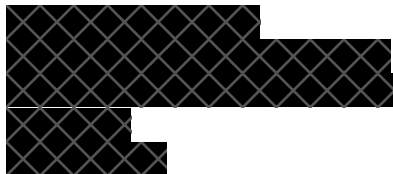
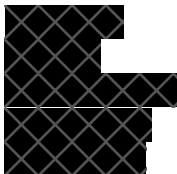




COMPLETE



Page 1

Q1

Contact information

Name	Nate Coffman
Email	nate.coffman4anc@gmail.com
Campaign-related social media accounts	Campaign website: https://natecoffman4anc.wixsite.com/campaign ; Twitter (X): @Coffman6E06
Fundraising link, if applicable (if not, please write "N/A")	N/A

Q2

6E

Select the Advisory Neighborhood Commission in which you are running:

Q3

06

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.

Nathan_Headshot_2_Cropped.jpg (143.6KB)

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."

Happily, most of ANC 6E is zoned as Downtown (D), meaning high-density residential construction is heavily encouraged. In all cases in which developers are seeking to move forward with projects in the ANC, I will push to include the maximum allowable density. In SMD 6E06 specifically, for example, the undeveloped lot where Wunder Garten currently sits is owned by a San Francisco-based real estate firm that appears to be waiting for the market to improve to sell. (A developer who previously planned to develop the lot passed away.) I'll be ready to reach out to negotiate for maximum density and the maximum level of affordable housing units with whoever ends up buying that lot, which is a prime spot one block away from the NoMa-Gallaudet Metro stop. I believe the ANC should take such a preparatory stance for all of our undeveloped or underdeveloped lots. In addition to that, there are a few blocks in the ANC that are zoned as Residential Flat (RF), such as those blocks between New Jersey Avenue and North Capitol Street south almost to H Street. Those RF zones are primarily reserved for row-type dwellings with some limited allowance for conversion to multi-unit dwellings (up to 4 units). In all possible cases, I'll push to go all the way up to 4 units in those areas. Turning single-family dwellings into multi-unit condos (so-called "missing middle" housing between single-family and multi-unit apartment complexes) could do a lot to address the housing affordability crisis. In the future, looking toward the rewrite of the Comprehensive Plan, I'd push to upzone all RF and RA (Residential Apartment) areas in the ANC to incentivize more high-density development.

Q6

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

- 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):

- Expensive,**
- 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 | 8 |
| A Capital Bikeshare station | 4 |
| Improvements or repairs to, or replacement of, streets and sidewalks | 7 |
| Direct cash payments to local organizations, such as civic associations and ANCs | 6 |
| 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:

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	11
Increasing the cost to own a car in the District, including RPP and parking registration	10
Removing minimum parking requirements in new developments near transit	9
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	4
Regularly removing travel lanes for bike lanes	7
Regularly removing parking lanes for bike lanes	6

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 | 4 |
| The removal of parking spaces as part of a project to widen sidewalks | 7 |
| The removal of parking spaces as part of a project to build a protected bike lane | 1 |
| The removal of parking spaces as part of a project to build a bus-priority lane | 2 |
| The removal of parking spaces near crosswalks to increase the visibility of pedestrians to drivers, referred to as "daylighting" | 6 |
| The removal of residential parking spaces to enable short-term parking for delivery drivers | 8 |
| The installation of speed bumps to slow down drivers | 5 |
| The installation of raised crosswalks with high-visibility signage to alert drivers to pedestrians | 3 |
| 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 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.

I don't own a vehicle, so already the majority of my travel in and around the District is by metro, bicycle, or walking. (I quite enjoy the latter two as daily exercise.) I do, however, use rideshare services on occasion, especially for trips that happen later at night after metro hours. I could cut down on those late-night car trips simply by planning more thoroughly ahead of time in order to make the last metro of the night. Reducing one's carbon footprint takes dedicated attention; it can't be an afterthought.

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:

The biggest issue in my neighborhood is housing availability and affordability. The housing crisis compounds every other socioeconomic problem faced by District residents (and Americans generally). When you're in a state of housing insecurity or near-insecurity--when 50% of your paycheck is going to housing, for example--every other problem is magnified: inflation bites harder, health emergencies are more damaging, and opportunities to move up diminish. My position is wholly for reducing housing costs in every possible way. The most obvious line of attack is simply to increase supply: build more housing and, wherever possible, more affordable housing. (Please see my website's "My Priorities" page for the full suite of policies I'm interested in.)

If elected, I would:

If elected, I would universally push to maximize the height and density of all new residential developments in order to increase the number of affordable units constructed under the District's inclusionary zoning law. In cases of planned unit developments (PUDs), I'd push for more affordable housing as part of all community benefits agreements. At a higher level, I'd use the "great weight" power of the office of ANC to amplify these concerns by crafting resolutions addressed to all agencies involved with housing, as well as to the Council and the Office of Planning in anticipation of the Comprehensive Plan rewrite next year. Whenever possible, I'd also testify in front of the Council and/or help my fellow ANC members to craft testimony that would effectively and accurately reflect these concerns.

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.

Firstly, I'd make every effort to increase visibility, transparency, and communication in order to be as representative as I can possibly be. In fact, that's one of my four priorities as listed on my website. What that would look like is a continually updating website, monthly scheduled meetings, and a newsletter. Beyond that, my decision-making process would always be guided by the question: "How will this affect the less privileged, less wealthy, less heard members of the community?" Studies (e.g., "Who Participates in Local Politics?" by Katherine Einstein et al.) show that, by far, the most influential community members in local politics are wealthy, white, older, home-owning, and leisured. I make no bones about wishing to act as a counterweight against that group and their preferences. As for what my process will look like, I'm prepared to lean heavily on my fellow ANC members who will have more experience and know-how than me. My decision-making process would be one of pragmatism, modesty, rigorous empiricism, constant outreach, and continuous learning.

Q24

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

I don't particularly think I'm the "right" person. Everywhere you look in D.C., you'll find plenty of dedicated, impressive people with a sincere drive to help. We're blessed to live in a city like D.C. where intelligent, idealistic people from around the world flock to try to do good work. What I do think, however, is that I'm up to the job and well prepared. A quote that guides me is this, from the author Haruki Murakami: "What we needed were not words and promises but a steady accumulation of small realities." I've spent much of my career trying to carve out opportunities for the "accumulation of small realities" in the lives of everyone, especially those facing discrimination, neglect, villainization, and systemic disadvantage. I'm comfortable getting into the nitty-gritty. In the Peace Corps, I partnered with lots of fine people in my community to launch local development projects. Now, as a volunteer with Miriam's Kitchen, which is an excellent organization taking a comprehensive approach to address the housing crisis, I have my boots on the ground with regard to housing policy, which is my chief concern. Change begins locally - but it takes a comprehensive view. I believe my day job with the federal government provides me with that, too: a sense of how to make things move in a system of overlapping bureaucratic processes, offices, and people.
