



COMPLETE

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Q1

Contact information

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Campaign-related social media accounts

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Q2

2G

Select the Advisory Neighborhood Commission in which you are running:

Q3

01

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."

2G is particular because as it extends downtown you start to get a lot more office space in contrast to the residential areas in the upper section of the ANC. However, there are a few housing development projects that should be revamped to increase the density of housing. One is the abandoned housing project along 6th ST between M and N Street, which should be turned into a new housing project with no above ground parking. The second is the development that runs along 8th ST between R and S Streets. That one I know was being discussed for redevelopment at one point, slated for completion by 2026, but no movement has happened. As ANC I want to make sure that we continue to bring density to our neighborhoods. Density is what has made our neighborhoods in 2G so great.

Q6

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

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

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.

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 **Just the right amount**

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

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

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 two to three blocks, in any direction of their residence (about a five- to seven-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 don't own a car. I bike everywhere, my boyfriend similar has an electric scooter. The only trips I take in an Uber or taxi are when I am going to a friend's place across town and the bus isn't coming for another 30 minutes and/or the metro doesn't service where I am going, and taking a bike is prohibitive when it is too hot or cold outside. I am committed to keeping my carbon footprint as minimal as possible. I would add, in case there is a person reading this, that the options presented for Questions 18 and 19 were all good. I would equally fight for all of them, and they are hard to rank. We need more mobility options and safer streets for our seniors and families with children. We need to double and triple down on Vision Zero and center pedestrians in everything we do. As a biker, we need protected bike lanes and I'm tired of sacrificing my safety for drivers who want to take a right turn on red or for individuals to have a parking space. But I also recognize it is a policy failure that encourages individuals to hold onto their cars. We should have busses (with their own protected priority lanes) more frequently. To answer the question, I can try to hold out for the bus more than I do, but I rarely take trips at all in a private vehicle.

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 think residents would say the biggest issue in the neighborhood is litter and petty crime. I am always annoyed when my Amazon package is taken, don't get me wrong. But I think the real issue in our neighborhood is responsive government and community building. I think we need to build more trust and communication in our neighborhood.

If elected, I would:

I will hold community meetings and walks with neighbors, at different times to benefit those who aren't on consistent schedules. I want to engage more with neighbors, and consequently engage them with each other. We are better off when we know and trust each other. I want to listen to everyone and make sure feedback is solicited from the most vocal to those I don't hear from often if at all. We need to make sure we have an ANC that accounts for all voices.

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 will make decisions that benefit the greatest number of my constituents. From rat abatement to expanding transportation infrastructure, I want the ANC to be one of action, not one that simply logs into meetings to approve committee resolutions. We need to make sure we are active in getting our residents the city amenities they deserve. And that includes all residents, seniors and families included. We can not govern an ANC with only a focus on those who show up to meetings, as there are many who are not able to for a variety of reasons.

Q24

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

I have been an active community member for years. I have created petitions and knocked on doors for neighborhood initiatives in the past such as asking the city to clean up an abandoned city owned site. I am working now with a group to get a farmers market put into our community on the weekends. I have a strong relationship with many neighbors because I am often out listening to their concerns and working with the city to help correct issues. This is my first time running for ANC and I feel I am the right person because I know the community and have already been working with the community. And in return, the community knows me. I would be honored to represent my neighbors in the ANC and I want to make sure we have a city that is responsive, that puts pedestrians and other modes of transportation first, and that turns the vacant properties the city owns into community assets for everyone to benefit from. Thank you for sending this survey!
