



2018 Greater Greater Washington ANC Candidate Questionnaire
 Ward 6 Responses (**bold** = Endorsed by GGWash)

First Name	Last Name	ANC	ANC/SMD
Alexander	Padro	6E	6 E01
Anthony	Brown	6E	6 E02
Alex	Marriott	6E	6 E05
Phil	Toomajian	6A	6A02
Mike	Soderman	6A	6A03
Ramin	Taheri	6A	6A03
Ruth Ann	Hudson	6A	6A05
Stephanie	Zimny	6A	6A06
Steve	Holtzman	6B	6B05
Taylor	Kuether	6B	6B05
Corey	Holman	6B	6B06
Kelly	Waud	6B	6B07
Kasie	Clark	6B	6B09
Kathryn Denise	Krepp	6B	6B10
Christine	Healey	6C	6C01
Chad	Ernst	6C	6C05
Joel	Kelty	6C	6C05
Robb	Dooling	6C	6C06
Anna	Forgie	6D	6D02
Cara Lea	Shockley	6D	6D02
Ronald	Collins	6D	6D03
Anthony	Dale	6D	6D05
Roger	Moffatt	6D	6D05
Edward	Daniels	6D	6D07
Brant	Miller	6D	6D07
Patrick	Witte	6D	6D07

Name: **Alexander Padro**

ANC and Single Member District: **6 E01**

What are your hopes and/or concerns about the redevelopment proposals for Northwest One?

Through my leadership, the development along 7th and 9th Street, NW in central Shaw has been able to balance retention of existing affordable housing and construction of new affordable and workforce housing along with a significant amount of new market rate residential and retail. With skillful management, the Northwest One development can likewise result in a vibrant mixed income, mixed use neighborhood that accommodates and elevates the quality of life of both longtime and new residents. In the meantime, managing the negative impacts of construction will be an ongoing challenge.

What are your top priorities for the North Capitol Street and New York Avenue corridors?

Public safety and infrastructure upgrades are key concerns in the SMDs along North Capitol Street. Crime has been an issue in the Northwest One area for generations. The closure of Sursum Corda has caused some of the criminal activity to be relocated, but overall, crime has not abated. The impending redevelopment of several entire city blocks in the area offers an opportunity to make the area safer for both remaining and incoming residents through better public space and transportation planning and environmental design, use of cameras, and the addition of active retail, among other measures. Better lighting is needed on the unit and 100 blocks of New York Avenue to improve safety. New York Avenue is a transportation planner's nightmare. With high commuter and residential traffic volumes, busy intersections with major streets and roadways, and in recent years, a significant increase in residential and commercial development, New York Avenue is easily one of the most dangerous corridors in the city. While some modest improvements have resulted from DDOT initiatives in recent years, ANC 6E needs to press DDOT for more practical changes, like the retiming of traffic signals, establishment of longer pedestrian crossing times, and incorporation of bicycle infrastructure to reduce the number of traffic accidents and improve the ability of pedestrians and bicyclists to traverse this major corridor.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

Some on-street parking will have to be removed for the construction of the north/south protected cycle track, either on 6th or 9th Street, NW. I have supported the cycle track since it was initially proposed, despite the associated loss of parking, which should be mitigated by selecting the option that has the least impact on residential parking.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

The long-anticipated north/south protected cycle track through central Shaw must be built in order to enhanced bicycle safety and support the ever-growing use of bicycles as a transportation option. Additional four way stops and traffic signals are needed along 8th Street, NW in order o allow pedestrians and bicyclists to more safely cross busy east/west streets and avenues, including P and Q Streets and Rhode Island Avenue. DDOT recently approved a four way stop at 8th and O Streets, NW after a multiyear effort I led. Several intersections that are located near senior citizen apartment buildings need to have the length of the walk intervals lengthened in order to allow seniors to safely cross the street in the allotted time.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Central Shaw has one of the highest densities of affordable housing in the city as a result of urban renewal era housing policies that created fully affordable garden apartment and highrise residential communities. Over the past 18 years, I have successfully encouraged nonprofit and faith-based property owners to renew their federal housing contracts and invest in the renovation of their buildings, and convince the community and ANC to prioritize the inclusion of new affordable units in PUD community amenities packages. This has resulted in ensuring that central Shaw has led the city in the preservation of existing affordable units and the creation of new affordable housing buildings.

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

Shaw Junior High School was closed in 2008 in anticipation of the construction of a new Shaw Middle School on the site of the old school. In 2014, the DCPS boundary realignment process established the Shaw site as the home of a new Center City Middle School to serve students in the feeder pattern that serves Wards 1, 2, 5 and 6. Construction has been stalled over the course of three mayoral administrations, and middle school age children have been forced to travel further than parents are comfortable having them go. Now the Bowser administration is considering building a new Banneker High School on the site instead of the middle school that is so desperately needed and has been promised to the community for a decade. Ensuring construction of either a standalone middle school or a middle school component in an education campus that includes a new Banneker is the community's current highest priority.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

My 18 years of experience and track record of success as an ANC Commissioner serving the neighborhood and resulting extensive relationships and indepth knowledge of the District government and institutional knowledge of both the neighborhood and the Commission makes me uniquely qualified to represent my SMD. By 2020, most of the major development projects in central Shaw will be underway or completed, and Shaw residents will be able to enjoy a cleaner, safer, healthier, and more attractive neighborhood to live work, shop, play, pray and learn in.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Balancing the needs of individuals and the community as a whole often means that some constituents will not be happy with decisions made or actions taken. For example, when the opportunity arose to convert an underutilized tennis court into the city's first neighborhood skate park, some residents argued that their children were not interested in skateboarding. Likewise, when an underused soccer pitch that was the site of outdoor drinking and trash and noise complaints was suggested as the location for the city's first public dog park, some objected that dog owners were undeservedly being catered to. In both instances, I found that the good of the many outweighed the interests of the few and supported the initiatives, which in each case resulted in some of the most heavily used and loved amenities in the neighborhood.

Name: **Anthony Brown**

ANC and Single Member District: **6 E02**

What are your hopes and/or concerns about the redevelopment proposals for Northwest One?

It is my expectation that Northwest One will provide another great community experience that will provide an wholesome environment of inclusion for all. Serving on the Zoning, Transportation and Planning Committee for 6E, I played a critical role in selecting and supporting the candidate for the current plans for this development. If plans are true to what was presented, it will be a stellar development that will totally reinvigorate that neighborhood and add to the redevelopment and nurturing of that revitalized corridor.

What are your top priorities for the North Capitol Street and New York Avenue corridors?

It is my hope that carefully planning occur that will develop more of a united neighborhood. Meaning that whatever development draw the residents and development into a community of one. Currently, due the massing of the highway-like environment, there is almost a divide of north and south of NY Ave. I hope that whatever development lends to support more of a One community product which will eradicate the feel of have that north - south vibe. Not sure of how to rid the volume and feel of the traffic, but, when all is said and done, that the actual development generates the feel of one community instead of the current divided concept. As the city develops the remainder of NY - North Capitol careful consideration on traffic flow and community impact needs to be a very high priority that will facilitate an ease of community flow to allow safe traverse for all pedestrians to the greatest extent possible. Also, there is a need to promote green space and parks which make for additional community activities and social activities for all residents.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I believe that there is a way to achieve a plan that is based on outcomes for the good of all. Of course, there is no plan that will please everyone. I believe that based on the greater scheme of things, that an amicable plan can be reached, however not without sacrifice. Whatever plan is approved must show the overall benefit to the most effective and efficient ways of commuting and service of the majority in the best way possible should be the route to take. Parking in the District is very sacred and very coveted. The residents pay taxes and want to feel that they are being taken care of, and the impact of traffic and parking restrictions or reductions are difficult for many to except. So, maintaining a balance wherein we can achieve the best balance will service our neighborhood as well as the residents and visitors who traverse our city and share our resources. Throughout the development of these types of

plans, I feel that open dialogue would promote opportunities for all parties to vocalize and hopefully come to an understanding of how best to achieve this situation.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Since my SMD has such high traffic volume, its difficult to make that determination. I try not to impose my thoughts regarding which street(s). I constantly take the opportunity to discuss this issue with my constituents and share some of their views and thoughts which I feel support the need for additional bike lanes due to the fact that cycling is one of the most efficient means to move around the inner city. Also, I believe that DDOT should have a strategy and a master plan to develop the required infrastructure to determine and designate the right plan for bicycle lanes that properly feed through the city without have to do a hodgepodge plan that does not accommodate what is needed. In addition, we have an increasing seniors population that like to walk and ride through their neighborhoods and the city to attend to daily activities and their needs. Currently, in my SMD in the 400 & 500 blocks of S Street, and the 1700 block of 6th Street, NW where there is hardly enough space to walk single file in one direction. Also, at the intersection of 5th and S Streets NW, we have been experiencing automobile and pedestrian accidents almost on a weekly basis. I believe that DDOT needs to do an overall study to identify what needs to be done and expeditiously implement a plan to address the issues identified. If what is needed is done to correct the issues identified, that will better serve those who drive and walk through our highly congested neighborhoods and make our streets and walkways better for the current levels of pedestrians and drivers.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

The ANC has a role in the development of their designated areas. In ANC6E, we have a Zoning and Development component in the Zoning, Transportation and Planning Committee, that each major development has the responsibility to discuss with potential developers and owners wherein they must come before the ANC to receive approval and support to secure government owned land for development. In that process, interested developers generally have to present their proposed plans to the ANC and the residents in open meetings. I believe that first of all the ANCs need to know what the needs are that exist in their ANCs and they should be responsible for insuring that when whatever developments are being brought to the ANC that affordable housing, use of commercial space, etc. be addressed in an open forum whereby the ANCs, residents, as well as the concerns of the city and existing needs and requirements be addressed. This gives voice to the ANC, residents, concerned advocates as well as the city to chime in on addressing the affordable housing and other related issues when housing is being developed. Serving as Chair of the Zoning, Transportation and Planning Committee, I have serious minded constituents and residents of the ANC serving on the committee. We have a clear understanding of the needs of the ANC, city, and residents and we discuss these issues as development projects are being planned. It is one of our top priorities in

line with the City's needs to police, for the lack of a better word, those developments seeking support to address affordable housing. Currently, our ANC's area has a significant volume of affordable housing, one of which recently opened - Plaza West. This development has over 220 units which will also serve a program specifically for grandparents raising grandchildren. Its the first of it's kind in the city. There are other developments with 6E that also provide opportunities for senior's affordable housing as well. So, we support what is needed and can be provided to these types of development opportunities brought before our ANC to accommodate the current needs of the community and the city.

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

Currently, there is a major concern regarding share bikes. There is a high volume of usage of the share bikes. One of the concerns of the neighborhood is the lack of replenishing the current locations and the need for them to have a supply when they are most needed. The issue is that most of the bikes are used to either go downtown in the earlier hours of the morning and many needing bikes at the mid morning hours arrive to discover that there are no bikes available. The problem is that usually the racks are adequately stocked overnight and available for the early commuters and once the supply has been exhausted, they are not being restocked to accommodate those needing the bicycles throughout the rest of the day. I would hope that DDOT looks into this matter to determine a feasible plan to restock throughout the course of the, particularly high volume times to best accommodate the needs of the residents who wish to have them available at all times of the day, on a continual basis.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I am a lifetime resident of the District and have for the last 9 years been a resident of Shaw. Over that time, I have been active with the ANC and participated on the Zoning, Transportation and Planning Committee (as a member and current Chair) and the Alcoholic Beverages Control Committee as a member. I have been actively involved in Shaw participating in local events and serving to assist our residents. This term has served to be beneficial for me in developing connections with members of the community, churches, businesses and etc., all leading towards the required connection needed to be part of and be in relationship with constituents and residents. I am also a member of the board of the Friends of Kennedy Recreation Center, which through public and private funding and contributions help to serve the needs for service and support of the recreation center. As needed, I assist Shaw Main Streets in some of the many endeavors volunteering whenever there are community activities requiring volunteer support. As a federally retired senior manager I utilize soft skills, program knowledge and experience to perform tasks in the ANC and other venues. I have a strong sense of community and in currently serving as the ANC Commissioner of ANC6E02 serving as Committee Chair for Zoning and serving as member of the ABC committee, I am required to not only attend DC Board of Zoning hearings but to also provide official testimony supporting either in favor of or against issues that are decided by the full ANC. I have the time and energy and know how to

best perform the responsibilities of the ANC Commission 6E02 and already have the respect and support of many of my constituents. As for the next 2 years, I anticipate that the issues of safety, crime, traffic and sanitation will continue to be the ongoing challenges of this ANC. As I have already served and developed working relationships with DC Govt. Department heads and have formed alliances with the service entities of the District, that I will continue to be instrumental in assisting my constituents and others the required services to keep our neighborhoods clean, safe and united to take on bigger challenges.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Serving as ANC Commissioner, one has to understand that you serve not only the constituents who vote for you but also the issues and concerns of the larger public. One cannot be self serving only having interest in personal or of a narrow scope. What one has to do is be openminded to be able to listen, read and digest various concerns and issues in order to address the issues of the larger body and support that which is right for your constituents, the single member district, the wider ANC and the District to address and a wide range of issues, situations and concerns of what is currently being encountered and/or being discuss that you, as the ANC being given great weight to voice a vote for what's being ruled upon. Its a serious job for serious work.

Name: **Alex Marriott**

ANC and Single Member District: **6 E05**

What are your hopes and/or concerns about the redevelopment proposals for Northwest One?

My hope for Northwest One is that it becomes a place for lower income families to enjoy a high standard of living. I would like for the planned court yards to not just be a place for residents, but a location for the whole community to enjoy, creating an inclusive environment. I am concerned that it could be cut off from the Mt. Vernon Triangle and NoMA neighborhoods. I believe the design favored by ANC 6E would help open the area up and increase inclusiveness. I am also concerned that formerly displaced families are able to return to the area as promised. It's important that these families and individuals be welcomed back to the community.

