











GREATER GREATER WASHINGTON

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

2020 Greater Greater Washington ANC Candidate Questionnaire

Ward 5 Responses ( = Endorsed by GGWash, * = Great Answers)

Name	ANC & SMD	Contested?	Our view
Emily Singer Lucio	5A03		
Nestride Yumga	5A08		
Gordon-Andrew Fletcher	5A08		
Steven Couper	5B01		
Michael Triebwasser	5C01		
Lauren Rogers	5C02		
Justin Riordan	5C05		
Harry Thomas III	5C06		
DAndre Phillips (write-in)	5C06		
Jeremiah Montague Jr	5C07		
Sebrena Rhodes	5D01		*
Salvador Saucedo-Guzman	5D02		
Latoya Moore	5D03		
Sean Barry	5D03		
Sydelle Moore	5D05		
Zachary Hoffman	5D06		
Michael Lussier	5D06		
Marina Budimir	5D06		

Stephen Cobb	5D07		*
Michael Braeuninger	5E01		
Michael Kaercher	5E03		
Denise Wright	5E03		
Bradley Thomas	5E05		
Robert Vinson Brannum	5E08		
Sally Hobaugh	5E10		

Emily Singer Lucio

ANC and Single Member District: 5A03

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>	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.

Meet with the residents who would be impacted. Determine what other parking options there would be for the residents and see if we could come to an agreement that in some way made everyone okay with a decision to move forward.

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 a plus. More home bound residents and parents with young kids have been able to attend. But, we must continue to ensure that the on line is accessible to those in our community with disabilities by providing captioning and screen reader accessible documents. Moving forward I would like to see in-person meetings have a Zoom option as well for those who can not or do not feel comfortable attending 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?

I do support the initiative. ANC's need to work with developers to ensure that their units at least meet and possibly exceed these standards and also work with current residents to ensure that steps are taken to assist them with potential property tax increases to ensure elderly residents on fixed incomes are not priced out of their homes.

5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?

These should have been a priority over schools since schools were out for the summer. We need to do everything we can to help small businesses stay open. I would suggest advocating with their landlord for a break in their rent. The building owners are bound to lose a lot more for a longer period of time if the business closes and no business comes in for a long time.

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

There are two. EYA and Providence Hospital. EYA has been cleared to move forward with their development on 12th Street and Allison Street NE. Providence has not yet presented a plan with what they plan to do with their property. I am keeping a close eye on both and am in regular contact with someone from each to ensure whatever change happens fits within our neighborhood and brings services that the residents need and want.

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

I have been working with my residents for the last two years as their ANC Commissioner. As most, if not all, will tell you I am very good at following up with them and staying on top of the issues. I care about this neighborhood and all of the residents who live here. This is our community.

8) What is your opinion on the McMillan Sand Filtration Plant project? What do you think would best serve the community?

I have heard some good and some not so good ideas. I do think we need to ensure there is a significant part of it left for green space. I recently heard the idea of having an outdoor concert/stage area for community use. I thought that was a great idea. I am not sure we can stop this project at this point. I would want to make sure we are holding the developers to what they have agreed while continuing to work with them to see if there is room to make modifications that are in line with what the community wants.

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

The current Art Place Development (Kafritz Foundation) needs to get stores in there like they promised. Each time they come back and say another store has decided not to come in, it hurts. They have made multiple promises and not delivered. Other developments see this and it makes them skeptical. We need to get this development fully functioning and also help other developers to see the potential of this area and then work together with them to make it successful for our area with retail that fits the needs of the community.

Nestride Yumga

ANC and Single Member District:

- 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>	Never
<i>Scooter</i>	Infrequently
<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>	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 not like to see residents struggling to find parking spaces, as this is especially challenging for mothers and children. On-street parking should not be removed but preserved for residents. Pedestrians and bicycle riders' safety must be among every driver's top priorities. Speed limits and stop signs in areas with higher numbers of people walking should be enforced accordingly.

- 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?

As a healthcare professional, the health and safety of my community is not only a top priority, it is also a moral obligation. Moving ANC meetings online has helped reduce the risks of contracting and communicating the Covid-19 while still allowing those in charge to discuss issues pertinent to residents. However, well coordinated in-person meetings with efficient measures including social distancing to prevent the spread of the disease would also get the job done. As a Black American, the importance of civil liberties and inclusion can not be stressed enough. Both online and carefully organized in-person meetings would achieve the goal of addressing community issues while giving everyone a voice and tending to the health safety of all.

- 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 an ANC I will demand that all promised affordable housing be granted before new development be approved. I will also ensure existing developers are enforcing affordable housing agreements. I will ensure developers keep their promises by holding them accountable to their legally bidding agreements. Affordable housing is and will remain a top priority through out my

tenure. Working with Mayor Bowser's fair housing goals and objectives will constitute major part of my mission to serve my community.

5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?

Advocating for preferential treatment of private sector finance and working capital is one of my major campaign points. Access to capital by small businesses and employee healthcare discounts for D.C residents are important issues in my campaign.

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

Bridging the gap by new and better educational opportunities such as the IBM apprentice program and access to capital to local entrepreneurs.

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

I will serve my community in the same spirit as I serve my nation as a US Air Force Reserve Aerospace Medicine specialist. I will strive to highlight best of the our community and work together in common cause to the benefit of all residents.

DC is the greatest city in the world and I will work to make our neighborhood one of the shining beacons.

8) What is your opinion on the McMillan Sand Filtration Plant project? What do you think would best serve the community?

McMillan Sand Filtration Project to become McMillan Park city or national park. All commercial development plans must be halted as those of Howard University Divinity School (HU East Campus).

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

With consultation of residents, we will bring value added amenities and centers for start-ups to the neighborhood, including close collaboration with UDC community college and vocational training center. Needs of community youth and the elderly made a priority.

Gordon-Andrew Fletcher

ANC and Single Member District: 5A08

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>	Never
<i>Bike or Bikeshare</i>	Frequently
<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>	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.

It is paramount that all those who travel in our city by whatever mode are safe. So the pedestrian on foot, the bicyclist and the motorist all have a shared mission: To act responsibly! Moreover, I support Vision Zero, which aims to improve pedestrian and bicycle transportation safety by showcasing effective local actions, empowering local leaders to take action such as myself, and promoting partnerships to advance pedestrian and bicycle safety.

I have dealt with the loss of parking as an ANC Commissioner. I helped resolve a long-standing dispute between a developer and garden apartment tenants located in my SMD.

The owner of several garden apartments planned to raze and redevelop the property. The tenants were given an option to move into the new development, but over time the parties grew distant. As the newly elected ANC Commissioner in 2017, I arranged for both parties to begin a dialog. We drafted a list of concerns. Thereafter, we addressed each concern to both parties' satisfaction. The end result was that most tenants, but not all, accepted the developer's concessions. These are extremely delicate conversations with residents, because you are forcing a shift in mindset or thought.

One of the major concessions was street parking, which had been plentiful and free. Street parking was dramatically reduced as retail businesses opened and as parking meters were installed. I crafted a solution that offered reduced parking to the garden apartment tenants. That solution allowed the affected residents to park within the new development for the next 10 years at no cost with room for further negotiations at a later date. Thus, the residents had free parking for an extended period of time and the developers were not opposed to the idea. I had to make the residents understand that the new development did take a financial loss with this agreement (albeit small). Thus, while I could not replace the free street parking to its previous levels, I ensured that the tenants received an irrevocable parking discount.

So my approach to the loss of on-street parking is to bring all parties together, jointly evaluate the situation and develop a solution all parties can live with. This is neither an easy task nor will everyone accept the results, but it is the most effective approach to the benefit of the entire community.

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?

Hosting ANC meetings online has been both a positive and negative experience. It has allowed more citizens to see and participate in real-time meetings. The sharing of presentations and other materials is much easier for those online. And lastly, there is no need to travel home after the meeting ends.

The obvious drawback concerns those who are impacted by the digital divide. They have no way to participate.

However, I believe that most ANC's will move forward with virtual meetings. The virtual meeting provides greater inclusion, accessibility and transparency for those with Internet access. However, a recap of each meeting should be transcribed onto paper and distributed to those who have no Internet access. Distribution points could include those city libraries, schools and agencies that are now open. Hopefully, the digital divide will be resolved over time. We must provide more training and access to the internet for our senior residents to help solve this problem.

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 agree with the Mayor's plan to build more housing within DC. The housing should be affordable and available to firemen, police officers, nurses, educators and government employees and other essential workers in the District of Columbia.

The role of the ANC is to convey the sentiment of their constituents. However, the first question to ask is whether our current city infrastructure can support a dramatic increase in housing. For example, how will hundreds of new homes impact existing utility and transportation networks; hospital, grocery store and retail coverage; or city services such as education, fire and police availability? It is incumbent upon each ANC Commissioner to address these questions. For example, parts of my community was destroyed due to the unprecedented amount of rain that occurred in September flooding hundreds of homes. We must have a plan that also deals with current infrastructure problems like our water system. Thus, I support the Mayor's plan, but we must also make sure our city can handle such an increase.

My neighborhood is composed of residential housing featuring duplex and triplex units. Apartments and condominiums have been introduced over the past 15-years. I believe changing the zoning laws to support greater density is the best option to support major housing growth in this community.

5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?

COVID-19 has changed the way we all conduct our daily lives. However, this has affected essential workers more than anyone else. Many of these essential workers are employed by small and medium sized businesses in our community. Thus, ensuring that small and medium sized businesses can withstand the most horrific pandemic in over 100 years is critical to the future of many residents in my community and all throughout DC. Next, I would like to recognize the current efforts that are being made by the DC Government for small and medium businesses, especially the \$6,000 grant that has been made available to help restaurants winterize their outdoor space. Nevertheless, more must be done.

Therefore, I would advocate for strong, clear, and concise legislation that supports and advocates for business interruption insurance assistance. There are many small and medium sized businesses who have filed claims with their insurance carriers, but have not been paid out because the insurance carrier will not honor the contract due to COVID-19. Many have been denied their business interruption claims, which has an immense ripple effect for many in our communities. DC City Council and the

Mayor's Office should come together to support legislation that would compel insurance carriers to pay business interruption claims. These funds would not come from the city, but rather it would come directly from the insurance carriers.

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

The most important issue facing my ANC is Neighborhood Well-Being and Crime. I enjoy the peaceful, family friendly environment of our community. In various newspaper articles in our neighborhood, the words "peaceful, suburban and community oriented" are often used. We are a proud and diverse neighborhood composed of duplexes, triplexes and townhomes.

However, strife occurs even in the best of communities. I will positively engage those individuals who are having difficulties. Also, I will engage community stakeholders to identify the root cause of the problem and to craft a reasonable solution – counseling, mediating or engaging city services. This process is a dialogue in which the other party must show good faith and moderate their activity.

My goal is to return the community to its tranquil, family friendly environment for all residents. But, I will use sterner measures if needed. To achieve this goal, I am building a public-private partnership between the community and DC government agencies.

On March 28, 2020, I successfully shepherded a letter of support and received approval from Advisory Neighborhood Commission (ANC) 5A to create a Public Safety Taskforce. The public component of this Task Force is composed of like-minded citizens who want to have a safe, well maintained community. I hope that this leads to the return of the Orange Hat Patrol.

I am working with the Metropolitan Police Department (MPD), Fourth District, to secure it as the first private component. I am soliciting the help of Mr. Derek Staten, Community Outreach Coordinator, and Mrs. Magdalena Acevedo, Community Prosecutor, U.S. Attorney's Office. Mr. Staten has contacts in various DC agencies, including the Department of Parks and Recreation (DPR). He can also provide wrap-around services for families in need. Mrs. Acevedo can provide the legal help needed to resolve difficult issues.

The Taskforce and I agree that community policing is welcome in our community. We remember Officer Lucas as a shining example of exceptional community policing. Officer Lucas regularly patrolled the North Michigan Park community, especially the Recreation Center, McDonalds and other youth hangouts. His presence was a calming influence.

In summary, I see the Task Force as the citizen led voice of the partnership. The Task Force will identify and obtain those DC government services needed by our residents such as community policing, violence interrupters, mental health, crisis intervention, recreation and other assistance as needed. Now is the time to act as MPD resources are being redistributed among various DC government programs. I will fight for every dollar this community deserves.

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 care about my community and have been able to produce tangible results listed within this questionnaire and on my website: www.gordonandrewfletcher.com. Moreover, I have built strong relationships with many key community stakeholders founded on trust and consistency. When I first was elected an ANC Commissioner in 2017, I was living at Aventine Apartments near the Fort Totten Metro Station. Brittany, my wife, and I recently became homeowners in SMD 5A08, which represents our continued commitment to the community of SMD 5A08.

8) What is your opinion on the McMillan Sand Filtration Plant project? What do you think would best serve the community?

The McMillan Sand Filtration Plant project is a major development project at the core of Washington, DC. It is probably one of the largest tracts of undeveloped land near the downtown corridor. While I support smart development, the size and scale of the

project has consequences. As DC continues to become a greater “Smart City” we must find more efficient ways to build and develop.

For example, that area of the city often faces sewage backups during heavy rains. So this project must have a neutral impact on city infrastructure to receive my vote. Also, there is the issue of traffic congestion. The project is bounded by Michigan Avenue, NW (north), North Capitol Street (east), Channing Street, NW (south) and First Street, NW (west). North Capitol Street, First Street and Michigan Avenue are major traffic congestion areas. A reasonable traffic management plan is also a requirement for my support. Lastly, there is the issue of green space. The project should provide greenspace for neighborhood use. Currently, many of the sizable “pocket parks” in the city have been developed. This development represents a chance to reverse the loss of community greenspace. For example,

The community surrounding this project should have the greatest input into the McMillan Sand Filtration Park development. They will be impacted for years to come by whatever decision is reached, so their input matters. But, I hope that the issues of traffic congestion, infrastructure and greenspace will be adequately addressed.

