


















# GREATER GREATER WASHINGTON

The Washington, DC region is great  and it can be greater.

## 2020 Greater Greater Washington ANC Candidate Questionnaire

Ward 4 Responses (  = Endorsed by GGWash, \* = Great Answers )

Name	ANC & SMD	Contested?	Our view
<b>Katie A. Snyder</b>	<b>4A01</b>		
Stacey Lincoln	4A02		
Jes'Terieuz Howard	4A04		
<b>Patience Singleton</b>	<b>4A04</b>		
Evan Yeats	4B01		*
Erin Palmer	4B02		*
Laurence B. Minor II	4B03		
<b>Joseph P Brennan III</b>	<b>4B05</b>		
I-Ra Abubaker	4B05		
Tiffani Nichole Johnson	4B06		
Geoff Bromaghim	4B07		*
Tischa Cockrell	4B09		
Vanessa Rubio	4C01		
Taalib-Din Uqdah	4C01		
<b>Maria Barry</b>	<b>4C02</b>		
Bobby King	4C02		
Cecelia Waldeck	4C03		
Steve Donahoe	4C04		
Yvette Marbury-Long	4C04		
Audrey Anderson Duckett	4C05		*

<b>Mike Whelan</b>	<b>4C06</b>		
Namatie Mansaray	4C06		
<b>Jacob Mason</b>	<b>4C07</b>		
Clara Haskell Botstein	4C08		
<b>Charlie Sinks</b>	<b>4C08</b>		
Alan Wehler	4C09		*
<b>Jonah Goodman</b>	<b>4C10</b>		
Erik Lindsjo	4D01		*
Renee Bowser	4D02		
Aryan Rodriguez Bocquet	4D03		*
<b>Zachary Israel</b>	<b>4D04</b>		
Chrysanthe "CC" Cournotes	4D04		

# Katie A. Snyder

## ANC and Single Member District: 4A01

1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

<b>Mode of Travel</b>	<b>Frequency</b>
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

Our city, country and global community are facing a reckoning around climate change. Now is the time to invest in infrastructure that will decrease reliance on fossil fuels.

Increasing options for people to affordably, safely and reliably commute into the city is important for our future. While my SMD has only a small portion of 16th street and parking is already prohibited during rush hour. Creating a bicycle lane and/or a designated rush hour bus lane will improve pedestrian and cyclist safety. To affect change, I would collaborate with my fellow ANC commissioners, and community leaders to build support and better understand the concerns of those in opposition.

I have worked with state legislators across the country to develop and pass progressive economic policy. Having affordable, safe and reliable public transportation options creates a vibrant diverse community. It ensures that community members have access to employment opportunities and vital services.

3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

One of the positive aspects of moving the ANC meetings on-line during the pandemic was an increased opportunity for those who have mobility challenges or who are working parents to more easily participate.

One of the challenges was finding a suitable platform that worked for presenters, commissioners and participants. There seemed to be technology challenges that prevented smooth engagement. Additionally, those without access to high-speed broadband would find it difficult to join.

Moving forward a hybrid option that would allow both in-person engagement and meaningful participation on-line would maximize citizen engagement in these really important conversations.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I support Mayor Bowser's initiative on affordable housing.

The role of the ANCs is to be their neighborhood's official voice in advising the District government. In this role, the Ward 4A commissioners could collaborate and collectively advocate for the Council to prioritize housing affordability across our city.

While my SMD is almost exclusively single family homes, we can collaborate with other commissioners to make sure that new developments include affordable housing. And developers, like those at the Walter Reed campus, fulfill the commitment they have made to including affordable housing in the community.

- 5) **During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

My SMD is residential and there are not sidewalk cafes and eateries that have popped up. However, the change in the use of public space in the greater community that has allowed for safe, socially distant engagement has been a lifeline in these challenging times.

After the emergency ends, we should explore which of these changes can become permanent. I don't think it is a one size fits all solution, but a collaboration with our neighbors and small businesses to explore what changes are sustainable and move us toward the goal of a safe and vibrant community.

- 6) **What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Working parents are struggling in this crisis to continue to provide for their families financially, while also facilitating their children's learning at home with very limited support. I understand that we are in unprecedented territory, but working parents need help.

I do not advocate for the premature reopening of schools. However, I would like to see our city explore all safe options for providing some relief to parents, especially those who don't have the luxury of working from home. I would like to consider the potential for using city resources (covered outdoor spaces, community buildings, personnel, equipment, money) as we work toward a permanent return to normalcy.

- 7) **In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

It is wonderful to be a part of a diverse community and a city that is ever evolving. These last few months have been challenging as our neighbors, family and friends have grappled with this global pandemic. The next few years will be critical for our community to have a voice in shaping the policies the District implements to address the economic fallout from this crisis. Professionally, I work to pass progressive policy at the state level focused on economic and voting rights issues. I would like to support our community in making the most of new opportunities, and addressing some very real challenges.

- 8) **Do you support the 16th Street NW bus lanes?**

Yes. I support improvements to the rider experience on the 16th street bus. Even if the bus lanes will not yet come up to my SMD, I support investments that will improve the frequency and reliability of public transportation.

**9) What is your vision for the Upper Georgia Avenue area? How would you like to support Georgia Avenue's small businesses?**

The pandemic, and the incompetent federal response hit small businesses hard.

It is my hope that once we come out the other side of this crisis, the new Target and the Walter Reed project will provide anchors for development on Upper Georgia Avenue. This area needs more thriving small businesses, affordable daycare centers, restaurants and retail outlets that provide quality jobs, critical services and an invaluable sense of community.

I would look to collaborate with my colleagues and community leaders to identify community needs and help develop a plan to attract small business investment and connect entrepreneurs to city resources, but also find ways to address potential traffic, safety and noise concerns.

# Stacey Lincoln

## ANC and Single Member District: 4A02

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Infrequently
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Occasionally
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Occasionally

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

Shepherd Park is a unique neighborhood with a diverse community. I would approach this by first understanding the transportation routes which are Georgia Avenue, NW, Alaska Avenue NW and 16th Street NW. I would also meet with representative of the Washington Bicycle Association for their thoughts. I would then discuss any proposed changes, after polling residents who live along the aforementioned streets for their thoughts and ideas to the District Department of Transportation.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

During the pandemic, ANC meetings have moved online. I think meetings online has its plus and minuses. The positives are people do not have to leave their homes which can be a convenience. The negatives are many people such as senior residents are computer and technologically challenged. Further, it can be a challenge for the ANC reps to make certain that all the necessary documents have been provided to those who are attending.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I support the Mayor's Housing initiative. Additionally, as the ANC I would encourage the Mayor's office to work with the Attorney General to crack down on property owners who continue to improve the conditions of the apartment buildings and units that already exist thereby improving the living conditions for all.

- 5) **During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

The Shepherd Park Community is a unique neighborhood where upper Georgia Avenue NW and Easter Avenue NW to the north are its main streets for restaurants are eaters. is its main

Upper Georgia Avenue NW corridor which includes Eastern Avenue NW needs more quality businesses, such as fine dining restaurants. I believe with good planning the streetscapes could have more space for people to walk and pick-up/drop-off, with and without driving. I do think this new way of using public space can continue when and if the pandemic ends, again, with the right planning.

- 6) **What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

The Shepherd Park Community is a unique neighborhood with wonderful diverse residents. While many of the residents are middle class and older, the demographic is changing as younger families are relocating to the neighborhood.

The most important issue facing the ANC Single Member District is a need for quality affordable housing as housing cost are increasing. Additionally, the Upper Georgia Avenue NW corridor needs more quality businesses, such as fine dining restaurants, grocery stores and other professional services. The corridor needs less bars, liquor stores and take-out only establishments.

I will continue to work with the newly created Upper Georgia Avenue Main Street (UGAMS), the Shepherd Park Citizens Association (SPCA) to attract new businesses while working with current businesses to improve the quality of services offered while mitigating issues that may disrupt quality of life issues in the community.

- 7) **In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I believe I am the best person to represent single member district 4a02 because I know the issues and personality of the SMD. I am not afraid to respectfully disagree with residents regarding processes and remedies. I am do my every best to represent the various entities, such as houses of worship, businesses, and residents in the SMD; they are all stakeholders. Finally, I remove ego from the position and can admit when I am wrong or have erred.

- 8) **Do you support the 16th Street NW bus lanes?**

Yes I support any plans that increases traffic flow. The designated bus lanes do not start in the single member district I represent.

- 9) **What is your vision for the Upper Georgia Avenue area? How would you like to support Georgia Avenue's small businesses?**

The Shepherd Park Community is a unique neighborhood with wonderful diverse residents. While many of the residents are middle class and older, the demographic is changing as younger families are relocating to the neighborhood.

The most important issue facing the ANC Single Member District is a need for quality affordable housing as housing costs are increasing. Additionally, the Upper Georgia Avenue NW corridor needs more quality businesses, such as fine dining restaurants, grocery stores and other professional services. The corridor needs less bars, liquor stores and take-out only establishments.

I will continue to work with the newly created Upper Georgia Avenue Main Street (UGAMS), the Shepherd Park Citizens Association (SPCA) to attract new businesses while working with current businesses to improve the quality of services offered while mitigating issues that may disrupt quality of life issues in the community.



# Jes'Terieuz Howard

ANC and Single Member District: 4A04

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

My pre-COVID morning commute involved a quick trip on S9 down 16th to K street quite frequently throughout the year. Afternoon commute doubled as exercise. Post pandemic was a 3 mile power walk home. I would appreciate wider walk ways for this walk.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

ANC 4A is in serious need of technology revamping. The most unsettling aspect of virtual meetings is constituent silencing. Our citizens are out of the loop—unmute DC.

4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

As the site of our nation's capital Washington, D.C. must lead the pack in efforts that make urban living affordable for all. Presently Ward 4 provides assortment housing options. There is room for improvement, particularly mixed-use housing developments constructed above extant office buildings. Georgia Avenue in ANC4A is example of locale with eclectic spunk and feasible dimensionality for building up next generation of affordable housing options.

5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?

I believe the best way to capitalize the brilliant improvisation COVID wrought to the District is by creating special events. Perhaps bimonthly Streatery Struts whereby local restaurants open up for large-scale services. I envision restaurant week but out in middle of our most beloved thoroughfares.

**6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

There seems to be incongruous values among renters and homeowners in our neighborhood. For this reason, I hope to close that gap formed between all who call 4A home whether 50 years, 5 years or 5 months. Profiling in any form is wholly unacceptable; our shared values should always reign supreme. A new mental health center is scheduled to start operations in partnership with DC Department of Behavioral Health. This opportunity if facilitated properly could put Brightwood at the vanguard of residential behavioral rehabilitation.

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I am connected to grassroots activism in areas of education, economic prosperity and Black American advancement. I have a true knowledge of diversity and my endeavors as a leader have helped me utilize these varied experiences. My diverse experience has shaped my character and I carry this broad perspective with me in pursuing role as community leader. With fresh perspective on the issues I endeavor to demolish the status quo marked by mediocrity in ANC 4A04.

**8) Do you support the 16th Street NW bus lanes?**

I am frequent rider of S2 S4 and of course the S9 EXPRESS! I take my campaign hat off to WMATA bus operators for all they do for 4A.

**9) What is your vision for the Upper Georgia Avenue area? How would you like to support Georgia Avenue's small businesses?**

Georgia Avenue is major commercial hub for ANC4A. Our businesses beyond deserving of highest levels of community support. I hope to establish benefits card for local residents. With the purchase of quarterly membership card constituents would be able patron restaurants, service stations, cleaners, beauty supply stores and more

# Patience Singleton

## ANC and Single Member District: 4A04

1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Occasionally
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

Given the high density within certain parts of my SMD, lack of close proximity to a metro station, and shortage of available parking in the evenings, removing additional on-street parking will be controversial. I have advocated for improved bus, transit, and bicycle infrastructure in my SMD. In the case of improved bus transit, I have previously expressed support for a dedicated bus lane for 16th Street during morning and evening rush hours and worked with other ANC commissioners to designate a limited stop bus along 14th Street. I testified before WMATA earlier this year against efforts to cut service along the 14th Street corridor. In order to improve cyclist safety, I have also supported bike lanes along Piney Branch and would support them along portions of Georgia Avenue and 14th Street. My approach to dealing with contentious issues is to first reach out to my constituents via my list-serv and survey them. I would review the pros and cons of removing the on-street parking, reach out to DDOT and other experts, and work with neighbors on opposite sides of the issue to help reach a consensus. I did this in 2018 when I worked with a constituent who petitioned for the installation of Capital Bikeshare in our neighborhood. It required the elimination of several on-street parking spaces along 14th Street between Underwood and Van Buren Streets. I was able to garner enough community support by preserving two parking spots along that block. In addition, given that my SMD is only a few blocks long and wide, I would obviously need to coordinate with commissioners in adjacent SMDs for bike lanes.

3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

Online ANC meetings have been a net plus for inclusion for ANC 4A. Although some seniors have unfortunately been unable to participate (because they lack computer access), other seniors (who aren't comfortable leaving their homes in the evenings) and those with small children and mobility issues have experienced greater accessibility. I have previously advocated for a mechanism that would allow residents to participate via an online format. Going forward, I would like ANCs to have in-person meetings with an option for other neighbors to participate virtually.

4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median**

**Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I support the Mayor's initiative and have been a long-time advocate for providing additional funding to preserve and expand the supply for affordable housing in all wards of DC and enforcing inclusionary zoning for new market rate residential developments. The ANCs serve as advisory bodies. As such, ANC 4A could take a larger role in encouraging the City Council and the Mayor's office to prioritize these issues. Given all of the new developments in the city, better enforcement of inclusionary zoning requirement and eliminating of some of the exemptions could be the first step to increasing housing affordability for many.

In addition, we will only tackle housing affordability in this city if we make sure that it is spread out to encompass all neighborhoods (particularly those that currently have high rental rates and costs and/or have high rates of displacement) rather than confined to certain neighborhoods or Wards. I think that ANC 4A is far ahead of most ANCs in contributing its fair share of the affordable housing that our growing city needs. Hundreds of units of affordable housing are slated for the Walter Reed complex; a number of apartment buildings suffering from disrepair have received funding from DHCD and converted to affordable homeownership to provide stable housing for families; and Emory United Methodist Church has constructed a new affordable apartment complex on Georgia Avenue in the SMD adjacent to the community that I represent. I hope that other communities are urged to also take their fair share.

**5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

My SMD only has one sit down restaurant and it has not used public space for sidewalk cafes, etc. However, several restaurants just north of ANC 4A in downtown Silver Spring are utilizing portions of the sidewalk and Georgia Avenue. I know several friends who have enjoyed the ability to eat out and it helps provide a lifeline to many restaurants during this troubling time. I am supportive of continued limited use of sidewalk and street café after the emergency ends particularly in the evenings when there is less traffic along busy streets.

**6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

I represent a very racially, ethnically, and socioeconomically diverse constituency. The biggest current issue in my SMD is the proposed relocation of a commercial 24-hour a day emergency shelter for those experiencing acute mental illness from busy Connecticut Avenue in Woodley Park to a quiet residential street in diverse Brightwood. The organization is not being priced out of Woodley Park, they are choosing to leave and sell the \$1.5 million townhouse they've occupied for 40 years. My constituents have raised social equity issues and appropriateness issues surrounding moving another home-based social service facility into a middle class predominately African American neighborhood in Ward 4 (which currently has the highest number of facilities-estimated at more than 80) from mostly white and upper income Ward 3 (which has less than a handful of social service facilities). Their concerns are not rooted in NIMBYism but fairness. There is already a group home located less than 500 feet from the proposed shelter and several others a few blocks away. No such 24 hour a day short-term emergency facility would have been proposed for a residential community West of the Park given the demographics the residents. I have long advocated for fairness in zoning and development and have opposed concentration of social services facilities in communities of color. Allowing the concentration of social service facilities in majority minority communities further exacerbates historic economic and development inequalities that have plague our nation for far too long. I believe that each Ward has an obligation to share in addressing and alleviating inequalities in housing, healthcare, and education.

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I am the best person to continue to represent SMD 4A04 because I am the only candidate who understands the role of an ANC Commissioner, has lived in the community for many years, been continuously active in neighborhood affairs, and has a keen understanding of current community issues and needs. I listen to the needs of my constituents, have been responsive to every problem and issue brought to my attention and have a record of accomplishments in the neighborhood that involves prioritizing public safety for walkers, bicyclists, bus riders and vehicles drivers and advocating for development that benefits everyone in my neighborhood. I have issued resolutions in support of public transit and served as the ANC 4A representative on the East Rock Creek East I Livability Study which is intended to evaluate the transportation network in a portion of Ward 4 from a system perspective and look for opportunities for a safer and more accessible multimodal network. I have a vision for the future of Brightwood and can draw upon my expertise in law as well as economic development and housing policy that will be needed as the neighborhood undergoes tremendous change over the next decade.

**8) Do you support the 16th Street NW bus lanes?**

Yes. I have long supported and advocated for the 16th street bus lanes. In the pre-Covid world, I regularly took the S1 or S9 bus routes to work. Given the chronic traffic along the 16th street corridor, the bus lane is an important way to move passengers more quickly and efficiently from upper NW to downtown.

**9) What is your vision for the Upper Georgia Avenue area? How would you like to support Georgia Avenue's small businesses?**

The Upper Georgia Avenue business corridor has struggled for nearly 50 year by bringing quality retail and job opportunities to DC residents. There is tremendous development happening along portions of the Upper Georgia Avenue, while additional work is needed to encourage more business development along the four blocks of the corridor that border my SMD. My vision is to make Upper Georgia Avenue more of a destination for family-friendly shopping, entertainment, and a vibrant hub for community gatherings and engagement. The Walter Reed complex, which is slated for development over the next 10-20 years, is expected to bring those increased options plus market rate and affordable housing and employment within walking and biking distance of many neighborhoods in ANC 4A. I hope that Walter Reed and Target on Eastern Avenue will serve as anchors for development akin to what has occurred along 14th street in Columbia Height. Despite the potential benefits of this development, I remain concerned about whether some elements of the project will be responsive to the needs of the racially, ethnically, and socioeconomically diverse community it borders. I want all sectors of the community to benefit. Although Walter Reed is not located in my SMD, I am closely monitoring the development and have offered my opinion on various proposals related to family- and senior-friendly uses for sites within the complex and along Georgia Avenue, and advocated for local small and minority business participation in the construction and design of the complex.

As the ANC 4A04 commissioner since 2014, I have promoted business and economic development. I served on the selection committee for the Executive Director of the Upper Georgia Avenue Main Street (UGAMS) and have worked with both UGAMS and the Beacon Brightwood Business Alliances to promote and connect local businesses with resources available through DC government and nonprofits. I have also worked with entrepreneurs seeking technical assistance and to obtain necessary licenses to open coffee shops, dessert bars, and other businesses within my SMD. I am committed to continuing to work with the DC government and the private sector to improve the quality and expand the availability of businesses.

# Evan Yeats

## ANC and Single Member District: 4B01

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Occasionally
<i>Scooter</i>	Infrequently
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

As a rule, I work to find balance in plans and often believe there are solutions that are not binary. However, when it comes down to it, our city has done a poor job of prioritizing sustainable mobility choices and ensuring the safety of vulnerable road users. That's why I've been willing as an ANC to support plans that improve road safety, even if it requires removing parking and have been involved in efforts to support better bus service District-wide. We've seen this is my SMD with efforts to improve safety along Piney Branch Road NW, to improve transit service along Georgia Ave NW and my advocacy on behalf of the Chinatown bus lanes.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

Absolutely it has been a plus. Our attendance has been steady or increased and we have a more diverse group of voices who have joined us for our Commission meetings. If we resume meeting in person, I would like to adopt a hybrid model that allows participation both in-person and virtually simultaneously.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

By and large I'm supportive of this effort, however, I don't think the Mayor has done enough to prioritize affordability and is too dependent on the inclusionary zoning program as their main method of producing affordable housing. In ANC 4B, our commission has worked very hard to be supportive of new transit-accessible housing and especially affordable housing. This has included new market-rate developments at 218 Cedar Street and 300-308 Carroll Street NW, and significant new affordable housing production at 410 Cedar St NW, 281 Vine Street NW and an upcoming project at 6928 Maple Street NW. We know we

can and must do more to deliver more affordable housing to our communities and preserve our existing affordable housing and prevent displacement. That should include expanding and improving rent control and devoting new resources to our existing public housing stock to make sure they are in good repair. We cannot produce enough affordable units relying solely on IZ or new units to replace existing affordable housing stock if it continues to vanish at current rates.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes, but we should also work harder to ensure that access to these programs are equitably available across our communities.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Ensuring an education system that works for every family in our community. The DC education system often operates without collaborating with teachers and families and they are critical to building stronger neighborhoods. Schools are fundamental to building our neighborhoods and city and play a critical role in our future. Right now the challenges facing them are immense - segregation, underfunding, lack of transparency, facilities issues, achievement gaps, high stakes testing - and this was even before the impact of the pandemic. At every level we need to start working harder to improve our education system and fight for one that is more equitable, engaged and accountable and it was disappointing to not see a question about education.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

My track record speaks for itself: in less than two years we've built an effective, collegial commission that complies with District laws and is more accessible than ever. I've spearheaded new projects that have improved safety in our neighborhoods like better crosswalks at major intersections and near the Metro and pushed through the installation of a new bikeway and traffic calming on 8th Street. We're shepherding new affordable housing close to transit and supporting better transit service. I'm also an effective progressive voice on citywide issues as diverse as preventing lead poisoning, leading a coalition to prevent cuts to Head Start and implementing the first audit of the Office of Unified Communications to ensure our emergency services are functioning responsively and well.