What are your top priorities for the North Capitol Street and New York Avenue corridors?

Traffic is my biggest concern in these areas. They are already a hotbed for traffic jams and I would like to see a comprehensive plan from DDOT on how to alleviate some of these problems. Bike lanes are scheduled to be placed along K St., which will no doubt add to the regular traffic jam at K and North Capitol. I would like see a plan from DDOT that could help resolve this issue without losing a traffic lane. While the loss of street parking is not much of a concern, the lose of a traffic lane would be a big problem.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

BIKE INFRASTRUCTURE: With regard to bike infrastructure, I don't think every block/neighborhood can be treated the same - different solutions and plans can be utilized on a "per block" basis. As a general matter, areas with more retail space or residential buildings may require more street parking, rather than blocks that are simply large parking lots. This is particularly true if there isn't any reserved parking spaces. While I don't think removing street parking should be an automatic reaction to planning bike lanes, my particular neighborhood has a great deal of subterranean parking that is underutilized. I believe there is room to reduce street parking to accommodate bike lanes, however, community/stakeholder input should be considered before taking such actions. **BUS TRANSIT:** As someone who takes the bus everyday, I can attest to the frustration when it is late or too full to accommodate additional passengers. I believe the City should make more investments into our Circulator system and WMATA Bus routes. With regard to my neighborhood, I would advocate for a Circulator to begin its route at Mass. and 5th every morning on the Union Station-Georgetown route. As our neighborhood gets bigger it will become increasingly difficult for the Circulator to accommodate the many passengers who wait at this stop every morning. If an empty bus could

be made available every morning at 8:30 or 9:00, it may help prevent future instances of passengers being left behind due to a full bus.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

We need better traffic enforcement at 7th and K St., NW. This is a very dangerous area for bikers and pedestrians, and when the City installs bike lanes along K St. the need for stronger enforcement will only increase. I would advocate for MPD to have an officer stationed at this intersection every morning to issue tickets.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

There are several ways ANCs can maximize affordable housing, including: holding developers to a minimum number of affordable units before it gives approval for any BZA or HPRB application; and when advising the City on its preference for the development of City land - selecting the developer who reserves the most affordable housing units. However, we can't overlook the need to preserve the affordable housing we currently have. Museum Square is a 302-unit apartment building located in my neighborhood, just a couple blocks north of Chinatown. For over 30 years, this building has served as affordable housing for a large Chinese and black community with long standing ties to the neighborhood. Indeed, this is one of the last remaining buildings supporting a large contingency of low-income and elderly Chinese residents. The owner of this property has allowed the building to deteriorate, is actively trying to move people out of the building, and has refused to give the residents a bona fide offer required under TOPA. I have been working with DCRA to investigate any housing code violations, and sought to work with potential developers who would consider buying the property and preserving the resident's rights to stay in their homes.

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

Currently, there are many residents upset about several retailers moving out of three storefronts along 5th Street. While it is typical for retailers to give up their lease after the 10-year term - three retailers at once have spooked many residents. The MVT CID organized a meeting between representatives of the owner of the retail space and the ANC. We discussed the owner's plans to fill the space and were assured the needs of the community were paramount, and a good fit was more important than a quick sell. I assured the MVT CID and the owner, that I would assist any new tenant with all permit and licensing needs. After the meeting I felt comfortable that our community will soon enjoy new retailers that would truly benefit the community.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

In my first term I have worked to make the ANC more transparent, and inclusive of community input. I have organized town halls on many issues, including: ABRA licenses, BZA/HPRB applications, and the need for more green space. I always allow community input to guide my decisions. I advocated for changes to our website so all ANC actions, letters, and resolutions are archived for public review.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

The need for more green space, and in particular the preservation of Cobb Park! Cobb Park is located in the Mt. Vernon Triangle neighborhood between 2nd and 3rd Streets, NW, and H St. and Mass. Ave. While the park is currently being used as a staging area for the construction of Capital Crossing, it will soon be reverted back to a park once the construction is complete. While some may remember it as a decrepit space, many businesses and organizations, including the MVT CID, are committed to ensuring Cobb Park reverts back to a beautiful space. This is a golden opportunity to reform the park into a public space the community can enjoy and take pride in! BACKGROUND: On May 2, 2016, the City issued an RFP for the development of a parking deck at 2nd and K Streets, NW. This RFP allowed for developers to include surrounding sites in their proposals, including Cobb Park. Two developers suggested construction on Cobb Park in exchange for building a park on the parking deck. These proposals had several issues:

- The parking deck itself is entrenched in engineering and legal issues that would complicate any development.
- It is unclear how long the parking deck will remain intact. If the parking deck needed to be torn down, any park on top of it would go with it.
- A federal highway runs underneath Cobb Park and any high-density structure on top of the property would need to comply with federal regulations, further extending construction in the area for years.
- Funds from surrounding stakeholders have already been pledged to assist in the beautification of Cobb Park.

The neighborhood has very little open space and each potential area needs to be preserved. If a park can be safely constructed on top of the parking deck, both the deck and Cobb Park should be left as open space for the community. ADVISORY NEIGHBORHOOD COMMISSION 6E: On May 4, 2017 three developers came before Advisory Neighborhood Commission (ANC) 6E asking for support, including those that proposed development on Cobb Park. Commissioner Marriott motioned to send a letter to the Office of the Deputy Mayor for Planning (DMPED) inquiring into RFP rather than taking a vote to support any of the developers. Commissioner Roberts seconded the motion, and ANC 6E voted unanimously not to hold a vote, but to send a letter to DMPED asking: 1) about the viability of building on the parking deck and 2) what would happen to funds already pledged to beautify the park. DMPED never responded to the questions. MT. VERNON TRIANGLE COMMUNITY IMPROVEMENT DISTRICT In response to several neighborhood perception surveys, the Mt. Vernon Triangle Community Improvement District (MVT CID) conducted an Open Space study between January and March

of 2018. The MVT CID found that the residents in the surrounding areas are starved for more open green space and want all available open space preserved, including Cobb Park. On February 27, 2018, at the request of the MVT CID, ANC 6E passed a resolution urging Mayor Bowser and the Council of the District of Columbia to preserve Cobb Park as a community park. The preservation of Cobb Park is one of my chief priorities as an ANC commissioner.

Name: **Phil Toomajian**

ANC and Single Member District: **6A02**

What are your hopes and/or concerns about the future of the RFK stadium site?

Playing fields and affordable housing with mixed use development.

What is your vision for Starburst Plaza? What is your vision for the H Street corridor, and how would you support that vision as commissioner?

An activated plaza with extensive use by neighborhood residents. There is room for additional residential mixed use density adjacent to the Starburst, which I hope can come to fruition soon.

What are your ongoing hopes and/or concerns for safety along the Maryland Avenue and C Street corridors?

I am eager to see the Maryland Avenue Pedestrian Safety Project move forward as soon as possible. I have fought for this project as a resident and -- for the past four years -- as the Chair of the ANC. For C Street, we are eager to see the plans as initially designed implemented. Both projects will go along way towards improving safety for all users of the road, including neighborhood pedestrians. Both projects will also significantly improve the ability for neighborhood residents and workers to commute safely to and from work. I'm proud to have hosted Mayor Bowser and DDOT Director Dormsjo to announce their commitment to Vision Zero on Maryland Avenue and looking forward to pushing DDOT to bring that vision to reality here.

ANC 6A voted this year against the controversial Kingman Park Historic District. What is your stance on the issue?

I voted against the proposed historic district and wrote the Commission's letter to HPRB opposing the project due to inadequate community outreach and an insufficient showing of community support. The right way to create new historic districts is with extensive community outreach and a strong showing of community support. Both were clearly lacking here.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

The ideal way to do so is to balance the needs. While many residents rely on parking, many more use the buses and ride bicycles to commute. We can preserve parking while creating new bike lanes, as we've done on G Street, I Street, F Street, and will soon do on C Street and Maryland Avenue.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

The LONG planned Maryland Avenue Pedestrian Safety Project needs to be implemented this year. I have invited DDOT to present a timeline and to discuss construction plans with ANC6A in the coming months. Our community has similar plans to improve safety along C Street NE and Florida Ave NE and I'm looking forward to helping bring those projects to fruition as well.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Our ANC is proud to have supported a 100 percent affordable development at 1300 H Street NE. We will continue to work to ensure that as our community adds new housing that it provides affordable options for those who live here currently and for others who hope to do so in the future.

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

[did not respond]

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I've worked extremely hard for our community for several years and have a strong record of inclusion, community building, and accomplishment as a resident and -- for the past four years - as commissioner for ANC6A02 and Chair of ANC6A.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

[did not respond]

Name: **Mike Soderman**

ANC and Single Member District: **6A03**

What are your hopes and/or concerns about the future of the RFK stadium site?

First and foremost, I hope that the property gets transferred to the District from the National Park Service. It currently has 23 years remaining in its lease w/ the federal government. By doing so we would be opened up to the option of mixed use development which is clearly prohibited in the current lease. We look forward to the first "short term" phase being completed and hope that the momentum continues to allow a seamlessly phased redevelopment from the current state of acres of parking lots and stadium that is past its useful lifespan to a community space that enriches our neighborhood.

What is your vision for Starburst Plaza? What is your vision for the H Street corridor, and how would you support that vision as commissioner?

I believe that one way that the city could resolve the long-standing issues of criminal activity at and around Starburst Plaza would be to redevelop it into a City Center-style mixed use, retail and entertainment hub. I would like to see it anchored by an accessible grocery store like a Wegmans that provides quality yet affordable food w/ customer service desperately needed by our community. Anyone who has shopped at the existing grocery store will attest to the below-par quality of its produce and other perishable foods. Let's be honest, Safeway is not holding up its end of the bargain at this location. This investment into our ward 5 and 6 border would transform it from a cyclical source of contention and drain on MPD and other city resources to an inclusive mixed-use development that would help revitalize in our community. My vision of the H street Corridor is simple: continue the redevelopment while making affordable, sustainable housing for all within our community to benefit from its renewal. I will continue to push developers to include a greater % of affordable of 2 and 3-bedroom units and not just the studio and 1-bedroom units. You can't raise a family in a studio or one bed room unit.

What are your ongoing hopes and/or concerns for safety along the Maryland Avenue and C Street corridors?

For anyone who lives on or near both of these "commuter" corridors it is clear that a comprehensive approach is needed to improve the safety & quality of life for those of us who live here. I believe that through better enforcement of the traffic laws and a holistic Smart Community focused approach to traffic flow and control we can greatly reduce the hazards that currently exist.

ANC 6A voted this year against the controversial Kingman Park Historic District. What is your stance on the issue?

I was not in favor of it simply because the friends of Kingman Park Civic Association had not done their due diligence to ensure that a majority of the current residents actually wanted the designation to occur in the two ANC6A08 city blocks. The Commissioner of ANC6A08 requested that we oppose as long as the civic association still had the two block in 6A08 included, this was because the residents in the host SMD were opposed to the designation and felt like they were getting undue pressure from outside sources. I agreed with this stance.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I don't think we need to reduce or remove on street parking for residence to improve Bus or Bike flow: we already have good access to both unimpeded public transportation and robust bike lanes. I would love to see a commuter tax or toll ways for non-HOV /DC residences similar to what Maryland and Virginia are enacting. If we are able to reduce the amount of non-DC commuters and ride share services who come screaming down our streets on a daily basis during the morning and evening rush hours with a commuter tax or usage-based tolls similar to what NYC, London and other major metropolitan cities have successfully done I think this would eliminate the need for a false choice.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

The intersection of 8th and D street NE needs a 4 way stop. I am also working w/ the city to get it's the concrete sidewalks on the 100 block thru 400 block of 11th street NE replaced. This will resolve long standing issues w/ heaving due to tree roots and other influences. We have been adamant that DDOT and their traffic control engineers to take a comprehensive approach to vehicular, bike & pedestrian safety in our neighborhood. At times it appears that DDOT solves one block's issues by simply pushing them to an adjacent corridor. I also think that the city should pass a law requiring routing services such as Waze to not push traffic on to the "collector streets" which are supposed to be low density noncommercial traffic. Instead, DDOT should require the Ubers/ Lifts of the world, Maryland commuters and commercial traffic trying to reach expressway, Route 50 or other non-DC destinations to remain on the arterial roads.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

I have consistently advocated for an increase in affordable units. When developers request minor or major variances to lot occupancy or other code requirements they first must request these at the ANC level. My fellow commissioners of ANC6A and I have consistently advocated a

right sized approach to affordable housing. This means not just following the minimum requirements but actually providing MORE than current requirements. We push for more two and 3 plus bedroom options. I am proud to have supported the 29 unit development of the old RL Christian Library site located at 13th and H that is 100% affordable. As our city continues to transform itself we must continue to be inclusive and ensure that those who have helped during the lean year benefit during the prosperous times as well. We must ensure that our seniors have secure and stable access to resources that allow them to age in place w/ dignity and not be pushed out of the communities that they are the cornerstones of. We also need to thoughtfully review and approve when within reason the expansion of current residence to allow growing families w/ strong community ties to expand and continue to live in our neighborhood.

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

We are working to inform the community about the Small Cell Initiative that DDOT's public Space Committee and the Mayor's office are currently trying to get pushed through w/o adequate community review and realistic time table. The draft document was just brought to the ANC's attention and we do not believe that the current time table for written public comments (Oct 5th for the Oct 15th meeting) is enough time for a responsible review by the community and ANC's. I attended the ANC forum on September 6th w/ DDOT and the cellular carriers/3 Party providers and as a result, I believe that there are several issues that still need to be addressed.