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

All future developments would be consistent with the make-up, density, and tradition of the community. For example, my neighborhood of North Michigan Park is a historic community in Ward 5 that is home to one of the most well-known civic associations - North Michigan Park Civic Association. Currently, there are several projects going on simultaneously, which are the following developments: Lamond-Riggs Library update, Social Justice School development, Rocketship Charter School development, Cafritz development, and EYA development. While I support all of these projects in their individual space, I do not support all of these projects happening at the same time. This is unfair to the residents of the community such as myself and so many others. However, I do the best I can as one of the elected officials by communicating with all stakeholders including neighboring commissioners. Moreover, it is critical that each development has an idea of what the other is doing. Thus, I assisted with coordination of activities with the help of many community partners.

Finally, I support proper development of our community such as a restaurant or even a neighborhood bar. However, I am proud to have stood with many members of my community in the opposition of two liquor licenses that would have come to North Michigan Park. The entire community banded together around this common goal, and I was proud to take the lead alongside ANC 5A Chair Ronnie Edwards to stop this from happening. Our community did not need another liquor store, but rather a bank, post office, or restaurant as noted above.

Steven Couper

ANC and Single Member District: 5B01

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>	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.**

One of the primary reasons that I am running for ANC is to advocate for safe and efficient transportation for everyone in 5B, and that includes the many people that commute by foot, bike, bus, and metro.

Given the lack of metro accessibility in parts of 5B, cars are a necessity for many residents. But, cars, and on-street car storage, should not be prioritized in a manner that makes transit unsafe for other residents.

In determining whether to remove the on-street parking I would ask: 1) is there a way to minimize the impact on parking while still achieving the necessary improvements to safety and efficiency for other forms of transportation?; and 2) for affected residents, are there accommodations in place for the elderly or residents with disabilities?

For some specifics in our area, I support dedicated bus lanes on Rhode Island Avenue, and fully support all planned protected bike lanes, like the planned connector to the Metropolitan Branch Trail on 8th Street NE and on Monroe Street NE around Michigan/12th Street.

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 my goals as an ANC is to increase the accessibility of ANC meetings and allow all residents to stay informed. I think online ANC meetings have improved inclusion, accessibility, and transparency.

Moving forward, ANC 5B meetings should continue to offer online participation even when in-person meetings resume. Offering online options will increase participation as many residents are unable to physically attend two-hour meetings on weeknight evenings. ANCs serve the residents of their communities, and ANCs are best able to serve the needs of all residents if access to meetings is increased.

- 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 this initiative. The District has a housing shortage and there is a significant need for more housing, particularly housing that is affordable.

ANC 5B can support this initiative by being supportive of new proposed developments, rather than standing in opposition. While ANC 5B contains many single-family homes, there is still significant space for construction of new buildings (for example, along Rhode Island Avenue, 12th Street NE, and across from the Brookland metro at 10th and Monroe NE). I support new development and efforts to set aside units within the same building for residents that make less than the Area Median Income.

- 5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?**

To enable residents to safely visit retail and restaurant spaces, I would advocate for expanded outdoor capacity. For example, the Adams Morgan Streatery, where cars were routed around the main commercial area so that restaurants, bars, and stores could expand onto the street was a highly productive use of public space. Increasing outdoor capacity will allow residents to visit safely. Additionally, increased foot traffic will lead to increased sales.

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

I will advocate for improved bus scheduling in 5B. Too often buses like the G8, 80, and R4 come in quick succession and then have long gaps before the next bus. This makes trip planning frustrating and inefficient. DC has a strong bus system, but it could be much better. I want to work with DDOT to fix simple inefficiencies that plague the bus routes in 5B.

- 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 ANC 5B01 because I will be responsive to issues that arise in the neighborhood. Our current ANC has not attended meetings lately and has been difficult to contact. I will work with the other commissioners in 5B to advocate for the residents of ANC5B01 and 5B generally.

- 8) Do you and how would you support the construction of the National Capital Trail Network's planned Metropolitan Branch Trail improvements?**

I strongly support the construction of the planned Metropolitan Branch Trail improvements. The MTB is a beautiful and critical stretch that allows many residents to connect from Brookland, Woodridge, and the surrounding areas to Union Station and Downtown. Pre-pandemic, I biked on the MTB daily to work and am excited about the planned improvements and expansions (for example connecting the MTB to Fort Totten will be a major boost in accessibility).

To support the construction I will advocate loudly for the project with other supportive ANC commissioners. Additionally, I will communicate and coordinate with other supportive organizations like the Washington Area Bicycle Association, DC Families for Safe Streets, and the Bicycle Advisory Council. If elected, I will also research and discuss other ways that I can support this project.

- 9) Do you support extending the Langdon Park Moratorium that puts limits on certain types of liquor licenses?**

This is an issue that I do not know enough about to state whether I support it or not. I have done some research on the issue and spoken with a few people in my ANC, but need to learn more. I am pro economic and business development and supportive of new stores that want to enter the area. But, I would also want to speak to more residents in the affected area and understand any concerns they may have (e.g., noise concerns) and what could be done to mitigate any potential issues.

Michael Triebwasser

ANC and Single Member District: 5C01

- 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>	Occasionally
<i>Scooter</i>	Frequently
<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>	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.**

I'm always in favor of improved bus service as well as pedestrian and bicycling safety. I'd start by collecting information so that I could clearly define the problem and the opportunity for improvement. I'd conduct preliminary research to pull data from reliable sources (WMATA schedule, DDOT website, local news coverage etc), contact community partners for their insight (for example the Washington Area Bicycling Association), and document my own experience or observations.

I'd then begin my community advocacy effort, to try to get as much buy-in from as many stakeholders in the neighborhoods as possible. Through my regular communication and meetings, I'd use all of the information I'd collected to advocate with both residents and businesses to demonstrate how these improvements ultimately benefit everyone. In a highly residential neighborhood like 5C01 I'd expect concerns with eliminating any street parking but by being ready with data and information, and by engaging with the community through different formats, I believe I'd be an effective proponent for these changes.

- 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?**

ANCs meetings moving online was a necessity given the realities of the pandemic. It was a crucial measure, ensuring many people could still receive information and important updates while collectively working to safeguard community health. Moving forward though, ANCs should adopt a more hybrid model because many residents are not online. They are effectively left behind in an increasingly digital world where in-person interactions are extremely limited. I'd like to see ANCs adopting a combination of in-person (when safe to do so), online, as well as print communication such as flyers and mailings to reach as many residents as possible. ANC Commissioners should also have publicly accessible telephone numbers.

- 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?

Affordable housing is a critical issue that needs nuanced methods to ensure it's addressed equitably and effectively. In this neighborhood, we have predominantly single family homes. I would support zoning changes that make it easier for multi-family dwellings to be built. I would also support mixed-use development projects along major roads such as Rhode Island Ave NE that include a substantial percentage of affordable units. We have a lot of space up here that could be better used for affordable housing needs, and we also have such low density that it makes it hard for small businesses like restaurants, bookstores, retail shops, and more to have locations up here, despite having lower rents than almost anywhere else in the city. Any plans to expand affordable housing also needs to include a complementary robust public transportation plan that includes bus service and bicycle infrastructure. More density, more public transportation options benefits residents and I will be happy to support it as Commissioner.

5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?

This is an area that is very important to me because I am a manager in a small business in DC. From my direct experience, there are many critical areas in which small and medium businesses need support.

One of my biggest concerns is actually for the staff of small businesses. Many of the staff working in these businesses are earning minimum wage, or close to it, and are being asked to work during a pandemic. Additional support should be given to businesses to secure more PPE packages and more funding should be made available to install and maintain coronavirus-related safety equipment so that staff can work in a safe environment. If we want to support small businesses, we have to support the workers that make up those small businesses as well, and that includes better wages, better healthcare options, eviction protections, the whole deal. It's all tied together.

Two other key areas where small businesses need support is with their payroll and rent. I'd advocate for another round of grants being issued through the DC Small Business Recovery Microgrant Program and for the DC Main Street programs to continue being fully funded. Existing grant programs such as the Deputy Mayor for Planning and Economic Development's Great Streets program should be retooled to include more flexibility in spending and to be inclusive of more businesses. Currently mid-sized businesses are pretty much wholly ineligible due to revenue caps. Additionally, we need massive efforts at rent relief, tax relief, and debt forgiveness for small business owners in the coming months. Grants are wonderful but they aren't enough. We should be budgeting for these items right now. If the 2020 Holiday season isn't a money maker for businesses, we're going to be looking at massive closures and layoffs.

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

This is an area that is very important to me because I am a manager in a small business in DC. From my direct experience, there are many critical areas in which small and medium businesses need support.

One of my biggest concerns is actually for the staff of small businesses. Many of the staff working in these businesses are earning minimum wage, or close to it, and are being asked to work during a pandemic. Additional support should be given to businesses to secure more PPE packages and more funding should be made available to install and maintain coronavirus-related safety equipment so that staff can work in a safe environment. If we want to support small businesses, we have to support the workers that make up those small businesses as well, and that includes better wages, better healthcare options, eviction protections, the whole deal. It's all tied together.

Two other key areas where small businesses need support is with their payroll and rent. I'd advocate for another round of grants being issued through the DC Small Business Recovery Microgrant Program and for the DC Main Street programs to continue

being fully funded. Existing grant programs such as the Deputy Mayor for Planning and Economic Development's Great Streets program should be retooled to include more flexibility in spending and to be inclusive of more businesses. Currently mid-sized businesses are pretty much wholly ineligible due to revenue caps. Additionally, we need massive efforts at rent relief, tax relief, and debt forgiveness for small business owners in the coming months. Grants are wonderful but they aren't enough. We should be budgeting for these items right now. If the 2020 Holiday season isn't a money maker for businesses, we're going to be looking at massive closures and layoffs.

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

I think 5C01 needs someone who is eager to work with both longtime residents and new ones to make changes, and I think I'm that person. It's time for us to work toward a more engaged community that can connect to the city but maintain our neighborhood character and I'm eager to take on that work.

8) What approach will you use to economic development, including alcohol licenses within 5C?

I think alcohol licenses can become overly contentious within a given neighborhood. I understand resident concerns about businesses being open late or causing disturbances, but if a business owner has a good relationship with the community and can make their case to the Commission, I think we should encourage business growth - including alcohol licenses when requested. There are many small business owners who will be struggling even more after the pandemic so we should be certain not to hold up their applications unnecessarily, while also giving residents a chance to weigh in. I hope to make it a fair and equitable process for both sides.

As far as economic development, the main thoroughfare of development in 5C01 is our section of Rhode Island Ave NE. I would love to see a greater diversity of businesses there - we have a lot of used car lots. I will work with Rhode Island Avenue Main Street to see what can be done about vacant properties such as the one at 3112 Rhode Island Ave NE, as well as try to attract small mixed-use developments that include affordable housing and potentially some ground floor retail.

I am also a big advocate for finally beginning on the Rhode Island Ave NE Streetscape plan which was written in 2014 (though I think it needs some improvements and additions from where we sit in 2020, such as bike lanes). I think improving the streetscape and improving the business landscape will go hand in hand: making those blocks of Rhode Island Ave NE an attractive gateway to the city will hopefully bring about more opportunities for new businesses, such as those just over the border in Mount Rainier and Hyattsville.

9) Do you and how would you support the construction of the National Capital Trail Network's planned Metropolitan Branch Trail improvements?

I would love to eventually see the Metropolitan Branch Trail - or at least protected bike lanes connecting to it - extend all the way up to my ANC along Rhode Island Ave NE. I fully support the planned extension along the length of Eastern Avenue, which includes the portion in my District. Connecting bike trails like the MBT from the outer points of the city like ours to the center provides more connectivity and commuting options for residents in 5C01 and elsewhere.

I would work with the other Commissioners of 5C and nearby to lobby the Council and Mayor's office in support of these trail networks and other bike lanes. I would also advocate to DDOT and other agencies that this is a much needed network in our community, which lacks many other public transit and micromobility options.

Lauren Rogers

ANC and Single Member District: 5C02

- 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.**

That's already happening all over Ward 5. I understand that because of concerns for the environment, and lifestyle issues, many more bikes are on the road, and they should be safe and protected. I'd like to make sure that the concerns of Seniors and mothers with young children, and those with accessibility issues don't get drowned out in the conversation. Also, what does eliminating parking mean for local business? All stakeholders need to be involved in those planning conversations.

- 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 really have enjoyed having ANC meetings online. I feel that my constituents can participate without having to overcome the inconveniences that come with an in person meeting. I do miss the personal interaction, though. And I'm concerned for neighbors who don't have access to the internet, or skills to navigate the 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?**

Almost all of the housing in my Single Member District is zoned R1B, single family residential. I believe that properly licensed Accessory Dwellings might provide some creative solutions for affordable rental units. As a young woman, I lived for a time in a tiny capitol hill english basement, so I'm a fan of the tiny house movement. Tiny houses could be used to offer solutions for Veterans, or homeless populations, or young singles.

- 5) **Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?**

Unfortunately, we have already seen some business losses in our area. I believe that the actions the city has taken to provide funding for Restaurants to winterize outdoor dining areas is a great benefit. I'd like to see more support for sole proprietorship businesses because so many people start a business on their own.