- 8) How would you approach upcoming and future development around the Fort Totten Metro and the Riggs Road/South Dakota Avenue intersection?**

The principles for this area are the same as any other part of the Commission area. We should ensure continued easy access to high quality transit; produce as much affordable housing, particularly deeply affordable housing as possible; and sustainable safety for vulnerable road users as we adapt to an increase in population.

- 9) Do you and how would you support the construction of the National Capital Trail Network's planned Metropolitan Branch Trail, Eastern Avenue Trail, and Fort Circle Parks Trail segments in 4B?**

Yes, we have supported the Metropolitan Branch Trail most recently through resolution, but I believe that trails have economic and transportation benefits to communities and I support their construction and expansion.

- 10) Do you support dedicated physically-separated bus lanes on Georgia Avenue?**

Yes, I authored the only resolution from any commission supporting this effort in an effort to spur a conversation about this vital link in our community and I continue to believe this should be a priority. I also would like to see Greater Greater Washington ask other commissions to support us in this effort and unfortunately only 4B was included.

# Erin Palmer

## ANC and Single Member District: 4B02

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

Removing on-street parking can be a controversial proposal. Takoma is no exception, with its high population of seniors and families with young children who may have reduced mobility and depend on a car to move around the city. Nonetheless, removal of on-street parking can be essential to bus service improvements and traffic safety for local and neighboring residents, and it is important for Advisory Neighborhood Commissions to be able to effectively support these projects.

Engaging the community as a whole – including the many individuals who rely on the bus, as well as pedestrians and bicyclists; discussing relevant data and facilitating information sharing from traffic safety experts; and providing information and details regarding successful comparable projects can help build relationships and community support for proposals that may require removal of on-street parking.

A number of tools encourage community engagement and support for projects that may require removal of on-street parking. Community events can encourage residents to rethink the use of public space and how such spaces can better serve the community. PARK(ing) Day – an annual, global event that gives residents, businesses, and organizations an opportunity to temporarily transform metered parking spaces into fun, park-like spots that stimulate conversations about how we use our urban landscape – is a great example, and I supported Main Street Takoma in bringing the event to Single Member District 4B02 this year.

Persistent advocacy and oversight with regard to traffic safety and improvement projects shows neighbors that they have an advocate in their Commissioner, which builds trust and creates open lines of communication for other traffic safety projects. Takoma had struggled for over 15 years to address safety, accessibility, and walkability at the 4th / Cedar / Blair intersection. While the District Department of Transportation presented a proposal in 2015, implementation stalled. A new slate of Advisory Neighborhood Commissioners pushed the plans forward and have continued to work with DDOT during implementation to ensure issues are addressed. Continued communications with residents, including after completion of the project, have built a strong resident and Commissioner network working collectively for traffic safety improvements.



Finally, clearly and strenuously supporting projects that offer tangible safety improvements can help set the community's standards and expectations for these types of projects. For example, DDOT proposed significant improvements along Aspen Street, NW, by Walter Reed, including a 10' pedestrian/bike trail, an 8' planting buffer, NW, and turning lanes at Georgia Avenue and Aspen Street, NW. Even though this project actually includes additional parking on one side of the street, it had stalled before our Commission and a neighboring Commission due to opposition from a small number of residents. When I was elected along with several other new Commissioners in 2018, we were able to reflect the overwhelmingly strong support from the community as a whole and voted to unanimously support the project. It is now moving forward and helps set the standard for bicycle and pedestrian infrastructure for the area.

**3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

Advisory Neighborhood Commission 4B was one of the first Commissions to transition to virtual meetings at the start of the COVID-19 public health emergency. Virtual meetings have overall improved inclusion, accessibility, and transparency for our Commission.

Residents can participate in our meetings via video or telephone, or they can watch the meeting via YouTube. We also have a video recording of our virtual meetings that anyone can watch at any time. Virtual meetings are significantly more accessible for people with kids (like me!), seniors, individuals with mobility issues, and others. The screen share function makes it easier for residents and Commissioners to see and read presentation materials. And participating from a home or another preferred location can be simpler and more comfortable. Many residents have informed me that they are more likely to participate in our virtual meetings than when we held in-person meetings.

While I support and am encouraged at increased participation and engagement via our virtual meetings, it remains important to me to meaningfully engage in outreach with individuals who may not have access to or familiarity with virtual meeting technology. Senior villages are a wonderful resource for individuals who may need some assistance.

I would like our Commission to continue to offer a virtual option even when in-person meetings resume. This is important to me as someone who is immunocompromised and because the COVID-19 public health emergency has demonstrated the continued need to offer a virtual option for everyone's health and safety. I would also like us to continue to work to improve the accessibility and inclusivity of our in-person Commission meetings by exploring a better meeting space, improving our in-person meeting technology, and expanding services like language access and childcare.

**4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I am generally supportive of Mayor Bowser's proposal to build additional housing, including 12,000 units of affordable housing, as defined by the Mayor. I am also generally supportive of Mayor Bowser and the DC Office on Planning's proposal for expanded inclusionary zoning, which would increase the inclusionary zoning requirement when additional residential density is requested through a zoning map change.

While I appreciate Mayor Bowser's call for more affordable housing in some of the city's highest-income neighborhoods, I would like to see the Mayor's office push for more affordable housing units and more deeply affordable housing as part of this proposal. Broad and deep affordability is important in a city with stark economic and racial disparities, and even more important as the District deals with the impacts of the COVID-19 public health emergency, including lost wages and increased housing insecurity. Advisory Neighborhood Commission 4B provided feedback and suggestions regarding affordability mechanisms as part of its

response to the Office of Planning’s revisions to the District’s Comprehensive Plan, including as related to inclusionary zoning, public housing, rent control, social housing, and more.

Even Mayor Bowser’s current proposal will require a shift in housing laws and policy: the status quo will not achieve the Mayor’s goals. Advisory Neighborhood Commission 4B has established a new Housing Justice Committee, which will consider, in part, mechanisms to support and expand affordable housing, both as to specific developments and as related to law and policy. The Committee is new to ANC 4B, as well as a new concept city-wide. I am excited to serve as Chair and to work toward adding to the neighborhood’s affordable housing stock and promoting an inclusive and diverse community. And I hope the Committee will be a model for Commissions across DC.

Advisory Neighborhood Commission 4B can help address DC’s housing affordability challenges by building community consensus around and supporting new developments with large numbers of deeply affordable units. The Commission has been supportive of such developments, including a development at 218 Vine Street, NW, which will produce 121 units of affordable housing, including 24 permanent supportive housing units serving individuals and families transitioning from homelessness and making no more than 30 percent Median Family Income, as well as a proposed development at 6928 Maple Street, NW, which would produce 68 units of deeply affordable housing (via the DC Housing Authority voucher program, whereby residents typically do not pay more than 30 percent of their income toward rent), and includes a nearly even split of one-, two-, and three-bedroom units. At a recent presentation on the 6928 Maple Street, NW, project, the developer noted support from Commissioners thus far and that not all communities welcome these types of projects. Clearly articulated Commission support for deeply affordable housing projects can make a difference.

**5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

I support continuing the use of sidewalk cafes, curbside table service, and “streateries” after the COVID-19 public health emergency ends. I have seen implementation of these programs along 4th Street, NW, within my Single Member District. Along with changes from the 4th / Cedar / Blair intersection improvement project – like the new back-in parking, one-way street, protected bike lane, and expanded sidewalks – the commercial district feels significantly more welcoming and livelier.

Along with several other Commissioners in Advisory Neighborhood Commission 4B, I also supported the Slow Streets program within our Commission area, including along Van Buren Street and 8th Street, NW), which limits neighborhood streets to local traffic only and reduces the speed limit to 15 miles per hour to support neighborhood-based safe social distancing while walking, running, or cycling, and requested sidewalk expansions by grocery stores within our Commission area.

**6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

I most frequently hear from neighbors in Single Member District 4B02 with concerns about pedestrian, bicycle, and other road user safety. Cars speed and drive recklessly along residential streets, placing all road users at risk. Accidents are frequent, and sometimes they are deadly.

DDOT has implemented a Traffic Safety Assessment process where a resident, Advisory Neighborhood Commissioner, or other community member or organization can submit a questionnaire detailing traffic safety concerns within the public right-of-way. The process is intended to advance Mayor Bowser’s Vision Zero goals and is structured “to identify traffic safety concerns ... and focus on the definition of the safety concern(s) rather than on a proposed solution or mitigation measure,” leaving identification of the best and most appropriate solution to the experts at DDOT.

I have supported over a dozen neighbors in pursuing Traffic Safety Assessments along residential roads within my SMD, yet many have languished without any action. Along with my fellow Commissioners, I have worked with DDOT to ensure

accountability and transparency with regard to their Traffic Safety Assessment process, including several meetings to determine in more detail how Traffic Safety Assessments are processed, prioritized, and acted upon.

I am dedicated to pursuing traffic calming on residential streets, advocating for improved processes to ensure timely, consistent, and transparent government action on requests, and holding DDOT accountable for implementation of traffic safety measures.

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I am the best person to represent my Single Member District because I am dedicated to my community, I am an excellent communicator, and I am an effective and collaborative Commissioner. I have served with a number of community organizations, including currently as a Board Member of the Old Takoma Business Association (Main Street Takoma), and previously as Secretary of the Manor Park Citizens Association and as a Board Member of the Kennedy Street Development Corporation. As Secretary of Advisory Neighborhood Commission 4B, I have worked with the ANC to update and refresh our website to include timely information like agendas and minutes, financial documents, and resolutions, as well as led ANC 4B in completing an Annual Report summarizing our activities, key issues and priorities, structural improvements, and financial status. My positive, constructive, and collaborative relationships with other Commissioners have resulted in a stronger, more professional Commission that has accomplished a lot over the last two years.

**8) How would you approach upcoming and future development around the Fort Totten Metro and the Riggs Road/South Dakota Avenue intersection?**

I would approach upcoming and future development around the Fort Totten Metro and the Riggs Road/South Dakota Avenue intersection similarly to how I would approach future development by the Takoma Metro (knowing that development at the former is not subject to review by the Historic Preservation Review Board): I would support and encourage deeply affordable housing; a mix of unit types, including family-sized units; and efforts to improve access to existing public transportation.

Creating additional housing options for families and more affordable units by a Metro station addresses our city's growing housing needs while increasing equitable access to public transportation and reducing congestion and pollution. In addition, development plans that recognize the area as a multimodal transportation hub (with Metro, bus, bicycles, and pedestrians) and emphasize Metro access and robust and reliable service could minimize parking to the extent possible.

Since this area is not within my Single Member District, I would plan to communicate and engage with the relevant Commissioner and attend their Single Member District meetings with regard to the project. Advisory Neighborhood Commission 4B's newly established Housing Justice Committee, tasked in part with considering proposed developments within the ANC's boundaries for purposes of determining how best to maximize affordable housing, including deeply affordable housing, would likely consider and provide feedback on any proposal. As Chair of that Committee, I would work toward adding to the neighborhood's affordable housing stock and supporting our inclusive and diverse community.

**9) Do you and how would you support the construction of the National Capital Trail Network's planned Metropolitan Branch Trail, Eastern Avenue Trail, and Fort Circle Parks Trail segments in 4B?**

I strongly support construction of planned trails, like the Metropolitan Branch Trail, within Advisory Neighborhood Commission 4B.

The Commission has worked collaboratively and constructively in supporting and providing timely feedback regarding the Metropolitan Branch Trail, including via a District Department of Transportation presentation in June 2020 on the design plans in progress for the Metropolitan Branch Trail extension from Fort Totten to Takoma, as well as a Resolution in July 2020 put forward by Commissioner Tiffani Nichole Johnson (4B06) and Commissioner Alison Brooks (4B08).

I am dedicated to communicating updates and gathering feedback from neighbors, as well as supporting these planned trails and their timely completion. I anticipate the Commission will continue to provide constructive, collaborative feedback and support.

**10) Do you support dedicated physically-separated bus lanes on Georgia Avenue?**

I strongly support dedicated, physically separated bus lanes on Georgia Avenue, NW. I am a regular bus rider, and I recognize the need for improved bus service. Dedicated bus lanes are one mechanism to support and improve bus service.

I voted in support of a Resolution put forward by Commissioner Evan Yeats (4B01) in May 2019 calling for the DC Council and the District Department of Transportation to act expeditiously to build high-quality bus service along Georgia Avenue, NW, including high frequency all day service (at least 6 minute headways from 6am to 11pm), center-running, physically separated bus only lanes, signal prioritization, high quality stops with level boarding for strollers and individuals with disabilities, optimal station spacing (0.2 - 0.5 miles between stations), and off-board fare payment mechanisms. As noted in the Resolution (as well as a letter sent from Commissioner Yeats and me to Ward 2 Councilmember Brooke Pinto), the Georgia Avenue, NW, bus lines, including the 70 and 79 buses, are vital transportation links for our communities, providing access to job centers as well as mobility within our neighborhoods.

In February 2020, I worked with Rachel Maisler (who represents Ward 4 on the Bicycle Advisory Council) on “Transportation Bingo” – a week-long transportation challenge to get more people experiencing the strengths and weaknesses of transit systems in the Washington region, specifically as related to bus service. Even though I’m a regular bus rider, I learned a lot about bus lines I don’t use regularly but that are relied upon by residents in my neighborhood, like the 70 and 79 buses. These buses are heavily used and crowded, and they would greatly benefit from better support, including through dedicated bus lanes.

# Laurence B. Minor II

ANC and Single Member District: 4B03

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I would approach the situation by conducting a survey of the residents in the neighborhood explaining the situation and possible solutions while soliciting additional recommendations. This will allow me understand the impacts to the residents involved.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

ANC meetings moving online has been a plus. It allows residents to continue being involved in community affairs and engage with Commissioners safely. Moving forward I would like to see ANCs document the lessons learned so it will assist future Commissioners and residents should another pandemic or similar occurrence happen.

4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

I do support the initiative because everyone is entitled to a healthy quality of life and the many amenities Washington DC has to offer. As an ANC we would have to conduct an assessment of our current affordable housing units and identify either locations for additional units and/or housing that can be converted to support the cities growing housing need.

5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?

In some settings, yes I believe it should continue as it offers additional options for people to enjoy service safely outside. But we would need to assess the impacts on driving in the neighborhoods of each streetscape to ensure the safety of our citizens both on foot and in motorized vehicles.

**6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

The biggest issue is vehicular speed on residential streets. To resolve the issue, we need to involve District Department of Transportation and residents to brainstorm and implement methods to reduce vehicular speed.

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I'm the best person for the position because I love Washington DC and believe we can work together to create a city we can all be proud to call home.

**8) How would you approach upcoming and future development around the Fort Totten Metro and the Riggs Road/South Dakota Avenue intersection?**

I would approach it with open arms as our neighborhood is improving and ensure our neighbors are informed of any all developments and advocate their concerns that may arise during the development process.

**9) Do you and how would you support the construction of the National Capital Trail Network's planned Metropolitan Branch Trail, Eastern Avenue Trail, and Fort Circle Parks Trail segments in 4B?**

I do support the construction of the National Capital Trails as it promotes mental and physical wellness and allows people to enjoy the beauty of the Districts landscape. I would keep our constituents informed and ensure safety concerns are addressed.

**10) Do you support dedicated physically-separated bus lanes on Georgia Avenue?**

Yes I do support separated bus lanes as it ensures safe and efficient vehicular operation for buses and cars.

# Joseph P Brennan III

ANC and Single Member District: 4B05

1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

I would first canvass the block and its neighboring streets to solicit input from the affected residents. This would hopefully allow any outcome to incorporate residents with disabilities or special circumstances. I would also see if there were any data available on Residential Parking Permits issued in the area. But I would want to know if it connected or would lead to already existing bus/bike lanes or trails. I believe residents should be able to easily access outdoor spaces, where neighbors can get outside and feel socially distant but not isolated. For example, if removing on-street parking allowed residents an alternative route to access to the Metropolitan Branch Trail, then the trade-off might be worth the lost parking. However, as an ANC commissioner, my goal would be to highlight the goal of any proposal, how it fits within the overall community plan, and what the impacts would be.

3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

I think it has been mostly positive. I would like to see ANCs work on different ways to promote both the monthly public meetings and the video recordings. Given the transition to virtual meetings, I believe it is important to strive for as much participation and awareness as possible. ANCs should attempt to engage all residents and set public meetings for dates and times that accommodate a broad constituency. One idea I have is to rotate when monthly ANC meetings occur. ANCs should also ensure that internet access is not a barrier to attending an ANC meeting or accessing the contents of meeting.

4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

Yes. I think the ANC needs to keep the mayor and city leaders accountable in advocating for affordable housing. I believe the ANC can support developments on underutilized/vacant properties, which is in keeping with the DC Comp Plan for Rock Creek

East. These developments should include affordable family dwellings in addition to units set aside for people with fixed or limited incomes, especially seniors. I also think the ANC should consider the impacts of affordability for any development within historic districts. Given that 4B05 includes portions of Georgia Avenue and Missouri Avenue, the ANC should look to these areas to encourage mixed use development for any new projects. Additionally, developers who flip neighborhood properties and convert dwellings to multi-unit buildings should contribute to the supply of affordable units.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

I do think the idea of “streateries” should continue to be explored. These spaces encourage a more communal environment and help support local businesses. In addition, I think we need to study the impact of “streateries” to ensure that any resulting traffic patterns do not materially impact the surrounding neighborhoods. If there is an increase in traffic in residential areas, we should respond with traffic calming measures as soon as possible. As an ANC, we should make sure adjoining residential blocks do not become overcrowded. I also believe we should continue to expand on the Slow Streets Initiative that creates more open space for residential communities.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

From talking with neighbors, the biggest issue that I continually encouraged was the uncertainty around Covid-19 and the implications to public resources and services. 4B05, which spans N7 and N8 on the neighborhood map at [coronavirus.dc.gov/data](https://coronavirus.dc.gov/data), continues to have a high number of residents testing positive. Given that my ANC includes a number of households with children or seniors, I want to make sure my neighbors are informed and have access to our community resources. I want to ensure the needs of all families and households are being met. Families should feel that they have all the tools necessary for their children’s education and well-being. This includes school resources but also childcare and support for working parents. Likewise, our community should continue to serve families who have grown up in this neighborhood and continue to call it home. I want neighbors to know they can access shared spaces and feel socially distant but not isolated.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

When I think about this community where my wife and I started our marriage, I am inspired by the commitment of my neighbors, some of whom have lived here for more than 25 years. I want to serve as their representative by meeting them anywhere they are comfortable, whether online or physically present but socially distant. As an ANC commissioner, my goal is to meet everyone and support my neighbors in any way I can. I believe my empathy toward others and emphasis on working with my neighbors as regular people trying to improve our community make me the best person to represent 4B05.

- 8) How would you approach upcoming and future development around the Fort Totten Metro and the Riggs Road/South Dakota Avenue intersection?**

First, I would want to ensure that the development not only meets but exceeds the city’s target for affordable housing units. I also believe that, given the presence of a big retail store and a planned grocery chain, any development should include space for local, small businesses, especially minority-owned businesses. Developments should reflect and incorporate the existing community that has developed and grown up around Fort Totten. I would also work to ensure the development respects and does not infringe on the Metropolitan Branch Trail, which runs behind it. I would hope any development attempts to integrate with the Metropolitan Branch Trail so that residents can access it safely.

- 9) Do you and how would you support the construction of the National Capital Trail Network’s planned Metropolitan Branch Trail, Eastern Avenue Trail, and Fort Circle Parks Trail segments in 4B?**



Yes, I support construction of these trails that would finish linking our neighborhood to the existing Metropolitan Branch Trail, which runs north and south, and would also establish access to Rock Creek Park. Given that these some of these planned trails were just approved by the National Capital Region Transportation Planning Board in July, I would work to invite members of that body to give an updated presentation at a future ANC meeting. Since the proposed trail runs through 4B05 using Madison St., Missouri Ave, and 8th St., I would canvass my district and solicit input from neighbors. From a glance, the new trail does appear to connect several small green spaces along Madison and Missouri. I would want to know if the impact of a trail on these green spaces and if there are any traffic calming measures that would accompany this trail.