- Safe placement of the devices in an urban residential environment. We need to Identify the steps for DDOT and OTCO must take to ensure the responsible & coordinated installation of these units as well as annual inspections and performance reports to ensure that the EMF is at a safe level for the pedestrians and nearby residence.
- There could be a conflict w/ the current tree canopy and the line of site requirements for the current spectrum being deployed. I will fight to save our trees.
- I am learning more about the use of our right of way by the cellular carriers and 3rd party operators. They do not qualify as utilities and are not under DC oversight, yet they are planning to deploy over 2700 small cell's city wide in the next 5 years.
- I am concerned & want to ensure we are not being steam rolled and that the proper amount of planning, community input and thoughtful accommodations to the neighborhoods and our needs are kept in the forefront.
- There is a lot of talk about the potential FCC revised guidelines that may be coming out later in September that could greatly reduce the role of a local jurisdiction to review appropriate design installation and appropriate revenue generation from the carriers for the use of the public space.. Please find the links following informational links, <https://ddot.dc.gov/smallcell>, https://citiesspeak.org/2018/09/07/fcc-proposes-preemption-fee-cap-for-local-small-cell-deployment/?_zs=EJ2eW&_zl=GKGM1

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

Am I perfect? No I'm human. I am also honest, kind, thoughtful, dedicated, stubborn, and most importantly, I am committed to my family and to helping improve our community. How have I done over the last three years as the ANC6A03 Commissioner? simply put I have shown up and participated in many of subcommittee meetings, I attend the full ANC meetings, I am there for the neighbors' phone calls, emails' or conversations on the street and bring this fully into my role at the ANC . I do this because I really want to help improve our neighborhood's safety, experiences w/ city services and help resolve issues in a timely manner. Whether it's getting DDOT to come back and re-install a curb cut to a driveway that disappeared while the homeowners were on an extend vacation, or helping get 4 way stop signs installed at Maryland and 10th street NE. We must be diligent and steadfast when it comes to affordable housing and making sure that our teachers, first responders and seniors can live in the communities they serve or helped build. We all deserve a safe, clean, tolerant, inclusive and understanding environment that keeps pace w/ the changing times but does not leave behind anyone in our community. I want to continue to serve because I know that I can improve in my role as ANC6A03 Commissioner and that by doing so, improve the experiences my fellow neighbors. It's one meeting, email, phone call & conversation on the street at a time. So my plan for the next two years is to continue to be present and to listen better, improve and continue to serve the community.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

If one is advocating for a narrow interest, then in my opinion they are going against the oath we take when we become ANC Commissioners which is the following; I , _____, having been duly elected as a Commissioner Of the ADVISORY NEIGHBORHOOD COMMISSION OF THE DISTRICT OF COLUMBIA do solemnly swear or affirm that: I, _____, will support and defend the Constitution of the United States: that I will perform such duties as may be assigned to me as a member of said COMMISSION to the best of my ability without fear or favor: that I will exercise my best judgment and will consider each matter before me from the viewpoint of the best interest of the District of Columbia, as a whole: and that I will faithfully discharge said duties, SO HELP ME GOD. We need work together & towards a common ground that benefits DC as a whole not just one narrow interest. We live in an environment that could use some good old fashion civility, understanding and willingness to listen to everyone. Not everyone thinks exactly alike: I chose to serve from this point of view. .

Name: **Ramin Taheri**

ANC and Single Member District: **6A03**

What are your hopes and/or concerns about the future of the RFK stadium site?

My hope is for RFK and the surrounding area to be re-integrated into the existing neighborhood, with additional housing, recreation, and retail/commercial development. It could be an eastern anchor that draws commercial, government, and museum space from the mall. My concern is that we'll see piecemeal development without a broader, ambitious vision.

What is your vision for Starburst Plaza? What is your vision for the H Street corridor, and how would you support that vision as commissioner?

My vision for Starburst would be to improve traffic safety to make the area more pedestrian friendly; redevelop Hechinger plaza to add more housing options and improve walkability; and truly connect the area with H St. and Capitol Hill. For H St., I'd want to retain its vitality and momentum, while hopefully (1) focusing on more daytime-friendly development; and (2) avoiding a takeover by national retailers.

What are your ongoing hopes and/or concerns for safety along the Maryland Avenue and C Street corridors?

Traffic safety along the Maryland Avenue corridor is abysmal, and I fully support the existing traffic-calming plans. I do think, however, that we need to be particularly mindful of spillover effects when we undertake any one traffic-calming measure, and we should commit to having a dynamic process that permits reevaluation and refinement on a rapid timeline.

ANC 6A voted this year against the controversial Kingman Park Historic District. What is your stance on the issue?

It's critical for citizens to be able to organize and have a meaningful impact on the direction of the growth and development of their neighborhood. I think it's problematic, however, when most people in a given neighborhood oppose a measure like an historic designation and feel instead that it's been foisted upon them. As for Kingman Park specifically, it seems clear that there was ample concern from the community about the possible effect of the designation on affordability, but there was insufficient time or opportunity for neighbors to be heard. Whatever the merits of the historic district designation, the process itself -- as it played out in Kingman Park -- undermines community voice.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

It's difficult to persuade people of the necessity of removing on-street parking spaces when the issue is presented in hyper-local, neighborhood-specific terms. If we could take a wider view and explain, for example, that a dedicated bus lane that results in lost parking on one street also results in more regular and safer bus travel and, potentially, reduced congestion because of increased reliability, then I believe more people would be willing to sacrifice parking. Traffic safety, like many other issues, does not occur in a vacuum; solutions in one area can create problems in another, and vice versa.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Just as we've decided that certain streets and avenues will, by design or not, serve commuters using cars, we should plan for commuters who bike or walk. We should have dedicated bike lanes leading to and from obvious destinations (e.g., schools, Metro stations), but we should also provide non-vehicular commuter routes between high-density residential areas and downtown destinations. I prefer bike lanes that are separated from vehicle traffic by pylons or by parked cars – something that leaves the safety of bicyclists to more than merely the attentiveness of motorists. The top priorities for our immediate community are safe, walkable routes to schools and the calming of high-speed commuter traffic.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Recent zoning changes reflect a growing recognition in DC that our zoning laws tend to be too exclusionary. I think this is a positive development, but only if we see real action at the neighborhood level – more development and use of accessory dwelling units, for example. I think ANCs have a vital role in guiding neighborhood development issues and facilitating, where possible, the addition of new and different types of housing options.

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

One issue that comes up frequently in my SMD is package theft. I think that we've made some strides with measures such as security cameras, but I believe the ANC can play a bigger role in improving and facilitating neighbor-to-neighbor communication and in generating innovative solutions that can be taken up collectively or via legislative action.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

Perhaps ANCs are merely advisory, but I think that commissioners can be vital to ensuring that citizens are heard, whether on issues such as zoning and development, traffic safety, or crime. I want my commissioner to be visible, responsive, and effective: visible means be seen in the neighborhood, knock on doors just to say hello, send periodic updates about developments; responsive means get back to people, acknowledge their concerns, and let them know you care; and effective means get results, accurately and meaningfully represent the views of your neighborhood. Visible, responsive, and effective – it's what I will be if elected. My vision for my ANC as a whole is similar. The commission itself should be more visible, more responsive, and more effective; it should serve as a direct conduit to Council, for example, offering community-generated and supported legislative proposals, and it should interact with the community more effectively, not simply with those same neighbors who come to every meeting.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

My answer to the question above, alludes to this, but my view is that we need to do a better job of explaining that neighborhood issues are not decided in a vacuum and are not part of a zero-sum game. Take, for example, traffic calming in my immediate neighborhood. Some are clamoring for additional traffic lights, turn lanes, stop signs, etc., on Maryland Avenue, with the goal of re-directing vehicular commuters elsewhere. But to where? Without understanding – and planning for – the broader impact, a "win" in one narrow area of the neighborhood can cause cascading "losses" in others. The ANC's role, I believe, is to communicate this concept to the neighborhood, work with other ANCs, policymakers, and stakeholders, and ensure that traffic safety is improved for all affected areas, not merely the small enclave with loudest voices.

Name: **Ruth Ann Hudson**

ANC and Single Member District: **6A05**

What are your hopes and/or concerns about the future of the RFK stadium site?

I'd like to see that area converted into spaces that the surrounding communities can enjoy. The city just broke ground on RFK fields which turns almost 30 acres of parking lots into parks and green space – and that's a huge step in the right direction.

What is your vision for Starburst Plaza? What is your vision for the H Street corridor, and how would you support that vision as commissioner?

The promise of the H street corridor is what drew me up to NE back in 2009. The appeal and the potential was palpable, but what I liked the most was an authentic neighborhood feeling. I'm a fan of what H street has become and support the continued development east to the Starburst plaza. However, I do not want to lose the neighborhood feeling that I loved from the beginning so I prefer smaller scale development that isn't too disruptive to the surrounding community.

What are your ongoing hopes and/or concerns for safety along the Maryland Avenue and C Street corridors?

I walk with my daughters along the MD and C street corridors every week so my primary concern is that both areas stay pedestrian and biker friendly. I get nervous seeing cars speed down Maryland or C street so want to make sure that the proper signage and lane markings exist so motorists are aware of their surroundings – ESPECIALLY down by Elliot-Hine and the Maury temporary location.

ANC 6A voted this year against the controversial Kingman Park Historic District. What is your stance on the issue?

I support ANC 6As vote against the Kingman Park Historic District. Over the last couple of years, I've noticed several of our neighbors have found themselves in the same predicament: they love living in this community, they need more space, they can't afford a bigger house in this neighborhood. So they build up or out. I'm not the biggest fan of pop-ups, but I can live with them if it means more families are committing to this neighborhood and can stay here for the long-haul. Historic preservation makes that option difficult. I appreciate the historical significance of the Kingman park neighborhood but I think there are other ways to recognize that historical significance that's better for the residents who live there.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I think it's unfair to pit public transportation and parking against each other. For better or worse, we need both. I think that there can be creative solutions such as rush-hour designations which makes it easier for commuters during rush hours, but still allows residents to park close to their homes.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

First of all, I think our neighborhood is pretty bike friendly so I want to give the city credit for the progress that has already been made. I would like to see more North/South bike lanes added to better connect to those parts of the District. I would also like to see bike lanes more clearly and forcefully delineated. The bike lanes that run down Pennsylvania Avenue are a good example – well marked, cordoned off from traffic, and better protected. I also think there are places where the sidewalks can be widened. Along C street between 15th and 17th is a good example. We walk our daughter to school that way every morning and there's not much room on the sidewalk, and we're very close to the traffic on C.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

I think the ANC plays a pivotal role in addressing housing affordability challenges. For the last year, I have been a part of the Economic Development and Zoning (EDZ) committee and have had a lot of visibility into the developments taking place. As a member of that committee I understand how important it is for the ANC to make sure that any future development doesn't come at the expense of residents who need more affordable housing options. I believe that ANC members are elected to represent all residents and have make sure that any decisions – particularly those related to growth and development – are fair for all residents

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

I don't know if it's a controversy, but I wish the alleys were more regularly cleared and better maintained. I know some alleys were recently leveled and paved and I see how much more use the neighborhood residents get out of them. At a minimum I think they should be swept on a regular basis so loose trash doesn't accumulate.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I am the best person to represent my SMD because of my commitment to the success of this neighborhood and its residents. I've lived in this neighborhood since 2009. I love what this neighborhood has become. We send our daughter to public school here and want to for the duration. I'm inspired by the other parents and neighbors who are working tirelessly to improve this neighborhood and I'm committed to doing my part. My vision for the ANC in two years is that we continue to grow as a closely-knit community that represents and supports all of our members.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

I hope to be elected by the residents of ANC6A and I will not forget that I am serving as their representative. In my capacity as an ANC commissioner I will always continue to talk to residents, understand their concerns, and vote based on what I think is in the best interest of the community at large; regardless of my own personal beliefs. For example, the space formerly occupied by the Lincoln Park café and wine bar. I, personally, would very much like to see a family-friendly, casual restaurant to open there to have an option that is closer than the restaurants on H street or Eastern Market. However, if the immediate neighbors do not want a restaurant or have concerns, I would vote against it as there are plenty of other great places around anyway.

Name: **Stephanie Zimny**

ANC and Single Member District: **6A06**

What are your hopes and/or concerns about the future of the RFK stadium site?

I hope the stadium area can be developed so the entire community can use the available space. Families in the area would benefit from more green space, retail, parks and opportunities for recreation.

What is your vision for Starburst Plaza? What is your vision for the H Street corridor, and how would you support that vision as commissioner?

The Corridor has continued to thrive and develop over the past few years. I look forward to continuing to work with residents and developers alike to make sure H street is a place that all residents can utilize. Increasing smart development, reducing crime and working with businesses to reduce litter are all ways the area can continue to improve and thrive.

What are your ongoing hopes and/or concerns for safety along the Maryland Avenue and C Street corridors?

ANC 6A supports the Mayors Vision Zero policy and continues to work with DDOT and residents to ensure that development along the corridors is advanced with safety in mind. As Capitol Hill continues to grow, I plan to stay involved in the C street and Maryland developments to ensure residents needs are balanced with safety and ease of transportation.

ANC 6A voted this year against the controversial Kingman Park Historic District. What is your stance on the issue?

6a voted against the Historic District in part because the outreach to the affected community wasn't as robust or thorough as it should have been. Any time an area of Capitol Hill tries to turn Historic, it is very important that all of the residents are informed of the issues and how the changes will affect them.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

Parking is very limited in our area and we try very hard to not remove on - street parking. We have worked with DDOT in the past to come up with solutions that limit the loss of parking while improving the flow of traffic. It's important to involve residents in the discussion so people are aware of the changes in the area.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

I supported the Maryland Ave project which will increase bike lanes and make the street much safer for pedestrians. 6A is also actively involved in the C street re-development and supports Vision Zero.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

The Baldwin property, a mixed use development building, is currently under construction at 13th and H. I was happy to be involved in the development discussions with the community and developers. The outcome of the property is an excellent example of affordable housing coming to the H street area. I will continue to work to ensure that affordable housing opportunities are pursued in the area.