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

There are several issues in my area: 1)lack of recreational facilities, 2)groundwater, sewers and drainage, 3)lack of opportunities for young people, but the main issue in my area is 4)industrial encroachment on residential areas. My position and my approach is to deal directly with business owners, appeal to them as members of the community, and try to negotiate the issues face to face first before taking further action.

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

I am a person who has great empathy for other people. It motivates me to want to do what I can to make situations better for the people of Woodridge.

That's what I've been doing over the last two years. I've learned so much about the DC government, and have been assisted by the great people doing government work for the people of DC. I think I'm prepared and focused, I have the time and the intention to be there for my neighbors. I understand the issues, and I believe I am the best person to continue to serve as ANC5C02!

8) What approach will you use to economic development, including alcohol licenses within 5C?

I am not against economic development. When done well, it should be a coming together of the developer, and the community and it should fill a need or bring a benefit to the community besides just the service it sells. Neighbors in 5C have been pretty clear in expressing their desire to keep the nightlife in the district from inconveniencing them or diminishing their quality of life as homeowners. That is why we have applied for renewal of the Queens Chapel Road area Liquor License Moratorium (currently under 120 day extension due to covid 19) .That said, District 5C has been underserved as far as adding amenities to the community, and we look forward to some of the new features of planned developments such as New City, and we assume that there will be dining and drinking at establishments within that development.

9) Do you and how would you support the construction of the National Capital Trail Network's planned Metropolitan Branch Trail improvements?

I support dedicated trails because they are generally safer for riders. I would like to see more and better signage leading to the trail. And better security and camera surveillance along areas where riders are vulnerable.

Justin Riordan

ANC and Single Member District: 5C05

- 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>	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.**

I would discuss the benefits of mass transit with the impacted residents and work with them to find alternative parking options to allow for the changes in on-street parking for the larger benefit of 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 think there have been some benefits and some drawbacks to virtual ANC meetings. There are many people that have been able to participate in the ANC meetings that could not before. However, the technology has made ANC meetings more challenging and inaccessible for some neighbors. Going forward, I think ANC meetings should be a hybrid of online and in person. While a majority of the business would take place in person, allowing for online participation will increase accessibility and accountability of the ANC.

- 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. However, the process of getting access to these units needs to be streamlined and improved. I have discussed with developers and residents alike about the challenges of getting (and staying) qualified for an affordable unit and the excessive amount of time it takes to close an affordable unit. Our neighborhood has some RA-1 zone, which is for small, lower density apartment buildings. This zone does not require an affordable unit in new projects because of the small number of units. This needs to change to ensure there are enough affordable units in mixed income neighborhoods. Also, the Brookland Manor apartment complex is a project that the commission needs to revisit to ensure that the developer will not displace the current

residents in the next phase of development. The current plan would reduce the number of affordable units significantly and would require families to be split up. This is not fair to the families that have lived in our neighborhood for years.

5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?

I would like to start hosting monthly SMD meetings for people to connect with other members of the community, including small and medium businesses in our neighborhood. Asking businesses to come to SMD meeting will help expose residents to local businesses that they can support. I would also work with the Rhode Island Ave Main Street program to connect local businesses with grants that could help them through the pandemic.

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

The W St Trash Transfer Station. The DC Council made some progress earlier this year to move the transfer station, but the attention to the issue has subsided. I want to get the trash transfer station closed as it is much too close to our neighborhood and has many adverse health effects on our community.

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

I want to be reliable and responsive to Brentwood residents to ensure their voices are heard by the DC government and they can stay informed about what is happening in our neighborhood. I want to find solutions to the problems that face our neighborhood and not simply be an obstruction. I see the potential for a cleaner, safer, diverse Brentwood where anyone would want to raise a family.

8) What approach will you use to economic development, including alcohol licenses within 5C?

We need to make our ANC, and Ward 5 more generally, more attractive to economic development by working with businesses to connect with the community and reach mutually beneficial arrangements. ANC 5C has a history of simply denying any developments in the ANC instead of working to bring residents and businesses together. Many residents want to see economic development, and the ANC should consider the benefit to the greater community to have new and growing restaurants that serve alcohol.

9) Do you and how would you support the construction of the National Capital Trail Network's planned Metropolitan Branch Trail improvements?

I personally use the MBT at least once a week and support all improvements, especially for pedestrian and biker safety. The first step is community awareness of the improvements to the MBT. There are lots of people who use and support the MBT but do not know about plans to extend the trail. If we could get more people aware of these plans so that they can voice their support, we will see a stronger commitment to the trail network.

Harry Thomas III

ANC and Single Member District: 5C06

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>	Infrequently
<i>Bike or Bikeshare</i>	Occasionally
<i>Scooter</i>	Occasionally
<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>	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.

Street parking is not a major issue in my SMD. I would work to accommodate more bike lanes and crosswalks connecting bikers and walkers to the Metropolitan Branch Trail.

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 online ANCs meetings are beneficial during this time to continue the business of the commission. However, online meetings can miss a constituency with no access to internet or computers. I would like to see the ANC meetings to be conducted in person and online so people can attend or watch from wherever they are.

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 to increase the number of affordable units for people making 60% of the area's median income. The ANC has a critical role in ensuring any new developments planned in their ANC should have a community benefits package that offers affordable housing units. We are the voice for our constituency and need to ensure people can remain in the communities they live in.

5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?

I would advocate for small business grants and loans to support small businesses survival during these times.

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

Development projects that trigger residential displacement is a major issue in my SMD. As an ANC commissioner I intend to address it by mandating requirements for first source job training and home ownership and rental opportunities, through creation of community benefit packages.

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 my SMD as I was born in the SMD and have lived here up through my adult life. I know the community and have witnessed the change in the demographics over the years. ANCs are a critical advocate for their community and I want to serve the community I grew up in to ensure inclusivity, growth and open government.

8) What approach will you use to economic development, including alcohol licenses within 5C?

I will gauge the needs of my SMD to determine what development and retail we need in our community.

9) Do you and how would you support the construction of the National Capital Trail Network's planned Metropolitan Branch Trail improvements?

The MBT is an important asset in our ANC. I would support government funding to improve access and security on the trail.

DAndre Phillips (write-in)

ANC and Single Member District:

- 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>	Occasionally
<i>Scooter</i>	Occasionally
<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.**

First, I want to thank Jesse Rauch and all the GGWash staff for providing space to hear from candidates for this very important role.

In regards to the question, As a write-in candidate, DAndre Phillips, for ANC SMD 5C06, I believe public safety is paramount to a thriving and growing community. If there was a way to improve public walking and bicycling spaces in my neighborhood, but it required removing some on-street parking. First, I would survey the potentially impacted areas. This survey will help determine data points like the number of D.C. registered vehicles and drivers on the affected streets, in-demand times for parking, the number of handicapped-accessible parking needed, and much more. This information is critical to help draw on the community voices and gain more significant insights. I would also draw on responses about how to improve the bike and walking spaces within the current footprint.

- 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?**

First, my heart goes out to all the neighbors affected by this pandemic.

Moving the meetings online during this pandemic has been a minus for inclusion, a plus for accessibility, and I am neutral on transparency. I am aware enough to know that not all my neighbors may not have access to a device or internet access, making it difficult for those who are not connected to be informed on real time meeting information. The virtual meetings have been a plus for wider accessibility across the commission. With the utilization of virtual meeting platforms, I have been able to attend various ANC meetings across the District. I am neutral about the transparency of virtual meetings.

Moving forward, I recommend that meetings become a hybrid of both in-person and virtual. I also recommend adding another level of transparency by creating a digital repository of recorded video or audio of all 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 Mayor Bowser's [PLAN] D.C. comprehensive plan and the plan's housing plan. With the planned residential growth in my neighborhood, I think it is essential for our ANC to play the role of a change facilitator, active listener, and community voice amplifier. Being the change facilitator entails the ANC SMD work with the community and the real estate developers to ensure that change is brought about efficiently and effectively and provide the most vulnerable populations in our community access to housing resources. I believe Mid City is doing an exceptional job of working with the community in this manner. The active listener role entails listening to the community's feedback while providing recommendations or antidotes based on the information the ANC has access to in this position. As the community voice amplifier, I will ensure my neighbors concerns amplified and acted upon within our Ward.

- 5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?**

The impact of COVID-19 has dismantled many retail and restaurant spaces in our city. As a member of the Rhode Island Ave and Bladensburg Rd. Main Streets Board of Directors, I commend my volunteer colleagues, RIA/Bladensburg Rd. staff members, and all 24 D.C. Main Streets on the quick response to help the small business with assistance on applying for PPE Loans, curbside accessibility service, and fundraising.

Shameless plug: Please visit one of the many retail or restaurants on RIA or Bladensburg Rd. <https://riamainstreet.org/>

I advocate for supporting small and medium businesses in my community by committing to shop at one or more local retail or restaurant shops per week. As consumers, we have to make the conscious decision to promote and shop small and medium businesses in our communities, utilize social media to tag, post and follow businesses to help lower advertising overhead and participate in Main Street events.

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

My neighborhood's biggest issue not already listed on the questionnaire is the impending school bus transfer station located on W St NE. The transfer station is an issue because of the current zoning dichotomy of the street. One half of the street is zoned residential, and the other side zoned for commercial. In addition to zoning differences, there is already a commercial trucking yard in operation. During morning and afternoon rush hour, the clash of vehicle types causes for very hazardous walking, biking, and passenger car driving experience through the area. The buses housed on this lot will bring additional personal vehicles from workers to the neighborhood from the commercial sites, ultimately spilling over into zoned parking areas in our neighborhood. My stance is that the transfer station does not come to the proposed site.

- 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 am a facilitator of change, community advocate, and homeowner. I am invested in this community for long-term growth and provide a thriving environment for my daughter, son, and future Brentwood residents. I want to represent you and Build on the Legacy for a Brighter Brentwood! Visit my website at dandrephillips.com to learn more about me and my vision

- 8) What approach will you use to economic development, including alcohol licenses within 5C?**

The approach I will take to increase economic development will be an approach by committee. Before I can offer what should occur, I will assemble a committee of residents to help develop the process, marketing, and evaluation of economic development in our community.

9) Do you and how would you support the construction of the National Capital Trail Network's planned Metropolitan Branch Trail improvements?

Yes, I support this project. I am hopeful to learn more about how I can fully support this project once in the role of ANC SMD 5C06.

Jeremiah Montague Jr.

ANC and Single Member District: 5C07

- 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>	Frequently
<i>Bike or Bikeshare</i>	Occasionally
<i>Scooter</i>	Never
<i>Shared Ride (e.g., Lyft, Uber)</i>	Never
<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.**

This SMD has acute transportation issues, constraining traffic flow of all types. It does have a unique preference for vehicular parking throughout. Along the bus routes, the widths of streets and sidewalks vary greatly, with the widest in the commercial strip, and the smallest in the more secluded areas. Along Rhode Island Avenue, there are restrictions enabling bus movement in or outbound depending time of day. Bicycles navigate most streets with no priority accorded them. However, constituents have made it fervently clear, they want and demand parking before any yielding toward bicycles. They are amenable to adjustments made for bus access as there is a high use of buses, particularly by seniors to access essential services and destinations. Our sidewalks in the commercial zone easily accommodate outdoor dining, as well as, simultaneous pedestrian traffic, thus there is little desire for loss of traffic lanes or parking spaces to accommodate street-eateries.

- 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?**

Did not answer.

- 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?**

ANC meetings and their accessibility are essential components an ANC's success and ability to communicate needs upward and downward. However, the pandemic has caused use exclusively of virtual meetings. It does improve transparency. The challenge in 5C is three fold. First, older citizens are disconnected giving great preference for in-person meetings. The health emergency prevents that from occurring. Thus, they must engage by computer, or telephonically. Most seniors here will give preference to telephone, rather than deal with the complexity of Zoom or Webex. The second challenge is access to reliable

internet connectivity. Many do not qualify for the low-income service offered by Comcast, and Verizon/ATT provides no such offering. Again, this means relying upon telephones to engage. Too many think that everyone has easy, convenient access to Wi-Fi, and the internet. It is simply not so in this area. Thirdly, we have no meeting spaces to accommodate large meetings, which allow meeting properly socially distanced. No, not the library, rec center, DCAL HQ, or a meeting hall. Thus, I believe that all ANC's moving forward will have to conduct hybrid meetings, which means in-person, as well as having an interactive video conferencing component. This will allow the greatest access, but it will come at a cost that ANC's may or may not be able to absorb easily if at all.

5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?

I actively support local businesses as much as my finances will allow. Although threatened, many restaurant spaces are doing their best to ride out this dilemma. Constituents prefer grab and go to sit down meals outside of their homes. Some businesses prosper because they have a following or provide food and drink that align with a particular demographic. Nevertheless, I provide in every newsletter a recommendation to support local business as much as possible. I do, I believe that RIA Main streets also works closely with local businesses in the SMD to increase awareness of various grant programs and sources of financial resources to stay afloat. I do encourage DHCD grant recipients to invest more robustly in the immediate community, as well.

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

Our biggest issue is achieving economically fair and complementary development. This is not a standalone issue, in that it couples with issues of transportation, and improving neglected amenities. For real success, everyone must feel that they are receiving improvements because they are long overdue and deserved rather than a drawing point for development which displaces. We have too many occurrences where newcomers re-envisioning the community to meet their preferences arising from privilege, while too often ignoring the richness of the partially polished gem of 5C. We will have development, along with substantially improved transit service and connectivity for residents and not just commuters or passers through. I work tirelessly every day to eliminate denial and bring a continued building of historically centered community progress.