**10) Do you support dedicated physically-separated bus lanes on Georgia Avenue?**

I believe physically-separated bus lanes can be beneficial along Georgia Avenue. There are already bus-only lanes on Georgia Avenue further south that run from T St. NW to Barry Pl. NW. They would provide a buffer for pedestrians on the sidewalk and could also be accessed by cyclists. Given the number of bus routes that run up and down Georgia Avenue, it could provide more efficient transportation, which would reduce the reliance on private cars, and better access for residents to businesses along Georgia Avenue. I would also want to ensure that neighboring streets do not experience more traffic as motorists attempt to find alternate routes.

# I-Ra Abubaker

## ANC and Single Member District: 4B05

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Infrequently
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Frequently
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

If there were a way to improve bus service or safety for people walking or bicycling in my neighborhood, but it required removing some on-street parking, I would approach this situation by first sending out a survey collecting data assessing multiple factors such as if there is a high need for parking spaces, safety, transportation method, and an initial take on the community thoughts about removing some on-street parking. After reviewing the data, I would host a town hall to discuss the issue and raise the survey results. The goal would be to gather as much of the community members' input as possible and to figure out if their needs to be an alternative method that ensures every resident, but particularly our most underserved residents, are safe, affordable, and have a reliable method for transportation to get around the city.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

The current COVID-19 crisis has forced us to figure out alternatives to in-person meetings and has exposed the city's long persistent digital divide. Though having a virtual meeting in some Wards has shown to be more inclusive and transparent mainly through how accessible it can now be, it still depends on individual access to resources. It doesn't reflect everyone in that ward. Depending on the ward, that could mean most residents don't have access to the virtual meetings. An example of this is Ward 4 average home adoption rate of bandwidth is 85% compared to Ward 8, which is below 65%. There are other factors to consider: people with disabilities, age, convenient meeting times, awareness about ANCs, and an ANC member's role. I would like to see more ANCs develop initiatives to get to know people in their community, raise awareness about ANCs through expanding their outreach method and base, and figure out how to make meetings more accessible to the residence.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

There is no doubt that the District's most significant issue is affordable housing. Many low and middle-income families do not have access to affordable housing and routinely are priced out of their communities and neighborhoods. Affordable housing is vital to positive life outcomes in school performance, job retention, physical and mental health, and economic security. I appreciate Mayor Bowser's effort to address the lack of affordable housing in the region. However, before I can support the initiative, I need clarity on the laws and tools required and how communities will be engaged and involved in the process. Our ANC's role in addressing housing affordability is listening and communicating with our community members around affordable housing and what that should look like and being their voice when advising the District's government. In Ward 4, my neighborhood, the Beacon Center, located at 6100 Georgia Avenue NW, was opened, which offered 99 affordable rental housing units for close to 300 individuals and families. There is a plan to develop a new 40-unit senior apartment building at 1395 Aspen Street, NW. My neighborhood is continuously contributing to creating more affordable housing, but we can no doubt do more. I would be interested in working with local groups and community members to figure out how we can continue figuring out ways to ensure everyone is housed.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

We should continue making strategic investments to encourage curbsides and streets as places for people.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

The biggest issue in my neighborhood is the housing crisis. I believe everyone should have access to housing.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I am the best person to represent my SMD because I value community and believe that through centering the voices of those most underserved we can develop solution to issues that are impacting our communities.

- 8) How would you approach upcoming and future development around the Fort Totten Metro and the Riggs Road/South Dakota Avenue intersection?**

Some ways I would approach the upcoming and future development around the Fort Totten Metro and the Riggs Road/South Dakota Avenue intersection is through advocating and supporting initiatives that do not displace residents.

- 9) Do you and how would you support the construction of the National Capital Trail Network's planned Metropolitan Branch Trail, Eastern Avenue Trail, and Fort Circle Parks Trail segments in 4B?**

I would have to do more research on this.

- 10) Do you support dedicated physically-separated bus lanes on Georgia Avenue?**

Yes, the dedicated physically-separated bus lanes on Georgia Avenue help prioritize street spaces for transit. A lot of DC residence rely on the metro to get around in the city.

# Tiffani Nichole Johnson

ANC and Single Member District: 4B06

- 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Never
<i>Metrobus</i>	Never
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Frequently
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

Depending on the specific area where parking is suggested to be removed I would be amenable to that. My final decision would also be determined by community input, data to show how well-used the spots are and if other spots can be made elsewhere to support motorists.

- 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

This has been a wonderful way to ensure we reach a greater number of constituents, especially are seniors and those with disabilities. I would love to see ANCs continue using this technology when we fully reopen. I would also like for the meetings to be close captioned for our deaf/hard of hearing constituents.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

While I applaud the Mayor's efforts towards affordable housing at 60%AMI, she had done little to prioritize low income housing. What low income we have is also placed in some of the poorest communities in the City. ANC 4B has done a lot of work submitting resolutions, holding a focus group and commented on proposed revisions to the Comprehensive Plan. Lastly, we have housing Committee dedicated to further work the ANC can do to bring awareness to our constituents and advocate for systemic change.

- 5) **During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

I love this idea and I hope it continues after we reach Stage 4 of the ReOpen DC plan.

- 6) **What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Traffic safety and traffic calming measures. We have been asking for traffic calming measures for years without much success. The fight continues so everyone can walk, bike, scoot and drive safely.

- 7) **In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I feel that my over 40 years residing in this community and advocating for it long before I became a Commissioner makes me qualified for this important role. I am able to work collaboratively with my colleagues in this and other ANC's and most importantly I take time to listen to my constituents concerns before making a decision which affects the community.

- 8) **How would you approach upcoming and future development around the Fort Totten Metro and the Riggs Road/South Dakota Avenue intersection?**

While I am happy with the current developments, I also do not want to oversaturate that area with large apartments and no spaces for small businesses. I am also concerned of the affordability for individuals to reside or rent business space.

- 9) **Do you and how would you support the construction of the National Capital Trail Network's planned Metropolitan Branch Trail, Eastern Avenue Trail, and Fort Circle Parks Trail segments in 4B?**

I am not a cyclist but I have worked with the Washington Area Bicycle Association and am in agreement with their proposed recommendations. I also issued a resolution to that affect.

- 10) **Do you support dedicated physically-separated bus lanes on Georgia Avenue?**

Yes.

# Geoff Bromaghim

## ANC and Single Member District: 4B07

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

This is hard to generalize, as I think it ultimately becomes very situational based on the street in question. Like everything else, as a Commissioner I will continue to work hard to gather and reflect the viewpoints of all residents in my district on how they think the space in question would be best utilized. It's important to always keep in mind though that our streets are our collective public space.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

On the whole, yes, I think the move to virtual meetings has been a plus for inclusion, accessibility, and transparency. It has forced our commission to adapt to virtual public meeting format. It was a big adjustment, but our attendance in monthly commission meetings has probably been more robust because of the ease of participating from home. But there are also challenges, since not everyone is online (we have a lot of seniors in my ANC and my SMD) and those who dial in sometimes don't have the same ability to see presentation slides and participate. At some point, when the pandemic recedes, I assume we will eventually return to in-person commission meetings. When that happens, I think it will be critical for our ANC to figure out how to integrate a virtual participation option into any in-person meetings.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

Yes, I support the Mayor's goal. Affordable housing is absolutely critical, and we know that far too many of the District's long-time residents have been displaced by rapidly increasing housing costs. In my last two years serving as the commissioner for ANC 4B07, we have seen four new development proposals for planned residential buildings within the Takoma Park Historic

District in my SMD. Two of these proposed buildings would bring about 200 new affordable and deeply affordable housing units to Vine Street NW, about two blocks up the street from where I live. I've tried my level best to create a fair public process for all of these projects to share info, hear concerns and explore ideas for enhancing the project proposals. Change on this scale is always going to have challenges, but I've been proud to ultimately support each of the proposed projects in part because of the dire need for more affordable housing.

For the past two years, I've also served as ANC 4B's representative on the Walter Reed Community Advisory Committee. The Walter Reed site is another location in our community that will be delivering significant new affordable housing units. I look forward to continuing to support the responsible development that is occurring there, and it is exciting that we are finally starting to see it bloom.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

At least in some places, yes, and it's been neat to see how some of these streets can be used to a higher public value. I do think it is a little premature since we don't know how or when the pandemic will end and what life will look like when it does. I presume that working from home will remain a durable trend for a significant number of workers even after the pandemic, so it makes more sense than ever to consider other ways we can utilize our public spaces.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

I don't believe there is just one biggest issue facing ANC 4B07. Our single member district has more than 2,000 residents, and I field constituent concerns almost everyday about issues related to traffic safety, public safety, and matters related to various ongoing developments.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I have a passion for public service and a love for my community. The ANC serve as the formal voice of the neighborhood, and I believe I have the temperament, positive vision, and listening skills to be an effective commissioner. Serving as the commissioner for ANC 4B07 for the past two years has been a great privilege, and it would be an honor to continue to serve.

- 8) How would you approach upcoming and future development around the Fort Totten Metro and the Riggs Road/South Dakota Avenue intersection?**

Much of the development in the area is already underway with the construction of the next phase of the Art Place as well as the EYA development on the east side of South Dakota (and also for the rebuilding our library and the chick-fil-a). These developments are an exciting opportunity to bring more public amenities, commuter-friendly housing and beautification to this part of South Dakota Ave. I also think everyone is already well aware that the Riggs Road/South Dakota intersection is a traffic and pedestrian nightmare, so that will continue to be a top priority. In as much as the ANC gets the opportunity to weigh in on determining the future of this area, it is really important to be working with the residents of Riggs Park. For this reason, I have and will continue to value participating in Lamond-Riggs Citizens Association meetings.

- 9) Do you and how would you support the construction of the National Capital Trail Network's planned Metropolitan Branch Trail, Eastern Avenue Trail, and Fort Circle Parks Trail segments in 4B?**

I strongly support completion of the Metropolitan Branch Trail. It may be easier for our bike commuters to visualize the benefits, but I really believe this project offers much broader, transformative value to our entire community. It would provide a new, safer place to walk, bike, push strollers, or exercise, as well as access local businesses. I am also hopeful that the removal of one of

the two northbound lanes on Blair Road south of Aspen Street will also help to reduce speeding traffic. We had a traffic fatality there last December, which was doubly tragic because everyone knows that stretch of road is currently unsafe. I also support the MBT because I view it as a tremendous opportunity to get related community improvements -- such as better lighting and pedestrian-friendly improvements to connecting underpasses (Aspen, Van Buren, Kansas Ave, Riggs Road) and the possibility of public art in the new trail corridor, perhaps including the concrete way along Blair road (I have and plan to continue to push for involvement from the District's Commission on the Arts and Humanities). The Eastern Ave rebuild is also a huge concern and exciting opportunity for residents of ANC 4B07. I look forward to continuing to engage with DDOT on both the MBT and Eastern Ave rebuild as designs are finalized later this year and next.

**10) Do you support dedicated physically-separated bus lanes on Georgia Avenue?**

Yes, I support this idea in concept and I previously voted to support a resolution authored by my colleague, Commissioner Yeats (ANC 4B01), that ANC 4B passed in 2019 to ask DDOT to explore dedicated bus lanes on Georgia Ave. It is a hugely important, heavily used bus corridor. It would be a disservice not to at least consider these kind of infrastructure improvements.



# Tischa Cockrell

## ANC and Single Member District: 4B09

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Frequently
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Infrequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

I would as always first survey my community. Taking in the ideas and voices of every member of my SMD. Then, I would meet with the entire Commission of ANC4B to draft a resolution based on the needs per the survey to include equal amounts space for walking, cycling, and parking to accommodate the requests made. It is my understanding that the current ANC4B09 Commissioner did not vote to approve bus lanes, yet I as a resident of this SMD, am unaware of who in our community was surveyed or how that decision came about.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

It has had both pluses and minuses depending on the community's residents. On one hand, those of us who are somewhat technically savvy and have access to the internet, have fared well in staying informed and engaged with the ANC via their virtual meetings which has been wonderful. However, there's still a digital divide that has been difficult for seniors and the economically disenfranchised to be able to participate. I as ANC would like to partner with other ANCs, Councilmembers, other community leaders, and residents to offer training and financial assistance to bring those individuals left out of our new virtual reality to the world of new technology.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I'm not quite sure if that number of 36,000 units actually serves the amount of people who are in need or if the 60% of AMI is indeed considered affordable for those most vulnerable residents. I am however, aware of the efforts already being taken by some members of ANC4B and other organizations to tackle such an endeavor. I have attended a few of those ANC4B meetings,

have sat on the board of one of other organizations, and continue to support the work being done to assist in the need and to become more aware of what and how the Mayor's proposal will be implemented. My SMD has several development projects due in the next few years including a townhome development that includes a percentage of affordable and senior housing. As a former ANC, community Association leader, and member of our LRCA development Taskforce, I have been at the center of decisions made to include affordable housing in that plan for the last five years. As ANC in this cycle, I will continue to be engaged and work with the other members of ANC4B to bring that amount of affordable housing to our neighborhood.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

I think this new use of space has been great. I also believe these spaces should be analyzed to be sure they can remain safe for mostly for walkers, but also for drivers post pandemic.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Public Safety is still a concern for many residents in my SMD. I have partnered with District agencies as former ANC, such as Department of Parks and Recreation (DPR) staff and Roving Leaders, Office of Neighborhood Safety and Engagement (ONSE), and DC Prevention in an effort to find ways we can reach our youth and curtail crime. I met with the Metropolitan Police Department (MPD) 4th District Commander, lieutenants, and sergeants. I also served as the treasurer of the 4th District MPD Citizen's Advisory Council (CAC) in order to address our community's issues directly as a concerned leader of our community.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I am running for the ANC4B09 seat again because I want do the things I am known for doing that are important to this community like information sharing, transparency, community unity, eradicating division, and creating a space for all voices. We are a diverse community and our strength comes from our diversity. Everyone is important and we all have gifts to share. I have been working in this community for eight years in several capacities and know how to unite us and have been a part of the success of our unity.

- 8) How would you approach upcoming and future development around the Fort Totten Metro and the Riggs Road/South Dakota Avenue intersection?**

As I mentioned previously, we have several different developments coming to and around the Fort Totten Metro and Riggs Road/South Dakota Avenue area. These neighborhoods (also known as Riggs Park and North Michigan Park) abut both ANC4B and ANC5A. As the former ANC4B09 and former and current executive board member of the Lamond-Riggs Citizen's Association (LRCA) in which our boundaries cover both areas, I have already been fully involved in the current and future development coming. I would this continue to stay involved via attending the development meetings that have been taking place for the last number of years, continuing my engagement with the developers of the projects such as the upcoming new library, Arts Place additions, restaurants, retail, townhomes, etc. I would continue my engagement of residents in the community, involving them and the community association, engaging with the project managers and design crews of each development, assisting with writing and passing resolutions that benefit us as a community, while also paying close attention to zoning, traffic issues, environmental issues, agreements, etc.

- 9) Do you and how would you support the construction of the National Capital Trail Network's planned Metropolitan Branch Trail, Eastern Avenue Trail, and Fort Circle Parks Trail segments in 4B?**

As former ANC4B09 from 2016 to 2018 I was present and participatory in the discussions regarding the MBT and would continue to do the same. I attended meetings and voted with the affected ANCs per their information from residents in their communities.

**10) Do you support dedicated physically-separated bus lanes on Georgia Avenue?**

Yes, per the amount of information I have at this time. Currently, it seems like a way to ease the flow of traffic as Georgia Ave has been known as a very busy stretch for decades and could use some fresh ideas as it is sure to become more convoluted as we grow as a city.

# Vanessa Rubio

## ANC and Single Member District: 4C01

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Never
<i>Metrobus</i>	Never
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Never
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Occasionally

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

Parking is a main issue in our city. Based on traffic patterns and accident reports I would continue with the share the road option for cyclists based on intersections. In the event we have a troubled intersection I would recommend for parking spaces to be rearranged in order to allow safety for our cyclists. As far as pedestrians walking ensure our sidewalks are safe and the proper maintenance has been provided to them.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

The option of Virtual Meetings is a plus. I would love for this concept to continue as it allows the community to participate in the meetings without having to leave their homes or workplace along with the replay options incase meeting was missed Neighbors are able to view the meeting.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

Presently, my neighborhood is going through this motion now as there are many other housing projects coming in to the city which is great. As ANC assuring that the properties offer affordable housing is important as our community has many old buildings that require renovations and bringing them up to code is a need for the safety and health of our neighbors. Ensuring that an adequate process is in place for our neighbors to relocate to a newly development is essential in order to keep them here in Ward 4.

- 5) **During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes and No. This option should be reviewed case by case as many do not have enough clearance space for pedestrians or automobiles.

- 6) **What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Safety.

- 7) **In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

As a parent of 4, long time resident and neighbor I like to assist in keeping our neighborhood safe and clean for our children to grow in a good environment. As a Bilingual speaker in both English and Spanish I would assure information is transparent and has reached our diverse community members. Keeping neighbors informed of community changes is a must do!

- 8) **What is your vision for the Upshur Street area? How would you like to support Georgia Avenue and Upshur Street's small businesses?**

Assist businesses with promoting their services and interest them into offering neighbors special deals for their services. Both corridors have great potential on serving our community.

- 9) **What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

It is a good location for the garage. Yes, in deed they should offer that option.

# Taalib-Din Uqdah

## ANC and Single Member District: 4C01

1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Never
<i>Metrobus</i>	Never
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Never
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Occasionally

2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

If improving bus service or pedestrian safety, required removing some on-street parking, I would first request data from DDOT, showing the necessity and justification for removing some parking spaces in order to achieve the desired goal. I've known DDOT to purposely misinterpret their own data to appease the desires of residents.

I would then speak with each affected household and determine the impact on their daily life and lifestyle, to include family and friends, social events, holiday gatherings, etc., of those who would require public parking. I would also make sure there were no seniors in the affected houses that may need and be eligible for handicapped parking. I would be observant of the number of people in the household, especially their ages -- infants to seniors -- as well as being cautious about eliminating parking spaces in front of or near senior housing facilities, daycare centers, medical providers or any like/kind operations in the area, should they exist. In other words, I would be most mindful of impacts in the immediate area, should it be necessary to remove some parking to accommodate bus service or pedestrian safety.

3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

The pandemic has been a BIG minus, without question, for inclusion, accessibility and transparency; and where moving to online meetings is laudable, it's impractical and unproductive. As much as individual commissions have tried to keep their fronts up, by notifying the community of meeting dates and agendas, transparency has been sorely lacking, making Zoom/Webex meetings inaccessible, if you lack the technological wherewithal or an updated web browser to get and stay online.

As an example: If you're on the other side of the digital divide -- no access to wi-fi or internet service -- you're not a participant in a whole host of (seemingly) important matters pertaining to the function of government -- ANC/Council-actions -- and how those functions directly impact, interact and intersect with the quality of your own life on a daily basis.

Further, there are a rack of DC residents who have access to all types of technology, but are not on any listserv, where most ANC meetings are announced, and any news they may happen to get on any ANC actions -- if at all -- they get it second hand.

Moving forward -- to help close a part of this digital divide, I would propose to all ANCs, they invest in the concept of "little library" noticing; the same way neighbors exchange books, we could exchange information, vital to our community not online, but instead of building "little libraries" -- expensive to scale -- we use the same "brochure boxes" Realtors use when selling a house. They're lightweight, less than \$20.00 and reasonably weatherproof.

ANC/SMD Commissioners could identify block captains in their SMDs, who would agree to having these "boxes" being staked in the ground, within arms reach from the sidewalk, in their front yards or the common area of an apartment building, condo or co-op and "voila," we've got notification to everyone, from our seniors, down to the "I don't care 'bout nothing" crowd, and everyone in between. Also, take into account, translations into other languages as well.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

Absolutely, I support (the concept of) affordable housing, with one caveat: We need to further consider, how the federal government plays a role in keeping DC's AMI artificially inflated as a "regional claculation" -- DMV -- and not DC proper; it tends to skew the numbers.

If it had the political will, our government could easily support a major affordable housing project in our 16th St. Heights neighborhood -- something Northern Busbarn Neighbors (NBN) has been pushing for at the 4-1/2 acre bus barn site, currently closed for major construction and renovation that does not include any housing units.

However, OP's 2012 Central 14th St. Small Area Plan that I helped facilitate, calls for mix-use development -- multiple townhouses along Iowa and Arkansas Avenues, with apartment/condo units anchored at each North/South end of the property that included the reopening of Decatur St. and a host of service/retail establishments to serve, not only the on-site housing units, but our 16th St. Heights residents as well.