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

Maryland Ave Development was a controversial issue among residents who live close to the area. During construction, traffic may be diverted to other parts of the area but I believe that the short term hassles will lead to safer streets for all residents.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I continue to be an active ANC commissioner for 6A06. I am responsive to residents concerns, take an active interest in the community and care about the issues facing our area. In the next 2 years, I hope that H street continues to grow and develop, crime is reduced and transportation is improved.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

[did not respond]

Name: **Steve Holtzman**

ANC and Single Member District: **6B05**

What are your hopes and/or concerns with the 11th Street Bridge Park and its Equitable Development Plan?

The initial idea of the 11th Street Bridge Park is innovative and exciting, both in its creative repurposing of urban infrastructure and in the symbolic and practical goal of “bridging” the divide between Anacostia and the rest of the city. When I moved to DC in 1994, I lived for 2 years in a rental unit in Barney’s circle a stone throw from the Sousa Bridge so am very familiar with the area. 20 years ago, DC was a palpably a divided city. Clusters of Northwest and then everything else. The past decade, investment in neighborhoods across the other 3 quadrants and downtown has grown at a pace that would have been hard to imagine in the early 90s. In our neighborhood, first the huge changes in Barracks Row, and then later the development of Jenkins Row, Hine and the myriad of mixed use construction projects now in process are reshaping the fabric of the area. The stadium and the consequent office, commercial and residential construction near the Navy Yard and all along M Street have literally created a whole new population center at the edge of Capitol Hill and effectively eroded much of the barrier that the freeway overpass had created. For many residents, all these changes have improved quality of life and new opportunities through expanded service provision, new housing stock and other benefits. But, the lingering question remains how equitable this growth has been and whether it services the range of demographics and incomes of the city’s population. It is difficult for anyone to predict how successful the Bridge Park will be in terms of it becoming a spiritual bridge where Capitol Hill and Anacostia physically meet and interact, sharing the facilities. I’m a social scientist and during my career I’ve been involved in large programs all over the world with similar aspirations. It won’t be easy. My hope is that the commitment and the involvement of stakeholders throughout the process will help the Bridge Park to succeed. The risks are many. But, any vision of balanced sustainable growth in the city cannot leave parts of the city behind. As long the core bridge park succeeds or at least does not fail visibly, my hope is that the symbolism of it has ripple effects in a range of other investments and public policy decisions that positively affect Anacostia as well as other underserved neighborhoods in northeast and southeast. Beyond the symbolic bridging, what attracts me most about the project is the equitable development plan that has been carefully crafted around the core bridge park itself. The micro-credit and the various mechanisms to facilitate home ownership and small business development sound promising.

What are your hopes and/or concerns regarding the plans for the redevelopment of Southeast Boulevard (including DDOT's and OP's plan to create a bus garage) and the Barney Circle redesign?

When I moved to DC in 1994, I lived for 2 years in a rental unit in Barney’s Circle a stone throw from the Sousa Bridge. In past years the area has been a community which struggled with crime

and the stress of ebbs and flows of new residents interacting with an older established community. The Sousa bridge represented a tangible divide between the two sides of the Anacostia as well as the conduit for a commuters driving through the neighborhood en route to downtown. The building of Jenkins Row and the incorporation of a Harris Teeter combined with several mixed use development projects on Pennsylvania Avenue and nearby are reshaping the neighborhood. I am very conscious of the potential of the area to be a gateway to DC and a population center. My strong belief is that the future of the neighborhood needs to be guided predominantly by the needs and expressed desires of the residents and that any redesign of Pennsylvania Avenue, the circle, Southeast Boulevard, etc. be informed and driven by a vision which builds the community in that area and safely links the two sides of PA Ave. I'm fully aware that getting to a local consensus can be a contentious process as evidenced by the debate a few years ago about historic district designation of Barney's Circle.

What are your hopes and/or concerns about the future of the RFK stadium site?

The RFK stadium site offers potential for vitalizing a corner of DC that has not been well served. I've read the plans and my sense is that a community centered approach to the development of the site is the right way to go. I get a strong sense that there is a lot of opposition in the community to using the stadium site as a home for the Redskins if this means sidelining much of the community driven division. My concern, as with all large projects, is that it end up a contentious, unfinished site for years and not benefit anyone. For now, I like the approach of the initial parks and community functions being initiated. I would keep an open mind on the next phase and listen closely to the ANC commissioners representing those living closest to it and to their communities.

ANC 6B recently passed a letter outlining their concerns about DC's historic district designation process. What is your stance on this issue, especially in the context of proposals to expand the Capitol Hill Historic District to encompass all of ANC 6B?

I am strongly supportive of the position that ANC6B has recently taken. DC's guidelines for ANCs state that DC govt agencies should give "great weight" to their recommendations. That has never meant that ANCs possess a "veto" power over any decisions of the DC government. Agencies, Boards and other entities can and frequently do make decisions contrary to the recommendation of local ANCs. But, "great weight" at a minimum should imply that the recommendations and the rationale for those recommendations is seriously listened to and clearly taken into account in government decisions which affect a particular local community. The Historic Preservation Review Board has stated that local community wishes are not a key criteria for designating historic districts. Even if this might be true by the letter of the law and there are reasons for it, it also needs to be recognized that ignoring ANCs erodes their relevance and undermines this local participatory democracy. HPRB is only one example. The liquor control board, DDOT and other institutions regularly disregard the advice of ANCs to the point of sometimes taking actions with minimal or no consultation with relevant ANCs. The continued presence and vibrancy of ANC should be a key concern for DC government. The fact

that most ANC elections go uncontested in this city should be a warning sign that DC needs to invest in an enabling environment for ANCs.

Residents increasingly request Ward 6 zone only parking on their blocks; how would approach this situation as a commissioner? What's the right balance between parking for immediate residents and parking for people visiting the neighborhood?

The parking needs of residents vs visitors is one which has been around for a long time. I am not going to offer an easy answer for this. The availability of visitor parking is important both as a wider public policy concern for the city and for the health of local businesses in our neighborhood. That being said, residents have an important, and I believe paramount, concern in our neighborhood that a significant and predictable amount of parking and is available for them. Anyone who lives in proximity to Eastern Market or Barracks Row restaurants understands what this means. We have also traditionally had an issue in many areas of non-DC commuters who have used the neighborhood as a Metro parking lot, taking their chances on being ticketed. Events at the stadium (and previously at RFK) also create a stress on resident parking as do a number of churches with large congregations commuting from other areas to worship. Some residents have off-street parking. But a good proportion do not. And while a car-less future is coming, it's not quite there yet. And, even with mass transit, bicycles, Uber, etc. cars are, at least for now seen as necessary by a large number of residents. The stress on parking has increased exponentially in the past 10 years. I think it is fair and essential for the health of the neighborhood that residents' ability to find predictable parking remains a paramount consideration. That being said, there is a balance. But, in my experience that balance cannot be summarized in a cross-the-board rule. It must be reviewed in a case-by-case basis, with patient and careful discussion with stakeholders, on individual streets and blocks as issues arise.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

My views on this topic are closely related to my answer to the previous question. Bus transit and bikes are two of the core areas where we can improve the environment, equity of access and quality of life for all residents. Former Councilman Tommy Wells used to speak of the objective of a "livable, walkable " neighborhood. I strongly believe in that objective. It is important to add to this question that other mechanisms/issues also affect how this objective is reached. Achieving an environment which is secure and inviting to encourage residents to walk. The expansion of availability of local goods and services to reduce the perceived need for cars. The relatively new innovations such as Uber, Lift and Bungii. In regard to buses and bikes, I support the expansion wherever possible of accessibility for both transport options. And where there is a win-win, all the better. Where there is a need to remove On-street parking for this purpose, again, I think that my answer is that I have no pre-baked answer. In a broad sense, there's a cost-benefit factor. How many people would benefit? How many would lose? But, there is no getting around the fact that this question, when it comes up, is a very, very localized

one (at least relating to the loss of parking spaces) where emotions can run high and it has to be reviewed in that context, in a very consultative, case-by-case manner. I would add that my approach would also include, as a first step, careful consideration of any creative ways to achieve mass transit or bike infrastructure goals in a way which avoids or reduces conflict with parking.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

I can say 2 things on this. First, I can speak to my personal experience in the specific area in which I live. I think that crosswalks at 8th and Pennsylvania need enhancements, perhaps better signage for drivers and some targeted enforcement. Similarly at C and Pennsylvania and along 7th Street in the area of CVS and the library. Drivers in both directions speed through the traffic lights and sometimes ignore the crosswalks entirely. At 8th & PA this is exacerbated by the timing of traffic lights which have a separate countdown for pedestrians that confuses drivers and facilitates a tendency to speed through the light into the crosswalks. On the larger issue, I think that the only way to answer this is to listen to residents of particular blocks and identify traffic areas that they experience as dangerous or uninviting. In regard to bicycle lanes, I am favor, again selectively, of finding ways to increase bike lanes where possible. At the same time, my personal experience is that there is a great need to disseminate and drivers, pedestrians and bicyclists all internalize rules of the road (and sidewalks) for bicyclists, rights of way, safe behavior, etc.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

The ANC's opportunities to address housing affordability challenges in the neighborhood have limited avenues. The review of new large-scale projects is a key one...if they come before the ANC which only happens through the goodwill of developers or more often because they require a variance or some kind of zoning or historical issue. Our ANC has probably added 2000 or more apartment/condo units in the past few years (including those coming on line in the near future). All of this adds to the housing stock but it doesn't necessarily guarantee affordability. Eight years ago, when the Hine project came before the ANC, I was a strong advocate for the affordable housing component of the project. But, with an equally strong caveat. The project built two buildings and segregated virtually all the affordable housing into one of them separated by a roadway and built that building on different esthetic standards than the commercial building. I still believe that was ill-advised. Yes, I believe in expanding the stock of affordable housing but I also believe that we need to integrate that housing into the neighborhood seamlessly as possible and not isolate it. The less visible way that we can expand affordable housing is afforded by last year's changes in zoning laws facilitating the building of alley dwellings. There are great historical examples on Capitol Hill (e.g., Gessford Court). The expansion of garages & carriages houses for this purpose, I assume, will expand in coming years

and ANC reviews of the designs can have a great potential for ensuring available, affordable, high quality residences woven into the existing neighborhood.

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

I think one core issue which has not been touched upon here is the future of Eastern Market and its environs. Eastern Market is increasingly seeing competition with supermarkets (Harris teeter, trader joes, whole foods, the new Safeway being built) as well as Union Market and other destinations. Of equal concern is the future of the weekend flea market which is a symbiotic part of the area. There are many pieces in a complicated puzzle, multiple institutions and actors involved. I believe that the market must develop a sustainable vibrant future and that if something is not done proactively over the next few years to achieve a vision and a path for this, that there is a risk of a slow decline of this jewel of our neighborhood. I don't have immediate answers but I have a very strong commitment to work collectively with others to build that future.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I have been a resident of this neighborhood for 24 years, first as a renter and then as a homeowner. I lived my home on 8th St near Eastern Market for 20 years, got married and moved to a new house 2 blocks away. My wife and I never considered living anywhere else. This is our home and we want to see it prosper and grow and the quality of life improve for all of us. Professionally, I spent over 2 decades working as a social scientist on local community development projects all over the world and I'd like to think that has given me a range of tools and perspectives which I can contribute to my community. I have an unconditional stake in this neighborhood and a commitment and desire to help work, a piece at a time, to evolve in the best way possible. At the same time, I've been around the ANC enough to fully understand, the hard-slogging work it requires and the environment in which it works. I would like to contribute to an ANC which functions collegiately, engages residents actively and does its part to represent the community and advocate for its needs.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

I wouldn't agree with the framing of this question. Community members advocate for positions which are in their interest. There is nothing illegitimate or wrong with that. Large public policy goals can be implemented with "narrow" or misguided interests as well, no matter how well intentioned they may be. I think the role of leading in an ANC position is to understand both of those worlds, the local and the city-wide and help to interpret between them. To me, there is no hard-and-fast rule that city-wide objectives trump local community objectives. It takes a lot

of soul searching, reflection and understanding to find the best path through this. I believe very strongly in the concept of benefiting the greater good, the larger goals but it depends on a lot of things. In my professional life, I've seen lots of communities sacrificed to larger goals that might have been worthwhile if they were fully achieved but which got bogged down in in bureaucracy or private interest or unrealistic visions while communities lost out. Again, I don't think that this is not a question which I can answer clearly as a generality. I think an ANC commissioner's role is not to have any preconceived notions of their duty beyond that of advocating for their constituents. Yes, I can foresee situations where city-wide interests might be more important than local concerns and where I would take such a position. But, without getting into the thick of a specific situation, in close interaction with constituents, I would hesitate to suggest a blanket approach.

Name: Taylor Kuether

ANC and Single Member District: 6B05

What are your hopes and/or concerns with the 11th Street Bridge Park and its Equitable Development Plan?

I am hopeful that the Equitable Development Plan is able to adhere to its stated goal: to ensure that 11th Street Bridge Park is a driver of inclusive development— development that provides opportunities for all residents regardless of income and demography.

What are your hopes and/or concerns regarding the plans for the redevelopment of Southeast Boulevard (including DDOT's and OP's plan to create a bus garage) and the Barney Circle redesign?

I am hopeful that Washingtonians can view this project as one that will not only impact the neighborhood but the city as a whole. An environmentally sound transit facility, developable land that could (and absolutely must) support affordable housing, and the potential to increase transit connectivity is ambitious and will certainly call for compromise. Another note: Bike and pedestrian traffic should also be considered and included in all decisions made about the redesign.

What are your hopes and/or concerns about the future of the RFK stadium site?

Like my Ward 6 neighborhood community, I share the hopes that the RFK stadium site will be used for multi-purpose recreation including fields for youth sports leagues and pedestrian/bike bridges connecting the area with Kingman and Heritage islands. I share my community's concern with the possibility of the site housing an NFL team and stadium and am unsupportive of such use.