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

I have been an ANC commissioner for nearly two years, my successes are community successes. This is a proud, results oriented community, where no one is taken for granted. I am thankful and I deliver to the best of my ability. Constituents have encouraged me to continue the great work, and thus, am running unopposed.

8) What approach will you use to economic development, including alcohol licenses within 5C?

The awareness of development and its effect upon the fabric of the community is an ongoing community educational effort. We know it is coming, but I always advocate, that we the community say how, when, and where. I have led the successful conservation of older building facades, and guided developers toward understanding the importance of complementing the community fabric rather than becoming a substantial detriment. Developments impact is not just immediate, and not all soils benefit the community economically. The impacts will certainly be one lasting for generations, and thus, any development must give careful inclusion of community input, and accede to their needs as much as possible. Where that does not happen, developers find themselves mired in unfortunate and costly litigation. This results in projects languishing just to get to the starting gate. Thus, our mantra is conservation, and community involvement rather than bullying, and operating that money makes might and right. We embrace promote a just and community friendly economic development approach

9) Do you and how would you support the construction of the National Capital Trail Network's planned Metropolitan Branch Trail improvements?

While the Met-Branch trails do not immediately touch this SMD, I as an historian, strongly advocate the use of such recreational amenities. Further, I have met with dDOT, NPS, and NCPC to advocate for the Greater Woodridge area for such public spaces, trails, and the like. So this program has a greater appeal for the more affluent and youthful. I constantly challenge this not falling within to promote, support, and make use of the public benefit they offer to us all.

Sebrena Rhodes

ANC and Single Member District: 5D01

- 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>	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.**

I would first have a community meeting with the residents and DDOT so that everyone has a chance to voice their concerns, suggestions, recommendations, and advice. We would also require DDOT to submit information on how they plan to improve bus service. Removing "some" on street parking will not go well with those residents with cars, but for safety reasons, we all would need to compromise without risking safety, and for everyone.

- 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 the ANC meetings being moved online was a plus. They are accessible to all. The in-person meetings were normal. Nothing's normal now. They're the exact same meeting, just in a different format. The only minus I can see with the online meetings is having the administrator prevent the public from speaking or having the ability to mute.

- 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?**

Having more affordable housing is ideal and should be available all over the District so everyone have choices. Landlords continue running properties with unlivable units, the homeless population numbers are going up, people are losing their homes because of losing their jobs from this pandemic, and looking into 2025 for affordable housing just do not seem realistic at this time. Mayor Bowser proposed this initiative pre-COVID, and need to be to be revisited.

- 5) **Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?**

Buying local will help the small businesses in our communities, but the residents and their families are being threatened by COVID 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 biggest issues in my neighborhood is the Homeless shelter that does not have any programs and options for rehabilitation. Ivy City does not have a recreation center where the children can have a safe space to play. Catholic Charities will need to provide the men at the shelter with more than just a bed and the community will continue to advocate for a community-run recreation center, green space, safe streets and sidewalks, safe homes/apartments with responsible landlords/homeowners no matter your income, and a community that will be in a position to heal, recover, build and unite.

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

The time I've been in my community, we have become stronger with the same goals of creating a better environment for our families. We all want the same thing, safe affordable place to live. I'm involved with engaging with my neighbors supporting our needs and goals through ANC meetings, testifying at hearings, listening and communicating concerns at our community meetings and helping wherever I'm needed. Being understanding, communication, helping to solve problems, and having a great listening ear and good heart even if you don't speak the same language is very important and means more than any title.

8) Do you support transit-only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?

Having cars in the way of the X2/X9 and the streetcar is disrespectful. I would remove on-street parking on H st which is a major corridor within the city. It's the only way to get from NE/SE to NW because there's no access to the subway.

9) Do you support removing on-street parking and/or travel lanes to improve street safety for all users, including by building protected bike lanes and/or dedicated bus lanes on West Virginia Avenue, Bladensburg Avenue and Mt. Olivet Road?

More protected bike lanes is needed because of more residents riding bikes and scooters. Dedicated bus lanes will cause an already busy street such as Mt Olivet Rd more congestion from construction and it will not make a difference.

Salvador Saucedo-Guzman

ANC and Single Member District: 5D02

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>	Infrequently
<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 look towards providing a rebate or credit opportunity with local parking garages so neighbors can station their vehicles due to lack of space available in need for other neighbors that take self/public transportation. With more space and better street conditions, more residents can gain confidence in better using these means of transportation if the quality of access and conditions improve.

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?

In terms of accessibility it both a positive in terms of ease of access compared to traveling to a meeting but negative due to lack of access with lower income residents and Seniors with technology issues. Moving completely digital can create a disconnect in communication and ANCs need to be able to send News letters to residents so they are well informed and connected to all available resources during these hard times.

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?

Knowing that new housing is a luxury and privilege in the District, I do not support an initiative that barely does enough. ANCs should actively play a role in connecting residents to resources that can help improve and grow their credit and access to housing. Native/Generational Washingtonians deserve modern forms of priority action when it comes to access to housing and tax-breaks to catch up and fulfill their desire to own property in their homeland. My neighborhood has opportunity for investment to redevelop properties but ANCs do not have enough resources on who and what is going on in their districts to be able to take note of opportunities for residents to buy, work, build, sell and share in the Districts housing market.

5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?

I believe ideas such as closing heavy foot traffic streets such as, H Street NE, one or two nights a week for open foot and food truck traffic. This creates a large venue outdoors to provide struggling businesses to hold their doors open during the pandemic. Businesses that are closing down will be redeveloped when possible. We are losing a part of our culture with the closure of some of these businesses and have to work harder of retaining as many of these as possible before corporate gentrification takes over more of the District.

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

Our biggest issue at the moment is trash and illegal dumping. We need funding to have more street/alley cleaning in our Neighborhoods. Too much illegal dumping has been happening and we need it under control. Signage displaying fines or punishments can act as deterrents but we need more agents on the ground providing advice on how residents can actively handle the problem.

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

I believe that good representation comes from fitting the shoes of those you are trying to represent. This is a very dedicated position that asks only for someone to step up for its people. I believe I am that person cause I mirror my neighborhood and care about all its residents. My survival has taught me to best use my experiences and fortune by sharing it with others and with that kind of love I will work best for 5D02 until these dark days are a thing of the past.

8) Do you support transit-only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?

I would not support this type on these lanes due to the high level of traffic they create being the streets they are. They are streets of not only our neighbors and residents but of commuters. I would not support disrupting any of this on a permanent or temporary basis simply for public transportation.

9) Do you support removing on-street parking and/or travel lanes to improve street safety for all users, including by building protected bike lanes and/or dedicated bus lanes on West Virginia Avenue, Bladensburg Avenue and Mt. Olivet Road?

We have very large foot traffic population in my district and I believe that improving street safety can better increase the use of these services mentioned above so residents can benefit in better access to transportation. These 3 streets have the capability to building additional alt. lanes compared to other streets in the District. I support removing on-street parking or extra car lanes so all residents can use our streets to the best of their abilities.

Latoya Moore

ANC and Single Member District: 5D03

- 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>	Frequently
<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'm actually not in favor of removing anymore on-street parking, as most of us (residents) are unable to park in our backyards or alleyways, so street parking is all that is left. We don't have enough parking in the city as it is. An approach could be splitting or decreasing some of the sidewalks to accommodate the bus and/or walk 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?**

I think it has been a plus for inclusion of issues or concerns without judgement and present anonymity, if applicable; for accessibility for the elderly, disable, and space allocation at the meeting location; and transparency of the actual member's accountability and engagement. I would like to see questionnaires and polling of topics for the agendas moving forward. It seems to be stuck in a repetitive outline every 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?**

Absolutely. As a native Washingtonian and an avid ANC Meeting attendee, I think my ANC can combat a lot of these developers from coming in and building unaffordable and unattainable living spaces for legacy residents. We must stop these slumlords and private resident managers from targeting a certain class or income of constituents to reside in their properties and driving the working class out of the city.

- 5) **Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?**

It starts with us, the neighborhood. Although I know it's extremely hard to compete against the bigger store chains and online retailers, but the small business must understand that as a community we look for value, convenience, product availability, service, and SAFETY. Even during the pandemic, we want to help these businesses thrive, but with the uncertain economy it's hard to buy there, eat there, and choose them over the competitors for the reasons stated above. Unless the small and medium businesses can meet those demands, it will be hard for them to survive.

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

The K2 Synthetic Drug Abuse. My position is there is not enough initiative to combat the issue. There needs to be daily police patrol and presence, legislation to make it illegal to sell, purchase, and/or distribute, and a combative approach for the addiction.

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

I'm an active native Washingtonian that lived in Ward 5 for 14 years. I've seen and heard the concerns of all entities. As a constituent I need to make a difference.

8) Do you support transit-only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?

No. No.

9) Do you support removing on-street parking and/or travel lanes to improve street safety for all users, including by building protected bike lanes and/or dedicated bus lanes on West Virginia Avenue, Bladensburg Avenue and Mt. Olivet Road?

No.

Sean Barry

ANC and Single Member District: 5D03

- 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>	Frequently
<i>Bike or Bikeshare</i>	Frequently
<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>	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.**

Making streets safer for everyone regardless of transportation mode is critical. In our neighborhood, we need to slow down traffic on 17th Street between Benning and Bladensburg. Brentwood Parkway by Gallaudet University is a nearby example of effective traffic calming that is worth further study. There is no street parking on this stretch of 17th and cars come up very close to sidewalks, which need to be widened north of Maryland Avenue to make walking safer and easier. Changes to 17th must also account for the risk of increased speeding on L, Lang, Lyman and M. As far as other parts of the neighborhood, we should push to increase the number of stops and frequency of the X8, which would affect some parking on Maryland. In this case, I would engage proactively with constituents and Carver-Terrace management on potential mitigation, working with neighboring commissioners. More broadly, we need consistent enforcement of existing permit zones and against abandoned vehicles, both areas in which neighbors have voiced complaints.

- 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 move to online-only meetings has been a mixed bag. The format should make it easier for neighbors who may have difficulty attending in-person gatherings, but attendance at some meetings has been quite low. When I started running in June, I reached out to neighbors to let them know about the special meeting at the time. I found most had no idea a meeting was happening. Some were interested to attend but had trouble with the technology. While there is room for improvement, it is important to acknowledge the significant steps forward since 2018. Meetings are properly noticed, the website is updated, sign interpreting is available and subcommittees are active. We cannot go back to how things used to be. Moving forward, we need to continue online meetings as long as the risks of in-person remain high. But securing broader participation will require ANC 5D to be more proactive, including through paper canvassing and not just relying on email invitations. We need to send the message that all are welcome and encouraged to be there, whether it's their first meeting or their 100th.

- 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 enthusiastically support Mayor Bowser's proposal. New projects in our area should include below market-rate units for people at the 60% threshold and higher AMI, both to keep financing feasible and to accommodate residents at a variety of income levels. We should continue to push for inclusion of some below market-rate units in projects on Benning and Bladensburg, in addition to market-rate. The anticipated redevelopment of Hechinger Mall is also an opportunity, though that project should include commercial as well. (Another priority there is making Hechinger less car-centric.) Additional units in smaller developments through the new RF-4 zoning are another possibility. I would also endorse the Mayor's public statement that every Ward has a role to play in housing affordability, including areas that have historically resisted new development. As communications lead in the Office of the Deputy Mayor for Health and Human Services, I was proud to help open the first three short-term family housing programs, as part of the Mayor's initiative to close DC General and reduce family homelessness. Both the Ward 3 and Ward 5 site were the subject of litigation, but the Bowser administration had the facts and the law on its side and pressed forward. That is the kind of leadership and urgency we need to make housing more accessible and affordable.

5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?

We need to continue to support the expansion of existing grant and loan opportunities, to start. Councilmember McDuffie has shown good leadership on this, but we should push for more. I appreciate Mayor Bowser's announcement of the Streatery Winter Ready Grant to help restaurants put the infrastructure in place to serve outdoors in the cooler months. We should see how well this initiative plays out and build on it in 2021. There may be other areas where a small grant or loan could make the difference in being able to reach customers in a new way in the COVID-19 environment. As a commissioner, I would also look for ways to simplify permitting for small and medium businesses and to make DCRA and other agencies more customer-focused. Lastly, we cannot support small businesses without supporting the workforce. The delays in unemployment insurance benefits were unacceptable and cannot be repeated. We need to renew the necessary and challenging work of fixing our systems so people can receive the benefits to which they are entitled in a timely manner.

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

Two areas come to mind. First, we have continued public safety challenges, most notably with gun violence, car break-ins and at Starburst Plaza. Like most neighbors, I want a fair, proactive and equitable response to these issues. MPD has a role, but not an exclusive one. Second, I support reopening the M Street entrance to the Arboretum for pedestrians and bicyclists. This position is highlighted on my website and in a postcard sent to likely voters.

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

My career has equipped me with a rich understanding of our health care system at both the local and national level, an important skill-set for a pandemic. I have worked closely with dozens of DC Government agencies as lead public information officer for the DC Deputy Mayor for Health and Human Services from 2017 to 2019, and currently on the Age-Friendly DC 2023 Task Force. Lastly, I mobilize 5-10 volunteers every week through Trash on Tuesdays and publish the Carver-Langston Gazette monthly to keep people informed. I have shown I can be a part of making positive change with or without a title.

8) Do you support transit-only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?

I support pursuing a dedicated right-of-way. Prior to the pandemic, I regularly rode the X2 and X9 to work in Gallery Place when I was not able to bike. As with changes to other major thoroughfares, this would require proactive engagement with the business

community and residents on and around H Street. This is a tough time to keep a business afloat and we need to make sure any change is phased in a way that does not cause disproportionate harm. I would also actively seek input from ANC 6A.