Instead, WMATA is opting to return to a newly renovated bus barn, sometime in 2026-2027, with 150 diesel-fueled buses -- 75 of them "articulated" (the big-ass accordion type) -- a body shop and a spray paint booth, to a residential neighborhood; it makes no sense. Visit: [cleanbus.org](http://cleanbus.org)

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

No, after the emergency is lifted I would suggest to consider other alternatives to increasing walking and pick-up/drop-off options by reducing the size of sidewalk dining. We might also assume these same pick-up/drop-off options may return to pre-COVID days, making wider public access less necessary -- maybe -- who knows?

I've been more concerned about patrons at these "streateries," as they appear oblivious to the dangerous nature of their surroundings (as I view it) and their vulnerability to surrounding traffic landscapes that can change in milliseconds, based on an assortment of varying activities and distractions we all face as we move through our daily routines. Why put people's lives in danger for a social activity in a city that as yet, has not become accustomed to stopping for pedestrians in a crosswalk or yielding to cyclist? Streateries appear to be accidents waiting to happen.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Other than the two issues already mentioned -- 14th St. bus barn and a new W4 ANC -- I want to address: (1) PUBLIC SAFETY – This past August, my SMD had a rash of daytime robberies and assaults at gunpoint. I maintain a standing relationship with 4D and will meet with Commander Griffin, PSA commanders and rank and file officers, making recommendations to address possible solutions; and (2) NEIGHBORHOOD REVITALIZATION – City government response to promised changes along the 14th & Kennedy St. corridor that intersects with Colorado Ave., has lagged behind other development along Kennedy St. and the Ward. As one who helped establish Office of Planning's (OP) Small Area Revitalization Strategy for the upper-14th St. corridor, I will reengage OP and DDOT to jumpstart revitalization efforts in our neighborhood's public spaces by establishing timelines for enactment and completion;

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

1. Experience;
2. Understanding my role: To weigh-in on issues that will ultimately affect all of us;
3. Attention to detail;
4. Knowing the process and how it works; and
5. Transparency -- Protecting the integrity of the process and procedure.

**8) What is your vision for the Upshur Street area? How would you like to support Georgia Avenue and Upshur Street's small businesses?**

I have little to no vision for Upshur St, per se; my focus -- my SMD -- is 16th St. Heights. After the 2020 Census numbers are released, I want to look into the creation of a new Ward 4 ANC to serve 16th St. Heights -- primarily SMDs 4C01, 4C02, and 4C03 and targeted blocks of 4C04 and 05. ANC 4C is comprised of Commissioners from 10 SMDs; seven of those 10, serve, (primarily), residents of Petworth; I want to change that.

Past ANC 4C agenda items shows the majority of their business is Petworth-related -- East of GA Ave. over to North Capitol Street -- the current and former blog/newsletter that covered ANC business, is entitled "Petworth News." How do you imagine that makes us feel in SMD 4C01, 02, 03 and parts of 04 and 05; the areas that cover 16th St. Heights and the Southern-end of Brightwood? Having majority issues focused on Petworth does not serve our (my) constituencies well.

Having started in business at the age of 22, selling Xmas trees at the corner of MLK and Good Hope Rd., in SE, DC, supporting local businesses, (regardless of location), is part of my entrepreneurial DNA. I would be first in line, asking our local communities to support their local businesses, because that continuous support is directly tied to not just their success, but that of our communities where we live. Your patronage will help them to help you, by sponsoring a local community or school event, advertising in your neighborhood newsletter, blog or podcast or posting a flier for a lost pet or stolen bike or providing your teenager with their first after school/summer job.

GA Ave. has always been particularly challenging for businesses -- it's a thoroughfare -- destination driven that's inundated with businesses, for the most part that I don't consider to be "neighborhood serving retail" -- it's changing -- but it remains saturated with establishments driven by the sale of beer, wine, and hard liquor -- now joined by bars, saloons and breweries -- where a neighborhood cannot survive on just alcohol-establishments alone.

In addition to our traditional "watering holes," we need service/retail businesses -- eyewear/optical, frame shops, computer, shoe repair, or tailor shop, art gallery, book store, flowers, boutique/speciality store operations -- the list is exhaustive. We have two dysfunctional Post Offices on GA Ave. -- Ward 1 and Ward 4 -- that close early, are always crowded, and lack self-service options; many of us choose to go elsewhere, then stay and shop in and around the stores where we already are. Changing these dynamics will require a concerted effort on the part of "conscious" developers and commercial property owners, in cooperation with city officials and our local chamber's of commerce, in building the infrastructure necessary to support what most



of us are demanding -- better retail/service options -- to include refurbished and interesting streetscape designs that create an interest in "shopping over there."

**9) What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

After serving two previous terms on ANC 4C01 -- 1990-1992 and 2015-2016 -- the Northern Bus Garage redevelopment is one of the reasons why I'm running again. As presented, I do not support the project -- full disclosure -- I own a commercial building directly across the street from the facility; meaning I have a vested interest in the development of the bus barn or the lack of it.

In late February 2019, one month after WMATA's first public meeting disclosing its plans, we formed Northern Busbarn Neighbors (NBN) -- [www.cleanbus.org](http://www.cleanbus.org) -- to represent the interest of our community, which was not being supported by our Mayor, the Council rep or the ANC Commissioner, whose SMD included the barn.

One of our contentions that requires us to standup against their proposal, is there 2026-2027 (anticipated) return, continuing to function in a residential neighborhood as a diesel-fueled bus facility. There plan is to bring back 150 diesel-fueled buses -- 75 of them articulated (the big-ass accordion type) -- that emit all manner of deadly toxins -- and if that's not enough -- they're throwing in a body shop and a spray paint booth for good measure; it makes no sense. We're a community of the future -- we're "the Jetsons" -- not "the Flintstones" of the past.

Of all the social justice issues I've ever led or been a part of, I never thought anything dealing with the environment would be one of them -- I resisted "paper or plastic," as well as "bring your own bag," until I felt I was literally being "nickeled and dimed" into compliance.

Through NBN, I found a balance; a way to disrupt the environmental complacency in myself that also exist throughout our communities and create stronger opportunities for affordable housing and economic development on the 4-1/2 acre site. In other words, there's a better plan; not just my plan/my vision, but a city plan that WMATA's ignoring.

NBN is following the science: (1) There's no such thing as clean diesel; (2) Diesel fumes reek havoc -- health and mortality -- miles from their point of origin; (3) DPM -- Diesel particulate matter -- a by-product of diesel fumes, lands in and around the the area where it is emitted -- concentrated in our community -- and has already shown to disproportionately affect the air quality of this neighborhood; and (4) Like COVID -- can't see it or smell it -- kills just as effectively.

If WMATA insist on returning to our neighborhood with environmental toxins like DPM, a body shop and a spray paint booth, NBN wants them to perform an EIS, an Environmental Impact STATEMENT -- not Assessment or Study -- a statement; something they haven't done in their 113-year history and further: Do not return to the bus barn until it has procured an operational, ALL Electric bus fleet. [www.cleanbus.org](http://www.cleanbus.org).

Finally, there's a much better environmental/economic plan for the bus barn that is not being explored -- move it. WMATA owns two other facilities -- Four Mile and Shepherd Parkway -- located at the Southern-end of its 3 major routes -- 14th, 16th Streets and Georgia Ave., just as close as any of their other "non-revenue generating routes" -- what they call "dead heading" -- that they refuse to consider.

# Maria Barry

## ANC and Single Member District: 4C02

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

<b>Mode of Travel</b>	<b>Frequency</b>
<i>Metro</i>	Infrequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

As an example, if a Capital Bikeshare station or an improved and safer bus stop will serve a large group of residents or help make our shared infrastructure a safer system and protect lives, then I will support that over the loss of a few individual parking spaces if that is necessary. I consider the needs of the neighborhood as a whole and not just a few voices.

As I have seen during my five years as an ANC commissioner, any situation that involves the removal of on-street parking are often some of the most contentious ones that ANC 4C faces in our neighborhood. Even this past year, we saw the addition of a new Capital Bikeshare become controversial ---even without its addition causing any changes to residential parking. In these situations, I believe it's important to make sure that everyone has a voice at the table and to try to find a resolution that strikes a balance.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

During this unprecedented time of COVID-19, the gap between those that have access to technology tools and those that do not, has become wider and more apparent. But in some ways, by moving ANC meetings online, we have a larger reach and it's more inclusive. Because of the timing of the evening meetings, in non COVID times, many residents are unable to attend in person based on their work or family commitments or some may have a harder time using the technology. There is something that is lost in the process by not meeting in person and I would like to see a "hybrid" approach once COVID subsides. Commissioners can meet in person (like we used to do) and residents can come in person or we could have a live stream with questions or have a web ex meeting in parallel with the in-person meeting. That way we can reach residents in a format that works for them and makes sure the digital divide doesn't preclude participation This would require significant resource investment from the DC Council and Mayor's Office but long term it could improve accessibility and transparency to ANC meetings.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

Yes, I support the goal of addressing the District's lack of affordable housing. If anything I hope the Mayor and other elected officials can push for even more units. Additionally, the District also needs to focus on adding more deeply subsidized units targeted at households at even more subsidized rates (10-30% AMI) and working with the DC Housing Authority to ensure residents living in its housing developments are living in safe and healthy conditions.

ANC 4C has already demonstrated its leadership in addressing the affordable housing crisis. During my most recent term, ANC 4C passed a policy where it requests that developers requesting flexibility of the zoning code, particularly as it relates to converting rowhomes to 3-unit buildings, donate \$5k per unit to an affordable housing developer working in the district to include affordable units in new development that are beyond Matter-of-right or over the IZ minimums.

In terms of where housing can be located. Adding more density in parts of the neighborhood and in Ward 4 that allows for increased housing opportunities makes the most sense. The Northern Bus Garage Redevelopment project could potentially add housing to it's once in a century plan. This is not currently in the plan (nor is it budgeted for) but it is a potential site for more housing. Additionally, there is a privately owned section of 14th Street (where the Dance Loft is housed currently) that could potentially bring more housing to our neighborhood. This property is currently for sale and would be a great place for ground floor retail, and a mixed use space with housing.

We know Mayor Bowser is looking to install express bus lanes on 16th St, so we have an opportunity to work with some of the faith-based organizations to add density on to their property if they wanted. We saw a great example of this with Emery Beacon of Light on Georgia Avenue. Increased transit options would support more housing density on this corridor. In addition, supporting Accessory Dwelling Units to add new housing while also helping long term residents stay in their homes is a way to increase housing in our low-density neighborhood.

It is important that we encourage development – including affordable housing – in corridors in and around 16th Street Heights (like Georgia Ave) and in areas where zoning already allows taller buildings. I welcome the opportunity to have our neighborhood provide affordable housing development by encouraging it along the corridors that allow for development.

Building affordable housing development is not only the right thing to do; it will also allow for our residential neighborhoods and commercial corridors to thrive.

- 5) **During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes, I think the District should take this opportunity to revisit which streets can be put on 'road diets' to be able to expand sidewalks and improve streetscapes to aid in economic development and support for local businesses. While traditionally, parking was seen as a driver of customers for business, in DC today, there is now a diversity of people accessing businesses including pedestrians, bicyclists, and those using transit and ride-share.

Creating attractive and safer streets, especially along our commercial corridors, is one tool that the District (DDOT in particular) can use to help businesses recover from the pandemic. In my neighborhood (16th Street Heights) I worked to bring a successful Main Street to the commercial corridor, helping to bring two organizations together to form Uptown Main Street. I am an active volunteer in the Main Street Economic Vitality Committee and am currently helping the organization think through and create a Stretery. In addition, I also serve on the board of the Tenleytown Main Street.

I think using public space in new ways should continue, where feasible, after the emergency ends. As an example, the closure of parts of Beach Drive in Rock Creek Park has been instrumental in helping residents to gain access to trails for walking and cycling. I do hope that these closures remain after the emergency ends to provide safe routes to the trails.

**6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

An issue that comes up frequently is the need for additional traffic calming measures in the neighborhood. Many side streets and our thoroughfares have cars driving at top speeds with no regards to pedestrians, other cars, or cyclists. I initiated, with Charlotte Nugent, ANC 4C01, a Northern 16th Street Heights Traffic study which looks at roads and sidewalks between Farragut St NW, Military Road, Georgia Ave NW and 16th St NW. DDOT determined various improvements and traffic calming measures.

With the modernization of the West Education Campus and the Latin American Montessori School located on the former Kingsbury School campus, there is an urgent need to improve pedestrian and bicycle safety near and around 14th and 13th Streets and Farragut, 14th and Gallatin and Piney Branch. I serve on the School Improvement Team at West and on the LAMB Community Council so that I can be responsive to both school communities and help in any way that I can. Adding more bike facilities in the neighborhood would be a big help. I strongly support efforts to make intersections safer and more transit-friendly, and if re-elected as the ANC Commissioner, I will work closely with DDOT to continue implement these recommendations and help residents to advocate for more improvements.

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

As a community organizer, advocate and leader, I am a relationship-builder who respects and listens to all people. I pledge to continue to work with all residents and other commissioners to solve problems and put the needs of 16th Street Heights first. I will continue to work to address neighbors' concerns and help facilitate solutions working with DC government agencies, the Mayor's office and the DC Council. I have a track record of building our community and bringing people together, whether it is co-founding Friends of 16th Street Heights Parks, co-founding the Uptown Farmers Market (formerly the 14th and Kennedy Farmers Market) or co-founding the Uptown Main Street. To learn more about my record and background, please visit [www.mariabarryanc.com](http://www.mariabarryanc.com).

**8) What is your vision for the Upshur Street area? How would you like to support Georgia Avenue and Upshur Street's small businesses?**

Although not in my SMD, Georgia Avenue and Upshur Street are two central commercial corridors serving our neighborhood. These corridors are essential to the vibrancy of the area. Based on my work with Main Streets, both in my neighborhood and Tenleytown, my vision is to build infrastructure to support the area's small businesses by helping to bring a Main Street program to Georgia Avenue and Upshur Streets. This of course takes significant resources and investment from our DC Council and DSLBD.

If a Main Street is not possible, I think creating a business/community association for each corridor would be a first step to have businesses collaborate and team up on initiatives and events. There are two Main Streets representing the southern (Lower GA) and the northern (Upper GA) area and there could be synergy to have the middle part of GA avenue be its own Main Street or to combine with parts of the Lower or Upper area, depending on which stretch of GA Ave. Ideally Upshur Street would be part of the increased efforts that are focussed on GA Ave.

The Uptown Main Street combines two very distinct corridors (14th Street and Kennedy Street) so it seems that model could work well for Upshur Street. Before we established the Uptown Main Street, there was a successful Kennedy Street Development Corporation and a Community Alliance for Upper 14th Street (CAUFS). This can be a model for the middle of Georgia Ave and Upshur Streets.

**9) What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

The Northern Bus Garage Replacement project presents a once in a century opportunity for the neighborhood to expand our commercial corridor while improving the safety for WMATA transit workers. Although the project is long in years, the final result will be a LEED-certified garage which will hold 150 clean diesel and hybrid-electric buses (75 of which will be articulated buses) and will include infrastructure to house an electric bus fleet.

During the construction phase WMATA must remain committed to working with the community and neighbors to ensure that there are clear lines of communication with stakeholders. I have called on WMATA to hold at least four community meetings before the end of the year to discuss the design of the building, to hear and address environmental issues, and to provide clarity of the changes to the project design. It is imperative that WMATA designate a contact so that neighbors can reach out if there are concerns. I am working to ensure that the project maximizes community benefits and minimizes any environmental or neighborhood impacts.

In addition, the project is planning for 25,000 square feet of retail facing 14th Street. I serve on the Uptown Main Street's Economic Vitality Committee and on the Retail Strategy Working Group. WMATA retained Street Sense to develop the Retail Strategy and I will work hard to ensure our voices are heard in the process. To date, there is great interest in a small format grocery as an anchor tenant which would be a gamechanger in the neighborhood.

Should the garage be equipped to charge electric buses?

By all means YES! The garage should absolutely be equipped to charge electrical buses and I recognize that the community is looking for a commitment of an all-electric fleet to the garage when it reopens. The good news is that WMATA is planning to build out the electric charging station at the Northern Bus Garage. However, the commitment needs to go further. This means we now need to advocate for WMATA to eliminate the legacy of diesel buses from returning to the fleet and convert the current fleet of buses to electric ones. If I am re-elected, I will work to ensure that Pepco will be accountable for building out the appropriate infrastructure/grid and that the Bus Garage Environmental Working Group, Pepco, WMATA, and the Mayor's Office will all work together to figure out how to develop the proper infrastructure to make this happen.

When the Bus Garage re-opens, I am advocating that even if WMATA has not procured an all-electric fleet, that at least we can have a pilot of a small number of electric busses housed at the Northern Bus Garage.

# Bobby King

## ANC and Single Member District: 4C02

- 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Occasionally
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I would support safety measures in my neighborhood as pedestrians come first. With regards to bike routes however, I believe that it depends on the layout of the street and neighborhood input.

- 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I think moving ANC meetings is a minus for these, because access to ANC meetings are reliant on the strength of an internet connection while some of my neighbors don't have access to internet.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

Personally, I support the push for these additional housing units. I would advocate such measures within my ANC to garner their support. My SMD is primarily single family housing units. The only area that may provide such space is the area currently housing the Northern Bus Garage. I would advocate for the area to be a multipurpose area.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?

Personally, I believe these sidewalk cafes can continue, in areas where they are not too obstructive to traffic and pedestrians. For example, the 4C02 SMD can manage curbside table services while Adams Morgan and 14th Street shouldn't due to density.

Those restaurants that continue must leave areas for wheelchairs and pedestrians. Densely populated areas should not offer this service once the emergency ends.

**6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Public safety in the form of car break-ins and theft have become more prominent in the recent months. I would advocate for community policing, and brighter lights.

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I believe I'm the best candidate because I'm a good listener. As a part of my campaign, I reached out to neighbors while respecting social distancing guidelines. I was able to talk with my neighbors about their concerns about the community. As ANC, I will continue to be accessible by phone and email. I believe the ANC is the most direct link between our community and the government, making a good listener essential.

**8) What is your vision for the Upshur Street area? How would you like to support Georgia Avenue and Upshur Street's small businesses?**

I support development efforts, but it must keep the residents in mind by collaboration to find what works best for the neighborhood.

**9) What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

If the Northern Bus Garage is staying in its current location, I support it being equipped to charge electric buses in order to cut down on air pollution.

# Cecelia Waldeck

ANC and Single Member District: 4C03

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Frequently
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Frequently
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I would balance the degree of on-street parking congestion existing in the neighborhood and the safety benefits from any changes eliminating parking spaces. On bike routes, I would likely place them on less travelled streets to improve safety even if it added distance to a route. An example was the plan to add a bike lane on Upshur Street NW from Georgia Ave to Blagden Rd NW. Other streets with less traffic and congestion would be preferable to Upshur St because of the presence of an elementary school at 14th St. NW and the narrowness of Upshur Street between 16th St and Blagden Rd NW. Because of the grid layout of our streets, other streets present good, safer alternatives for a bike route.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

Like most everyone, I prefer face-to-face meetings over online but public health and defeating covid19 must be a priority. This is a time requiring sacrifice from all of us.

4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

I would prioritize investing in existing public housing managed by DC Public Housing Authority so that ALL the apartments meet the basic standards of habitability. I have seen public housing units in Southeast which were damp from water leaks from ancient plumbing systems and unhealthy places to inhabit due to mold and insect infestations. It is shameful that DC Housing Authority is not maintaining these units and protecting the health of the tenants.



As for new affordable housing units, I would encourage development of multi-unit affordable housing near metro stations or on major roads such as Georgia Avenue. Citizens who need affordable housing also need access to public transit. I would encourage building affordable housing near Redline metro stations and considering whether the definition of affordable needs to be revised to cover more seniors primarily living on social security.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Personally, as a restaurant patron, I prefer to eat indoors with more privacy, no mosquitoes, air conditioning/heat, and no noisy nearby traffic. Due to the pandemic, some of the restaurants on 14th Street NW have added more sidewalk seating. As long as there is enough space to facilitate an easy flow of pedestrians past the outdoor tables AND the outdoor service is not disruptive to nearby neighbors (quiet, no litter, no rowdy patrons), I am not opposed.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Gentrification and rising property values have caused high turn-over in homeowners and has led to a loss of community cohesion and the past neighborhood culture. I would like to see more efforts by the city to make it possible for seniors interested in remaining in the neighborhood to continue to live here.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

First, because I live near the Northern Bus Garage, I am particularly motivated to pressure WMATA to redevelop the Northern Bus Garage as an electric bus garage and to provide me and other neighbors with robust insurance to cover potential damage to our properties and health during the demolition and construction of the garage. The demolition involves removing hazardous materials and, in order to lower the basement level of the garage, excavating hard, bedrock with hazardous explosives used in the mining industry. Second, based on my experience testifying at BZA special exception hearings and my active support of zoning regulation changes limiting the footprint of redeveloped row homes, I am quite familiar with the zoning regulations and can contribute to ANC deliberations on special exception requests. Finally, I have good advocacy skills from working as an attorney for many years.