ANC 6B recently passed a letter outlining their concerns about DC's historic district designation process. What is your stance on this issue, especially in the context of proposals to expand the Capitol Hill Historic District to encompass all of ANC 6B?

I am supportive of the current ANC 6B commissioners and their assessment of the current process, especially in clarifying the role of community support or lack of support. The letter echoes reformation measures mapped out by Greater Greater Washington, all of which I support: diverse designation levels, balancing preservation needs with the needs of residents, and most importantly, educating the community and soliciting input.

Residents increasingly request Ward 6 zone only parking on their blocks; how would approach this situation as a commissioner? What's the right balance between parking for immediate residents and parking for people visiting the neighborhood?

This increasing request may call for a compromise; for example: Ward 6 zone-only hours; designated Ward 6 zone parking on one side of the street; designated visitor parking, etc. Capitol Hill is a vibrant neighborhood and visitors should feel welcome, but at the same time I understand residents' parking needs, as well. I am supportive of creative solutions and if elected commissioner would work with fellow 6B commissioners to establish a compromise that works for all areas of our neighborhood.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I would begin by seeking input and comments from residents and working with fellow ANC commissioners to make the best decision for the neighborhood. Then the process (of removing parking, for example) would need a significant buildout and socialization plan, notifying residents and road-users alike well in advance of a change. I am personally supportive of protective bike lanes and/or designated bus lanes at the expense of on-street parking, but if elected to the ANC it is my job to hear and amplify constituent concerns and make a decision reflective of the community.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Bike infrastructure needs to increase as numbers of residents biking increase—and that number is indeed increasing (up 46% between 2011-2016, for example). I am supportive of protected bike lanes, more Capital Bikeshare docking stations, and stronger socialization efforts of Vision Zero data. Vision Zero efforts must be better defined and data collection for the project must be better funded in order to steer this lofty goal toward reality. As for new infrastructure, if elected to the ANC I would want to convene a public meeting for community members to weigh-in and share their needs/what they'd like to see prior to making any recommendations.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

ANCs should choose to be supportive only of housing developments that include affordable housing options. Developments in the Capitol Hill neighborhood feature luxury condominiums or apartments that aren't beneficial or accessible to the people living in the neighborhood or seeking to live there. Relatedly, I think ANC 6B has already taken a step toward addressing these challenges in authoring a letter calling for updates to the city's historic district designation process.

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

Not necessarily a controversy, but several residents in 6B05 have expressed concern over DC's growing rat problem. If the broader community shares this concern, I'd encourage my ANC to work with the city to better socialize rat control measures and set up a system to ensure compliance for both residents and businesses.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

As demographics change, so too should representation. My vision for ANC6B is one of inclusion, compromise, and advocacy for all members of our community. I hope constituents in ANC6B05 feel heard and feel that their collective voice is a part of decision-making processes.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

In such a situation, I will be an empathetic listener, acknowledging the constituent's position while articulating the needs of the larger community. It may not be an easy conversation, but navigating it with empathy and understanding may ease the situation. It is the role of an ANC commissioner to represent the broader neighborhood and advocate for choices that benefit the community as a whole, not just part.

Name: **Corey Holman**

ANC and Single Member District: **6B06**

What are your hopes and/or concerns with the 11th Street Bridge Park and its Equitable Development Plan?

The Bridge Park group and its nonprofit partner, Building Bridges Across the River, have been around and active in the community for over four years and have done great work in ANC 6B specifically with residents and facilities at Hopkins Apartments and Potomac Gardens. While less visible, the Equitable Development Plan (EDP) is also a great contribution to the neighborhood and city as a whole. For ANC 6B, the EDP should be a framework for similar projects and. The Southeast Boulevard land disposition and development, for example, will require a Comprehensive Plan amendment (likely through a council-approved Small Area Plan). Any such amendment and RFP process should look at the work of the EDP as a baseline for community involvement and support for existing residents. Specifically within the EDP, the Workforce Development and Small Business Enterprise Elements will be non-negotiables for any city-owned or city-funded project like the 11th Street Bridge Park. The Housing Element of the EDP relies strongly on leveraging the Housing Production Trust Fund and working with existing organizations to build, create, and retain affordable housing. I am encouraged that corporate partners are signing onto this aspect of the EDP as evidenced by the recent contribution by JPMorgan Chase. I really hope the Bridge Park is eventually built and I would urge ANC 6B to help facilitate the building of the park where possible. Equally important, however, is the EDP. I will use that as a benchmark for the redevelopment and excessing of land at Southeast Boulevard and any other similar projects that come across ANC 6B.

What are your hopes and/or concerns regarding the plans for the redevelopment of Southeast Boulevard (including DDOT's and OP's plan to create a bus garage) and the Barney Circle redesign?

There are very few opportunities available for the city has to create developable land, fulfill a municipal need, and increase bike and pedestrian connectivity to the Anacostia River. This is a transformational project and one I will support at every turn. I have been involved in Southeast Boulevard discussions since early 2013. Given the geography of the area, the needs of the city, and financial realities of infrastructure creation, there are two options for Southeast Boulevard. One is the status quo freeway-in-all-but-name that exists now. The other is a subterranean bus garage with a two-lane road and developable land on top of the garage. I categorically reject option one or any similar proposals, such as DDOT's 2013 plan to rebuild the highway at grade. The second plan represents four years of compromise while accomplishing most of the goals of the immediate neighbors, the wider Capitol Hill neighborhood, and the city as a whole. Over the last four years, DDOT has convinced me that there is a need for new bus garages in the city. This site minimizes impacts on neighbors and does not crowd out higher and better uses of the underlying land. If there's one spot for a bus garage in the city, this is it. As

we move forward, however, I will continue to encourage DDOT to remove support facilities for gas- and diesel-powered buses. This garage should be the harbinger of a cleaner non-fossil fuel bus system. Above the bus garage, we have a unique opportunity to build more city. At the Comprehensive Plan level, I would advocate for remapping the boulevard area to a combination of moderate density residential and low density commercial. Because of the broken PUD process, there is only one chance to zone this land right, and I would support RA-2 zoning (matching the existing zoning to the north L Street SE) with a block of MU-4 zoning along 14th Street from L to a new pedestrian ramp across the CSX tracks.

What are your hopes and/or concerns about the future of the RFK stadium site?

My futile hope is that the National Park Services disposes the land and we build more city in the non-floodplain areas. However, the Bowser administration and Events DC has shown no imagination with this project. Given that the Bowser Administration will be in charge of this project for another five years, it's time to accept that they will continue to push a football stadium or basketball arena. Within those confines, ANC 6B needs to continue to advocate for the community-serving aspects of this project and get EventsDC to prioritize those. The Capital Riverside Youth Sports Park group demonstrates exactly the project that I would push ANC 6B to prioritize and support. The one aspect of the existing designs that should come first is the pedestrian bridges to Kingman Island (prioritizing the bridge to River Terrace). I would also urge ANC 5D, 6A, 6B, and 7D to come together and oppose any construction of a riverside road connecting Barney Circle and Benning Road.

ANC 6B recently passed a letter outlining their concerns about DC's historic district designation process. What is your stance on this issue, especially in the context of proposals to expand the Capitol Hill Historic District to encompass all of ANC 6B?

I firmly believe the historic district designation process is fundamentally broken. The Kingman Park designation started the recent discussions about the process, but it's the Bloomingdale designation that has shown the need for HPO/OP and the Council to rethink completely this process. HPRB approved that nomination with ANC opposition, household survey opposition, and a nomination from a non-neighborhood affiliated organization. It's clear that well-connected and well-funded groups and residents are using historic preservation in this city to thwart development. As a commissioner in ANC 6B, I would push for the following changes to historic preservation, through resolutions or comments where appropriate: 1) Encourage OP to restart their study of conservation districts and push the council to introduce legislation allowing conservation districts. I would also push for the non-historic district parts of ANC 6B to be the first neighborhood to be covered by this new regime. 2) Require OP to calculate the loss of development potential in new historic districts and offset that lost potential in upzoning of noncontributing buildings and along mixed-use corridors in the district. If OP cannot offset that lost potential, then HPRB should deny the historic district nomination. 3) Remove solar systems from the list of permit types that trigger historic review 4) Require HPRB actions to be full legal orders, including addressing concerns from the ANC and affected parties. Further, require HPRB and Mayor's Agent cases to use the Office of Zoning's Interactive Zoning

Information System (or similar), to ensure all documents and comments are easily available to the public. 5) Require transportation, sustainability, and equity issues to have weight in HPRB orders.

Residents increasingly request Ward 6 zone only parking on their blocks; how would approach this situation as a commissioner? What's the right balance between parking for immediate residents and parking for people visiting the neighborhood?

The RPP system is broken and resident only parking is a Band-Aid over the real problem. In August of 2014, DDOT issued a Curbside Management Study that laid out potential solutions to the problem. The solutions that would most appeal to me as a commissioner are the following: 1) Increase RPP prices for each permit after the first. 2) Increase RPP prices if you have off street parking. 3) Dramatically increase the number of distinct parking zones with a concomitant reduction in size of zones. I like to use my family as an example. My wife and I each came into our marriage with a car. We would park both on the street despite having an off-street parking space, dutifully paying out 10 cents per day for the privilege. We maintained this situation for two years, despite never using both cars at once and rarely using the off-street parking space. When we did use a car, it was often to travel within Ward 6 for free parking near Yards/Canal parks and near H Street. This situation repeats itself all over the city. Residents in buildings without parking and visitors are not the problem. I, and so many people like me, am the problem. I should pay for the problems I create for others. If our second parking permit were more expensive because we had two cars, more expensive because we had off-street parking, and less useful for intra-ward usage, we would have consolidated down to one car right away. Depending on the price of the first RPP, we also would have skipped getting an RPP for that car. Making more parking available for the exclusive use of families like mine is the exact opposite thing we should do.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I would wholeheartedly support any increase in transit or bike infrastructure even if it required removing off-street parking. As a member of the ANC 6B Transportation Committee, I brought up the topic and made the motion to request DDOT begin studying protected bike lanes on Pennsylvania Ave SE from Barney Circle to the Capitol. That project would remove off-peak travel lanes and peak parking spaces from Pennsylvania Ave SE. Because of ANC 6B's ask, the facility was included in the most recent constrained element of the MWCOG long-range plan. As commissioner, I will continue to push DDOT to move this project forward. Furthermore, I supported the removal of parking spaces on the 400 block of 14th street SE to bridge a gap in bicycle lanes. The MoveDC transit element includes high capacity transit lines along Pennsylvania Ave SE from the Maryland border to 8th street SE. As commissioner, I will ask that this part of the MoveDC plan moves forward. Not being a transportation planner or engineer, I have no clue how to design those lanes, but I'm sure DDOT and its contractors can design

something that works. If parking has to go because of those high capacity bus lines, I would obviously support that.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Bike lanes in ANC 6B should be on every diagonal and on all one-lane streets. Luckily, for ANC 6B, most of the neighborhood two-way streets are so narrow the level of stress on bicycle is minimal. So given that, I would support the MoveDC bicycle element's inclusion of protected bike lanes along Massachusetts Ave SE, Pennsylvania Ave SE, and converting the striped lanes on 4th/6th Street SE to a protected lane, even if parking must be removed near intersections. As for non-bicycle elements of Vision Zero, there are the ideal and then there are short-term politically feasible priorities. Ideally, I think DDOT should ban right turns on red. I think the default speed limit should be 15 unless otherwise signed (instead of 25). I think speed, red light, and stop sign cameras should blanket the city, with fines reduced and issued within 24 hours to affect change. As for actual short-term options, the following are my priorities: 1) Push DDOT to add flexposts at all non-right angle corners to sharpen and slow turns and support them when proposed. Specifically within ANC 6B, DDOT will soon be issuing a Notice of Intent to rework the intersection of 15th/Kentucky/Potomac/G. These changes will slow traffic and increase pedestrian connectivity, but remove parking. These are the projects I will push for and support. 2) Make non all-way stops into all-way stops. Currently as a member of ANC 6B's Transportation Committee, I am using DC's open data to document our most dangerous intersections and get four-way stops there as soon as possible. 3) Remove one parking space closest to intersections in commercial areas and replace them with on street dedicated bicycle parking. This will remove bikes from the sidewalk, increase the amount of parking, and help daylight corners for turns. 4) Work with bicycle and pedestrian advocacy organizations to highlight our most dangerous intersections and push DDOT to implement fixes instead of waiting for death or serious injury to make changes. 5) Remove automated traffic enforcement and parking from the purviews of MPD and DPW respectively. Give those capabilities to DDOT.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

ANCs have limited direct power to address housing affordability challenges. What we can do is foster an environment where housing affordability for both current and future residents is a paramount concern in development projects that come before the ANC. With the broken PUD process, the ANC will also have less input on large projects, but there are opportunities for the ANC to weigh in on citywide issues. For example, further Comprehensive Plan amendments will at some point be available for comment and I would support the ANC focusing its comments on housing affordability for current residents and accommodating growth for future neighbors.