9) Do you support removing on-street parking and/or travel lanes to improve street safety for all users, including by building protected bike lanes and/or dedicated bus lanes on West Virginia Avenue, Bladensburg Avenue and Mt. Olivet Road?

I would be pleased to support these kind of changes so long as they are done with sufficient community buy-in and traffic analysis. I bike regularly and know the gaps in infrastructure in this area well. More would be comfortable biking, walking and using public transit if we made some of these common-sense improvements. I am also excited by the potential of the new Arboretum Bridge and Trail Project — slated for 2022 — to serve as a catalyst. Gallaudet University students and staff will need to be an active part of these conversations. I would also be especially interested to hear from business owners on Bladensburg about their thoughts and needs.

Sydelle Moore

ANC and Single Member District: 5D05

- 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>	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.**

Open and transparent communication as well as a close examination of each, unique situation is key. It isn't enough to make the right choices, you also have to be open about the process-- decisions about parking and transit are no exception to this rule. To begin the process, I'd do what I typically do. I'd talk to impacted neighbors and include their concerns in the early stages of the decision-making process. Improved public transportation has been an ongoing conversation in Carver/Langston and my neighbors are very open to trying different approaches as long as that approach makes sense for them. My neighbors have already gotten rid of parking spots on Maryland Ave. in order to improve the placement of the X8 bus stop and make it possible to use extended buses along that route. Many of my neighbors rely on public transit, so examining the needs of various neighbors and making decisions that benefit the majority of people is an important goal for most residents -- especially those living along major thoroughfares like Maryland Ave. and Benning Rd.

- 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 tremendously useful for promoting engagement. Having videos available online and via phone is an important tool for transparency, but I do continue to have concerns about equal access for those neighbors who do not have reliable home internet. Moving forward ANCs should continue to post/conduct meetings online, but must take steps to ensure that neighbors on both sides of the digital divide have equal access to meetings. One useful thing ANC 5D has begun doing is using a text messaging service to send mass texts to residents who can sign up for text message updates via yard signs posted throughout the neighborhood. While many in our community don't have computers, most neighbors have cell phones and this has been a great way for us to maintain open communication during the COVID 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 support the initiative. I think it is also important to note that the plan specifically addresses the distribution of additional housing across the city. That piece is often left out of the discussion. More than half of the city's affordable housing is currently in Wards 5, 7 and 8. Meanwhile there are very few affordable units in Wards 2 or 3. The city is right to focus on improving access to affordable housing particularly in wards that simply haven't produced their share. It is a necessary step to addressing affordability while making it clear that the issue shouldn't be used by disingenuous advocates to exacerbate segregation. The initiative is forcing the conversation on not only affordability, but displacement.

In my first year, I launched a zoning case that even by strict estimates from the Office of Planning would create approximately 500 additional units of housing with more than 100 of those units likely being affordable units in ANC 5D04 and 5D05 alone. Under our previous zoning, zero additional units of affordable housing were produced in the 2 years prior to the case filing and many previous affordable housing options had been lost. This change in zoning puts us in a much better position as a community to not only produce enough affordable family-sized units, but push back against the displacement of long-time residents. The move will mean that more units along Benning Rd will likely be subject to automatic inclusionary zoning requirements and that smaller developments on internal lots will be subject to ANC negotiations requiring the development of affordable units within the community rather than exclusively relying on Housing Production Trust Fund contributions that support affordable units outside of our area.

I continue to believe that affordability, displacement and desegregation must be considered together. When residents talk about affordable housing they are talking about not only their home, but the neighborhood itself. Residents care about quality housing, the affordability of the overall neighborhood as well as the social networks in place that make it possible for them to find inexpensive child care or catch a ride to work. People who are making policy decisions need to begin to think about communities more holistically, so we can truly address these important concerns.

One of the ways my commission plans to help keep people in the neighborhood affordably is by negotiating with developers providing affordable dwelling units (ADUs) to give preference for qualified residents already living within ANC 5D. Prospective tenants for ADU rentals must have their income certified in order to verify that they are within the income limits for a property's program. Many people are unaware that the entity responsible for certifying household income varies from project to project, and can be the developer or management company -- not just the Department of Housing and Community Development (DHCD). When developers and management companies are administering the program, ANC 5D will require that preference be given to current ANC 5D residents on that company's wait list as part of our zoning and development approval guidelines. In addition to the recent zoning change, this would help prevent residents from being displaced as new, affordable units bring necessary renovations to some older buildings in our neighborhood.

5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?

Outdoor dining, converting licenses to allow for carry out and direct financial assistance are important tools to help small businesses. Any measures taken should be neighborhood and situation-specific with a focus on the health and well-being of the public as well as workers.

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

Violent crime. I support a public health approach to improving the prevention, not just the response to violent crime and have been proactive about spending the majority of my time as an ANC commissioner to helping prevent my neighbors from being victims of violence.

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

I am not only a dedicated public servant and volunteer, I'm kind, a good listener, professional and willing to work with people who have a variety of viewpoints to get to a solution for the problems that our community faces.

8) Do you support transit-only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?

The streetcar is an excellent addition to our transit options in ANC 5D, but it is too slow. The X2, and other major busses are also too slow, late and provide poor service. I would support having the bus and streetcar operating in the same high-speed lane during rush hour. On-street parking on Benning Rd. is already time-limited to non-rush hours and that works well. By combining these strategies it allows for day-time deliveries to small businesses on the corridor. Implementing and expanding that policy as needed to improve the speed and reliability of public transit while reducing congestion during high-use hours is a smart balance.

9) Do you support removing on-street parking and/or travel lanes to improve street safety for all users, including by building protected bike lanes and/or dedicated bus lanes on West Virginia Avenue, Bladensburg Avenue and Mt. Olivet Road?

This isn't the right question. Rather than constantly framing things as what can be taken away, it would be a much better idea to introduce people to urbanism and environmentalism by talking about what people gain. Fresh air for asthmatics and better bus service aren't controversial in ANC 5D. We need to give people public transit options that are appealing, on-time and inexpensive. Many of my neighbors already rely on public transit and deserve a better experience. Let's be specific and intentional when we talk about how to provide those experiences instead of broad, vague and punitive.

People want to know what they're getting in exchange will make sense and fit their lives and they want to hear specifics. Rather than coming up with blanket solutions to the challenges we face, ANC 5D has hired a city planner to canvas community members, business owners and other stakeholders in addition to developing a diverse transit committee to come up with a set of recommendations specific to the challenges that our neighborhoods face. At present we haven't seen the final recommendations, but one of the specific goals of that review is to come up with transit solutions that will increase the efficiency of north-south buses on Bladensburg Rd. from our community to other neighborhoods and resources nearby. Those recommendations are by definition going to favor public transit and provide additional bike options for people trying to access the Arboretum, but the goal is to provide better alternatives, not punish people who deserve better options.

Zachary Hoffman

ANC and Single Member District: 5D06

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>	Occasionally
<i>Scooter</i>	Frequently
<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.**

Improving the safety of our neighbors as a commuter, cyclist, or pedestrian is in line with my core values. Any idea, project or proposal that furthers that vision is a worthwhile endeavor. Obviously on street parking is a large part of living in an almost exclusively residential SMD and restrictions or impairment of that parking is a deeply emotional subject. That being said, making small concessions in an area like on street parking that not only expand access but improve the safety of residents utilizing other forms of transportation is an important conversation to have. We have to do so much more work regarding our infrastructure to cultivate a public transportation system that works for everyone. That includes looking at reducing parking when the trade off is better and safer access to new or existing transportation resources. I have wanted to discuss moving altering street parking along any street that connects to Florida Ave NE to help turning drivers and crossing pedestrians, especially at any intersections with a traffic light. To often close calls and accidents are caused by cars parked too far off the curb so close to the entrance of the intersection that blind spots and bad judgment can create chaos. Reevaluating where and when street parking can occur in a scenario like this could save lives.

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 concept is phenomenal, not every neighbor feels inclined to attend a meeting every month but now has the opportunity to engage and stay informed from their home. However, not every commissioner and ANC has the knowhow and understanding to use new communication platforms effectively. This makes it difficult for everyone to be on the same page. What we lose in clarity, we do make up for in inclusion. Conducting meetings online has undoubtedly brought new residents closer to their ANC and community. There are plenty of things we must do that brings the ANC meetings into a modern era of accessibility.

5D has sign language interpretation every month, a service that should stand as a shining example for every other ANC. More ANCs should employ translators and interpreters for all of our diverse neighbors. Every ANC should be live streamed either in the current format or in a hybrid format in person, but still available online. Using more AV technology to bring important news and discussions to residents needs to become a priority. It has been clear during this pandemic most ANCs did not possess the

necessary tools or knowhow to effectively pivot to our new normal. We must continue to develop and master new ways of increasing our inclusivity and accessibility and maintain transparency while doing it.

- 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 in-so-far-as, much more housing must be built, it must be built now, and it must be accessible. Personally, I think we are doing a terrible job of negotiating with developers to build this necessary affordable housing. ANCs will play a huge part in the construction of units as we undertake this challenge, and we have to be willing to make a stand for increasing affordable units in every development going forward. 5D will have several opportunities for development that will require us to demand more affordable units. The largest redevelopment project in our ANCs lifetime outside of Union Market will take place at the Starburst Plaza, once that project begins, I pledge to fight for triple the amount of affordable units than the minimum. Working with development from the very moment a project is started to its completion is the best way for ANCs to make change and provide oversight.

- 5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?**

As a bartender, I know all too well the devastation being caused by COVID-19 in the hospitality sector. At the ANC level I would push for weekly or bi-weekly newsletters highlighting the small and medium businesses in our area that need our continued support. Showcasing and marketing our community partners is a great way to let residents know about all of the hidden gems right in their backyards and help focus attention on those businesses. It may also be possible to use community grants as low interest loans to those same businesses.

I would then turn to drafting resolutions and testimony with the DC Council or other District Agencies asking for targeted support packages for independently owned and operated establishments district wide. I have personally been a state organizer for THIRST Group, a national nonprofit focused on state-by-state legislative relief for business interruption insurance. Advocating for new legislation that could secure hundreds of millions of dollars for businesses through their own insurance policy claims could make a huge impact on the industry and lessen the impact of COVID long term.

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

Public Safety on many levels is our biggest issue. During COVID-19, Trinidad has been in the top several neighborhoods in the district for cases. There are violent crimes and property crimes at rates higher than our other SMD neighbors. Progress has been made in many aspects, but more work must be done.

I will continue to support funding violence interrupter programs and PPE distribution in Trinidad. Building on the work of my predecessors will allow us to continue making progress.

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

I feel like I am the best person to represent 5D06 because I have experience in engaging our government and have established connections that can help further our communities interests. I have the technical and political knowhow to get things done. Intentions and values don't matter to any of my neighbors if they don't see results. I plan on being the person that can get those results.

- 8) **Do you support transit-only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?**

Yes. H street is often a chaotic street with many chokepoints. Developing new and more efficient travel lanes and infrastructure would do more for the corridor than retaining street parking.

- 9) **Do you support removing on-street parking and/or travel lanes to improve street safety for all users, including by building protected bike lanes and/or dedicated bus lanes on West Virginia Avenue, Bladensburg Avenue and Mt. Olivet Road?**

Yes I do. Our most traveled streets are prime candidates for these types of projects. While street parking is a wonderful thing, if it blocks the use of an arterial road that the entire community uses and could benefit from new infrastructure, then it has to be examined and considered.

Michael Lussier

ANC and Single Member District: 5D06

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>	Infrequently
<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>	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.**

Both DC and my Single Member District, 5D06, are very urban spaces. Equitable accessibility and mobility are cornerstones of any such urban space. If an opportunity arose to help increase these cornerstones, at the risk of losing on-street parking, serious consideration should be provided to the opportunity. I would recommend that an impact study be performed in the area to ensure the intended consequences are known and to help educate all impacted parties. Further, I would recommend that the potential improvements be made at either beginning or end of a neighborhood block. Focusing on these areas will make the intersection feel more open and positively improve visibility for all users – pedestrians, bicyclists, and drivers.

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?**

Just as we have seen in nearly every other facet of life during the pandemic, ANC meetings have undergone some big changes – especially ANC 5D. Luckily, ANC 5D has adapted well and been able to continue to meet, record virtual meetings, hear concerns from residents, and affect positive change in the community. As ANC 5D continues to adapt, there are several areas where improvement can be made. The most important of which is in the realm of accessibility. These improvements would include speaking more slowly and clearly so that ASL interpreters can provide a more seamless, real time representation of the meeting; providing the minutes, materials, and proceeds of the meeting to all residents after the meeting; and working with local businesses to provide alternative methods of viewing the meeting to the area’s residents. The accessibility seen at the larger ANC meetings should extend both to the smaller ANC committee meetings, and the Single Member District meetings. Also, ANCs need to provide channels of communication for residents to voice concerns and provide feedback. Though each Single Member District Commissioner acts as a point-of-contact, there should be a more formal method of communicating with the ANC – online forums, a place to receive mail, and comment forms. In addition, updates to the meeting layout and agenda should be made to encourage more community feedback. When ANCs return to in person meetings, the meetings should be recorded to include video and made available to everyone as soon as possible. The main goal of any ANC is to amplify the voice of its residents, and I believe open lines of communications are key to doing so.