- 8) What is your vision for the Upshur Street area? How would you like to support Georgia Avenue and Upshur Street's small businesses?**

I would encourage them to consider developing a Main Street Program, like the Uptown Main Street, which provides grants to small businesses that can subsidize joint marketing and advertising. The best way to support small businesses and the nearby Farmer's Market is to become a customer and I am a regular customer of the Farmer's Market. I am not a business expert and unable to opine on what businesses will thrive and appeal to the nearby demographic.

- 9) What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

YES! I live near this garage and appreciate that it is currently closed and not polluting my air. Multiple studies show that the particulate matter from diesel buses, invisible to the eye like covid-19, can cause asthma and other respiratory problems. Prolonged exposure can cause lung cancer and cardiovascular health problems. There is evidence that the Georgia Avenue corridor, along with a corridor in Southeast, has the highest rates of asthma in the city.

There are health and environmental benefits from converting WMATA's diesel fueled buses to electric buses. However, long overdue, WMATA should do an environmental impact study on the health impacts of using this garage to house either diesel or

electric buses. Power lines carrying large amounts of electricity to the garage must be added and some health studies show that children living near power lines have higher rates of leukemia.

If a safe electrical infrastructure for the garage is possible, I will actively push WMATA and PEPCO to invest in that infrastructure before the garage reopens and to begin replacing diesel buses with new electric buses as soon as possible. After all, DC's 2018 Clean Energy Act sets up goals to cut carbon emissions by 50% by 2032. Converting WMATA's bus fleet to electric will help reach this goal.

# Steve Donahoe

## ANC and Single Member District: 4C04

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Infrequently
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Occasionally
<i>Shared Ride (e.g., Lyft, Uber)</i>	Frequently
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Never

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

I would put together an educational campaign to explain the benefits of the proposed changes to the neighborhood. Mailers, door flyers, and a neighborhood events would be some of the tactics I would employ.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

I think it is a huge plus to have meetings online so that everyone can attend. I do think in-person meeting are important once the pandemic has subsided, but keeping the online component as well is important.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I completely support the initiative. As a Realtor, I think housing has become very expensive and is pushing out too many people and families. Especially important people who help our city run and thrive. Teachers, first responders, and service industry workers shouldn't be forced out of their neighborhoods. I think it is important for ANCs to pressure developers to include affordable units in their plans. Our SMD has seen several new condo buildings go up and we need to push for more affordable units to be included.

- 5) **During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

I do think they should continue and they have been a huge help to the struggling businesses. But, once the pandemic subsides, they should be decided on a street by street basis with more planning put into designating areas for safe drop-offs and pick-ups.

**6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

I feel like we are experiencing an uptick in violent crime and would like to work with some local organizations as well as law enforcement to try and curb this in the short-term while trying to work on some of the social issues long-term

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I feel that I have a wide ranging background and connection to the neighborhood that will help me succeed in bringing our resources together for the betterment of our SMD.

**8) What is your vision for the Upshur Street area? How would you like to support Georgia Avenue and Upshur Street's small businesses?**

I hope the areas keeps developing and thriving. It's great to have more options for people within walking or biking distance. I love being able to walk to get groceries or dinner and NOT being forced to drive or take Uber.

**9) What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

I love the idea of this being redeveloped. I hope the buses are solely electric and would welcome new local businesses as well as some affordable housing.

# Yvette Marbury-Long

ANC and Single Member District: 4C04

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Occasionally
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

Traffic lights are needed to ensure pedestrians can cross the street safely without cars or bicycles moving at the same time. Since the pandemic there has been an increase of delivery services in most of DC neighborhood and will continue long as new construction project through out the city which has increased traffic. The Metro board, along with the other jurisdictions should take into consideration making the Metro and bus services one prices; therefore, people would consider not driving their cars but there's no incentive.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I believe we will be online indefinitely due to the pandemic beyond next year. Since COVID-19 has began there has been a move to online platforms, which has become a creative way of having access to communicate without being in-person. In some instances it has been a plus and minus for people who are unable to gain access to the internet or being aware of a meeting. I would like to see ANC making an efforts to include more information posted on community boards, information on neighborhood businesses and local grocery stores. From my observation the only people who attend are seeking approval for a new business venture.

4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

I support part of this initiative. This city could be more to assist with affordable housing for our resident. I was studying demographic from various counties and states, which seem to be making more homes available for families rather than a developer who has no real interest in the community often dividing the neighborhood.

- 5) **During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

I believe this will help many restaurants to get back on their feet allow permanent use public space only through opening and closing.

- 6) **What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Not enough small business diversity

- 7) **In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

The reason I am running for ANC is I see a need for more transparency and improvement with city services. I would like to be an official voice for my community and represent those voices have not been heard and to ensure our community interests are protected. I love to be engaged and active with my community and would love be chance to fight for all. I feel there needs to be strengthening within the front line of our community concerns. My main focus will be on pedestrians safely, job recruiting, supporting small business, crime prevention, and overall shaping and managing the growth of our community.

- 8) **What is your vision for the Upshur Street area? How would you like to support Georgia Avenue and Upshur Street's small businesses?**

I support small businesses.

- 9) **What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

I support new energy source and climate change.

# Audrey Anderson Duckett

## ANC and Single Member District: 4C05

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Infrequently
<i>Metrobus</i>	Infrequently
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Infrequently
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Occasionally
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

As with any situation, I would want to hear from those most-affected by these changes to reflect their preferences in these decisions as every circumstance is different and requires careful consideration. However, I approach issues of transit recognizing that public transportation and infrastructure that supports safe walking and bicycling stands to benefit a much greater proportion of the population than parking spaces.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

There have certainly been pros and cons to this transition. In some ways, ANC meetings have become more accessible. For example, parents of young children or persons with disabilities can now access meetings from their homes. However, not everyone has easy access to technology to call into meetings. Once in-person gatherings are possible again, I would like to see ANC meetings offer both solutions: in-person with a web/call-in option to promote broad accessibility.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I fully support efforts to improve access to affordable housing above and beyond Mayor Bowser's proposal. The ANC has a unique platform to represent the views of the neighborhood to developers and advocate for the perspectives of current residents, and I intend to make full use of this opportunity.

- 5) **During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

It will be interesting to see how traffic patterns change after the emergency ends and to make decisions based on this new reality. Some behaviors adopted during the pandemic may stick around, affecting our needs for public space. In general, I believe that in select areas, the sidewalk café spaces can be welcome additions to neighborhoods.

- 6) **What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

It is important to address the question of crime and public safety concerns, particularly within the context of recent crime in and near my SMD coupled with mounting public concern about MPD as an institution. I believe in a public health approach to safety and justice and a commitment to the comprehensive work of strengthening our community fabric to prevent and respond to crime through proven progressive strategies, such as violence interrupters, to offer solutions for public safety in better and smarter ways.

- 7) **In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I deeply care about making government work for all – from residents to small businesses – and I am committed to doing the work needed to understand the challenges that face the community, the perspectives of my neighbors, and the ways forward to build a safe and thriving neighborhood.

- 8) **What is your vision for the Upshur Street area? How would you like to support Georgia Avenue and Upshur Street's small businesses?**

I am committed to supporting small businesses – particularly those that have been in the community for many years – during what is a uniquely challenging time given the COVID-19 restrictions. In the short-term, I plan to support the small businesses in our neighborhood to understand what pandemic relief programs are available from the government to weather this storm so we can return to actively growing the broad efforts of marketing, communications, curb appeal, and more to strengthen the area's small business landscape.

- 9) **What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

I understand that rolling out environmentally-friendly alternatives requires an ecosystem of infrastructure to properly function; however, I believe that we cannot keep delaying a commitment to green policies. We need to do the work and commit to a practical plan for reducing our carbon emissions at every opportunity.



# Mike Whelan

## ANC and Single Member District: 4C06

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Occasionally
<i>Shared Ride (e.g., Lyft, Uber)</i>	Frequently
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

Our streets are the most abundant public space that we have. They need to serve the highest and best use for everyone. During the pandemic, we have seen that our bus network is crucial for transporting our essential workers. Their right to a fast commute on our public streets is a higher priority than private vehicle storage. But even beyond fast bus commutes, safety is paramount. Keeping our streets safe for neighbors when they walk or ride a bike is more important than storing cars. In the MoveDC plan, New Hampshire and Kansas Avenues are identified as protected cycling routes and Georgia Ave is identified as a bus-lane corridor, but the plan sadly has not been implemented. If I am elected to the ANC, I will push to accelerate these plans. If they require removing some parking, that is fine.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

Online meetings have been a huge plus for inclusion, accessibility, and transparency. I attended in-person ANC meetings before the pandemic, but it was always a bit of a struggle because I worked in Alexandria and had a long commute home to Petworth on the Yellow Line. By the time I got home from work, an ANC meeting may already be well underway. And I work a 9-to-5 job! I imagine it must be even more difficult for people who work unusual hours, or who have young kids. Not to mention that ANC meetings typically occur during the dinner hour. For all these reasons, I hope that ANCs continue to have virtual participation. If we can get back to in-person, that would be great because I do believe that in-person interaction is important, especially with other commissioners. But everything should be live online with people able to participate virtually like they have during the pandemic.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I absolutely support the mayor's housing targets. In fact, keeping housing affordable in Petworth is one of the main reasons I am running for ANC. We are making progress on this front right here in SMD 4C06 as the Hebrew Home construction project gets underway, adding 185 new homes to the neighborhood. The community pushed hard to maximize the affordability of these units, leading to the selection of the nonprofit Victory Housing as the developer. Most of the new homes will be set aside as affordable or senior housing, helping to preserve a diversity of incomes and ages in the neighborhood.

The Hebrew Home redevelopment required a zoning map amendment. Although the ANC does not have direct power over zoning, the zoning commission and the board of adjustment are required to give great weight to ANC recommendations on matters like map amendments and variances. It's crucial that members of the ANC have a positive attitude about welcoming people to the neighborhood. New homes and new neighbors are not a burden, but a great new addition to our community! Just look at the Hebrew Home: As part of the community benefits agreement, there will be a new bikeshare station, a community activity room, a new neighborhood park, wider sidewalks, and newly planted trees. These great benefits are only possible because we are welcoming new neighbors at the Hebrew Home site. Further opportunities to add homes exist in Petworth, particularly on Georgia Avenue close to the metro station and as ADUs on many of our alleys. As a commissioner, I will support efforts to add more homes so that we can welcome more folks to the neighborhood and keep it affordable for everyone.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes. Streateries are great in their own right, independently of the pandemic. They help local businesses and they create a sense of community as you walk down the street and see people enjoying good company and a meal at beloved local restaurants. There may be some concerns with noise and hours of operation, but that can be dealt with through the existing processes in place for patio dining and is not a reason to do away with streateries.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Unfortunately, gun violence has been a big problem in Petworth this summer. We even had a shooting with multiple victims, including one fatality, that occurred in broad daylight at the busy intersection of 14th St and Spring Rd. This was terrifying for everyone in our community. One potential response is more of a police presence in the neighborhood, but we already have a lot of officers patrolling and these shootings are still taking place. A purely reactive approach will not solve the problem. Ward 4 Council nominee Janeese Lewis George has put forth a plan that calls for fully implementing the NEAR Act and for bringing the Cure the Streets Violence Interrupters program to Ward 4 immediately. I fully support that. As a commissioner, I would also work with neighbors to identify nuisance properties that generate gun violence and push for enforcement from DCRA. Finally, we have to make sure that DC does everything we can to keep strong gun control laws on the books, especially as we face a right-wing Supreme Court that is hostile to lifesaving gun control.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

In Petworth, we have people who have lived here their whole life and folks who moved here from all over the world; we have families, young people, and seniors of all different backgrounds. Few neighborhoods in DC have the diversity and community that we do here, but we are not immune from the region's housing crisis and cost pressures are growing. As a renter living in a rent-controlled building, it is very important to me to keep Petworth affordable for everyone who lives here, and for those yet to come. That is why I am running and that is what you can expect from me on the ANC.

- 8) What is your vision for the Upshur Street area? How would you like to support Georgia Avenue and Upshur Street's small businesses?**

There has been a lot of turnover in businesses on Upshur over the past several years, which has been a source of worry for everybody in the neighborhood. On top of that, we now have the devastation of the pandemic. There are several ways we can support our local businesses. First, I would point back to my previous answer regarding streateries. The 800 block of Upshur is exactly the kind of corridor where streateries would work. Second, the best thing we can do for businesses is make sure there are enough people to patronize them, so my earlier answer about supporting more homes in the neighborhood is relevant here. Third, Mayor Bowser's Open Street event on Georgia Ave last year was a huge success and resulted in a lot of visibility for businesses on Georgia Ave. I would like to make it annual, and perhaps have smaller-scale Open Street events more frequently throughout the year.

**9) What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

I am very glad that as part of the project WMATA is adding commercial space along 14th Street to help increase the vibrancy of the corridor. As far as electric buses, the climate crisis we are facing demands that all vehicles be electrified so that they can be powered with green energy rather than polluting internal-combustion engines. Regardless of whether WMATA plans to buy electric buses in the short term, the transition to electric is inevitable in the long term. This garage will be around for a long time, so it is imperative to include electric infrastructure. Also, I know WMATA says that battery-electric technology is not reliable yet. That may be the case, but electric trolleybuses have been around for a century and reliably operate every day in several big cities around the country, including San Francisco, Seattle, Philadelphia, and Boston. WMATA should consider electrifying their busier lines with proven trolleybus technology.

# Namatie Mansaray

## ANC and Single Member District: 4C06

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

An increasing number of people, like myself, depend solely on public transportation to navigate the city. As an avid user of our transit system, I am an advocate for improved transit to include bus service and other modes of transportation. I support and encourage measures that allow pedestrians, cyclists, and residents of all ages and mobility levels to safely navigate our sidewalks and streets.

If there was a way to improve bus service or safety for people walking or bicycling in my neighborhood that required removing some on-street parking, I would first be sure to involve the residents of this community. It is vital that we provide residents and constituents the opportunity to be involved with matters that directly affect them and gather input and concerns. In recent years, there was an opportunity to install a new Capital Bikeshare station in Ward 4, on a street that had an existing bike lane. This proposal project would have resulted in the removal of parking spaces. Petworth has a combination of single and multi family homes, apartment homes and condos and of course, limited street parking.

I believe in theory, residents are on board with the idea of improving transit options or in this case the installation of a new bikeshare station. The concern is that some residents do not want to lose the limited parking that already exists. As I stated earlier, my primary form of transportation is public transit; however, I did at one time own a vehicle as well as a motorcycle so I can understand the desire to conserve available parking in our neighborhoods when they are in short supply. Working with the District Department of Transportation (DDOT), our D.C. Council leaders, residents, and the ANC to discuss options, optimal locations and resident concerns would be the first way I would approach the situation. I believe in clear and open dialogue that will hopefully lead to equitable solutions for our community and improved services and safety for our residents and the public.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

COVID-19 has exposed the deep inequalities we continue to face in our society as a result of systemic racism, disparities in our healthcare infrastructure, a failing justice system, housing inequality, the wealth gap and the digital divide. The pandemic has

caused several shifts, to include a shift to an online platform for ANC meetings. This new platform offers residents and the public the ability to watch or dial into meetings but this forum is not inclusive or accessible for all of our residents. Across our country and right here in Washington, D.C., we have a digital divide and more than a quarter of homes in the U.S. lack internet access. There are residents who have access to computers and the internet, who are able to navigate Zoom and Webex, and thus successfully able to participate in online ANC meetings. And then there are those who may not have access to these forms of communication, have restricted or limited access, or who may be unfamiliar or unaccustomed to the various platforms on which ANC meetings are being held. Online ANC meetings have the potential to reach a broader audience and be inclusive of all residents but it also potentially limits the reach and effectiveness of the meetings. If a significant number of our residents are unable to access the platform, we need to be even more proactive in figuring out the gaps, how we can provide our residents with pertinent information and how we can continue to be efficient representatives of our communities.

Prior to social distancing measures, the benefit of in-person meetings was that residents would be able to attend without the limitations that technology, phone, internet and possession of a computer had on many people in our single member district. An easy answer or solution to this doesn't exist, because there are underlying issues and discrepancies as to why people experience this unequal distribution to access. In terms of steps or measures ANCs can think about doing moving forward, we can:

1. Proactively provide information to residents on different forums, reminding them of the options for meeting participation.
  2. Encourage residents or block captains to engage their neighbors and networks, and share information or assistance if they're able.
  3. Share newsletters in the neighborhoods that encourage residents to join the ANC meetings by phone, and
  4. Ensure meetings are as inclusive as possible, to include interpretive services as needed for foreign language and sign language.
- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I support the proposal of building 36,000 additional housing units in the district by 2025 with 12,000 earmarked for people making 60 percent or less of the Area Median Income. However, I would like to see the plan be even more ambitious and expanded by ensuring that Mayor Bowser and the District support additional housing inclusive of seniors, low income residents and first time homebuyers as well as ensuring that there is safe public housing.

I think ANC 4C and all ANCs could play a significant role in addressing housing affordability challenges in a number of ways. As local representatives, ANCs can provide the planning agencies and zoning office, as well as the DC Council and the Mayor with input on proposed development. They could encourage the revitalization and or development of affordable housing properties and support programs in our various Wards and communities that expand affordable housing.

Supporting the expansion project on the old Hebrew Home in Ward 4 is one way our ANC was able to contribute to the growing needs of our city, older adults and most vulnerable populations. The project, called Spring Flats will include 185 affordable homes. There will be 88 units set aside for seniors, 87 family units, 58 of which are affordable, 29 workforce housing units and 10 homeowner units, three of which are workforce housing units. This was a great effort on behalf of residents who are in need of affordable housing in Ward 4.

Housing is a human right and no individual or family should be displaced or face any barriers to housing. In many of our Wards and communities, housing affordability and lack of access to housing further deepens existing inequalities. We have a growing need for affordable housing in Ward 4 and in D.C. as a whole. Expanding our affordable housing stock is the right thing to do, not only does the creation and addition of affordable housing help residents but it helps our local business and economy thrive.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Our small businesses, retail, restaurants and nightlife have been severely impacted by COVID-19. Most recently we heard the announcement that a number of very popular and well loved establishments around U Street would be closing at the end of the month. Many of our small and medium businesses have already closed, are on the verge of closing or are trying desperately to stay afloat.

In thinking of ways to expand outreach and welcome back customers, many restaurants and businesses have had to modify their structure by offering discounts, to-go and pick up orders, meal kits, utilize delivery apps, and if able, expand their outdoor dining options to include sidewalk and patio seating, curbside table service and spaces for people walking and picking up or dropping off orders.

Businesses are being required to get creative which has led to a reimagining of how we can and should utilize our public and outdoor spaces now and post COVID-19. As we think about our current state and the coming months, it's important that leaders, businesses and the community are able to strategize, be open and adjust to potential alternatives and changes to existing structures and methods of conducting business. The health pandemic has ushered in varying challenges but if we can create measures that will be beneficial and equitable to all, we should aim to do so.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

As Petworth continues to grow, I believe it's important that we strive to be equitable, inclusive, accessible and safe. 4C06 has several interconnected issues that are important to residents, many previously mentioned on this questionnaire. But in addition to those, residents are also concerned about safe streets and violence, all of which have been exacerbated by COVID-19. I think it's vital that we invest in our growing community by identifying resources and programs to aid our residents, schools and businesses. We have seen an uptick in crime that directly impacts our residents, our neighborhoods, and our Ward and that needs to be addressed. I believe in working with leaders and residents to think through solutions that target the violence and violent perpetrators in our community.

There are many systemic and root causes that contribute to crime and I would caution us to be mindful of the policies and policing that disproportionately target our Black and brown communities. We should prioritize and advance community safety and advocate for ways to prevent crime through additional methods such as violence interrupters and mediators. Ensuring we have a safer community should be a priority for all of us.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

We deserve an ANC who actively listens to the needs and inputs of our residents and businesses and works to find equitable solutions. My goal is to ensure that all voices within our single-member district are heard and that all residents' concerns are addressed. I understand first-hand many of the issues we face in Ward 4 and I want to continue to make an investment in our community. I welcome the opportunity to represent my fellow residents, and this neighborhood in a manner that encourages diversity, inclusion, and equity for all residents.

- 8) What is your vision for the Upshur Street area? How would you like to support Georgia Avenue and Upshur Street's small businesses?**

Upshur Street is a vibrant and necessary part of our community as is the Georgia Ave corridor. I have always been an advocate of shopping local and patronizing our small business and restaurants. I would encourage our residents and the public to do the same if it is feasible for them.

