issue, presenting the evidence, and providing recommendations. The package will act as the community’s voice to the appropriate District agencies and other stakeholders. 3) Advocate: We draft and execute an action plan around delivering and promoting the community’s comprehensive package to appropriate District agencies and other stakeholders. 4) Evaluate: We set benchmarks for success and continuously monitor activities to ensure progress is happening. Additionally, we evaluate the impact of our solutions once they are implemented. If necessary, we work together to conduct additional assessments and adjust/amend the package. This approach promotes collaboration and transparency for the community.
Q24

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

Over the past two years, I have delivered results on critical issues important to residents. Part of my success has been consistently applying my resident-centered approach. For example, we developed the “8th Street Transportation Package” that started with an on-the-ground assessment of four major concern areas identified by more than 110 residents (street lights, traffic, parking, and sidewalks). Next, we researched policies and guidelines to draft 10 recommendations that address the issues in each of the four areas. The community was asked to review, prioritize, and add to the recommendations using a public survey, which was completed by more than 80 individuals. The final package included 13 recommendations that ANC 1E unanimously approved. Since passing the package, we have successfully implemented and secured more than half of the recommendations. During my second term, I will continue to increase opportunities for residents to have meaningful input and direct access to the ANC and District agencies. I will promote the communities voice and work to ensure the District continues to serve residents.