- 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?**

DC is currently seeing a lot of change occur. As I walked my neighborhood recently, I saw owners repainting houses, beautifying their yards, and adding fences. Alongside these neighbors, I also saw new single family and multi-family homes being built. As a home owner myself, I want to make sure that all development in our neighborhood is done by civic-minded developers who are building homes to last and that will enrich the surrounding neighbors. In addition, I want to be a sentinel for affordable housing being incorporated into projects that are to be built not only in our neighborhood, but also the whole of ANC 5D. As DC grows and develops, we must increase the supply of new houses and apartments to afford as many residents as possible the ability to live in DC. To do so, most of the new supply that will be needed should be located near existing public transit hubs for its residents to use. In addition, the ANCs should work to help encourage the removal of some developmental constraints (building height limits, parking requirements, etc.) to encourage and effective use of capital when practical.

- 5) **Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?**

During the COVID-19 pandemic, DC has provided its residents and businesses meaningful guidance and support. I would advocate that we continue the existing practices that are in place. I would also advocate to allow business owners to provide creative solutions to allow them to get back to steady state of operations including ideas on how to use the outdoor space near them. Finally, I would support increasing the availability of funds from the Mayor's "Streatery Winter Ready Grant Program," for more businesses.

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

The single biggest challenge facing the 5D06 Single Member District is overall community safety. Over the past year we have seen a rise in both petty and violent crimes in the neighborhood; and our neighbors have noticed more instances of negligent speeding through the neighborhood than ever. Our neighborhood is extremely residential and needs to ensure that our children, families, and neighbors are safe to use the sidewalks, parks, and benches throughout the neighborhood. We also need to make sure that all neighbors can safely get home regardless of when they return home. If elected, I will work with local agencies to implement speed reduction strategies, strengthen our violence interrupters program, and review lighting around the neighborhood. These initiatives will be further augmented as I am committed to working with the rest of the 5D commissioners to collaborate with the local MPD district commander to develop a strategic plan to increase the level of safety in our neighborhoods.

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

I have always had a strong sense of pride for the communities, policies, teams, and people that have helped shape me. I work hard to defend, uphold, and emulate those values, principles, and beliefs. I will utilize the passion I have for representing my fellow neighbors to help ensure that all voices within our neighborhood are heard, represented, and respected. I look forward to using my past experiences to help foster an open, cooperative, and passionate neighborhood that continues to grow and develop into the future. Please visit my campaign website at www.MichaelLussierANC5D.com for more information.

- 8) **Do you support transit-only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?**

Increasing the reliability of the public transit routes along the H St NE and Benning Rd NE corridor is critical. With average 2019 weekday Metrobus ridership of 11,135 people, this corridor represents one of DC's most utilized lines. Unlike other places in DC where bus only lanes have been implemented, this corridor is a two-way road with the potential for only three total lanes of traffic in either direction if on street parking were removed. Since this corridor represents a major public transit route, a major area of ongoing development, and a current challenge based on the 2019 Metrobus Report Card, I would support further impact studies that solicit the feedback from residents and business owners while also creating an inventory of public parking spaces that could be made available in the existing parking garages and lots along the route.

9) Do you support removing on-street parking and/or travel lanes to improve street safety for all users, including by building protected bike lanes and/or dedicated bus lanes on West Virginia Avenue, Bladensburg Avenue and Mt. Olivet Road?

These three streets represent some of the larger thoroughfares that affect my Single Member District. And since equitable accessibility and equitable mobility are cornerstones to a successful urban area, strong consideration should be given to evaluating the potential consequences from implementing dedicated bus lanes. The areas that would be most impacted by the removal of on-street parking are highly residential areas. These areas have not seen adequate upkeep of their public alleyways from the city. As we evaluate the feasibility of adding dedicated bus-lanes, we will need to ensure that the adverse impact to the residents of the neighborhoods, through which these lanes would potentially be added, is minimized

Marina Budimir

ANC and Single Member District: 5D06

- 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>	Frequently
<i>Scooter</i>	Infrequently
<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.**

Everyone deserves to live in a safe neighborhood that supports multiple transportation options, including biking, walking, and transit. I support removing on-street parking to create more bike lanes and bus routes because our single member district is primarily residential, with single family homes that have a parking space on private property. Additionally, there is abundant on-street parking on many blocks in our neighborhood. Ultimately, it's important to engage as many residents as possible in the process and present all options so that we make a decision collectively that will benefit our entire community.

- 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's wonderful that ANC meetings are taking place online but to ensure we have full inclusivity we must strive to offer more avenues for participation, especially to ensure that residents with limited internet access are able to have their views heard. All ANC meetings should be streamed live, and residents should be able to call in via phone. Additionally, we should work with libraries and other government service providers to offer safe spaces with social distancing measures in place for small groups of people to join meetings in person when it is safe to do so.

- 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 this tragic COVID-19 pandemic has shown, the need for affordable and sustainable housing has never been greater. As the city continues to change, it is imperative that residents of limited financial means have options for stable housing that is fully integrated in all communities, including my own. We must strive to preserve existing housing stock by ensuring the city is making necessary repairs to units it maintains. Our neighborhood should continue to do its part to address the housing needs of all

residents, especially those who are low- and moderate-income, and we should do more to require inclusionary zoning so that all new multifamily developments are required to have affordable housing units.

5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?

Small businesses are vital to our neighborhood, with our residents working for businesses throughout the city, and especially on the H St. Corridor or on Bladensburg Rd. NE. These businesses are facing unprecedented challenges due to the COVID-19 pandemic. To help these small and medium sized businesses, we must do our best to connect them to grants and/or sustainable low- or no-interest business loans that will provide them with enough funds to continue to employ our residents and allow them to provide the services and hospitality that our residents want. We should also look into getting creative for these businesses, including doing pop-up outdoor seating, or loosening restrictions for tables on the sidewalks when it is safe to do so. Finally, we must make sure that minority- and women-owned businesses are not left behind in any of our relief efforts, and that they thrive and succeed as we recover from this pandemic.

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

Unemployment (and underemployment) due to COVID-19 is one of the biggest issues facing our residents right now. Many of our neighbors have lost their jobs and we need to work together as a community to help each other through this difficult time and ensure that all those in need are able to remain in the neighborhood. As we seek to recover from COVID-19, we need to help connect our residents who may not know about job opportunities to employers in the region, while ensuring that vital social services continue for all residents.

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

As a transportation planner, bicyclist, and resident of SMD 5D06, I have a thorough understanding of transportation planning principles and issues in our neighborhood. I also have experience reviewing development applications and helping to determine which sustainable transportation measures should be implemented to adequately mitigate impacts to the community and ensure that residents are receiving the due benefits. Finally, our neighbors deserve a Commissioner who will be responsive, accountable, and serve in the best interest of the neighborhood.

8) Do you support transit-only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?

The X2 and X9 buses have some of the highest ridership in the city and many people rely on these lines for their daily travel needs. It is imperative that busy corridors like H St NE and Benning Rd NE prioritize transit (which moves many people quickly) over single occupancy vehicles. I would support exploring options to make our transit system more efficient and improve travel times, including removing on-street parking.

9) Do you support removing on-street parking and/or travel lanes to improve street safety for all users, including by building protected bike lanes and/or dedicated bus lanes on West Virginia Avenue, Bladensburg Avenue and Mt. Olivet Road?

The District has made a lot of progress over the last decade with transportation improvements to make our city more walk- and bike-friendly. We know that sidewalks, dedicated bus and bike lanes, traffic calming measures like speed bumps, and working speeding cameras make our streets safer. All residents should be able to travel around town safely and efficiently and I support removing on-street parking to achieve that goal.

Stephen Cobb

ANC and Single Member District: 5D07

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>	Infrequently
<i>Personal Car/Motor Vehicle</i>	Infrequently
<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.**

Because bus, pedestrian, and biking infrastructure are location dependent, the first step is data collection. This data includes (1) the current street conditions; and (2) input from residents who live and work on the street and who may benefit from the proposed improvements. Resident input should come from multiple sources, including online; in-person at ANC and SMD meetings; and through targeted outreach to neighbors who live and work on the affected street. The question is, What improvements will best serve folks in my ANC? By considering this data, we can create bus, walking, and biking infrastructure that make a real difference and benefit all. We already have a precedent for this in my ANC with the Florida Ave NE redesign, and we can take this approach with other projects.

The most relevant project right now is West Virginia Avenue, which cuts through my ANC and is included in my SMD. DDOT has proposed bike lanes from Florida Ave to Montana Ave, and I strongly support them. They will be critical for neighbors going to and from Trinidad and Ivy City. My hope is that eventually DDOT will extend these bike lanes north of New York Avenue.

DDOT has issued its Notice of Intent for Phase I, which will stretch from Mt. Olivet to Montana Ave. The proposed design is good, but it needs improvement: there are many industrial properties on the west side of West Virginia here, and the east side is largely the DC Public Works Campus. This span of West Virginia thus sees a high amount of heavy-vehicle traffic. I have already sent comments to DDOT emphasizing the need for proper turn hardening to protect bike riders and pedestrians, and I am continuing to monitor the project to ensure that it will bring maximum benefit.

Phase II of West Virginia Ave will be announced next year. The main issue here will be parking, and neighbor input will be critical. But at the end of the day, the demand for parking should not take precedence over protected bike lanes. I bike this stretch of West Virginia almost daily, I see folks biking here every time I'm on West Virginia, and the rowhouses along West Virginia Ave in Trinidad have private parking pads. The street conditions are thus ripe for bike lanes. Instead, neighbor input should help shape what the bike lanes look like. For instance, should this span of West Virginia have one protected bike lane on each side, or one two-way cycletrack on the Gallaudet side?

My ANC will have to consider the trade-off between parking and safe streets even more in the coming years. DDOT will eventually redesign New York Ave to make it more bike and pedestrian friendly. Similarly, Bladensburg Road is increasing in density, and soon the Hechinger Mall will be completely overhauled. And the pending Comprehensive Plan amendments envision a Lower Bladensburg that is green, walkable, and mixed-use. I hope that, as a Commissioner, I will be able to work with neighbors and lay the groundwork for a New York Ave and Bladensburg Road where neighbors do not feel the need to own a car and can ride the bus, walk, and bike safely and comfortably.

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 balance, the online ANC meetings have been a plus for inclusion, accessibility, and transparency. I personally know people who struggled to attend in-person meetings because of work and childcare obligations. Many neighbors do not have the privilege of being able to set aside time each month for a meeting that will end at an unclear time and might stretch late into the night. Online meetings have made it much easier to do so.

Of course, online meetings present their own challenges. Some neighbors in my ANC do not have internet access or are unfamiliar with the technology. So going forward, I would like to see my ANC take advantage of both approaches by holding in-person meetings that are livestreamed. The livestreaming must also allow people to comment and ask questions as if they were in person.

I am confident that ANC 5D can do this. Since 2018, our now-productive ANC has made amazing strides in its use of technology. Meetings are recorded and available online. We have A/V equipment that allows everyone to hear the speaker in our cavernous meeting space. And the online meetings have gone smoothly. ANC 5D should continue to build on this progress once in-person meetings return, and take a hybrid approach that allows as many folks as possible 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 strongly support Mayor Bowser's initiative to build 36,000 additional homes in the District by 2025, 12,000 of them affordable at 60% area median income. Housing in the District is expensive and is only getting more so. We are really feeling this in ANC 5D, where the revival of H Street NE has created more demand for housing in all nearby neighborhoods. While there are various short-term measures that the District can take to create more artificial affordable housing, the real long-term solution is to increase the District's housing supply and thus create more naturally affordable housing.

ANC 5D has great potential to help address the District's housing-affordability challenges because its housing is so diverse. My SMD is rowhouses and four-unit buildings, with some modest apartment buildings on Bladensburg Road. My SMD's role in adding housing will thus be piecemeal, but already we are seeing progress. Rowhouses are turning into two-unit and three-unit buildings. Four-unit buildings are expanding into family-sized homes. And more apartments are being built on Bladensburg Road. It is vital that this continue so that my SMD can play its part to ease housing costs.

In my ANC more broadly, Union Market is the obvious location for drastically increased housing stock. The PUDs in Union Market have provided greatly increased housing with community benefits. ANC 5D should work to maintain this momentum. And with the pending Inclusionary Zoning Plus process, there will be potential for even more market-rate and affordable housing. For instance, the owner of the Marathon gas station on Florida Ave NE has applied to up-FLUM their lot. The ANC wisely supported this application. Going forward, ANC 5D should encourage the property's owner to apply for a PUD to ensure that the lot becomes mixed-use, mixed-income housing that offers maximum community benefit.

Hechinger Mall also has great housing potential. It's currently a suburban strip mall, reflecting its past as an attempt to lure suburban shoppers to a city that badly needed tax revenue. But it has outlived its purpose. Last year, though, MRP and JM Zell agreed to buy the site. Yet as a former member of the ANC's Zoning and Development Committee, what concerns me is that MRP and JM Zell have not reached out to the Committee or the ANC. My worry is that they will simply build something by right that does not serve the community. ANC 5D should thus work proactively with MRP and JM Zell to ensure that the new Hechinger Mall offers something for all neighbors. This must include a high amount of market-rate and affordable housing from studios to family-sized.

There is also the proposed zoning swap in Carver-Langston, which will downzone interior parts of the neighborhood and upzone much of Benning Road. The ANC's hope is that there will not be a net decrease in potential by-right housing. Either way, the result will be the District's first neighborhood with RF-4 zoning. This still allows for more housing than the RF-1 zones in Trinidad and much of Carver-Langston. Rowhouses are already being converted to multi-unit buildings, and this will still be possible under RF-4 zoning. And the increased density on Benning Road will allow for more housing along one of the District's key commercial corridors.