To help support our small businesses, I would advocate for continued government support, resources and training that can help those impacted by COVID-19. The safety of employees and consumers alike is imperative, the health pandemic has not only had a profound effect on business and livelihoods but also an adverse impact on Black businesses. Our small businesses need assistance and support in the form of loans and grants, such as the \$4 million grant program available to qualifying businesses to help them prepare for the winter months. Though D.C. has already allocated relief funding to local businesses, gaps remain in terms of who is eligible, who is left out, and who receives the relief funds.

What is evident is that additional relief funding is needed from our federal government. It is imperative that legislation and policies are created and passed at the federal level as well as locally so that our businesses are able to receive much needed relief and are able to operate safely. Small and medium-sized businesses play an essential role in our community, we must support workers and businesses by supporting pathways that will allow them to succeed and prosper.

**9) What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

Projects and redevelopment plans that create accessible and affordable transportation, transportation equity and are environmentally friendly are always favorable. The Northern Bus Garage redevelopment plan in Ward 4 aims to use the historic space for buses as well as a mix of retail along 14th street.

A few points of contention with this plan surround the environmental concerns. This garage will primarily house diesel buses, it will have an electrical infrastructure but there are no concrete plans for electric buses as of yet. Residents in the area have noted health concerns, lead in their soil and the impact on ground and air quality due to the 14th street bus garage and these are all valid and very concerning aspects that elected leaders, community leaders, Metro, the ANC, and other invested parties should consider.

In keeping with the environmental policies of D.C. at the very least, I think an environmental impact study should be completed and a commitment to incorporate or migrate electric busses. I have found memories of driving past the bus barn when I was growing up. As we think of how to better redevelop our existing infrastructures, I hope that we do it in a way that is sustainable, environmentally safe and is not to the detriment of our residents and public.

# Jacob Mason

## ANC and Single Member District: 4C07

- 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

- 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

First, I think there are a lot of creative ways to improve bus service, walking, and cycling in the city. You can increase bus frequencies, limit through access (ala Slow Streets), and allow 2-way bicycle traffic on one-way streets for cars. We need to be bolder at trying these types of solutions.

Second, the appearance of a shortage of parking is because we subsidize it. If we mandated that all ice cream was 5 cents, we'd have shortage of ice cream too. We need to rethink how we price parking, so the price reflects how much we have. With a more rational means of allocating public space, we can have an honest conversation about how we should use it.

That said, cars are typically parked for 95% of the time, and such storage appears to be a very poor use of limited public space. Recognizing that many people have built their lives around the current system, we should consider impacts of removing parking, but recognizing that plethora of alternative modes of transportation in the district, and the high costs of driving to everyone else.

- 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

Generally good, but it doesn't solve everything. Some people with limited time can more easily participate in meetings, but it still requires good internet access, and time to participate, which many still lack. Often meetings occur during children's bedtimes, and participation involves intimate knowledge of issues and process.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?



Yes, we need more housing, more subsidized housing, and strong protections for tenants. More housing is needed and needs to be widely distributed, especially in the wealthiest, lowest density parts of the city, which have wielded their power to prevent the construction of new housing. Unless we build more, it will push more people to need subsidized housing, creating ever longer waiting lists. We need more subsidized housing, understanding that even housing at 60% AMI is still unaffordable to many DC residents.

ANCs can work to support more housing, while helping to make sure that developers are respectful of the community. ANCs can also support more subsidized housing in the area. My ANC has many areas that are able to be redeveloped without additional displacement, but these will soon run out, and housing costs will continue to soar. Much more is needed, including creative solutions to add housing throughout the neighborhoods.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes, but with some caveat. Restaurants are clamoring for more seating space, not more parking, but we must be careful about allocating public space to private businesses. There are many other uses of public space besides parking and eating, and we need to consider them as well.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

The decisions are being made by those in the know, and the people that suffer the most are those without the time or money to be involved in the process. I hope to proactively reach out to the most vulnerable members of the community to bring them into the process and to elevate their perspective.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I have a strong background in urban issues, particularly transportation and housing. I have experience understanding the process of how government works, and I am able to work closely with a variety of people. I can see the big picture, so I can make real long term progress and won't get bogged down in every detail. In my professional experience, I have become adept at delegating, and I'll be building off a network of block captains to help.

- 8) What is your vision for the Upshur Street area? How would you like to support Georgia Avenue and Upshur Street's small businesses?**

I would like to see a more attractive Upshur street, with a more lively atmosphere. There are currently few connections across the long block, so a mid-block crossing could help connect the sides. Many of the street trees on the block are anemic and need to be replanted. The bicycle lane is typically full of double parked cars, making it not very useful for the many people in the area who travel by bicycle.

Georgia Avenue could be a great commercial street, and many areas to the north and south of ANC 4C are thriving, but the section in Petworth suffers from heavy traffic and narrow sidewalks. The commercial corridor is not continuous, due to zoning restrictions. The main arterial is the place for business to grow, but we've made that illegal on several key parts of the Avenue. Improving transit, through center-running bus lanes should be a priority to better link the area to the rest of the city.

- 9) What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

I'm in favor of modernizing our transit facilities and making them more integrated into the urban fabric. Electric buses must be a part of the future of DC transit, and we should be doing all that we can to reduce local air pollution. That includes also looking at ways to reduce the need for local car trips, by supporting efforts to improve walking, cycling, and public transit, and by creating more compact, mixed use neighborhoods, where you can meet nearly all of your daily needs within a 15 minute walk.

# Clara Haskell Botstein

## ANC and Single Member District: 4C08

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Infrequently
<i>Shared Ride (e.g., Lyft, Uber)</i>	Frequently
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

I strongly support investment in public transit and pedestrian and bicycle access. As someone without a car, I know firsthand the importance of these modes of transit, as I rely on them every day. I also understand neighbors' concerns about parking access. If these transit initiatives required removing some on-street parking, I would convene concerned neighbors and discuss options, including other available parking spots within walking distance. I would share data regarding the positive impacts on neighbors and support from the community (e.g. through survey data) to explain the need for the change and the overall community benefit. When weighing options, I would favor plans that minimized disruption for neighbors, but ultimately would prioritize the option that maximized safe and accessible transit access for the greatest number of people.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

Moving public meetings online can significantly increase engagement for residents who can't leave their homes for work, caregiving, transportation, and other reasons but are able to engage virtually – I've seen this at numerous meetings I've attended since COVID-19. On the other hand, virtual meetings can present a challenge for residents without devices or reliable internet access. Moving forward, I support live streaming of all ANC meetings and including a virtual option for residents who want to join remotely, with the understanding that ANC commissioners should make an effort to come in person to the greatest extent possible, to build inter-ANC relationships. To make live streaming with quality possible, I would advocate to the DC Council to secure funding so that all ANCs can purchase the equipment and software necessary for live streaming and virtual participation.

- 4) **To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I support increasing the number of affordable housing units in the District, as well as robust rent control laws. To keep the District livable, vibrant, and diverse, it's critical that long-term residents can stay in their homes, that low-income and working class residents are not displaced when new residents move in, and that the District is an affordable place for a wide range of people, including workers making minimum wage, senior citizens, and civil servants, such as federal workers, teachers, and firefighters, on whom our society and democracy depend. I support Mayor Bowser's effort to bring affordable housing to the District. I would like to see housing units reserved for each tier of the income ladder up to 60% of AMI. I also support efforts to provide housing and social services to our homeless population. Our ANC, which is rapidly gentrifying and where affordable housing is a major issue for residents, can help promote affordable housing by working with developers to increase support for the Housing Production Trust Fund and increase the number of affordable units within buildings. Our ANC can contribute affordable housing units on Georgia Avenue in particular. Georgia Avenue has the highest density apartment buildings in my SMD, and I would favor continued growth there, as that growth supports local businesses and doesn't require house to condo conversions (which can raise prices without creating multiple affordable units) or require demolition of single-family homes on side streets. The ANC can also help by being vocal supporters of affordable housing initiatives, as it did with the Hebrew Home, which will be one of the largest affordable developments in our area with almost 200 affordable units.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

I support "streateries" and their continuation after the emergency ends, as they, along with open streets events, create vibrant and essential public spaces, build community, and increase foot traffic to local businesses. I think it's important that streateries and street events that require closures focus on streets with local businesses and avoid public transit disruption to the greatest extent possible.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

In this difficult time when many residents are feeling isolated, I want to help bring our community together, through social events in public spaces, issue-based forums, and regular communication. Government also needs to be responsive to residents' concerns, especially in this difficult time, and as ANC, that is something I can directly help with by being present and responsive and elevating neighbors concerns to the relevant people and agencies.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I am passionate about our community, and that passion, along with my skill set and experience, will make me an effective ANC Commissioner. I have nearly 15 years of experience in public policy and a proven track record of working with local government to effect change - I understand how local government works and how to get things done, including starting a public school in the District. I am responsive, organized, collaborative, creative, and solutions-oriented, and I love listening and engaging with residents, business owners, and local leaders. I have time and experience to dedicate to the ANC role and am confident I can deliver results for my neighborhood.

- 8) What is your vision for the Upshur Street area? How would you like to support Georgia Avenue and Upshur Street's small businesses?**

An ANC Commissioner, a primary goal of mine is to help support local businesses on Upshur Street and Georgia Avenue. I would work with local businesses, neighbors, and the Council to advocate for a Main Streets program to provide more resources to our businesses. I would also work on campaigns and events to support increased patronage of local establishments by residents.

**9) What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

I support the plan to revitalize the Garage, include mixed-used development (e.g. retail and other businesses, nonprofit spaces, arts spaces, social services), and move to an electric fleet. However, it's critical that the project actually result in a move from a diesel to electric fleet, that the project not result in negative environmental impacts on residents from pollution, and that community members are involved in the project design.

# Charlie Sinks

## ANC and Single Member District: 4C08

1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Never
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

We have ceded too much public space to cars. In too many places in DC, it's easier (and safer) to get around by driving than it is to walk, bike, or take transit. Because of that, some residents are understandably reluctant to give up their street parking, even for changes that would make cars less necessary (see the Grant Circle bikeshare ordeal).

Not all changes require removing street parking. For instance, DDOT could finish implementing the Crosstown Protected Bike Lanes Project, building protected bike lanes on Park Place and Warder Street to connect to the new cycle track on Irving Street by moving the bike lanes to the curb side without eliminating street parking. Indeed, the current plan for Park Place may increase street parking by removing a traffic lane.

But sometimes there will be a conflict, and when that's the case, I support removing some street parking in favor of improving bus service and pedestrian and bicycle safety. For example, I support extending the bus and bicycle lanes near Howard University all the way up Georgia Avenue to Takoma even though this change may require eliminating some street parking.

As a city it will be important that any reductions in street parking take into account the needs of residents with mobility issues, and seeking out those neighbors and helping to find workable solutions is an important function of the ANC. But the stakes are too high to let the fear of community engagement stand in the way of change. Much of California burned this summer because of climate change. I want this planet to continue to be habitable for my children and their children. And if DC is going to meet its goal of becoming carbon neutral, we're going to need to change the way we use our streets.

3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

Virtual meetings have increased access for some of our neighbors with different abilities or with competing obligations who might not be able to attend in person, but at the same time this access is only available to those with the right technology. In the future,

I'd like to see a resumption of in-person meetings because they are an important meeting place for neighbors, but with simultaneous online access for those unable to attend in person, to ensure that everyone has the ability to participate.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I support this initiative, but I wish it were more ambitious. DC added more than 100,000 residents between 2010 and 2020, outpacing housing growth by two-to-one. It's no wonder that the average market rate rent for a two-bedroom apartment in DC has climbed to more than \$3,100 per month. Building 36,000 units by 2025 would be a marked improvement from the city's goals of the past decade, which sought to build barely half the housing needed to accommodate population growth. We're treading water, and our city can't afford to become another San Francisco.

Over the coming decade, we need to build more housing, including more affordable housing and more workforce housing like three-bedroom units that can accommodate families with children. In ANC 4C, which includes areas of row houses and detached homes, we should allow homeowners to convert their single-family homes to two- and three-unit dwellings, especially in less dense areas where the houses are detached.

But renters can't wait for "the market" to solve the affordability crisis, especially in the middle of a pandemic. Many households are struggling to put food on the table, much less make rent. Amid this crisis, I support the efforts of the DC Council to strengthen rent control and to continue the eviction moratorium until public health and economic conditions improve. I also support continuing ANC 4C's innovative approach of asking developers seeking zoning variances to contribute to DC's Housing Production Trust Fund.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

One of the few bright spots in this difficult year has been the expansion of non-car uses of our public spaces. I would like to see these uses—including streateries, sidewalk cafes, and DDOT's slow street initiative—continue after the pandemic is over. In ANC 4C, we open 9th Street every weekend during the summer to make space for the Petworth Community Market, and we open the 800 block of Upshur Street several times a year for festivals. These events are popular with residents, and they show what we can accomplish when we center people, rather than cars, in our public spaces. Any permanent changes would require robust community engagement to identify the sites that are best suited for new uses, and I support finding ways to make these changes work.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

I think it's important to address race and gentrification—the elephant in the room when we talk about so many issues at an ANC, from bike lanes to new development. I love our neighborhood, and I'm running for ANC because I want to make it even better. As a white man and a relatively newer Petworth resident, I'm mindful that this was long a Black neighborhood, and some neighbors might rightfully be wary of changes that feel like just one more way this place is being taken from them. I believe that together we can build a vibrant, diverse, and integrated neighborhood where everyone feels welcome and valued. It will take work, but I'm here to listen.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I love our neighborhood and our city, and I'm trying to make them even better for future generations, including my own two children. My experience as a community advocate makes me well-suited to representing our neighborhood on the ANC. In my day job as a workers' rights attorney, I fight for DC workers and their families. Over the past year, I organized with other parents and community members to have the city replace artificial surfaces with engineered wood fiber as part of the Petworth Playground renovation, decreasing the risk of lead exposure for neighborhood kids. I'm also an experienced advocate for improved transit access, having worked with DDOT and WMATA to install a multi-use trail for pedestrians and cyclists in Southeast and more frequent service on the A4 bus line as well as having petitioned for traffic calming here in Petworth.

**8) What is your vision for the Upshur Street area? How would you like to support Georgia Avenue and Upshur Street's small businesses?**

I love the businesses on Upshur Street, and I look forward to finding ways to support them on the ANC. To help these businesses thrive, I plan to work with them to identify ways to increase foot traffic and transit accessibility. I've worked with ANC 4C to petition DDOT to improve traffic calming along 8th Street, a main pedestrian route to the Petworth Metro station, and I support putting in a traffic light and taking other steps to make sure cars stop at the intersection of 8th and Upshur. Creating safer protected bicycle routes and more reliable bus service will help drive foot traffic and connect what are now separate commercial strips on the 200 and 800 blocks. The businesses on Upshur street are a valuable part of this community, and I look forward to working with them.

**9) What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

I support the conversion to electric buses, and I am glad that the bus barn is being renovated to be able to accommodate up to 175 electric buses once WMATA transitions its fleet away from diesel. In the meantime, although I am sensitive to neighbors' concerns about air pollution, on balance I believe that it makes sense to maintain the bus barn at its current location, a site that has served as a transit hub for over a century.

I understand neighbors' concerns about diesel exhaust. In many ways, these environmental costs are concentrated while the benefits to improved transit throughout Ward 4 are relatively diffuse. But from an environmental standpoint, future improved bus service can reduce air pollution by reducing the number of cars commuting through the neighborhood. This will be particularly true if DDOT implements bus-only lanes and WMATA makes good on the improved bus service on 14th and 16th Streets and Georgia Avenue that many in the community have been calling for. And it's not as though retiring the bus barn would alleviate air pollution in the area. The former streetcar barn on Georgia Avenue is now a Wal-Mart with a parking lot, which attracts car traffic from across DC and Maryland. That said, ANC 4C should work with WMATA to ensure that the transit agency moves forward with its stated goal of bus electrification and that it takes steps to mitigate air pollution through an aggressive anti-idling campaign with the diesel buses at the site.

Finally, the planned expansion of street-level retail space at the bus barn site is a positive development. Although it would have been better had the conversion included housing, it can still serve as a positive model for future mixed-use conversions of other municipal facilities.



# Alan Wehler

## ANC and Single Member District: 4C09

1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

The removal of on-street-parking can be extremely controversial, as I have learned and experienced firsthand. There is a finite supply of street parking and many, understandably, get upset when street space once allocated to parking is reallocated to other uses. Reallocation of space away from parking, whether it is for a bus lane, a bike share station, or pedestrian safety improvements, will almost always draw some opposition. When space is reallocated it is important that we make use of the city's reserved parking system for individuals with disabilities to ensure that they are not disproportionately affected by any changes that do occur. This requires the city, and ANCs, to work with disabled residents to quickly and efficiently secure reserved spaces.

We ultimately should use our street space for what brings the greatest benefit to the greatest number of people, and sometimes the best use of this space is for projects that move large numbers of bus commuters to work more quickly, provide safe accommodation to bicyclists, or protect pedestrians from large, fast moving vehicles. It is obviously advantageous to minimize the impact on street parking-- doing so limits opposition to such projects and the inconvenience experienced by those who street park their vehicles-- but we cannot prioritize parked cars above all other things if we are going to safely accommodate the transport needs of a growing city. These projects are vital to achieving Vision Zero, which I strongly support, and to help us achieve the city's climate goals, which will require us to move more people more efficiently.

When I lived at V St. and New Hampshire Ave. NW, I was a frequent participant in the 16th Street Bus Lanes Citizen Advisory Group meetings and strongly advocated for the creation of dedicated bus lanes along the corridor. While not perfect, the 16th Street bus lane project offers a solid model for how the city can make dramatic improvements to bus service without overly inconveniencing other users. Here in 4C, I would support efforts to bring dedicated bus lanes to Georgia Avenue, expand protected cycling infrastructure when possible, install additional pedestrian safety infrastructure at dangerous intersections, such as Quincy Street and New Hampshire Avenue, and bring additional bike share stations to the neighborhood.

3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

I believe that it has generally been a positive thing for inclusion, access, and transparency, making meetings more accessible to individuals who might have other commitments, have mobility issues, or encounter other obstacles to attending a weekday evening meeting that may be far from their home. The technology also makes it easier for ANCs to record their meetings and make their proceedings available to citizens who were unable to attend. That said, online, virtual meetings have presented new barriers to individuals without internet access or who have difficulty using the types of digital devices required to access online meetings. This, coupled with the challenges facing DCPS students who lack internet access, make it clear that DC needs to do more to ensure that all citizens have internet access. Such access is essential to obtaining many city services and necessary to fully participate in forums like the ANC.

Going forward, I hope that DC is willing to make the investments necessary to keep ANC meetings accessible via videoconferencing tools as they make meetings more accessible to a broader swath of the population. Committing to such a move long term could also make it easier for commissioners to participate without having to be physically present at the meeting, which may be in locations that are difficult for some to reach in time for the meeting's scheduled start. Allowing for virtual attendance will also allow for a more diverse group of people to run for ANC, including those who need to be at home to care for a family member, travel for work, or have jobs that otherwise prevent them from being physically present at an ANC meeting. This could go a long way toward making ANCs more representative of the populations they serve.

Unfortunately the move to online meetings still has yet to address accessibility issues for members of DC's deaf and hard of hearing community, who may find it difficult to follow and participate in most ANC proceedings. At a minimum, I would like to see the District provide funding for ANCs to move toward online meeting platforms that provide real-time closed captioning so that members of the deaf community are better able to follow ANC proceedings. Ideally, ANCs would have the resources needed to provide real-time ASL translation, but we currently lack the resources that would be needed to offer this service.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I absolutely support this initiative. ANCs frequently confront the challenges related to efforts to bring more housing to the city—concerns over parking, traffic, noise, waste, gentrification, construction quality, aesthetics, social change, and a host of other issues are tied up in these conversations and can come to a head in sometimes heated debate at ANC meetings. ANCs need to help residents and the city navigate these challenges, identifying ways to mitigate the negative impacts of new housing construction while still allowing for the construction of additional housing. ANCs also can play a role in pressuring developers to offer a greater percentage of affordable units or make larger contributions to the city's housing trust fund. ANCs should also continue to let their voices be heard regarding proposed changes to the Zoning Code, which has perhaps the largest impact on the city's ability to bring more affordable housing to DC. Without additional units demand for existing units will only continue to increase, further driving up prices while making housing even more unaffordable to many DC residents.

4C is already a relatively dense residential neighborhood—our neighborhood consists primarily of Wardman-style row houses with some low to medium density apartment buildings and the occasional single family home mixed in. Even so, there are opportunities to bring more units to the neighborhood through Accessory Dwelling Units (ADUs), such as in-law suites or English basements, and redevelopment of vacant apartment buildings. The redevelopment of the old Hebrew Home property on Spring Road here in 4C is a great example of how we can use such redevelopments as an opportunity to expand our affordable housing stock. The Georgia Avenue corridor also continues to offer opportunities for the construction of additional housing, especially if the city invests in dedicated bus lanes that make segments far from Metro more accessible.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Absolutely. Such spaces are inviting and popular—even relatively recent developments in the DC area such as The Wharf and City Center have embraced this approach. This is also an approach that is extremely popular in Europe and increasingly being embraced in other major American cities, such as New York, Philadelphia, and Boston (where streets in the North End have been largely closed to accommodate outdoor diners). Increased space for outdoor dining, walking, and transit can help draw more business to areas with a high density of nightlife (i.e. Adams Morgan) while a more limited expansion of outdoor dining and pedestrian space can be godsend to local restaurants, such as those along Upshur Street here in 4C.

