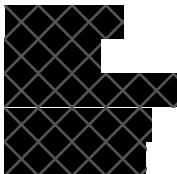




COMPLETE



Page 1

Q1

Contact information

Name	Kyle Gardiner
Email	kylegardiner@gmail.com
Campaign-related social media accounts	@Kyle4ANC (Twitter)
Fundraising link, if applicable (if not, please write "N/A")	https://donorbox.org/kyle-gardiner-for-anc-5e01

Q2

5E

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.

Kyle%20Gardiner%20Headshot%20Cropped%20202.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."

The Reservoir District (formerly, McMillan Park) is of course one of the most important infill development sites remaining in DC. I'm incredibly excited to see both the added residential and commercial uses. While it's passed most of the critical permitting milestones, the ANC likely will continue to have a role in the development such as through amendments to the PUD (see e.g. <https://x.com/ScottRobertsDC/status/1813369561040765222>).

There are other infill opportunities within SMD 5E01. Perhaps most excitingly, the Langston Slater properties, a now-abandoned set of former schools, is likely to be developed into mixed-income housing (<https://dmped.dc.gov/page/langstonlater>).

Beyond that, there are general opportunities for continued densification along the arterial roadways--North Capitol would perhaps most significantly benefit from additional densification and it would be great to see the day where there's a more accessible streetscape between North Capitol and NoMa.

I am so fortunate to have had the opportunity to find a home in Truxton Circle. But if you look at median rent or median home prices in the zip code (20001), both have just about doubled in a decade. That's primarily a function of more people wanting to live here than there are homes currently available. The simple fact is that ensuring Truxton Circle remains accessible to a variety of families of different incomes and backgrounds means supporting building more homes in and across ANC 5E. And that is what I will support, regardless of if I am on the ANC or not.

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**

Q7

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

- Built by private developers,**
 - Unsubsidized,**
 - Not rent-controlled**
-

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 | 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 | 7 |
| A Capital Bikeshare station | 6 |
| Improvements or repairs to, or replacement of, streets and sidewalks | 4 |
| Direct cash payments to local organizations, such as civic associations and ANCs | 8 |
| Direct cash payments to local schools and youth programs | 5 |

Greater Greater Washington Endorsement Questionnaire: Advisory Neighborhood Commissioners
2024 General Election

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 problematic, and we have too many of them.

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:

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

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 | 5 |
| 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" | 2 |
| The removal of residential parking spaces to enable short-term parking for delivery drivers | 8 |
| The installation of speed bumps to slow down drivers | 3 |
| 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 | 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 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 primarily get around DC by bicycle—I commute to work downtown by going straight down New York Avenue which is always a little scary. Most of what I do in a given week I get to by walking, scooter, or bicycle. However, in my spare time I am very into birding, which often leads me to Kenilworth Aquatic Gardens, Rock Creek Park, or Theodore Roosevelt Island. I typically drive to those places as they are each 30-40 minutes by bicycle. I am very much hoping I can afford to get an ebike next year which would easily allow me to substitute driving for biking to these locations!

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:

Safe streets (followed narrowly by housing affordability but you're making me pick one!)

If elected, I would:

Continue to advocate for and support traffic calming measures within the ANC and my SMD.

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.

There's pretty good research at this point showing how local representatives are highly responsive to non-representative negative feedback (Neighborhood Defenders is a great book on this). I have been attending community meetings for years, and have always striven to be a voice for those who cannot attend such meetings--parents with young children, shift workers who can't skip work, renters, and even future neighbors--the folks who might want to live in an area but cannot afford to or do not have the opportunity to due to the high cost of homes. It's not easy, but I think it's as straightforward as the prompt suggests: being an ANC representative means caring about the District as a whole and that can mean taking tough votes. It doesn't mean ignoring the folks who are willing and able to show up, but it does require having an intentionality about remembering that those voices aren't always representative.

Q24

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

Too often I've seen how a single ANC commissioner can be the blocking point for something as simple as a speed bump. I think it's important to have ANC commissioners who have a vision for a District that's designed for the people within it, so that they can get around safely and efficiently, regardless if they are walking, using a wheel chair, biking, or taking the bus.

Similarly, I believe that the District as a whole, my SMD included, is a place of immense opportunity--for jobs, for culture, for recreation, and for meeting new people and generating new ideas. Being a welcoming neighbor--being open to new residents, new buildings, new shops, and new restaurants is key to ensuring that we continue to thrive. ANCs have an immense role to play in facilitating our dynamism or, alternatively, slowing it down, both formally through the votes they take but also through how they organize and echo the feedback from their community.

I hope to be a voice in favor of safe streets, safe communities, and housing abundance, and I think that's both what the District and my SMD would most benefit from.

Beyond that, at its core being an effective ANC commissioner is just being the squeaky wheel for all of the mundane issues that arise in a city--dealing with a garbage bin that the city hasn't delivered yet, or helping figure out who to contact over a water billing issue. I have extensive professional experience navigating bureaucracies so I think I'll be effective in that day-to-day role of being a conduit for more-effective neighborhood services.