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Q1
Contact information

Name  Amy Hall
Email  hall.amy50@yahoo.com
Fundraising link, if applicable (if not, please write "N/A")  n/a

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

3E

Q3
Select the SMD in which you are running:

02

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.jpg (25.4KB)

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."

We are finally getting moving on the Valor/Superfresh development that has been in limbo for quite some time, which will add some housing, along with UIP, Fox, and the FH/Mazza site. Most definitely more can be done along the Wisconsin corridor. And personally rather than solely a bus garage, the Lord & Taylor site should become mixed use (and include a community center and outdoor field space).
Q6
I consider affordable housing to be (check all that, in your opinion, apply):

- Means-tested or income-restricted,
- Built by the government,
- 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,
- 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?
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>4</td>
</tr>
<tr>
<td>Parks, landscaping, and/or public art</td>
<td>3</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>6</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 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?

Preserving or creating green space in my commission's area

Q15
My ANC, not just my SMD, has:

Too few bars and restaurants

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

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

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.

Every time I drive to my office I regret my decision and wish I was on a bike. However, absent a PBL, that trek is harrowing. Even having bike lanes on CT - while not direct for such a commute, would help. For most errands - pharmacy, grocery store, hardware store, etc - I do try to go on foot.
**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:

leveraging the redevelopment of the Wisconsin Avenue corridor to improve the community with increased density we can add affordable housing, but use that opportunity to get improved pedestrian and bike infrastructure and hopefully green/recreation space and retail.

If elected, I would:

work with the ANC to ensure developers provide amenities (and design projects) commensurate with these goals. I will also work with city agencies to improve our bike and pedestrian infrastructure.

**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.

As a commissioner, listening to constituents helps inform approaches to working toward a more livable city. Even when a constituent wants no change whatsoever, acknowledging that voice is important. However, must be weighed against the collective needs and goals of the city and community at large. For example, some individuals may not want to see parking removed for bike lanes - but consideration of the broader needs of the community and climate crisis we face necessitates actions such as that which may prove unpopular to a few immediate neighbors.

**Q24**

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

There is much work to be done to improve our neighborhood, including better pedestrian, bike and transit infrastructure, affordable housing, and thoughtful planning for recreation and green spaces. I feel that I've worked toward those goals successfully and pledge to continue to do so in the future.