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

We have already covered most of the major projects and controversies in ANC 6B. Southeast Boulevard, Pennsylvania Ave bike lanes, major PUD projects coming online and related construction issues, and resident parking issues are or will be import discussions in ANC 6B over the next two years.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

Through my work on the ANC Transportation Committee, I am already familiar with many of the ANC processes and can jump into the job on day one. I will doggedly follow up on resident concerns and actively seek to solve problems before the happen. In two years in ANC 6B06, I am excited to see all six major development projects in the SMD completed, the Pennsylvania/Potomac intersection work well underway, and funding for Southeast Boulevard secured including a vision for major investment in affordable housing on the site. For the larger ANC, I see ANC 6B continuing its roles as a professional and efficient ANC. I imagine the ANC will continue to work with DDOT to identify and rectify traffic safety concerns in residential areas and ANC 6B will be a leading example in the city for traffic calming measures.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Neighborhoods are parts of cities and cities need land and services to meet the needs of all of its residents. This is not a controversial stance to take. However, in many situations it is easy to fight against these services and land use rather to seek to accommodate it. In fact, much of our regulatory infrastructure and history with controversial items rewards the loudest most organized group of people who say no. In situations like this, it is easy for an ANC commissioner to join the chorus of no's. However, I will not do that. Let's look at Southeast Boulevard Bus Garage as an example. At every turn and every iteration, I have supported this project. DDOT has demonstrated a need for a bus garage. DDOT has sought a site that will have minimal impact on its neighborhood and pledge to mitigate concerns. The immediate neighbors, of course, would be better off with an at-grade Southeast Boulevard with no bus garage underneath. However, we have a unique opportunity to accommodate a city need and I believe ANC 6B will continue to support this garage (though pushing for electric only instead of diesel- and gas-support facilities). As commissioner of ANC 6B06, I will continue to engage with impacted residents and DDOT to provide the least impactful bus garage while allowing full functionality that will support all residents of DC.

Name: Kelly Waud

ANC and Single Member District: 6B07

What are your hopes and/or concerns with the 11th Street Bridge Park and its Equitable Development Plan?

I'm very positive about the goals of the 11th Street Bridge Park Equitable Development plan for improving job opportunities, supporting small business and encouraging affordable housing in the immediate neighborhoods around the planned park. I have been encouraged by the initial engagement that the 11th Street Bridge Park has been doing, specifically at Hopkins with the community garden and supporting the back to school event with healthy cooking demonstrations. I look forward to continue working with Scott Kratz to further those goals and the community development.

What are your hopes and/or concerns regarding the plans for the redevelopment of Southeast Boulevard (including DDOT's and OP's plan to create a bus garage) and the Barney Circle redesign?

I have significant concerns about the planned redevelopment of the Southeast Boulevard. I have been engaging with DDOT on this for several years and have seen some improvement in the plan, but remain skeptical. I have many concerns remaining: the impact of bus traffic on the already congested and unsafe 11th and 695 intersection, the noise and pollution of hosting and maintaining an unspecified number of busses in the transportation support facility, the increased traffic through my SMD as cars get backed up and choose to cut down narrow surface streets. I see the cost of this activity in terms of money, traffic safety, and negative community impact to be very high.

What are your hopes and/or concerns about the future of the RFK stadium site?

I hope that the RFK redevelopment leads to more frequent smaller volume events that facilitate building community connections. I'm encouraged by the playing fields under development; although grass fields would have lesser impact on joints and allow for increased rainwater absorption. I would like to see faster movement on connecting the east side of the river with the redevelopment through pedestrian bridges, and would love to see another outdoor 50 meter pool as Rumsey is currently oversubscribed, as are most DC pools. I am categorically opposed to relocating football at that location.

ANC 6B recently passed a letter outlining their concerns about DC's historic district designation process. What is your stance on this issue, especially in the context of proposals to expand the Capitol Hill Historic District to encompass all of ANC 6B?

I'm concerned about the disregard shown to DC homeowners in determining new Historic Districts. I think the designation creates additional burden and cost for homeowners looking to maintain or improve their residences and that it also limits opportunity for increased development and that keeps housing prices unaffordable for many first time homebuyers.

Residents increasingly request Ward 6 zone only parking on their blocks; how would approach this situation as a commissioner? What's the right balance between parking for immediate residents and parking for people visiting the neighborhood?

I don't have an answer on this one. I understand the frustration that many can feel when there is no parking available near your home, but also appreciate how visitors can contribute to local businesses.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I appreciate the new safety measures that DDOT has installed along 17th street, and think that those posts could also be installed at problematic intersections (like 12th and G SE) to replace one parking space at the intersection 1) with new bike and scooter parking on the street, and 2) to improve visibility of cross traffic.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

I am working with the DDOT safety team to make some immediate safety improvements to the southern intersection of Pennsylvania, Potomac Ave and 14th ST SE. It's unsafe for pedestrians crossing Pennsylvania with the light. I would like to see better zebra striping and hawk signals to improve pedestrian safety here in the interim before the entire intersection is upgraded. I'm also very concerned about pedestrian and bike safety at 11th and 695. Many, many cars make illegal left turns onto the westbound 695 on-ramp because they don't see the red turn arrow on the left side of the intersection. I've witnessed a number of near misses there when pedestrians or cyclists were crossing with the light and were almost run over. That intersection was absolutely not designed for bikes or pedestrians and needs to be re-envisioned to allow for our neighborhood to access all of the events and resources of the Navy Yard. Additionally - I would like to see the proposed Pennsylvania Ave bike lanes come to fruition to improve the east-west pathways for cyclists.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Our neighborhood is growing the number of housing units significantly. I'm curious to see what, if any, impact that has on affordability.

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

Not a controversy, but a feature - I hope to see the pocket parks on Potomac Ave completed early next year - these are an initiative from the previous ANC representative Aimee Grace. I would love to see programming develop around these new community resources - weekly workout groups at the fitness equipment and potlucks off of the splash pad. I will be doing my best to ensure that these resources are used and enjoyed by the entire community.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I'm willing to do the work and to learn the systems in order to represent the best interests of all my neighbors.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

n/a

Name: **Kasie Clark**

ANC and Single Member District: **6B09**

What are your hopes and/or concerns with the 11th Street Bridge Park and its Equitable Development Plan?

If the bridge brings opportunities in workforce development and housing, while providing an environment for community building, then it would be a positive addition to our district. It is important to improve and grow as a greater community throughout DC. The Equitable Development Plan looks like a sustainable way to create positive impact through the 11th Street Bridge Park.

What are your hopes and/or concerns regarding the plans for the redevelopment of Southeast Boulevard (including DDOT's and OP's plan to create a bus garage) and the Barney Circle redesign?

As it stands now, Barney Circle sits at a critical intersection which leads in and out of the district. It is important to create a road system which allows traffic to flow through with accessible and safe lanes for bikes and pedestrians. A traffic circle may be a solution, but I would first need to hear from the neighborhood to ultimately come up with a feasible solution.

What are your hopes and/or concerns about the future of the RFK stadium site?

I hope that the RFK developers are interested in hearing and responding to the concerns of the community members, and continue to be transparent in their intentions and outcomes of the development process. I believe that this could be a great opportunity to bring different communities together around family-oriented fields and eating areas. With that said, a concern I have would be updating RFK into a NFL stadium. There are many priorities of the district and maintaining a football stadium is not one of them.

ANC 6B recently passed a letter outlining their concerns about DC's historic district designation process. What is your stance on this issue, especially in the context of proposals to expand the Capitol Hill Historic District to encompass all of ANC 6B?

I largely agree with the ANC 6B letter. I believe that it is up to the community to decide what is best, especially in a decision which can affect housing and other issues. Going forward, I hope community members are acknowledged in the decision making process.

Residents increasingly request Ward 6 zone only parking on their blocks; how would approach this situation as a commissioner? What's the right balance between parking for immediate residents and parking for people visiting the neighborhood?

Ideally, this would be handled on a case by case basis since there are more businesses and traffic in different areas. On certain blocks, this issue might be resolved by changing the parking hours, whereas on others, the issue might be more complex.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

There are certain areas where this could or could not be feasible because Ward 6 is a mix of residential and business areas. Without knowing about a specific area, I cannot fully answer this question. As commissioner, I would consider all solutions on a case-by-case basis.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Just recently, a community member's car bumper was completely removed due to a driver hitting her car on 17th Street SE at high speeds. This accident was not the first time something like this occurred on this street. Ultimately, I would like to look into different ways to monitor and reduce traffic speeds with things such as raised crosswalks. Also, there is a bike lane and a child's park right next to this street, so it is important to find ways to reduce speeds here.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

The ANC did well to push for affordable housing in the new apartments above Eastern Market. Looking out for these opportunities is crucial for the ANC to continue to do. For example, there has been an abandoned Boys and Girls club building in this community for the last ten years. After speaking with long-time community members, it was a place for children to learn and grow in a safe environment. Although I would have liked to see this building return to its original use because it positively impacted children for many years, it is acceptable to see that it will continue to serve the community through affordable housing for seniors. It is important to foster our sense of community by providing affordable housing opportunities to offset the negative effects of gentrification.

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

After talking with community members, an issue that comes up often is zoning regulations in regards to pop-ups on rowhomes. Although I believe that residents should be able to build on

their own property, there are rules and regulations that must be adhered to. These rules are in place in order to maintain this great neighborhood. As commissioner, I would like to discuss and find a solutions with the community to reassess and enforce these regulations.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I decided to run for ANC because I'm inspired by others who stepped up to represent their community before me. I've been fortunate to have learned a lot of life lessons over the three years of being a middle school STEM teacher. My students taught me a lot about growth, confidence, and the importance of community support. As I encouraged my students to persevere, they did the same for me. I want to pay forward the lessons my students taught me by elevating the voices of my community. This SMD will be experiencing a lot of changes in the next two years with RFK and Barney Circle, to name a few. My vision is for 6B09 is that it will be a strong example of what positive outcomes can come out of community involvement.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

It is always best to be transparent in the decision-making process. I believe that in most cases, the reason why someone advocates for their narrow interest is because they have not considered the greater impact. For example, on 19th street SE there is the entrance and exit of the Stadium Armory metro station. Although it was easier for drivers to use that one-way street without stop signs, it was dangerous for pedestrians to use the metro. If we hope to encourage DC residents to use public transportation, it is best to make the transit as safe as possible. Placing stop signs at that intersection could solve this issue. Once drivers recognize that stopping momentarily could save lives, they will recognize that it is best for the community.

Name: **Kathryn Denise Krepp**

ANC and Single Member District: **6B10**

What are your hopes and/or concerns with the 11th Street Bridge Park and its Equitable Development Plan?

I support the park.

What are your hopes and/or concerns regarding the plans for the redevelopment of Southeast Boulevard (including DDOT's and OP's plan to create a bus garage) and the Barney Circle redesign?

DDOT needs to complete a comprehensive transportation plan covering SE Boulevard, 17th, 19th, East Cap, Indy, and C Street. The current patchwork approach isn't working.

What are your hopes and/or concerns about the future of the RFK stadium site?

I don't support the return of NFL. The city needs more affordable housing which can be built at that location.

ANC 6B recently passed a letter outlining their concerns about DC's historic district designation process. What is your stance on this issue, especially in the context of proposals to expand the Capitol Hill Historic District to encompass all of ANC 6B?

I don't support the extension of historic designation to ANC6B10. I also oppose giving this designation when neighbors overwhelmingly oppose it.

Residents increasingly request Ward 6 zone only parking on their blocks; how would approach this situation as a commissioner? What's the right balance between parking for immediate residents and parking for people visiting the neighborhood?

Right now, I'm focused on getting DPW to issue parking tickets. The issuance of parking tickets has dropped by half since 2016 and less than seven tickets a day are issued in my SMD despite the numerous illegally parked VA and MD cars.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

We've already done that. 17th Street is now a one way street with a designated bike lane.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Yes. I'd also like to see Vision Zero be more than hot air. I've spent the past year nagging DDOT for additional stop signs only to be told that adding them will decrease pedestrian safety.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Support affordable housing on Reservation 13 and RFK.

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

Amazon

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

Me.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

[did not respond]

Name: **Christine Healey**

ANC and Single Member District: **6C01**

NoMa is slated to add over 4,000 residential units over the next few years, especially around Union Market. As an ANC commissioner, how do you envision your role in managing and influencing this growth?

NoMa has experienced significant residential growth over the last ten years and more is on the way. Much of the new growth around Union Market will be outside, although adjacent to, the borders of ANC 6C. If re-elected, I would continue to work closely with the ANC 6C commissioners who live in and near NoMa to ensure quality-of-life issues important to this densely populated area are addressed and improved, particularly green space, public space and transportation issues.

In our ANC there are consistent homeless encampments and hangouts in and around the underpasses. How would you respond to this situation as a commissioner?

The homeless encampments in and around the NoMa underpasses have been a continuing and frustrating issue for ANC 6C. The tents have blocked pedestrian walkways. There is also concern about illegal activities in the tents. We have called upon and worked with District police and social services, as well as NoMa BID and groups serving the homeless, to address the problems created by the encampments and we have asked them to attend our public meetings to give us progress reports.

Residents increasingly request Ward 6 zone only parking on their blocks; how would approach this situation as a commissioner? What's the right balance between parking for immediate residents and parking for people visiting the neighborhood?

I would take any request for Zone 6-only parking on a case-by-case basis. I supported the request of the residents of the 1100 block of 3rd Street NE because of the particular situation on that block. Overall, I want to make sure that existing parking regulations are being enforced. I have seen egregious violations of the two-hour parking limit in my district near the U.S. Capitol and I have pressed the Department of Public Works to enforce parking regulations in my SMD vigorously. I will continue to do so.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I would insist on community and ANC meetings being held with transportation officials and that these officials make a persuasive case before the removal of significant numbers of on-street parking spaces takes place. I supported the ANC 6C position on the K Street Traffic Safety

Study, endorsing the concept but requesting additional study and refinement to minimize negative impact on nearby residents before implementation.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Dangerous intersections are a significant safety concern for residents, families, and seniors who walk and bike (and also drive) in ANC 6C because of factors such as poor signalization, lack of an all-way stop, and commuters flagrantly running red lights during rush hour. These intersections include, among others: 7th, 8th, Massachusetts and Constitution Avenues NE; 3rd and A Streets NE; and the corner of Stanton Park at 6th, C and Maryland Avenue NE. I will continue to advocate for improvements at these locations.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

ANC 6C still has a variety of housing, from accessory-unit apartments to single-family townhouses to large apartment buildings, for a range of income levels. One approach to the affordable housing challenge is to ensure housing preservation. I am concerned about the conversion of housing units in my SMD into trade association and other kinds of offices. To prevent this, there should be strict enforcement of the zoning regulations. There should also be reasonable policies for short-term rentals. At the same time, within ANC 6C, we are seeing the positive trend of outmoded stores and medical facilities converted into new housing units. Whether these are truly affordable is another question.