Finally, there is Ivy City. Because it is mostly rowhouses, increased housing there will be more piecemeal, as in Trinidad. But there are larger industrial lots that have potential for buildings in similar size to the Hecht Warehouse. Should these lots be converted into residential properties, Ivy City will offer a unique opportunity for mixed-use properties that combine increased housing with small industrial uses such as makerspaces, breweries, distilleries, and more.

5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?

COVID-19 has been the most dire threat to our local businesses in living memory. In ANC 5D, we have seen some businesses shutter, and the rest face unprecedented pressure. The Mayor has created a grant program for outdoor cold-weather equipment, but I worry that it will not be implemented effectively enough to make a difference.

Simply put, our small and medium businesses need financial support. This support should come in the form of grants and other cash assistance like at the beginning of the pandemic. The District now says that there is not enough money for that kind of assistance again, but that reflects a lack of political will. The DC Council recently raised some taxes to compensate for falling revenue and lowered some business taxes to provide relief. Yet it also refused a modest tax increase on DC's high-income brackets. Decisions like this suggest that the Council is more concerned about DC's wealthy than about the local businesses that are the lifeblood of the District. The Council must revisit this decision.

Similarly, Mayor Bowser--despite her gestures and what she's said to the media--proposed an increase to the Metropolitan Police Department's budget. MPD's budget already exceeds half a billion dollars. Its budget should be severely decreased, and those resources redirected to programs that will actually help curb crime in our communities. And right now, some of those sizable funds could be used to provide more financial relief to our small and medium businesses.

As a Commissioner, I will join others in putting continual, unrelenting pressure on the Council and the Mayor to provide more financial relief to the small and medium businesses in our community. This relief can come from raising taxes on the wealthiest DC residents and from MPD's budget. These two measures alone would provide tens of millions of dollars to help the District's small and medium businesses. And there may be other measures in the works or offered up by neighbors as solutions. I will fight for any measure that could help our small and medium businesses in any way during this time.

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 Trinidad not already included in this questionnaire is crime. In Trinidad we have long had issues with drug dealing, sex work, and violent crime. More policing, however, is not the answer. Policing is necessarily reactive and cannot

effectively prevent crimes before they're committed. And more policing would further contribute to a systemically racist carceral state that disproportionately affects neighbors of color.

What is needed is a proactive, compassionate, empathetic approach that emphasizes public health and harm reduction. Addiction specialists should conduct outreach to drug users to offer help and treatment. Public-health experts should work with the sex workers on West Virginia Ave to ensure that they are safe and, if they want, have resources to find other kinds of work. Last, the Attorney General's Cure the Streets violence-interrupters program has operated in Trinidad since December and shows promise. The District should increase the program's funding and scope so that the violence interrupters may continue to prevent violent crime. And when private entities take on these roles, the District should offer funding to support their efforts. In the long run, this kind of approach will reduce crime in Trinidad and create a safer community.

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

I moved to Trinidad in 2018 because I wanted to live somewhere that truly felt like a close-knit neighborhood. Since then, I have regularly attended ANC meetings and become familiar with the issues facing my community. In 2019, I helped found the ANC's Zoning and Development Committee and served on that committee for a year and a half. I have the experience, expertise, and local knowledge to effectively serve my neighbors, my neighborhood, and my ANC.

8) Do you support transit-only lanes on H St NE and Benning Rd NE to give the streetcar and the X2/X9 buses a dedicated right of way? Would you support removing on-street parking on H St to make this happen?

I strongly support transit-only lanes and removing on-street parking on H Street NE and Benning Road NE. Installing transit-only lanes and removing curbside spaces on these roads is a matter of safety, efficiency, and equity.

By any measure, H Street NE and Benning Road NE are unsafe. On Benning, the sidewalks are too narrow for pedestrians and anyone in a wheelchair or pushing a stroller. There is no bike infrastructure beyond bike racks, while the streetcar tracks have actually proven deadly to bike riders. And drivers on H Street and Benning alternate between dangerously speeding and sitting in bumper-to-bumper traffic. Transit-only lanes for the Streetcar, the X2, and the X9 are badly needed to slow drivers, protecting drivers, bike riders, and pedestrians.

Anyone who has ridden the Streetcar, the X2, or the X9 has seen how drivers cause problems by double parking and stopping to parallel park in curbside spaces. DDOT recently piloted pick-up/drop-off spots on H Street, which is encouraging. DDOT should remove curbside parking spaces on H Street and Benning to make the PUDOs permanent. Doing so would lessen the number of double-parked cars. And creating transit-only lanes would complement the PUDOs: If drivers cannot drive in those lanes, and they can use a PUDO instead of double-parking, the Streetcar, X2, and X9 will be able to run more efficiently. This would increase ridership and thus revenue to WMATA. This is especially important for the Streetcar. While it may be free, it is incredibly inefficient. When a double-parked car blocks the Streetcar, a tow-truck driver must quickly appear and move the car. This is not a mark of effective public transit. Until the Streetcar gets a transit-only lane, it will stand as an expensive, PR-driven half-measure that serves no one well.

Finally, transit-only lanes on H Street and Benning are a matter of equity. The X2 and X9 run in some of the District's most underserved communities. It's unacceptable that we force folks in these neighborhoods to pay to ride a bus that is constantly snarled in traffic largely composed of out-of-state drivers. The District's roads should prioritize District residents, period. Transit-only lanes on H Street and Benning would not only allow the Streetcar to unlock its full potential, but also allow residents East of the River to travel downtown and elsewhere more quickly and dependably. Safety, efficiency, and equity all demand transit-only lanes and removing on-street parking on H Street NE and Benning Road for the Streetcar, X2, and X9.

9) Do you support removing on-street parking and/or travel lanes to improve street safety for all users, including by building protected bike lanes and/or dedicated bus lanes on West Virginia Avenue, Bladensburg Avenue and Mt. Olivet Road?

West Virginia Avenue, Bladensburg Road, and Mt. Olivet Road are three of the primary roads in ANC 5D. These roads are regularly used by folks walking, biking, and riding the bus. Yet their engineering clearly favors the car, especially Bladensburg Road. All three roads need redesigns that make it safer and more pleasant to get around without a car.

DDOT has already proposed bike lanes for West Virginia Avenue from Mt. Olivet Road to Montana Ave, and next year will release plans for bike lanes on West Virginia from Florida Ave to Mt. Olivet Road. As I noted above, West Virginia Ave already sees heavy bike traffic. Bike lanes here are badly needed--more than street parking is needed. The homes along West Virginia Ave have private parking pads in the back, and there may be street parking available around the corner in the neighborhood. Removing on-street parking on West Virginia Ave would be a small price to pay for a road where people can bike and walk comfortably, cars slow down, and everyone is safer.

Bladensburg Road is currently a highway for suburban commuters and out-of-state charter buses. It does not effectively serve those who actually live near it. Fortunately, the pending Comprehensive Plan amendments call for Lower Bladensburg to become a pedestrian-oriented, mixed-use area. These amendments--combined with the imminent redevelopment of the Hechinger Mall--will set the stage for transformation of Bladensburg Road. This transformation should include bike lanes, bus lanes, and other safety measures, so that neighbors can easily live, shop, and visit the Arboretum without a car.

Bladensburg Road in ANC 5D already has limited parking: there are only a few non-rush-hour spaces near the Hechinger Mall. So removing parking to transform Bladensburg Road would come at little cost. Similarly, removing a travel lane would decrease dangerous car traffic and allow Bladensburg Road to better serve the community. Removing the little on-street parking and some travel lanes on Bladensburg Road would be a no-brainer, and would greatly expand the options for walking, biking, and bus improvements.

Finally, Mt. Olivet is stressful for everyone. It's an overengineered arterial connecting New York Ave, West Virginia Ave, and Bladensburg Road. It isolates Ivy City from the surrounding neighborhoods, exacerbating the historical neglect that the neighborhood has faced. And the on-street parking that exists between West Virginia Ave and Bladensburg Road appears suddenly, posing a crash risk and bottlenecking car traffic on Mt. Olivet. Simply put, Mt. Olivet works well for no one. As with Bladensburg Road, removing what little on-street parking that exists and a travel lane in each direction would open a host of options to add bike lanes, bus lanes, and other infrastructure that would convert Mt. Olivet into a pleasant experience and better integrate Ivy City with Union Market, Gallaudet, and Trinidad.

Michael Braeuninger

ANC and Single Member District: 5E01

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>	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.

The main overarching challenge in this case is to reduce the overall number of cars requiring parking spaces, and therefore relates back to the challenge of incentivizing and making as accessible and as enticing as possible alternative modes of transportation. Still, many residents commute distances to and from locations that make use of public transportation unfeasible. The challenge therefore can be framed as one of ensuring that those who need have a car and safe place to park it can have one. Building developers play a critical role in this, and should be incentivized to incorporate off-street parking into their properties wherever possible and feasible.

Secondly, stricter parking regulations that limit both the number of and also the duration of vehicles parked on the street would be helpful. The number of vehicles parked on the street can be reduced through more stringent permit requirements, and also reducing the hours of the day/night when street parking is allowed. Also regarding duration, abandoned or inoperable vehicles should not be allowed to occupy street parking indefinitely, as is sometimes evidently the case.

Reducing parking permissions during times of the day and evening when buses, bikes, etc. most benefit from the extra street lane for safe commuting would be one practical way of reducing both the number and duration of vehicles occupying street parking.

Drivers and non-drivers alike need to be adaptive, flexible, and cooperative. Acknowledging this, I would also suggest that best-bike routes in terms of safety and convenience could be plotted and made public to the bicycling community. In this way, streets where parking can not be further reduced, but where traffic volume is low, could be safely utilized by bicyclists and other non-vehicle commuters.

Ideas and recommendations aside, addressing the challenge(s) above will require civic leadership that fosters open, constructive, and patient dialogue between all stakeholders.

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 first priority here must be, of course, safety and public health. That said, it appears that the number of a people who regularly attend ANC monthly meetings has more or less held from pre-pandemic levels. All other factors being equal, it would seem that access to and participation at ANC meetings would benefit from online meetings over all - given that access to the internet, while not universal, is generally fairly common (though nit without barriers). That said, online meetings do decrease the effort and cost of attending ANC meetings when one factors in commute or child care services that might otherwise be incurred.

Attendance/participation in ANC meetings could be increased going forward by looking at where and how communications nd outreach could be enhanced. I would also suggest that when in-person ANC meetings are once again safe to resume, that hybrid live/online attendance could be utilized.

ANC Commissioners individually should also be making themselves accessible to their constituents, to include actively reaching out to generate dialogue.

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?

First and foremost, large scale developers of high-end exclusive properties should be giving back to the community in significant ways beyond meeting the minimum required of affordable housing units in order to offset the rise in overall cost of living associated with their development projects. Charitable contributions made directly from real-estate developers above a certain operating size to nonprofits and other agencies that provide shelter and other services for the homeless should be incentivized. As concerned residents, we should all be ensuring that real estate developers in our neighborhoods are held accountable to high standards and requirements. The Zoning Advisory Committee that I presently serve on is a great platform for this.

5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?

Whereas government relief funding will likely continue to decline as time goes forward, support for local business will increasingly fall on residents who can afford to support these businesses either as customers ad patrons, or as donors. With the right messaging and coordinated effort, crowd sourced funding could be one way to maintain supportive funding. While many residents could not afford to be supportive in this way, many others have been fortunate to have stable and ample income to exercise some local philanthropy. I believe many residents of means could and would support local business in this way if they know where the need is, and how they can best support.

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

I believe that violence prevention and reduction in our neighborhoods is extremely important. Having studied and worked in the field of peacebuilding and conflict resolution, I know of many excellent and dedicated nonprofit organizations that can offer a number of community-based interventions to help toward this end. Highlighting these organizations and their efforts and engaging with them through the ANC could provide our residents with the knowledge and tools to provide alternatives to traditional law enforcement responses.

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

To the role of ANC Commissioner 5E-01, I would bring a balanced mix of practical, strategic-minded thinking and a natural disposition toward consensus building and constructive empathetic dialogue, together with a strong belief that those who are most impacted by the decisions of government must be heard, and their experiences understood and taken into account. I believe that while the neighborhood belongs to everyone, greater weight and consideration should be given to those who have lived here the longest. I feel very strongly on this point, and will do all that I can in my capacity as ANC Commissioner, and the other local work with which I am involved, to make sure that our neighborhood remains a "neighborhood" and not merely the next hot spot for real estate development.

- 8) Do you think Florida Avenue and 1st Street require traffic calming? Would you support the addition of red light and speed cameras at the intersection of New York Avenue and Florida Avenue? Do you support what's been done? And if not, why not? What else would you propose?**

Being familiar with the issues at these intersections, both as a pedestrian, and also from my work to date with the ANC, I am fully in support of traffic calming measures, additional signal lights, and speed cams at these intersections.

- 9) What is your opinion on the McMillan Sand Filtration Plant project? What do you think would best serve the community?**

I am a strong proponent for preserving urban greenspace and feel that greenspace is in increasingly short supply in Washington DC. Beyond mere aesthetics, I believe that open natural spaces are important for physical and psychological well-being, especially for residents who might not enjoy the privilege of traveling out of the city and getting a 'break' from dense and crowded surroundings. The historical significance of the site as a water filtration facility is also important and could serve as a great place to learn about the evolution of public health infrastructure.

I am inclined to anticipate that any commercial or residential development would likely be informed by deriving the highest possible profitability from the least amount of space - in other words, an overcrowded and overdeveloped site would be the most likely outcome and, as is most often the case, it would be large developers and large businesses that would benefit the most at the cost of a unique and rare urban greenspace.

Michael Kaercher

ANC and Single Member District: 5E03

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>	Frequently
<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>	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.