**6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

I believe the biggest issue not already addressed in this questionnaire for our neighborhood is public safety and gun violence. I believe that we need to do more to address areas of violence in our community, intervening, whenever possible, before conflicts lead to violence and not simply shuffling police cars around in response to it. I want the city to invest in services that address many of the issues that the police are ill equipped to address, such as those involving mental health, addiction, and homelessness.

The 300 block of Delafield, here in 4C, is a major hotspot for gun violence in the ward. It is a block from Barnard Elementary and the area has not received the level of attention it merits in terms of basic and wrap-around services that can help address some of the root causes of violence in the area. Simply parking a police car nearby isn't a solution, it's a band-aid. As soon as police leave for a call or to park near another hotspot, violence returns. I will work with residents, council-member elect Janeese Lewis George, and other commissioners to address these issues. I also believe that we also need to make investments in our community that enable success. We need to continue to build an education system that prepares students for their futures, and that starts with investing in our neighborhood schools and giving all students the opportunity to receive a safe, quality education without traveling across town. I plan to meet with the Barnard PTA in the near future to see how I might be able to work with them to support our neighborhood students and look forward to working with the broader Barnard community.

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I am committed to helping address the issues facing our neighborhood while helping to build and preserve what made us want to move to Petworth. We deeply value having socially, racially, and economically diverse neighbors and love how Petworth's Wardman-style row houses help to build a sense of community. I have long been involved in local government and believe that my knowledge and experience working with it will allow me to effectively serve my constituents. I want to contribute to the community and will work to make 4C a more accessible and safer place for all of our neighbors.

**8) What is your vision for the Upshur Street area? How would you like to support Georgia Avenue and Upshur Street's small businesses?**

Long-term, I want to see the Upshur Street corridor thrive with small businesses and restaurants, just as it did in the days when the 74 streetcar ran up and down the street. Unfortunately the current COVID outbreak and real estate market present significant headwinds to such businesses. Commercial rents are often prohibitively high for new entrants and the current economics can lead developers to replace one story street level retail buildings with multi story residential buildings that lack street level commercial space. I would like to see DC work to address these challenges, which could include requiring developers building in MU-zoned areas to include street level retail spaces in their buildings. I would also like to see DDOT and the city revisit its decision to not include Upshur Street restaurants in the "streateries" program. In the short term, we will continue to purposefully frequent our Upshur Street and Georgia Avenue small businesses in order to help them through this difficult time.

**9) What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

I support the redevelopment of the bus garage as it is vital to allowing WMATA to provide frequent, reliable, and efficient bus service to Ward 4. Without it buses must travel a longer distance to service local routes, resulting in more traffic, more emissions, more idling in neighborhoods, and ultimately more delays for riders. While I would love for electric bus technology to be ready for large-scale deployment, the reality is that the technology is still in development. I absolutely support the wide-scale deployment of electric buses as the technology matures, WMATA recapitalizes its bus fleet, and battery technology advances in ways that allow electric buses to serve a route for the duration of a morning commute. As such, I believe that WMATA should be making the necessary infrastructure investments now that will allow for this future—a bus barn that services electric buses will have much greater electrical infrastructure needs that should be incorporated into the structure during redevelopment. Such infrastructure would allow for the rapid installation of the appropriate chargers once WMATA begins to migrate to an electric bus fleet.

# Jonah Goodman

## ANC and Single Member District: 4C10

1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

<b>Mode of Travel</b>	<b>Frequency</b>
<i>Metro</i>	Frequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Occasionally
<i>Walking</i>	Frequently

2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

When the safety of our neighbors is in question we need to prioritize that over parking convenience. Vision Zero must be at the center of all DDOT projects. The loss of Timothy Abbott must be the last preventable pedestrian fatality in the District. My community has been involved in these exact conversations and I think we have come to good consensus as a result. DDOT has been studying traffic calming in my SMD along Rock Creek Church Road between Harewood and Upshur in NW. At the intersection of Varnum and Rock Creek Church Road, DDOT has worked with the community to remove some parking to make the intersection safer for traffic turning onto Rock Creek Church Road. We have also looked at removing some parking at Webster and Rock Creek Church as well as 2nd and Webster to install traffic slowing mechanisms for through traffic. We have made these updates and preserved disability/senior parking allowing both pedestrian safety and priority parking to co-exist. When we frame these discussions as how we can keep each other safe, rather than protecting one block from traffic at the expense of another, we can find more common ground.

For any transportation projects, from sidewalks, to roads, to bus infrastructure, I think it is important that we recognize that DDOT is transportation policy experts. They are tasked with not just fixing our immediate neighborhood issues, but also understanding how those fixes will impact our neighbors a few blocks over and their mobility needs. I see my role as an advocate for clear explanations from DDOT, timely responses and documentation, and transparency for all neighbors to understand how we have collectively arrived at decisions.

3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

I think it has been beneficial for many, but certainly leaves out important groups. Moving meetings online has certainly helped ANC Commissioners balance their public service role with their jobs, family and other roles. If these continue, they could make running for an ANC seat easier for many more candidates who otherwise may not have been able to commit to 4+ hour in-person meetings. These candidates are who we need to reflect the diversity of our communities.

However, just as in-person meetings leave out portions of our community, so too do online meetings. The stark divide we've seen in reports how many children lack access to their online schooling, so too do we see this divide in our neighbors who do not have reliable computer or internet access to participate in government meetings. While many ANCs have seen attendance increase due to online meetings, we need to recognize that the current structure doesn't reach enough people. I think the first change needs to be truly embracing that participation includes sharing feedback outside of a meeting and that those opinions carry just as much weight as a neighbor who can take the time to attend digitally or in-person. We need systems where we can collect community feedback both online and offline, quantify it in some manner, and share it as a community.

Going forward, I also want to see DC government fund recording, captioning, and archiving all ANC meetings. DC does not provide each ANC enough funding to do this. ANC 4C currently receives \$1.32 per person per year for all of the ANC's operating expenses. It is not nearly enough to do the bare minimum to create accessible meetings. The burden can't be on unpaid Commissioners to make up this difference out of pocket because they want their government to work for their neighbors.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I do support this housing initiative and wrote about the challenges and opportunities this creates for Petworth.

(<https://ggwash.org/view/70479/bowser-anc-density-planning-how-dc-neighborhoods-can-fit-homes>)

ANC 4C currently has only 9.2% of its total housing stock as affordable housing according to 2018 Office of Planning data. We can and must do more to alleviate the pressure we put on Wards 5, 7, and 8 to support such a disproportionate share of our housing needs.

When I talk with neighbors about keeping housing stock affordable or building new housing either for affordable senior housing, workforce housing, or family housing it is one of the things nearly everyone agrees we need to do. What is missing is a real attempt at small area plans that are built with community input and applied to area elements of the Comprehensive Plan and zoning regulations. Our conversations typically only start when a developer is requesting a Special Exception or a Variance after plans have been submitted. Neighbors are understandably defensive because there is almost no window for dialogue.

I wrote ANC 4C's housing development guidelines which call for affordable housing or affordable housing contributions to Ward 4 housing non-profits for all projects we review. In the ~18 months that it has been in place, 6-8 projects have agreed or are in negotiations with the community to commit to these practices with another 4-5 projects in discussions. This isn't going to make Petworth affordable overnight, but I hope it is a clear signal to the District that we need to be more intentional with where we are, or are not, building affordable housing.

A second challenge is that the current inclusionary zoning requirements will bring nearly zero affordable housing to 4C10. Of the ~3,000 RF-1 lots in all of ANC 4C only 18 are large enough to trigger IZ. This results in all of the housing here being market rate and highly unaffordable for most, continuing to put pressure on older home owners and driving displacement. In order to avoid this we need new mechanisms to encourage affordable housing to be built as part of the new housing stock in mid-density communities in all parts of 4C including my neighborhood.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

ANC 4C has missed out on most of these projects other than a one block extended sidewalk on Georgia Avenue. The program has skipped Petworth at the harm of our businesses. I wish this program would help these businesses survive. These businesses are core to our Petworth identity. I imagine most neighbors would agree. In 4C10 take out business is saving Slash

Run and Hitching Post. Both could benefit from a Restaurant PUDO zone. That would also make Upshur safer since the alternative is double parking in the bike lane or blocking bus stops while individuals are picking up their orders. Restaurant margins are so small in good times. If extending the opportunity to install them in a post-emergency time helps them recover I think the trade-off would be very worthwhile for our community.

**6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

The inability to move study recommendations and approved projects forward. In 2016 DDOT released the Rock Creek East II Livability Study recommendations. Four years later, much of ANC 4C projects are still sitting on shelves. In 4C10, DDOT has been studying the installation of a crosswalk to allow pedestrians to safely access the H8/60 bus stop on Rock Creek Church Road and Varnum since 2017. In the 400 block of Upshur we have DDOT studies showing concerning levels of speed, but no fixes. This is not uncommon across ANC 4C and the rest of the District. We have plans to increase safety, but implementation often doesn't happen until after a tragic event occurs. We need to find a way to prioritize safety and livability as much as we do repaving projects.

**7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I believe ANCs can and should be functional bodies that work proactively to help the communities we represent. For the past two terms I have advocated for working together to address issues holistically instead of having each SMD fight for themselves. With at least 7 of 10 Commissioners in 4C not returning I want to help transition our new community leaders and make sure we don't return to the days when ANC 4C was dysfunctional, combative, and lost the community's trust.

**8) What is your vision for the Upshur Street area? How would you like to support Georgia Avenue and Upshur Street's small businesses?**

My SMD is on the far east end of Upshur. We are home to Slash Run and Hitching post plus Powells barbershop, Gordy's Pickles, Push Studios and several other small local businesses. We also have several vacant storefronts that have been empty for years. Both the 200 and 800 blocks of Upshur are not part of the Main Streets or Great Streets program and miss out on some of those benefits. I worked with the District to extend Great Streets benefits to them informally, but they need more support. I'd like to see the Main Streets program extended to officially include these blocks or somehow share the program's education and outreach resources with them. Beyond this, I want to see us address long term retail vacancies. When we don't activate those spaces it hurts the neighboring businesses who rely on foot traffic. Right now we have an urgent need for businesses like daycare facilities and workforce training facilities that could move into these spaces with lower cost build out than a restaurant.

**9) What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

Yes, we should move WMATA to electric fleets when feasible and require the Northern Bus Garage to be ready for this change. Currently electric bus fleets in Philadelphia and Indianapolis are being taken out of service and orders canceled due to issues with the technology. This poses questions about whether the technology is ready and can handle long routes and cold weather. In the meantime, we need to ensure our bus system is available to carry essential workers and workers who cannot be remote. We are seeing high levels of bus ridership during COVID-19 and the need for reliable public transportation remains a necessity. I don't think we should delay the redevelopment of the bus garage until electric fleets are ready to be used in a major transit network like WMATA because that forecast is potentially years away. WMATA is seeing massive financial hits due to COVID-19, and we need to do everything we can to keep our bus system operating.

# Erik Lindsjo

## ANC and Single Member District: 4D01

- 1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Infrequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Never
<i>Personal Car/Motor Vehicle</i>	Never
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

- 2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I would strongly support both adding protected bike lanes and improving bus service in my neighborhood. We severely lack a north-south safe bike network east of Georgia avenue. I would love to support removing street parking to fit a PBL on 5th, 7th or 8th st. It is a shame that a PBL was not included on Kennedy St. when the redevelopment was done, unfortunately the city ended up with sharrows.

I would also work to improve bus service of the 63 and E buses. I realize parking in neighborhoods is contentious, but we have plenty parking in the neighborhood and adding better public transit and safer bike paths will benefit more of my neighbors than one or two parking spots.

- 3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I believe we have seen more people join ANC meeting and it is easier for many to have time to participate when the meetings are online. However, I have also felt like sometimes it has been easier for ANC and city officials to ignore questions and concerns from constituents in this format. We also still have a digital divide in our city and all voices have to be heard. I wonder if in person meetings with online links would benefit everyone when the pandemic is over.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?



I believe we need more housing units than what the Mayor has proposed. Affordable housing is one of the most vital issues in the city. Along the Kennedy Street corridor there are plenty of opportunities for additional housing units that we should take advantage of.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Absolutely. I think we should allow more space for people over cars. I believe some of this can be made permanent and even more streets can close to cars and be open for people on evening and on weekends. Kennedy Street in my ANC is an example of this.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Unfortunately I believe the one issue not mentioned here is crime. Over the last 3 years violence in the SMD has increases. Over the summer I know the Violence Interrupters have worked tirelessly to help with the situation to some great results. I would love to support them in this work and get more resources.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I believe my number one role as an ANC member is to be a conduit and megaphone for my constituents. I realize ANC members have limited power, but I would like to support my neighbors with connecting them to city services that can help them. I look forward to try to make our little sliver of this great city a little bit better.

- 8) What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

This is a great opportunity for the 14th Street corridor as well as the community to have a historical building be transformed into a mixed use community serving entity. It should be equipped to charge electric buses to allow for electric busses in the future as I hope the fleet of electric busses are expanded more in DC. Further, I think it is the role of the ANC to make sure this process is not delayed since I do realize the businesses on this corridor suffer during the process.

- 9) What is your vision for the Upper Georgia Avenue and Kennedy Street areas? How would you like to support both area's small businesses?**

I am a huge supporter of the small businesses on these corridors, both legacy and new. I am an advocate of both main streets in the SMD and believe they do a lot of great work with technical assistance, façade improvements, as well as promotional events like the Taste of Uptown, festivals, and scavenger hunts. It is the role of the ANC to support marketing efforts, outreach to the community, and grant opportunities for these businesses. I know many small businesses have taken advantage of Great Street grants and Main Street mini grants and would love to see that continue.

# Renee Bowser

## ANC and Single Member District: 4D02

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

<b>Mode of Travel</b>	<b>Frequency</b>
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Never
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Infrequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

To decide between on-street parking, parking with bike lanes, or removal of parking, I would examine who uses a street, how it is used, and whether nearby streets can serve as alternative routes. I'll use as an example Kennedy Street, NW, a major Metrobus route, three blocks of which, between 2nd and 5th Streets, I represent. There are residences, a senior center, small businesses, including, a take-out restaurant, a small funeral business, and a child care center as well as another child care center one-half block north of Kennedy Street on 3rd Street, NW. The residents who live in apartments may not need parking particularly during the day. However, persons who patronize the printer company will need to pick up printing and families who use the two daycare centers with need to drop off and pick up children. Seniors who patronize the senior wellness center may need parking for temporary drop off/pick up and for longer times to use the center's services. Given the need for bicycle safety and for Kennedy Street's activities to continue, I would consult with the residents, organizations, and businesses along the street as well as with DDOT to determine whether the street is wide enough to accommodate east and west dedicated bicycle lanes which I believe it is. If Kennedy Street is not wide enough for dedicated bike lanes both ways as well as parking, I would consult with DDOT regarding removing parking on one-side or find close by streets for east and westbound dedicated bike lanes. In my SMD, we have removed parking spaces when necessary for pedestrian safety and for visibility.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

I believe that moving everything online has reduced inclusion because many people in working class, poor, and non-English speaking neighborhoods do not have sufficient access to the internet and online technology. Before the pandemic, I delivered English and Spanish-language newsletters to my SMD. The pandemic has made it harder to reach people in apartment buildings. We need to get the City and DC TV to treat ANCs like the important community agencies/gatherings they are by publicizing ANC schedules, broadcasting ANC meetings, and mounting a public campaign about the role of ANCs. Additionally, Councilmembers should publish information about their Ward's ANCs on their websites.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I support real efforts by the District to preserve, upgrade, and redevelop existing affordable housing stock and prioritize building additional deeply affordable housing, including public housing. We must prioritize building additional rental housing for residents whose incomes are between 0% and 30% of the median family income as defined by HUD. A family of four at 30% MFI can afford little more than \$900 monthly rent. More than 51,000 or 31% of DC's renter households are extremely low-income and 80% spend more than 50% of their income on housing expenses.

DC government must fulfill goals that match the need for deeply affordable housing construction confirmed by earlier housing reports. (e.g., Mayor Williams' 2020 production goal of 19,000 affordable out of 55,000 units, 2006 Homes for an Inclusive City, A Comprehensive Housing Strategy for Washington DC; the 2015 ICH Homeward DC Strategic Plan goal of 6000 units for the unhoused by 2020; and current Comprehensive Plan Housing Element goal to build 1000 additional public housing units, which proposed Comp Plan amendments delete.) The Mayor's proposal to build 12,000 affordable units by 2025 for households earning up to 80% MFI (Housing Equity Report: Creating Goals for Areas of Our City, October, 2019 at 2) constitutes a reduced housing goal amid studies showing more than 30,000 affordable housing units lost over the last 20 years and the City's trend of building mostly high-end housing.

ANCs must inform themselves and their constituents about deterioration and elimination of housing affordable to low income residents and resulting displacement and get involved to pressure DCRA to increase housing code enforcement against slumlords, push for expanding and strengthening rent control, and fight to get DC government to commit to racially equitable housing construction (not principally high-end construction) to prevent further displacement of communities of color and low-income communities as studies confirm.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Sidewalk cafes and curbside table service should continue to the extent that it is profitable for the businesses, allows the maximum number of customers to patronize the restaurants and surrounding businesses, and allows flow of emergency vehicles and public transportation.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

The issue of public safety is very important; but it cannot be reduced to increases in police, patrols, or surveillance. Rather, I believe that effective, ongoing practices to upgrade the social and economic conditions of the community's expressed needs will go a long way to enhancing public safety rather than attempting to criminalize more activity such as standing around. For example, our community needs an additional recreation center for all ages, and we need a job training center for skill development. Of utmost importance, we need full implementation of the provisions of Neighborhood Engagement Achieves Results Act (NEAR), including greater consistent funding to enable violence interruption specialists to effectively perform their work with greater numbers of youth and young adults.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I'm the best person for the job because I've shown personally and professionally my unwavering commitment to individual residents and the community as a whole. I view the interests of community members through an equity lens with investment in

people as my bottom-line focus. I'm open to new approaches when I see that traditional approaches to issues fail to meet community needs.

**8) What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

The Northern Bus Redevelopment is an example of a lack of DC government commitment to environmental justice and community-led economic development. Residents live next to and behind the bus depot and their representatives should have had input from the outset to identify their needs and ensure that they are respected. Community-led economic development and environmental justice require a thorough environmental impact study of the bus barn because it sits in a residential community with children. The bus barn should be redeveloped as residential, with affordable housing as a priority, community-identified services, and, if necessary, a maintenance facility for electric-only buses.

**9) What is your vision for the Upper Georgia Avenue and Kennedy Street areas? How would you like to support both area's small businesses?**

I believe that it is important to foster racially and socially equitable economic development for Upper Georgia Avenue and Kennedy Street, NW to build housing affordable to low-income residents who are struggling to afford to stay in this area, to train residents for employment advancement, and support businesses that community members believe important for their stability. We need to support a community job and entrepreneurship training center that prepares youth and adults in education and fields that provide a basis for self-sufficiency and economic growth and not stagnation in minimum wage retail and hotel industry jobs. We need to support up-front grants for small businesses because many small businesses with good ideas and business plans are unable to obtain upfront financing.

# Aryan Rodriguez Bocquet

## ANC and Single Member District: 4D03

- 1) **Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):**

<b>Mode of Travel</b>	<b>Frequency</b>
<i>Metro</i>	Frequently
<i>Metrobus</i>	Frequently
<i>Bike or Bikeshare</i>	Infrequently
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Frequently
<i>Personal Car/Motor Vehicle</i>	Occasionally
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Infrequently
<i>Walking</i>	Frequently

- 2) **If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.**

While I feel there's currently a solid balance between on-street parking and bus / bicycle infrastructure in our SMD, I do recognize that close to half of residents that live in the census tracts our SMD is part of rely on a car as their mode of transportation. With density increasing that percentage will likely rise. Ensuring that residents who rely on public transportation or cycling for their commute have safe and reliable pathways is critical. To the extent that city planning identifies the removal of some on-street parking to improve the safety and commute of residents, I would advocate for rigorous analysis to include engaging and consulting with residences and businesses directly impacted, ample and clear communication of the proposal and its intended impact, review of past proposals to learn if and why they were not successful (it may ultimately not have to be an either / or situation), and the exploration of potential incentives for participating in the proposed solution.