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

Are rats controversial? I am against them. They are one of the reasons I pushed for DDOT to repair alleys in my SMD. I have also assisted residents trying to get trash collection improved in their alley and have advocated for more District rat abatement resources. The rat problem is persistent; we all have to work together to get it under control.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I have been a strong advocate for my neighbors and have demonstrated that I can work well with other commissioners and with District officials. I am respectful of the views of others and have been energetic in trying to solve, with my neighbors, the issues of my SMD and the ANC 6C area as a whole. I would like to see ANC 6C be an even more effective, transparent, and responsive body over the next two years, continuing to grapple with District issues in a serious and civil way, with lots of input from engaged ANC 6C residents and the dedicated members of ANC 6C committees.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

One of the most important functions of the ANCs is to provide a forum for community members to voice their concerns. Allowing concerns to be heard can go a long way to reaching consensus positions of the greatest good. ANCs are not the ultimate decision makers in the District government but ANCs, if they are responsive and well-run, can help the District government achieve better results on behalf of all interests.

Name: **Chad Ernst**

ANC and Single Member District: **6C05**

NoMa is slated to add over 4,000 residential units over the next few years, especially around Union Market. As an ANC commissioner, how do you envision your role in managing and influencing this growth?

I am an advocate for additional residential units throughout our city. In recent times DC has become a more attractive place to live. In order to sustain that, we need an increase in available housing. I believe that one of the commissioner's roles is to advocate for a thoughtful streetscape plan that includes; increased safety infrastructure for pedestrians, smart bus and bike lane development, and allow for an increase in the need for parking at Union Market and additional traffic patterns.

In our ANC there are consistent homeless encampments and hangouts in and around the underpasses. How would you respond to this situation as a commissioner?

I am in favor of a measured response to this issue. As your representative I will contact residents around the underpasses to see what problems arise with these encampments. Is there an increase in crime that can be linked to the homeless in this area? I will partner with the MPD to ensure public safety of the neighborhood and of all persons concerned. I also will seek help from city services to ensure that the homeless have access to offerings that could lead them to finding alternate housing.

Residents increasingly request Ward 6 zone only parking on their blocks; how would approach this situation as a commissioner? What's the right balance between parking for immediate residents and parking for people visiting the neighborhood?

Balance is the keyword in this question. The H street NE corridor is becoming more and more popular, along with this comes parking issues for residents. I too have had issues parking near my own home. A balance must be struck between residents parking rights and visitors. One idea I like is to work with local businesses to drive visitors to arrive to our neighborhood via, metro, street car, bus, uber, taxi, bicycle or scooter. I will explore what incentives businesses can provide to these visitors as a way to cut down on the number of cars in our neighborhood.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

Bike lanes planned for K street NE are a good example of this question. DC has planned to develop a bike lane that runs east to west on K Street NE. The addition of this bike lane will mandate that the street will go from two car lanes traveling in each direction to one car lane

traveling in each direction and will reduce parking available on K street NE. When I spoke to K street NE residents, the majority were opposed to this plan because bike lanes would mean less curbside parking. I understand residents' concerns but I also see what the city is trying to accomplish. The city is using the addition of the bike lane as a traffic calming measure. My approach to this situation will be to fully explain what the city is trying to do, show what alternate higher density arteries cars will be pushed to use. Show residents the benefits over the losses. I will see what we can do for the properties that may not have easy access to parking, are there alternative bike routes that make more sense? As the city continues with these plans, the community is invited to continue the discussion at the next ANC 6C Transportation and Public Space Committee on October 5th.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

I am for new bicycle lanes, sidewalks, and other infrastructure in any place that it makes sense. Safety for pedestrians, bicyclists, scooterists, and car drivers is huge concern. I think smart planning can result in decreases in both injuries and fatalities for all concerned. My top priorities for our SMD are; more signage alerting bikers to the dangers of the streetcar rails, more safety education for scooterists using pedestrian sidewalks, and more safety education for drivers using our city streets.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Our area of the city is experiencing a lot of growth, part of that growth should also be in affordable housing development. A certain percentage of all new residential units should be affordable housing. One thing we can ask is how can DC government entice developers to enter into building affordable housing units in a way that is both economical to them and beneficial to the community.

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

Smart growth is one the biggest controversies in our neighborhood because it means different things to different people. My goal as ANC commissioner is to be the advocate for our neighborhood's vision of smart growth. In DC, plans tend to move fast and enacting them tends to move very slowly. More participation from our neighborhood in the planning phase is needed to ensure that our voice is heard. Big projects that will affect our daily lives for years to come are on the horizon. Specifically the construction from the H street NE bridge replacement and the Union Station Expansion Project will be with us for years. As your ANC commissioner I will be the liaison that we need to ensure our interests regarding traffic, parking and increased infrastructure are heard.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I believe I will make an excellent ANC6c05 commissioner because I have been a part of this community since 2005. I have a deep interest in the prosperity of my neighborhood because this is where I live, work, and my kids go to school. I have been a Forensic Scientist for the government for over 20 years so I have a strong sense of justice that I can bring all ANC issues. As a Realtor who has seen this neighborhood go through changes and I want to help guide it through the changes that are to come. My vision for the next 2 years is to focus on educational opportunities for our neighborhood kids (can our children get into the schools of their choice?), promote smart growth within our community, and to be the true liaison that we need to advocate for our neighborhood.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

My first step in leading is to listen. I will listen to my neighbors about their concerns, I will attempt to illuminate the city's position on controversial issues and I will seek out solutions that others may overlook.

Name: Joel Kelty

ANC and Single Member District: 6C05

NoMa is slated to add over 4,000 residential units over the next few years, especially around Union Market. As an ANC commissioner, how do you envision your role in managing and influencing this growth?

Additional residential density, properly located and thoughtfully integrated into the existing urban fabric, is a good thing. The population of our country continues to grow at a phenomenal rate. We need to ensure cities are vibrant, exciting and affordable places to live with good transportation infrastructure and functional schools. The alternative is widespread sprawl and its attendant environmental destruction. The commissioners' role in managing this growth is to act as a conduit for public input, collecting and distilling public sentiment about private and public efforts to meet the demand for additional housing, commercial space, and public facilities, amenities and infrastructure. Commissioners then communicate this information to DC government agencies and officials responsible for overseeing these activities. Due to consistent failures within certain government agencies charged with control and regulation of such growth (DCRA in particular), the ANCs also have to play a role in government oversight. The ANCs must call out failures of the government to enforce existing regulations stipulating what, where and how new commercial, residential, institutional and public space is created. In the case of planned unit developments, ANCs must ensure that the proffers negotiated with developers are reasonable, but also appropriately reflect the value of the additional density being created and the public and private cost associated with any adverse impacts.

In our ANC there are consistent homeless encampments and hangouts in and around the underpasses. How would you respond to this situation as a commissioner?

Homelessness is a persistent issue on Capitol Hill and occurs in many areas, not just underpasses. Having served on the Board of CHGM, a local non-profit that provides emergency and supportive services to our homeless neighbors, I've learned that the root causes are varied, complex and often involve multiple issues, rather than a single problem or event. CHGM engages in outreach with individuals living on the street to try to convince them to accept shelter and assistance. We advocate for the homeless with government agencies and non-governmental organizations in positions to support our efforts. CHGM also provides a holistic set of counseling services to try to keep people from becoming homeless in the first place. As an ANC commissioner, I hope to support the efforts of organizations such as CHGM and its peers, while also engaging with the District government to implement compassionate ways we can reduce homelessness and minimize adverse impacts on our residential and commercial neighborhoods. Specific goals as an ANC commissioner include: streamlining the intake process for receiving city services, providing additional support for people at risk of homelessness and addressing with respect and compassion adverse impacts homelessness has on our public space (i.e. prostitution, trash removal, public urination and panhandling).

Residents increasingly request Ward 6 zone only parking on their blocks; how would approach this situation as a commissioner? What's the right balance between parking for immediate residents and parking for people visiting the neighborhood?

Parking has been an issue since I moved to this SMD in 2000. There is no easy answer. While alternative modes of transit including bikes, scooters and such may work well for some residents, there are many residents who will continue to rely on automobiles, including families and seniors. Our SMD, while primarily residential in character, abuts the commercial H Street corridor, which creates additional parking demand on our neighborhood. Parking will continue to escalate as a problem as the new zoning regulations which reduce required parking are implemented in more projects. One approach might be to try to encourage the visiting public to make greater use of existing, underutilized structured parking in our area. We have several large underground garages on H Street and a new, large facility under construction at 8th and H. One unresolved issue is that the new accessory dwelling unit (ADU) rules may encourage homeowners to reduce off street parking on their own lots, even while adding new units, many of which will be occupied by people owning vehicles. This could create additional, unanticipated demand for on street parking. We might consider prohibiting those occupying ADUs from obtaining on street parking permits.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

My approach would depend on the specifics of the situation. For example, such a notion would be easier to accept on a commercial street than a residential street and in each case, whether the infrastructure is a bike lane (low impact to adjacent residences) or a bus lane (with noise and vibration impacts as well as parking impacts).

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

We need to look at providing safer biking on H street. DDOT created bike lanes on G and I streets so bikes would not have to ride over the streetcar tracks, which can cause loss of control and a crash. However, people prefer riding on H Street where the action is. Rather than try to control where people use bikes, we need to implement solutions that allow bikes to safely use H Street without becoming caught in the streetcar tracks. We also need to dedicate additional resources and oversight to maintaining the public space, including sidewalks and bike lanes we already have. The streetscape along H Street was poorly constructed and has received little afterthought or maintenance from DDOT. Cobblestones are displaced, interpretive signs are damaged, and street trees have been damaged or destroyed. There needs to be a continual maintenance plan, not just a 24 hour effort before the H Street Festival. Brick Sidewalks on our residential streets are another area of concern. While the city has made an effort to

replace many of them, there is no follow up maintenance to address loose or missing brick or displacement caused by tree roots. Bike lane markings and traffic control signage are another area where the city installs infrastructure without a plan to maintain it. Lane markings fade and signage becomes damaged. This creates a hazardous condition where motorists, some of whom may come from areas without bike lanes, may be unaware that the bike lane exists or choose to ignore it. Finally, we need to do something about the scooters and bikes littering our sidewalks. I'm not opposed to bike and scooter sharing, but the companies providing these vehicles need to be held responsible for where and how these vehicles occupy our public space when not in use. You can't park a car in the middle of a pedestrian sidewalk. You shouldn't be able to leave a bike or scooter obstructing the sidewalk either.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Housing affordability is a complex issue involving numerous factors outside the scope of the ANC role. However, we can be supportive of specific projects and initiatives to create affordable housing and mindful of actions that could decrease supply or increase demand for affordable housing. As an example, failure to enforce existing zoning regulations and construction codes regarding the conversion of single family row houses and flats to condominium projects has resulted in larger than legally allowable units. These units sell for more money than they would otherwise which has adversely impacted housing affordability and the availability of family sized dwelling units.

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

Illegal construction! DCRA and the Office of Zoning have consistently failed to enforce existing zoning regulations and construction codes that were created to protect the health, safety and welfare of the public, particularly for projects in our residential districts. As a member of the ANC 6C Planning, Zoning and Environment committee for the past seven years, I've worked with my fellow committee members and our ANC commissioners to try to highlight the issue to the agencies and those responsible for their oversight on the DC council. We have a lot more work to do in this regard, but we are making some progress.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I've been a resident of our SMD since 2000 and have gotten to know many of my neighbors and their positions on matters that are important to them. As an architect and real estate professional with a degree in urban studies, I believe I can bring a valuable perspective to matters related to zoning, planning and construction. New development and construction have some of the greatest impacts on our physical space and are often a top concern for residents in our SMD. Additionally, as a parent of two school age children, I am attuned to educational

issues, including concerns about how we expand the success our of elementary schools to the middle and high schools serving our ANC.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

This is an interesting question. On a basic level, the role of the ANC is to represent the specific interests of a group of people living in a defined geographical area. It has nothing to do with representing the city as a whole. It could be argued that it is up to the council to collect input from all the ANCs and distill that input into public policy that serves the entire city. On the other hand, a successful ANC is aware that certain issues have broader city wide impacts and Commissioners can be helpful in obtaining constituent buy-in for positions that run counter to their interests yet benefit the broader community.

Name: **Robb Dooling**

ANC and Single Member District: **6C06**

NoMa is slated to add over 4,000 residential units over the next few years, especially around Union Market. As an ANC commissioner, how do you envision your role in managing and influencing this growth?

I am requesting affordable and environmentally sustainable housing for as many of these 4,000 units as economically possible. I have already started meeting with developers around the neighborhood to communicate these essentials and how my support for any project is conditional on these. The DC government has already required 2 Patterson St NE to be at least 30% affordable units and we will push developers to go beyond this percentage. The best neighborhoods include diverse housing options that accommodate people from across the income spectrum. I am also encouraging manageable growth and density with car-free living via zero parking minimums in new apartments. ANC 6C has already approved several projects without parking, including 1005 North Capitol St NE, 301 Florida Ave NE, and 33 New York Ave NE. Whether I win or lose this election, I will continue ANC 6C's promotion of affordable and environmentally sustainable growth, including usage of the future third exit to the NoMa Metro station, wider sidewalks, and bike-friendly development as seen in the expansive bike racks in the garage of the Edison at Union Market. We should also balance this development with mixed parks, restaurants, and schools. In my meetings with developers thus far, I am also supporting green spaces, kid-friendly development, and employment opportunities for NoMa residents.

In our ANC there are consistent homeless encampments and hangouts in and around the underpasses. How would you respond to this situation as a commissioner?