It depends on the context. Every project is a little different. However, it is essential that vulnerable road users--especially kids and wheelchair users--be able to navigate the city safely.

This question feels somewhat personal to me. I live on T St NE. This is a wide road, that accommodates bus traffic. However, the sidewalks are narrow. Making matters worse, there is streetlight infrastructure bisecting the sidewalks. This causes the sidewalks on T St to be violate the Americans with Disabilities Act. This must be fixed

Fixing this problem may require removal of some parking spaces. In conversations with constituents, we may be developing a helpful solution for all parties. There is significant support for converting certain non-zoned parking to zoned. The loss of parking spots to accommodate ADA-compliant sidewalks could be ameliorated though zoning modifications.

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 this has been a big net positive. Going to meetings live is great. But it is not possible for all constituents. Reducing barriers to civic participation is valuable. We should continue allowing virtual participation, even after in person meetings resume

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 more affordable housing throughout the city, including in my district. I prefer something bolder than what the Mayor proposes. But I do think the Mayor's proposal is a down payment on this critical investment.

- 5) **Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?**

One crucial improvement would be to expand the Main Streets program to cover more of my SMD, which borders Main Streets areas.

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

Right now, the biggest issue is COVID, and how it impacts everything, from unemployment needs, to schools, to retail and restaurants. We should do everything we can to support people and small businesses, while first prioritizing public health. (Wear a mask.)

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

I love this neighborhood, and want to make meaningful improvements to it. I will focus on constituent services, and I have experience to do so. Ultimately, I want to be a one-stop shop for any issues folks have with the DC government. If you raise a concern to me, I will run it out, track progress, and ultimately report back. Sometimes, reporting back will be congratulatory. Other times, it will read closer to "I know this isn't the result you were hoping for. But here's what we did, and if you have any new information or questions, please reach out." Closing the loop is essential to making constituents voices heard. And it puts pressure on me to do the work to help my neighbors with problems and projects, big or small

- 8) **Do you think Florida Avenue and 1st Street require traffic calming? Would you support the addition of red light and speed cameras at the intersection of New York Avenue and Florida Avenue? Do you support what's been done? And if not, why not? What else would you propose?**

The specific changes to Florida and 1st will ultimately depend on what happens with the Dave Thomas Circle redesign. But Florida Avenue needs more traffic calming, generally.

- 9) **What is your opinion on the McMillan Sand Filtration Plant project? What do you think would best serve the community?**

We need more housing, especially affordable housing. This project has been frustrating to observe, due to the delays and improprieties.

Denise Wright

ANC and Single Member District: 5E03

- 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>	Occasionally
<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.

Archway over NY & Florida Avenue for walking and biking-- Provide routes for bikes along secondary arteries to address congestion and 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?

Adopt a hybrid model for 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?

The ANC needs to do more education around the housing issue(s) for residents as people get confused about what AMI is and how it is calculated. There are also zoning issues that people need to understand and how it may impact their communities. The use of demographic data needs to be part of any discussion when referring to housing. People are also confused about what affordable housing is and how it is defined. In many instances affordable housing is not really affordable housing and communities need to look at their housing stock and determine how we can forge collaboration w/ different developers and rehab companies to truly provide housing for families, which is disappearing at an alarming rate.

- 5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?

Doing pop-ups, more marketing for specials, featuring different restaurants as the N. Capitol BID and NOMA are doing. Utilizing outdoor space for pop ups. Provision of safety rules and regulations and following them so that patrons feel safe.

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

Development, density. It has already happened, not clear on the aftermath.

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

Been living in this area for over 15 years, and was a Commissioner for this area 10 years ago. Also came here from Adams Morgan and worked with the Commission and Civic Associations there. Also worked for government and have knowledge of some of the ins and outs.

8) Do you think Florida Avenue and 1st Street require traffic calming? Would you support the addition of red light and speed cameras at the intersection of New York Avenue and Florida Avenue? Do you support what's been done? And if not, why not? What else would you propose?

The intersection is extremely complicated, I have been living in this area for over 15 years. I remember when it was changed during the Fenty era, I was commissioner then, and tried to get some modifications on it. We really need an archway across the intersection for walking and biking. JBG allegedly bought the Wendy's...I looked at the plans, they seem to address some of the issues, but not all for density that is coming on-line.

9) What is your opinion on the McMillan Sand Filtration Plant project? What do you think would best serve the community?

As a park....no development...green space is leaving DC.

Bradley Thomas

ANC and Single Member District: 5E05

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>	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 solicit the input of affected residents. Keeping the greater good in mind, I would give great weight to the views of the most impacted local residents.

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 was been overall a positive development. Once we are able to meet in person again, I would look to incorporate an on-line option for people who are unable to attend the physical 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?

I absolutely support it. In fact, I'm not sure it goes far enough. Houselessness, and I used that term intentionally because people living in tents or other temporary shelters are not homeless, they are houseless. We need more affordable housing and our ANC has in the past, and will continue as long as I have influence, to advocate for development that goes above and beyond the minimum requirements for affordable housing.

5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?

We should do what we can to accommodate more outdoor seating and more curbside pickup accessibility. I would also not be adverse to some kind of financial assistance in the way of grants or no-interest loans to business to help them bridge the gap.

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

The most important issue facing my SMD is getting people from different cultures and background experiences to see each other as valuable members of the community. The elephant in the room on almost every issue that arises is the clash of cultures that comes with any dynamic city, Washington, DC being no exception. We have to stop thinking in terms of us versus them. We have to make an effort not only to understand each other, but to value each other and appreciate that there is strength in our differences and there is much we can learn from each other. What I do, and what I will continue to do about it, is to listen to all sides and try to persuade members of the community to find middle ground on issues.

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

I have both the experience and the temperament to do the job and I understand that serving as an Advisory Neighborhood Commissioner demands almost a full time commitment with no legislative, executive or administrative authority, and without monetary compensation. An ANC is more apt, on a day to day basis, to be criticized than to be complimented, yet I believe that "service is the rent we pay for the privilege of living on this Earth." That's not original, it's a quote from giants in service like Marian Wright Edelman, founder and president emeritus of the Children's Defense Fund, and the late Congresswoman Shirley Chisholm, but it encapsulates what I feel about public service better than any statement I could craft on my own.

8) Do you think Florida Avenue and 1st Street require traffic calming? Would you support the addition of red light and speed cameras at the intersection of New York Avenue and Florida Avenue? Do you support what's been done? And if not, why not? What else would you propose?

Yes. Cameras would be of great benefit. The unfortunate truth is that most people don't do what is right because it is right. They do what is required out of fear of the consequences of being caught violating the rules. Some drivers are conscientious about not speeding, stopping at stop signs and not running red lights. But far too many will disregard all of the rules if they think they can get away with it. Once a few substantial fines are levied, the speeding and red light running will all but stop.

9) What is your opinion on the McMillan Sand Filtration Plant project? What do you think would best serve the community?

I think the development should continue but with modifications to lessen its footprint on the community wherever feasible.

Robert Vinson Brannum

ANC and Single Member District: 5E08

- 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>	Infrequently
<i>Bike or Bikeshare</i>	Infrequently
<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.**

I would support community input and detailed quality transportation studies.

- 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 feel the online public participation during COVID-19 pandemic has been helpful. However, I do believe there are great benefits to having on-site public 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?**

I strongly support increased affordable housing. ANCs can play a significant role by coordinating public dialogue.

- 5) **Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?**

I would support appropriate legislation and government initiatives to offer grants and/or low interest loans to assist small, medium and minority owned businesses threatened not only by COVID-19, but also community those small, medium and minority businesses negatively impacted during DC Water construction.

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

Support for DC Statehood. Quality of life issues, i.e., public safety/justice, race relations, public schools, senior care, employment, health care, open space and historic preservation of neighborhoods continue to be on the minds of residents. Other important community concerns involve supporting those in our neighborhoods who have unmet social services needs such mental health, neighbor to neighbor disputes, homelessness, lack of positive activities for young people, open and transparent government. Priorities have to be established and difficult decisions have to be made through ongoing public debate and consensus resolution. A critical rising community quality of life concern during and following this coronavirus COVID-19 pandemic must include support for coronavirus COVID-19 survivors - "Long Haulers". They and all those family members who have lost a loved-one or a friend should not be forgotten. The memories of all those who have died will always be a Blessing.

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

Shirley Chisholm is quoted as saying, "Service is the rent we pay for the privilege of living on this earth." As long as I am breathing, I will always be a strong advocate for Bloomingdale.

8) Do you think Florida Avenue and 1st Street require traffic calming? Would you support the addition of red light and speed cameras at the intersection of New York Avenue and Florida Avenue? Do you support what's been done? And if not, why not? What else would you propose?

Traffic calming across Bloomingdale/ANC5E is of vital importance to neighborhood residents. Traffic measures such as stop signs, red lights and speed cameras properly located after study and community input can protect pedestrians, bikers and cars and are necessary for public safety and effective public transportation.

9) What is your opinion on the McMillan Sand Filtration Plant project? What do you think would best serve the community?

Over the years residents of the Bloomingdale, Stronghold and other surrounding communities in and adjacent to ANC5E have met, discussed, planned and voted on various land use options and projects. Many residents feel the Site is long overdue for public use.

Sally Hobaugh

ANC and Single Member District: 5E10

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>	Occasionally
<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.

I believe you need to look at each situation balancing the number of people impacted by each design. If removing 2 parking spaces would help create a safer bus stop that carries 50-100 people a day then the benefit of the bus stop is higher. I think if you can use numbers and data to base your decisions then you have a better basis to build support. There will always be some that don't agree but safety for people should be prioritized.

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 do think it has allowed for more inclusion, accessibility and transparency as many people are able to attend and don't have to worry about childcare, traveling or additional time away from home. That said I do also think that some that are not as familiar, comfortable or have the resources to join meetings online are now excluded. When we are able I would love to have a hybrid system moving forward so that people can watch online or come in person. I think that will allow for the greatest inclusion.

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 initiative and I believe that all ANCs can help by using their input on new developments in their areas to encourage additional units/affordability levels are included beyond those required by IZ to help the number of affordable units increase. Edgewood consists of 3 SMDs and as a whole we already have a large number of affordable housing units as well as several large development projects next to the metro stations we are sandwiched between that are expected to put over 2500 new housing units including over 500 deeply affordable units over the next years.

5) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?

As a neighborhood we have all been making an effort to support the retail and restaurants in our neighborhood during the pandemic by buying local as often as we can and reminding other neighbors to support as well. I think we can also help them by helping them adapt to online ordering if they are not already using that as a way to continue to generate revenue when people are unable to come in person.

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

Communication is currently one of our biggest issues- neighbors and businesses are not aware of what is happening in the community and have missed opportunities for resources and to provide their input. My primary focus will be to ensure all neighbors: can access key resources to improve themselves and their homes, get help when they need it and are aware of what is happening in our neighborhood. I will create a structure that will allow everyone -- equitably -- to share their thoughts and ideas about how to better Edgewood. I promise to reinstate my community newsletters, regular (COVID-19 approved) community meetings, and socially-distanced community walks, get-togethers and the much needed neighborhood cleanups. It is especially important during this pandemic that resources become available and accessible for seniors.

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

I have lived here for over 12 years and understand the specific issues that impact our small, but mighty neighborhood. Having successfully served in this position previously, I have the ideas, training and work ethic to improve the communication between DC government agencies and our neighborhood to ensure Edgewood receives resources and services that are so desperately needed.

8) Do you think Florida Avenue and 1st Street require traffic calming? Would you support the addition of red light and speed cameras at the intersection of New York Avenue and Florida Avenue? Do you support what's been done? And if not, why not? What else would you propose?

Yes I think traffic calming is needed on Florida Avenue and 1st Street. I also think it is needed at North Capitol, RIA, 4th Street, Franklin St, Lincoln, 3rd St, 2nd Street, etc. I think the bulbs outs should be more prominent and permanent. I think too often the design of streets or slowness to implement life saving measures shows a preference to the needs of commuters and not to the residents. I think the focus should be making our residential streets safe for those that live on them first.

9) What is your opinion on the McMillan Sand Filtration Plant project? What do you think would best serve the community?

I think that McMillian Sand Filtration project should have been completed already. I have been attending meetings about it since I moved here over 12 years ago. It would have been great to have that additional accessible park and open space during the pandemic for people to use to keep social distancing while outside. I think the current plan with the combination of building types, residences, office space and recreation center and park space is a great fit for what would work well to benefit the entire community.

Katie A. Snyder

ANC and Single Member District:

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

Mode of Travel	Frequency
<i>Metro</i>	
<i>Metrobus</i>	
<i>Bike or Bikeshare</i>	
<i>Scooter</i>	
<i>Shared Ride (e.g., Lyft, Uber)</i>	
<i>Personal Car/Motor Vehicle</i>	
<i>Shared Car/Motor Vehicle (e.g., Zipcar, Getaround, etc.)</i>	
<i>Walking</i>	

- 11) 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.
- 12) 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?
- 13) 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?
- 14) Many retail and restaurant spaces are being threatened by COVID-19. What would you advocate to help support small and medium businesses in your community?
- 15) What is the biggest issue in your neighborhood not already listed on this questionnaire, and what is your position on it?

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

17)

18)

Katie A. Snyder

ANC and Single Member District:

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

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<i>Walking</i>	

20) 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.

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

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

26)

27)

Katie A. Snyder

ANC and Single Member District:

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

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36)

Katie A. Snyder

ANC and Single Member District:

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

44)

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Katie A. Snyder

ANC and Single Member District:

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

53)

54)