- 3) **During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?**

I appreciate how ANC 4D has pivoted during the pandemic to holding virtual meetings that are also accessible by phone. The commissioners have done an excellent job running the meetings and ensuring all participants – both those joining online and by phone – have the opportunity to raise concerns or ask questions. "Attendance" at meetings has increased likely due to the fact that participants can join the meeting at whatever location they're at, while the online platform allows for more immediate access to external information sharing (e.g., websites, contact information). Participating in meetings virtually is also a benefit to residents who may experience challenges with mobility. That being said, we can't ignore the very real barriers to technology (digital literacy, access to devices, and lack of connectivity) that still exist in the District. Online meetings are also not an adequate substitute for community building and personal face-time with your commissioner. Post-pandemic I support a hybrid approach for ANC meetings: encouraging in-person attendance and offering a dial-in and, if possible, online option for maximum participation. I would also encourage ANCs to share meeting calendars and location information with local partners (schools, churches, mutual aid, businesses), as well as posting signage in the languages spoken by their resident communities in publicly visible locations. As it concerns transparency, residents should have access to the business ANCs conduct on their behalf (e.g., meeting notes, testimony, public comments), which should be publicly and easily accessible in an online archive.

- 4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

I do support the #36000by2025 goal inclusive of the Office of Planning's "IZ plus" proposal to expand inclusionary zoning. I think it's a necessary response to what is a serious challenge in the District: high cost of living as a result of limited affordable housing supply coupled by population growth. The Urban Institute (UI) published a brief in 2019, "Meeting the Washington Region's Future Housing Needs: A Framework for Regional Deliberations," that flags the need for governments in the Washington region to preserve existing affordable housing, incentivize developers to produce more affordable housing, and protect renters and homebuyers from discrimination and involuntary displacement in order to address this challenge – a challenge which Ward 4 is not immune to and which has been further compounded by the pandemic. My main concerns are how quickly neighborhood infrastructure is changing and how resident input from all communities is being collected to inform the change. To the extent it falls within an ANC's jurisdiction, I think ANCs can play a positive role in addressing the needs laid out by UI, particularly in advocating and protecting against displacement. If there's opportunity to explore with developers how affordability can be addressed (including developers of projects that are not required to meet the minimum IZ thresholds) and discuss overall impact on the infrastructure of our neighborhoods, that conversation is worth having and should be informed by community input. There is currently development taking place on Georgia Avenue NW and Kennedy Street NW, which are locations equipped for additional density (i.e., 10+ units) that can meet a portion of our city's growing affordable housing needs. I look forward to learning about the IZ aspects of those projects, those to come and better understanding the city's plan to maintain existing housing designated as affordable on both streets as such.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or "streateries." A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

I do. I think they're smart ways to promote local business, allow for residents to more safely engage with their neighborhood's amenities, foster community, and enjoy the outdoors. Looking forward to Open Streets 2020!

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Ward 4 continues to lead the District in COVID-19 infections and we know the pandemic has had a stark impact on housing, job and food security for residents. Efforts like the ward-based mutual aid groups are doing amazing things to harness the support of neighbors to help those of us in need. These efforts are also bringing to light barriers to access (e.g., language, technology) residents face when seeking support from city services. I think our city has made some strong inroads in making services accessible in the languages largely spoken by our residents over the past 15 years but the need for real engagement still persists.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

Our family has loved living in our current neighborhood for the past three years and in the District for the past 17. During that time I've served the city's communities through my work in the public and non-profit sectors with a focus on equity, cross-sector collaboration, and building foundational systems to support residents citywide. Examples include investigating discrimination complaints in the areas of employment and housing, serving as the District's first Language Access Director, and leading communication and stakeholder engagement efforts for My School DC – the city's public school lottery. My work with District families, city agencies and community programming has equipped me with the skills to listen to, learn from and advocate in support of positive outcomes for our community.

**8) What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

The Northern Bus Garage redevelopment project falls outside of ANC4D. I defer to the work ANC4C did to gather community input to inform their decision to support WMATA's project to reconstruct the Northern Bus Garage at the existing site. Their letter of support expressly requested that WMATA conduct the demolition in a manner that protects the health of its residents and operate the newest diesel and hybrid electric buses at the new garage, which I support.

**9) What is your vision for the Upper Georgia Avenue and Kennedy Street areas? How would you like to support both area's small businesses?**

I'm excited about the investment the city is making in the two areas. My hope is that the revitalization process of the two corridors reflects the needs of its communities in the businesses and development it attracts. One of the aspects I value most about their existing makeup is the diversity of the small businesses and not-for-profits. From local markets, to eateries, to art, to early learning centers – these businesses contribute daily to our resident communities. I'd lean on my fellow commissioners (4D01, 4D02 and 4D04) to learn more about how ANC 4D can directly support these businesses, but I also think this is an excellent opportunity for collaboration and consultation with ANC 4C given their experience with small businesses and development on Upshur Street, 14th Street (Uptown) and Georgia Avenue.

# Zachary Israel

ANC and Single Member District: 4D04

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Frequently
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Frequently
<i>Scooter</i>	Infrequently
<i>Shared Ride (e.g., Lyft, Uber)</i>	Occasionally
<i>Personal Car/Motor Vehicle</i>	Infrequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

Generally speaking, I believe that removing on-street parking in exchange for improved bus service and/or pedestrian/cyclist safety is the way to go and would be a net positive for our community. As a frequent bus commuter and cyclist throughout ANC 4D and the District, I am very conscious of some of the pitfalls in our transit system as well as the dangers residents can face just simply trying to cross a busy street. The removal of some on-street parking, in certain circumstances, can make a positive difference. Before actively pursuing the removal of on-street parking in a particular area, however, I would seek to gather extensive input from 4D04 residents and impacted small business owners and do my best to collect data and metrics from the District Department of Transportation (DDOT) regarding what the impacts of this type of change would be for residents. ANC 4D can play a positive role in both educating and soliciting feedback for this type of change (including surveys), and I would make sure that all residents be given the opportunity to have their voice heard.

A specific example within 4D04 in which I think the removal of some on-street parking would be beneficial to residents is along Georgia Ave. NW, where there are currently a limited number of metered parking spots. We are very fortunate to have both the 70 and 79 Metrobus routes operating along the Georgia Ave. NW corridor (with two bus stops located in 4D04 at the southeast corners of Gallatin St. NW and Ingraham St. NW). A top priority of mine includes working with DDOT and WMATA to support express bus service and dedicated bus lanes on Georgia Ave. NW, so that the 70 and 79 Metrobus lines, which run from the Silver Spring Metro station south to the Archives Metro station in downtown DC, are faster and more frequent. Express bus service on Georgia Ave. would lead to shorter travel times for 4D04 riders and create less traffic congestion by taking more cars off the road. It would also provide a safer option for cyclists who are traveling along Georgia Ave. Before moving forward on outreach to DDOT and WMATA, I would speak with the owners of small businesses along the stretch of this corridor in 4D04 and with residents who live on the blocks located immediately off Georgia Ave., in order to gain insight into their views on this proposed change.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?



I think that virtual ANC 4D meetings have, overall, been a plus for inclusion, accessibility, and transparency for residents. The online nature of the meetings has allowed residents who may not be able to physically travel to the Washington Latin Public Charter School for several hours on a given Wednesday evening the opportunity to be fully engaged in ANC 4D meetings (via Zoom), including asking questions of guest speakers and the six Commissioners in real-time through the Chat function of the interface or directly over the phone. Additionally, virtual meetings allow for much greater ease of use regarding video and/or Powerpoint presentations on various issues. While I do agree that ANC 4D should eventually move back to in-person, physical meetings once it is safe to do so and the pandemic is behind us, I believe that all future in-person meetings should also be livestreamed and archived on the 4D website, so that meetings remain as inclusive, accessible, and transparent as possible. I would be willing to utilize some of AND 4D's annual budget to maintain the technological capacity to record and livestream 4D meetings, allowing all residents the ability to fully engage with guest speakers and Commissioners even if they are not able to attend in-person.

**4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?**

Yes, I support Mayor Bowser's Housing Framework for Equity and Growth, however, I am also very supportive of an even more ambitious target exceeding 36,000 additional housing units and 12,000 for those making 60 percent or less of AMI. DC is currently facing a serious housing affordability crisis, and all efforts should be made by the District government and ANCs to prevent the displacement of long-term residents and low and middle-income individuals and families, who are increasingly being forced to move out of DC because they can't afford to live here any longer. Significantly increasing DC's affordable housing supply will ease pressure on the price of housing overall and is a tool which should be utilized whenever possible to bring about both racial and social equity in the District.

ANC 4D should play a pivotal role in addressing housing affordability challenges in Ward 4 by working to ensure that more affordable housing units are built whenever possible within ANC 4D. According to the DC Office of Planning, as of September 2018, ANC 4D contains only 0.7% of DC's income-restricted affordable housing (i.e., 378 affordable housing units), significantly less than ANCs 4A (1.8%; 898 affordable units), 4B (0.9%; 464 affordable units), and 4C (1.5%; 778 affordable units). Even looking at affordable housing as a share of 4D population (2.9%) and 4D total housing units (7.3%), ANC 4D is near the bottom of the list within Ward 4 and most of the District. Simply put, we can do a lot better.

Petworth and Brightwood Park should be neighborhoods where individuals and families can afford to live and where long-term residents can age in place. I will support and advocate for investments in affordable housing as a condition of any new housing project or development that is built within ANC 4D. Developers who construct new and/or improved housing owe it to our community to provide affordable housing units so that residents of all incomes can stay and live here. Our neighborhoods can contribute its fair share of affordable housing by allowing for the construction of denser housing along the Georgia Avenue and Kennedy Street corridors.

Additionally, I believe more scrutiny should be paid toward the federal Opportunity Zone (OZ) partially located within 4D04 (the designated census tract, 21.01, goes from Gallatin St. NW north to Missouri Ave. NW and from 5th St. NW west to Georgia Ave. NW), which was designated by Mayor Bowser in April 2018. The OZ Program, created by the Republicans' Tax Cuts and Jobs Act of 2017, provides tax incentives for investments in new businesses and commercial projects in low-income communities. The Office of the Deputy Mayor for Planning and Economic Development (DMPED) has indicated that the District is "focused on aligning OZ investments with community priorities, supporting community-driven projects seeking investment, and maximizing benefits to existing residents, businesses and organizations located in the District's OZs. The District's priorities for OZ investment include: [...] increas[ing] affordable and workforce housing." I will work with DMPED to make sure that this housing affordability priority is achieved throughout the Opportunity Zone located in ANC 4D, especially along the Georgia Ave. and Kennedy St. corridors.

- 5) During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

Yes, I wholeheartedly believe that these new ways of utilizing public space should continue after the pandemic ends! Allowing additional public space for residents to enjoy our neighborhood restaurants has been a crucial lifeline for these businesses and should be made permanent and, at the very least, be made available at regular times every week and/or month. The notion that we should continue utilizing many of our public spaces only for cars to be parked there throughout the day, every day, has been flipped on its head over the past seven months. Residents want to enjoy and support our restaurants and sidewalk cafes, curbside table service, and “streateries” are great ways to help achieve these goals safely. I would be very supportive of continuing these types of public space uses along both the Georgia Ave. and Kennedy St. corridors within ANC 4D.

- 6) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

The biggest issue in Petworth and Brightwood Park not already included in this questionnaire is the issue of gun violence. Gun violence occurs far too often throughout ANC 4D, and the current approach taken by the Metropolitan Police Department (MPD) has simply not worked. I will work with Ward 4 Councilmember-elect Janeese Lewis George and the DC Council to secure additional resources to 4D04 which have proven to make a difference in reducing gun violence in other parts of DC. As advocated for by Council member-elect Lewis George, I also support: allocating emergency funding for new cohorts of CURE Violence Interrupters teams to be based in Petworth and Brightwood Park; expanding the Office of Neighborhood Safety’s Roving Leaders program at Department of Parks and Recreation sites; providing mobile trauma support centered in ANC 4D; and hosting a cease-fire community meeting to cultivate a cease-fire agreement. I will also work constructively with MPD’s Fourth District leadership on all public safety issues and will push MPD to be more transparent with its data collection and publication regarding all crime statistics, including those regarding gun violence.

- 7) In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

I believe I am the best person to represent Single Member District 4D04 because I have the experience, professional background, and temperament necessary to effectively work on behalf of, and with, all 4D04 residents. I promise to be as transparent and accessible as possible throughout my two-year term on ANC 4D and I will actively and consistently listen to 4D04 residents’ concerns and ideas. I have already begun this process by knocking on several hundred doors in 4D04 and speaking with residents directly (from a social distance), which has put me in a solid position to hit the ground running when the new ANC 4D term begins on January 2, 2021. I have also extensively thought through many of the most important issues impacting 4D04 and have included the details on my campaign website ([www.zachisrael.com](http://www.zachisrael.com)) so that residents can make an educated decision regarding whether they should vote for me to serve as their new Advisory Neighborhood Commissioner.

- 8) What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

I am very supportive of the Northern Bus Garage redevelopment project and I believe that the inclusion of up to 55,000 square feet of retail will be a boon for the residents of Petworth, Brightwood Park, and 16th Street Heights, including those living in 4D04. The bus garage has fallen into disrepair, and I believe this innovative mixed-use redevelopment project will adequately house and offer a service station for WMATA buses while also providing retail to enliven the area. I am happy to see that WMATA has promised to make the new building LEED Platinum certified, with solar panels on the roof and other green features, and that public artwork will be featured on one or more of the façades. I also believe that the garage should be equipped to charge electric buses and that WMATA should transition much faster to an all-electric bus fleet and house any new electric buses in its fleet specifically at the Northern Bus Garage, which is surrounded by residential neighborhoods. I understand that the Historic Preservation Review Board just recently decided that the concept design for the Northern Bus Garage

redevelopment project is not compatible with its landmark status, citing the need to revise aspects of the newly proposed elevations on all sides. My hope is that the Mayor's Agent can quickly review and determine whether the proposed redevelopment is a project of "special merit" warranting the demolition, so that the redeveloped garage can still open in 2024.

**9) What is your vision for the Upper Georgia Avenue and Kennedy Street areas? How would you like to support both area's small businesses?**

My vision for the Upper Georgia Avenue and Kennedy Street areas include safe corridors for residents where new, affordable housing units and small businesses can be created alongside each other, and long-term residents and businesses are also able to stay and thrive. We should celebrate these areas by holding numerous special events and festivals where all residents can build community among and with each other.

Many small businesses within ANC 4D along Upper Georgia Avenue and Kennedy Street are struggling, especially in the midst of the COVID-19 pandemic. If elected, I will work with DC's Department of Small and Local Business Development (DSLBD) to include portions of Georgia Avenue south of Missouri Avenue as part of the Upper Georgia Avenue Main Street program, including the blocks within 4D04 between Emerson and Ingraham Streets NW. DC Main Streets is a comprehensive program that promotes the revitalization of business corridors in DC, and through this program, DSLBD can help retain and recruit businesses, improve commercial properties and streetscapes, and attract consumers. Kennedy Street is already a part of Uptown Main Street (UMS) and I would like to see the support of this program for our ANC 4D Georgia Ave. businesses as well. I will work as a liaison between small businesses and the District government to make sure that all available resources are taken advantage of to retain and strengthen their role in our community. I also believe that the District government can provide significantly more financial resources to our small businesses during (and after) the pandemic, to ensure that they are able to survive.

Lastly, as discussed in a previous answer regarding affordable housing, I would like ANC 4D to pay more scrutiny toward the federal Opportunity Zone (OZ) located along stretches of both Upper Georgia Avenue and Kennedy Street. The District's priorities for OZ investment include: delivering new, neighborhood-serving amenities, such as retail and fresh food grocers; providing investment capital and growth opportunities for DC small businesses, particularly those led by underrepresented entrepreneurs; and creating jobs for DC residents and pathways to the middle class. I will work with DMPED to make sure that these priorities are achieved throughout the Opportunity Zone located in ANC 4D and that our small businesses and residents are able to benefit from this designation.

# Chrysanthe "CC" Courniotes

ANC and Single Member District: 4D04

1) Pre-COVID, approximately how often did you travel by (Never, Infrequently, Occasionally, Frequently):

Mode of Travel	Frequency
<i>Metro</i>	Occasionally
<i>Metrobus</i>	Occasionally
<i>Bike or Bikeshare</i>	Never
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Frequently
<i>Personal Car/Motor Vehicle</i>	Frequently
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	Never
<i>Walking</i>	Frequently

2) If there were a way to improve bus service or safety for people walking or bicycling in your neighborhood, but it required removing some on-street parking, how would you approach the situation? Give a specific example if possible.

I would utilize the streets throughout my SMD, where "no parking" is permitted during certain hours of the day. I would not permanently remove ANY on-street parking at this point, because parking spots are quite scarce. For example, implementing certain bike lane hours around on-way streets and roundabouts, during the hours of Noon-5:00pm.

3) During the pandemic, ANC meetings have moved online. Do you think that has been a plus or minus for inclusion, accessibility, and transparency? What would you like to see ANCs do moving forward?

I believe the ANC Commissioners have adapted to our current environment. I believe having presented at a recent meeting, that the number of attendees was higher via zoom versus in-person. Moving forward, depending on the prevalence of COVID-19 infections, I would recommend we continue zoom meetings, but also provide the ANC constituents with meeting minutes via email and hard-copy for those that don't have computer access. In addition, when possible, we could have meetings outdoors at green spaces throughout our district.

4) To meet the District's housing needs, Mayor Bowser has proposed building 36,000 additional housing units in the District by 2025, 12,000 of which would be affordable to people making 60% or less of the Area Median Income. Do you support this initiative, and if so, what role do you think your ANC could play in addressing housing affordability challenges? How and where can your neighborhood contribute its fair share of the housing our growing city needs?

I support the Mayor's initiative but I would like to propose a sliding scale for those individuals and families who earn slightly more because those individuals can't easily afford housing either. The ANC Commissioners should conduct a survey based on need that reaches EVERYONE. Based on the results and of just talking to our citizens, we should be able to provide a more realistic strategy for the Mayor to implement. In recent years, many new housing units have been built in our SMD, but most are not affordable for those most in need.

- 5) **During the pandemic, many restaurants added sidewalk cafes, curbside table service, or “streateries.” A side effect is that many streetscapes have more space for people walking and for pick-up/drop-off but less space for driving. Do you think these new ways of using our public space should continue after the emergency ends?**

I think that is a balance, meaning, that many restaurants have been able to remain open by adapting to this "new normal", and this environment isn't changing anytime soon and thus, I believe as a community we should adapt as necessary to enable all of our citizens to continue having the livelihood that they desire.

- 6) **What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?**

Every neighborhood has its issues, I believe that in the 10 years that I have lived in my home, the cleanliness has greatly diminished (especially in the alleys) and that has caused an uptick in pests. In addition, the safety of our neighborhood has also deteriorated. I will be more hands-on regarding these issues, I WILL SHOW UP, with the correct city officials and conduct consistent walkthroughs of the neighborhood every weekend and 1-2 days in the evenings. In addition, I will have bi-weekly 4D-04 meetings with my constituents where they will highlight the most pressing issues. I also aim to work with DDOT on scheduling regular alley cleaning throughout the neighborhood.

- 7) **In fewer than 5 sentences, why do you think you are the best person to represent your SMD?**

As the 4D-04, ANC Commissioner, I will:

Lead through Compassion, Collaboration, & Conviction

LISTEN to everyone

TREAT everyone with RESPECT

GET BACK TO THE BASICS of "help thy neighbor"

Form community groups with purpose & objective

Public Health Group (focused on informing our neighbors of the most relevant COVID-19 information --- more than just testing)

Public Safety Group (focused on violence and crimes)

Infrastructure Group (focused on alley and neighborhood cleanliness, pest control, yard maintenance, trash pick-up)

Vulnerable Populations Group (focused on the elderly, caregiver resources, emotional wellness, financial wellness, and physical activities that can be done at a distance)

Beautification Group (focused on low cost ways of beautifying and maintaining our neighborhood)

Hold consistent and transparent communication "get-togethers"

Weekly 4D-04 Zoom Chats (evenings and/or weekends)

Monthly Baklava Chats (in Lorenzo Park --- masks will be provided if not available for the time being)

Available 24/7 via phone in case of ANY emergencies

- 8) **What is your opinion of the Northern Bus Garage redevelopment? Should the garage be equipped to charge electric buses?**

I believe the garage should be equipped to charge electric buses and cars. The Northern Bus Garage redevelopment project, should be done "right" given the cost.

- 9) **What is your vision for the Upper Georgia Avenue and Kennedy Street areas? How would you like to support both area's small businesses?**

I would like to see the Kennedy Street revitalization project move forward based on the livability survey results, but also taking into account the crime issues in that area, primarily shootings and drug deals. As a community, we need to come together and focus our efforts on making the Upper Georgia Avenue and Kennedy Street areas safer. In addition, we should aim to coordinate more community activities that draw attention to this area.