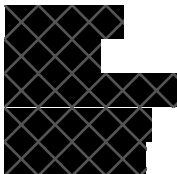




COMPLETE



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Q1

Contact information

Name	Steven McCarty
Email	steven@stevenfordc.com
Campaign-related social media accounts	@stevenfordc (Twitter, Facebook, Instagram)
Fundraising link, if applicable (if not, please write "N/A")	www.stevenfordc.com/donate

Q2

2G

Select the Advisory Neighborhood Commission in which you are running:

Q3

04

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.

steven-headshot%20(1).jpg (731.2KB)

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."

There are plenty of spaces in ANC 2G where housing can be constructed to increase density.

First, for ANC 2G04, we have already made great strides this past term. I've worked hand in hand with neighbors in the Naylor Court Historic District to support and approve zoning relief that will bring a 40-unit building to 1322 9th St NW and more units rounding out Naylor Court on the 900 block of N Street NW. My constituents were excited to welcome more neighbors, and I ensured that our developers were diligent in their community engagement process. There are a couple of parking lots surrounding Naylor Court on 10th Street NW and N Street NW. I know there is interest in what could go in these areas, and I know this community is ready to come together in support when the time comes. Let's not forget about the DC Archives! I've already spoken with neighbors, and we're eager to see what the DC Government plans to do with this huge building. We're ready to partner and plan for the future and our future neighbors.

There are plenty of other places to add density. There is a 45-unit building in the works for 1515 9th St NW, which I was proud to support. I'm excited to see movement for 1200 5th Street NW, where we also have a great opportunity to build more housing and affordable units.

I hope we can continue looking at spaces along New York Avenue NW and Rhode Island Avenue NW where we could build more density as well.

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,**
 - Expensive,**
 - Unsubsidized**
-

Q8

I would encourage developers to maximize the height and density of the project.

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

Greater Greater Washington Endorsement Questionnaire: Advisory Neighborhood Commissioners
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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
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?

Creating opportunities for new housing in my commission's area

Q15
My ANC, not just my SMD, has:

Just the right amount

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

Too many cars

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

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 | 3 |
| 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" | 2 |
| The removal of residential parking spaces to enable short-term parking for delivery drivers | 6 |
| The installation of speed bumps to slow down drivers | 7 |
| The installation of raised crosswalks with high-visibility signage to alert drivers to pedestrians | 4 |
| 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.

I enjoy visiting Georgetown on the weekends for brunch, but it's not accessible via most public transit. I can sometimes walk, but it's no fun in the summer heat. I need to get down to K St NW to hop on the Circulator more often, which I hope Metro will maintain with DC's recent funding commitments.

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:

Pedestrian and traffic safety in my neighborhood's alleyways.

If elected, I would:

If elected, I would address the significant concern of pedestrian and traffic safety in my neighborhood's alleyways. Limited authority does not mean we can't build coalitions to deliver for our constituents. By lobbying agencies and bringing them together, I have been able to find effective solutions for our community. I would continue my work to limit Blagden Alley to through traffic, implement geofencing for rideshare drivers with a pickup zone on 9th Street, and relocate the loading zone on 9th Street NW. Additionally, I would keep lobbying DDOT to daylight all of our alleyways so that pedestrians, cyclists, and motorists can safely navigate without vehicles or illegally parked service trucks obstructing the view. I will also keep lobbying DDOT to make safety improvements along the 9th Street corridor to limit unclear lane shifts, turning, and loading areas. Increasing visibility and limiting the number, speed, and frequency of cars in our historic alleys is critical to achieving these goals and providing more peace, order, and prosperity for our neighbors.

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.

My values are no secret to my constituents and the public. I pride myself on being an effective communicator and listener. While I may not be able to hear from every single constituent, I strive to be always available and accessible to all. I am active in my community, far beyond my Commissioner duties, and this involvement reflects in my judgment and ability to represent my constituents faithfully.

These values easily extend to the entire District because we are all Washingtonians who want the best for one another. Many of my decisions focus on resolutions and agency accountability initiatives that directly impact my constituents' day-to-day lives. I understand that when something affects neighbors in Shaw, it likely impacts others around the District as well. My decision-making is laser-focused on fighting hard to ensure my constituents are well-served by our government and on identifying and changing systems to benefit the entire District.

Q24

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

I am running for reelection because I am incredibly proud of the accomplishments and work I've completed with and for my constituents. We have improved accessibility in our neighborhood with sidewalk replacements, increased the usability of our public spaces by fixing park lighting and fencing, and initiated traffic safety improvements to make Blagden Alley safer for residents and pedestrians. I have demonstrated the grit, creativity, and coalition-building skills necessary to achieve what might seem impossible.

There is still more work to be done to ensure our government serves constituents well, our streets and sidewalks are safer, and we bring more neighbors to our community. I am ready to roll up my sleeves and continue delivering on behalf of Blagden Alley, Naylor Court, and Shepherd Court. My proven track record of turning challenges into tangible improvements makes me the best person to serve as Commissioner. Together, we can keep making our neighborhood a better place for everyone.
