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Q1
Contact information

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Campaign-related social media accounts
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Fundraising link, if applicable (if not, please write "N/A")
Pending with ActBlue

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

4C

Q3
Select the SMD in which you are running:

06

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.

cbh.jpg (134.1KB)
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."

Every neighborhood in D.C. shares an equal responsibility for increasing housing density and making affordable and deeply affordable housing available to our residents. It is not enough to only flip single family homes, potentially displacing long-term residents, to build a couple million-dollar units. We must also build affordable and multi-family housing that is actually financially accessible to average residents and also build deeply affordable housing. I am committed to making housing justice a reality in our ANC and would support higher density projects, especially those that drive foot traffic to Upshur Main Street, which needs additional business to thrive. I would specifically suggest housing on the small stretch of 9th street above the local businesses and the D.C. Superior Court Drop-In Center with the goal of driving foot traffic to Upshur Main Street. I support building more density on Georgia, New Hampshire, and all legally permissible major thoroughfares.

Q6
I consider affordable housing to be (check all that, in your opinion, apply):

- Means-tested or income-restricted,
- Built by the government,
- 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,
- Expensive,
- Unsubsidized,
- 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?

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 2
Income-restricted, subsidized units with more than one bedroom 3
Parks, landscaping, and/or public art 4
A Capital Bikeshare station 7
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 5
### 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 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 District agency
- 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 | No |

### 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:

- 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.

<table>
<thead>
<tr>
<th>Policy</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>Implementing a road-pricing program</td>
<td>9</td>
</tr>
<tr>
<td>Increasing the cost to own a car in the District, including RPP and parking registration</td>
<td>11</td>
</tr>
<tr>
<td>Removing minimum parking requirements in new developments near transit</td>
<td>8</td>
</tr>
<tr>
<td>Implementing road diets on arterial streets</td>
<td>2</td>
</tr>
<tr>
<td>Making some streets, especially residential streets, car-free</td>
<td>3</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>1</td>
</tr>
<tr>
<td>Regularly removing travel lanes for bus lanes</td>
<td>6</td>
</tr>
<tr>
<td>Regularly removing parking lanes for bus lanes</td>
<td>7</td>
</tr>
<tr>
<td>Regularly removing travel lanes for bike lanes</td>
<td>5</td>
</tr>
<tr>
<td>Regularly removing parking lanes for bike lanes</td>
<td>4</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.

<table>
<thead>
<tr>
<th>Initiative</th>
<th>Rank</th>
</tr>
</thead>
<tbody>
<tr>
<td>The installation of more automated traffic enforcement cameras to ticket drivers for speeding or running red lights and stop signs</td>
<td>8</td>
</tr>
<tr>
<td>The removal of parking spaces as part of a project to widen sidewalks</td>
<td>5</td>
</tr>
<tr>
<td>The removal of parking spaces as part of a project to build a protected bike lane</td>
<td>2</td>
</tr>
<tr>
<td>The removal of parking spaces as part of a project to build a bus-priority lane</td>
<td>6</td>
</tr>
<tr>
<td>The removal of parking spaces near crosswalks to increase the visibility of pedestrians to drivers, referred to as “daylighting”</td>
<td>7</td>
</tr>
<tr>
<td>The removal of residential parking spaces to enable short-term parking for delivery drivers</td>
<td>9</td>
</tr>
<tr>
<td>The installation of speed bumps to slow down drivers</td>
<td>4</td>
</tr>
<tr>
<td>The installation of raised crosswalks with high-visibility signage to alert drivers to pedestrians</td>
<td>1</td>
</tr>
<tr>
<td>The temporary or permanent closure of certain streets to single-occupancy vehicles to create zones for pedestrians</td>
<td>3</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 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 can commit to walking to Safeway and buying a nice grocery cart for my house to support this effort! I would normally say my commute downtown to work, but I’m an EV owner and there aren’t any good public slow chargers in Petworth and I don’t have a private driveway, so I use the charger at work if needed.
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:

My SMD borders Upshur Main Street, which needs additional foot traffic and business to thrive. Last year, I bartended at a local restaurant on Upshur and felt the direct effect of losing that additional income - which was more acutely felt by the full time staff - when the business went under. Staff tried to keep the business afloat through local events - including a series I started for fellow LGBTQ+ neighbors called “Out on Upshur” - but it wasn't enough given the exorbitant rent and challenging business conditions. Many neighbors have expressed concern about the high turnover of local businesses and lack of support for local entrepreneurs, including many of the long standing businesses. My own father owned a small kitchen and bath contracting business when I was growing up, so I'm especially familiar with challenges faced by small business owners. I want to be clear that my interest in local business development is not the only concern I see within the community. I am equally invested in increasing housing density, reducing gun violence, creating more bike lanes, making roads safer for bikes and pedestrians, making public transportation better, continuing to find ways to make Grant Circle safer, increasing rat abatement and alley cleanups, increasing tree cover and beautification projects, and improving communication between officials and residents.

If elected, I would:

Connect with the local business owners, business association, landlords, workers, and other Commissioners to solve chronic problems. I would also find new ways to communicate with residents to make sure they can identify their ANC, what we do, and what issues they face. Also, I would promote the creation of more community events and spaces for youth to spend time. I would make myself a resource to the community, organize alley clean-ups, be in touch with city agencies about rat abatement, and work on the Commission's housing priorities, bike safety, and Grant Circle and intersection safety.
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’m a public servant working on policy issues in the federal government, so I understand how to make nonpartisan decisions for the benefit of a wide variety of people. The diversity of our neighborhood is what makes it great, so I’m interested in meeting with anyone who has input on decisions that impact the neighborhood. I’m also a long time community organizer in D.C. and know how to build coalitions, manage community funds, execute on a strategic vision, and treat everyone fairly and respectfully. I want to make sure I am reaching our aging neighbors, long-term residents, and new residents that may require different outreach methods.

Q24

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

My first introduction to a Commissioner was in 2017 when someone was tragically shot in front of my house on the corner of Varnum and Kansas in our ANC. Our Commissioner appeared on the scene to make sure we were okay and to liaise with the police when members of my house were unwilling or uncomfortable doing so. I hope to be similarly visible as a Commissioner and member of the community that shows up for neighbors in whatever ways they need. This requires finding effective ways to communicate with neighbors and understanding what is going on in the neighborhood in addition to tackling all of the more classic ANC tasks related to Commission work.

In addition to my experience as a public servant, I’ve been a long time community organizer in D.C. and also worked at a local business in my ANC. I also know the challenges of being a renter and homeowner because I’ve rented in three different houses in our ANC and now live with my sister, who owns our home. Our housemate runs a mobile bike repair business in the neighborhood which also raises my awareness of various issues for bikers in our ANC. As a community organizer in D.C., I’ve learned about macro and micro concerns within the community. My experience organizing has ranged from prison abolition issues, including reforms at D.C. Jail and participating in Jail Support, housing justice organizing, and LGBTQ+ organizing including bringing the Dyke March back to DC. I’d be silly not to plug an appearance I made in a GGWash article on the displacement of long term D.C. residents: https://ggwash.org/view/72081/dc-dykes-march-against-displacement-lgbtq-housing-washington