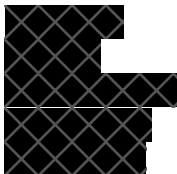




COMPLETE



Page 1

Q1

Contact information

Name	Janell Pagats
Email	janell105@gmail.com
Campaign-related social media accounts	n/a
Fundraising link, if applicable (if not, please write "N/A")	n/a

Q2 **3C**

Select the Advisory Neighborhood Commission in which you are running:

Q3 **03**

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.

JanellPagats_Photo.jpg (1MB)

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."

The Office of Planning's Connecticut Avenue Development Guidelines, completed in September 2023, offer the framework for exactly where mixed-use development can and should be added to the Cleveland Park and Woodley Park Historic Districts. The guidelines were completed after a year-long robust community engagement process with many meetings being hosted by ANC3C, comments provided by ANC3C via resolutions, and approval from the Historic Preservation Review Board. Having engaged and participated heavily in this project, I support the end result and agree that what is detailed in these guidelines are where and how density should be increased in my ANC.

The Connecticut Avenue Development Guidelines can be viewed here -

https://planning.dc.gov/sites/default/files/dc/sites/op/page_content/attachments/Connecticut%20Ave%20Development%20Guidelines.pdf

Q6

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

Means-tested or income-restricted,

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?

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 | 1 |
| 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 | 2 |
| 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 |

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 **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 **Too few bars and restaurants**

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 | 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 | 2 |
| Implementing road diets on arterial streets | 5 |
| Making some streets, especially residential streets, car-free | 4 |
| 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 | 6 |
| Regularly removing parking lanes for bus lanes | 7 |
| Regularly removing travel lanes for bike lanes | 8 |
| 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 | 1 |
| The removal of parking spaces as part of a project to widen sidewalks | 9 |
| 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 near crosswalks to increase the visibility of pedestrians to drivers, referred to as "daylighting" | 3 |
| The removal of residential parking spaces to enable short-term parking for delivery drivers | 5 |
| The installation of speed bumps to slow down drivers | 4 |
| The installation of raised crosswalks with high-visibility signage to alert drivers to pedestrians | 2 |
| The temporary or permanent closure of certain streets to single-occupancy vehicles to create zones for pedestrians | 8 |

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 do not own a car. I have never driven a car in DC in the 14+ years that I lived here. I really only take ride shares when I am lazy and/or late (usually a combo of the two).

I can commit to getting more people on board the bus! I seem to have become somewhat of a bus ambassador and get people who are new to the bus to ride with me whenever I can. When they realize how easy and awesome the bus is and start taking it more - I am successful in my work.

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:

Making Connecticut Avenue safer for all users is one of the biggest issues especially now that the plan for Concept C was unceremoniously scrapped by the Mayor. After years of study and engagement - to go back to zero has zero vision. My position on this over the past 4 years as an ANC and years before that - is that Connecticut Avenue is unsafe. It needs major changes to make it safer. People don't want bikes and scooters on the sidewalk, they need to go somewhere. Concept C did that. There is only so much space and some need to learn to share.

If elected, I would:

Continue to advocate to make Connecticut Avenue safe for all users. I live across the street from the Zoo where we welcome visitors from all over the world. They are not coming here thinking they need to have their head on a swivel in the giant marked crosswalk in front of the Zoo because a driver needs to make a U-turn when the peds have the signal. It is unacceptable and embarrassing how dangerous drivers are here and how we seem to be unable to do anything to prevent this behavior.

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 do hear from many people who do not participate in the process because they are terrified of being bullied in public meetings, listservs, etc. What I can and have done is try my best to make participating and commenting a somewhat more welcoming space. Equality, diversity, and inclusion matter. What I do, and will continue to do, is consider the voices and needs of those not present and commenting at meetings or on the public record.

Q24

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

My answer doesn't change on this one - It is not an easy gig if you truly care. I care a lot. I look at the present, past, and future when I make decisions. I have learned a lot and will continue to do so. This is the most taxing, rewarding while unrewarding and thankless position I have ever volunteered for. I have no regrets. I enjoy serving my community. I have been able to meet so many neighbors and made so many friends and learned so much. The girl scout in me just really thrives meeting people where they are and trying to do best to improve upon that.