I would request thoughtful and long-term efforts to improve DC social services. I believe housing is a human right. After volunteering for various homeless services organizations for the past seven years, I see the complexities of homelessness. Many homeless people do not feel comfortable residing in government shelters rampant with theft, insecurity, and onerous bureaucratic requirements. We also do not provide enough for homeless people who suffer from mental illness and substance abuse. The DC government can reduce the number of homeless people blocking sidewalks by replacing the decrepit DC General Family Shelter with safe and welcoming homeless services, including the planned shelters at 850 Delaware Ave SW and 1700 Rhode Island Ave NE as well as more shelters and better services to accommodate as much of DC's entire homeless population as possible. We would also actually save money by simply giving homeless people homes: <https://www.newyorker.com/magazine/2014/09/22/home-free>. The Bowser administration wastes money on sports stadiums and contracts that benefit Bowser donors when they could be doing more to find innovative solutions to the problem of homelessness. If elected, I would

not be an exciting politician chasing boondoggles; I would be a boring politician following good science, maintenance, and prevention of societal problems.

Residents increasingly request Ward 6 zone only parking on their blocks; how would approach this situation as a commissioner? What's the right balance between parking for immediate residents and parking for people visiting the neighborhood?

I support our Councilmember Charles Allen's bill to limit visitor parking to 30 calendar days per year, which would reduce abuse of visitor parking and free up more space for residents. In addition, 86% of NoMa residents are car-free, according to NoMaBID: <https://dcommutetimes.com/news/article/nomas-moment>. We can do even better. Especially as a councilmember of DC's Multimodal Accessibility Advisory Council, I advocate wheelchair-accessible taxis/rideshare vehicles, adaptive Capital Bikeshare, better pedestrian experiences, and other strategies for reducing our automobile dependence.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I would emphasize the needs of the many over those of the few. Bus transit for lower-income residents and the higher capacity of bike lanes are rudimentary for cities to achieve this level of popular transportation. I also discuss how transit and bike lanes that replace some parking spaces would improve the availability of the remaining parking spaces in the long run. The number of car trips replaced by people using bus or bike infrastructure instead outweigh the relatively few parking spaces removed. Door-to-door campaigning led neighbors and me to productive conversations on the potential K Street bike lanes (linked below). Extending these bike lanes on K east of 2nd St NE may require removing on-street parking but I am confident that my fellow bike commuter neighbors, other supportive neighbors, and I can organize to tell DDOT that these bike lanes would be worthwhile. https://ddot.dc.gov/sites/default/files/dc/sites/ddot/page_content/attachments/NoMa%20Bike%20Study%20Report%202018.05.04_finalV2_smallfile_0.pdf

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

NoMa and Old City's top Vision Zero priority is to redesign of the crash-prone intersection of New York & Florida Ave NE (aka Dave Thomas Circle) as soon as possible. This redesign should be amicable to potential bus rapid transit along New York Ave NE, which Mayor Bowser requested \$1 million for DDOT to study in the 2019 budget. It should also prioritize moving pedestrians and bicyclists above cars because of how 86% of NoMa residents are car-free (<https://dcommutetimes.com/news/article/nomas-moment>) and the intersection's proximity to the NoMa Metro station. I would also advocate: * Expedited construction of secure east-west bike connections, especially bike lanes on K St NE * Wider sidewalks on Florida Ave NE,

where extremely narrow spaces between utility poles, stairs, and other obstacles make it difficult for pedestrians (particularly those with disabilities) to navigate * NoMa BID's pedestrian-friendly proposal for the L Street Plaza: <https://www.nomaparks.org/l-street-plaza/>

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

We should build far beyond the 4,000 new units slated for NoMa because DC will keep growing and all neighborhoods, especially the higher-income ones, must scale accordingly to keep our city open and welcoming. I am also asking for affordable and environmentally sustainable housing for as many of these new units as economically possible. In my meetings with real estate developers thus far, I also request housing for people earning 30%, 50%, and 80% of area median income to ensure economic diversity. ANC 6C and I would be in strong positions to represent our neighborhood's many renters before the DC Council as we request rent control expanded beyond the currently shrinking scope where anything built after 1975 is exempt from rent control. I would also strive to hold the DC government accountable to its goals of opening homeless shelters at 850 Delaware Ave SW and 1700 Rhode Island Ave NE by summer 2019.

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

Some neighbors I speak with are concerned with prostitution along K Street NE, especially in the early mornings where prostitutes stand on street corners and await pickups. These neighbors also complain of condom litter, how to explain the situation to their children, and what they see as the need to crack down on prostitution. My position on this sensitive issue is that thoughtful and long-term efforts to improve DC social services will decrease sexual abuse, student loan burdens, homelessness, and other common causes of prostitution. It will take great patience, but ANCs advocating these approaches and asking the DC Council to improve funding to nonprofits such as the Casa Ruby community center will make a large difference in the long run.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I am the best person to represent NoMa and Old City in DC government because I am an activist for the better housing, parks, and transportation essential to our future. I also volunteer at the NoMa Farmers Market, have attended each ANC 6C meeting since 2017, and keep in touch with my neighbors, including two former ANC 6C06 commissioners supportive of my efforts. In addition, since 2017, I have served on DC's Multimodal Accessibility Advisory Council, advising the city government on how to improve transportation and public spaces for people with disabilities. I was also an organizer of: * The West Virginia Ave Block Party to celebrate our neighborhood's newest park on the reclaimed portion of West Virginia Ave between 8th and K Streets NE * The 14th St. Pop-Up Protected Bike Lane for a human-protected bike lane to prevent car drivers from blocking bike commuters * Park(ing) Day: The Deaf City to create a

temporary parklet near 1st and M Streets NE in NoMa to advocate accessible cities. In the fall of 2020, I envision a NoMa and Old City where diverse neighbors have formed stronger bonds through parks, block parties, and other public spaces. People of all abilities and backgrounds will have gained a greater voice in the currently homogeneous ANC 6C meetings. Together, we will create one of the best neighborhoods in DC as we shape NoMa's development to be as economically and socially inclusive as possible in its housing, public spaces, and businesses.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Some of my neighbors advocate forceful crackdowns on homeless encampments. But even if we were to successfully move these homeless people out of our neighborhoods, they would need places to stay in other neighborhoods. The moves also would exacerbate homelessness instead of addressing the underlying causes. It would be my job to listen to everyone as a community leader, even those who I disagree with, and door-to-door campaigning brought me to many thoughtful conversations on homeless encampments. For example, I learned that wheelchair users cannot navigate the sidewalk of First St NE north of the Union Station Metro exit because of homeless people in tents occupying the entire sidewalk and a high curb making it difficult to circumvent tents. A moderate approach is best here: we should enforce minimum sidewalk clearances and communicate the need for them, but not force all tent occupants to leave the area. As commissioner, I will work on solving problems, not sending them away, and encourage my neighbors to follow this practical approach. We need mental health services as well as safer and more welcoming homeless shelters. I am determined that ANC 6C and other ANCs can advocate progressive, long-term, and effective solutions to homelessness to the DC Council and the mayor.

Name: **Anna Forgie**

ANC and Single Member District: **6D02**

What are your hopes and/or concerns about the redevelopment of Buzzard Point?

The new soccer stadium was a first step in exciting changes for Buzzard Point. We have an amazing opportunity in our district to be the home for two professional sports teams. My hope is that Buzzard Point's development can build off of the ongoing success of Nats Park and the surrounding area. I hope all community groups can work together as Buzzard Point develops to encourage creative and environmentally sustainable use of space (including green space), mixed use development, and affordable housing, while protecting and promoting the waterway area and its habitat. The redevelopment also presents an incredible opportunity to encourage all modes of transportation, including water transport, cycling, and pedestrian walkways. My main concern is the impact on traffic and resident quality of life. Game days at either stadium present significant congestion issues – both for residents and for attendees coming from elsewhere. The traffic itself impacts quality of life for all residents and as Buzzard Point develops and becomes another point of attraction like the Wharf, that impact will only increase. This in turn will impact cyclists and pedestrians. I would like to see all groups have an ongoing voice in the process in order to ensure the safety and well-being of all residents.

What are your hopes and/or concerns with the 11th Street Bridge Park and its Equitable Development Plan?

One of my goals for our ANC-SMD is to bridge the divide across South Capitol Street, just as the 11th Street Bridge Park has a similar goal of bridging the divide currently created by the Anacostia. The current environment of luxury high-rises cropping up all over the city creates countless opportunities for economic growth through the city. I hope the 11th Street Bridge Park can be an active project in promoting that growth for all populations, not just high-income residents in the area. Economic growth and development must be made accessible to all groups, regardless of income or demographic identification, and the ANC has to promote these opportunities for everyone's benefit. Communication is key. I want to see community groups and residents from all areas involved in the project. I'm excited about the employment opportunities associated with the project and want to see commitment to the workforce development (including post-construction hiring) and small business plans for the project. I would like to see more space and opportunity for kids arts education, more green space, and programs and events for our seniors. Finally, I want to see continued focus on the health of the Anacostia River. What a wonderful thing to live so close to a great waterway. It has been neglected for too long and I want to see it restored to its full potential.

Our area has experienced tremendous growth, a lot of it at the high end of the market. How do we ensure our community has opportunities for residents of all incomes?

We foster development that encourages and listens to input from all residents and we encourage community dialogue so neighbors get to know each other through events and activities that bridge the physical and economic divides in our neighborhood. In the almost 7 years I've lived in the area, I've made friends with long-time DC residents and new transplants, many of whom share a concern about growth at the high end of the market and its impact on home prices, property taxes, traffic, and the neighborhood overall. One of the most important things the ANC can do is ensure everyone's voice is heard and that the government works for the entire community. As an ANC Commissioner, I will be a source of information for residents, as well as being their voice in the ANC, raising concerns, posing questions, and advocating on their behalf with agencies and developers. I also believe it is extremely important for our community to encourage and incentivize mixed-used development that incorporates retail, affordable housing, green space, and public space. We also need to take advantage of new opportunities presented by the growth in business by promoting job training, holding job fairs for residents to apply for positions at new businesses that are opening throughout the neighborhood, and helping residents pursue education and training opportunities and obtain affordable child care.

What are your hopes and/or concerns surrounding the new homeless shelter?

My hope is that this transitional housing location becomes well integrated into the fabric of the neighborhood and encourages the families living there to participate in neighborhood life and activities. As the shelter is being constructed, I will work with DCDGS to continue to hold events like the community town hall I attended on August 22 that DCDGS held at the shelter site. That event provided an update to residents on timing and also offered residents a chance to ask questions about lighting and security, as well as plans for the health clinic. I will continue working to ensure that all of these planning updates and milestones are communicated regularly to residents and that any concerns throughout the process are made known to DCDGS.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I will pursue opportunities to work with WMATA and with bicyclist advocacy groups to increase awareness of the benefits and availability of public transportation and cycling. This will include exploring incentives that could be offered to people most likely impacted by the loss of on-street parking by way of better access to bus service or transportation credits for using bikes. I will encourage education sessions for residents on bus transit so everyone is aware of how the buses in the neighborhood are working for them, and I will also hold bike safety awareness sessions for all residents. In addition, I would work with existing property managers to encourage rotational parking in buildings, guest parking, and rent incentives for those residents

who give up their parking and/or cars; and I would work with developers of planned buildings to encourage them to increase the number of guest and discounted resident parking spaces.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

The South Capitol and I St intersection is very hectic and intimidating for young families and seniors. I would like to see significant dialogue in the community and with the District regarding how to work within geographical confines and already-planned changes to further increase access for these groups to safe roads. Dedicated bike lanes and increased signage for pedestrians and drivers alike make it safer for all residents, especially seniors and families. With respect to Vision Zero, I would work with MPD and DDOT to encourage additional oversight at the most dangerous intersections in the area (including but not limited to, the aforementioned South Capitol and I St corridor, as well as New Jersey and I St SE, and M St both in SE and SW, especially on game days). I would foster dialogue between developers and transportation engineers to discover best practices in changes to traffic patterns in conjunction with the development of additional high-rises and increasing traffic flow in the area. I also think education for residents about bike lanes and traffic flow is essential – cyclists and pedestrians can be at great risk in congested areas. Many people are drivers, cyclists, and pedestrians at different times and we all need to do our part to lead the way toward zero fatalities. We need to encourage data reciprocity with Maryland and Virginia in order to more easily identify and fine habitual offenders. Further, the city should work with ride-sharing companies to develop safer pickup and drop-off practices, especially during high-impact traffic events such as game-days.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Our ANC is an exciting place to be. As the area grows and develops, more housing will be needed, and affordable housing is a crucial aspect of that growth. One of our community's strengths is our multi-faceted diversity. As a community, we need to advocate for mixed-income buildings so that affordable units are not separated from high-income units and residents of all units play an active and meaningful role in discussions about housing and growth. The ANC can serve as a conduit for communication and as a place for all stakeholders in the conversation to meet. We need an accurate and comprehensive database of numbers of affordable housing units currently available. The ANC needs to review affordability standards based not only on area median income but also on other measures of income and affordability. We can review all programs and issues related to affordable housing, including vouchers, zoning, and tax credits to identify possible areas of improvement. We need to be in constant dialogue with community groups serving residents who are seeking out affordable housing. We can and should work with the DC Housing Authority and the Mayor's office, as well as with developers, to coordinate communication with residents and community groups.

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

The main development project currently pending in our neighborhood not addressed here is the Randall School proposed redevelopment. The planned project embodies mixed-use development with a unique vision, preserving the beautiful historic site to include a world-class art museum (the Rubell Museum) and commercial space while adding modern, dynamic housing. This opportunity for additional housing in the neighborhood will include affordable housing and larger units to accommodate families. In addition, the creation of the art museum right in the middle of our neighborhood will further increase free access to the arts for all residents. Importantly, the project presents significant additional benefits for the neighborhood, including employment opportunities both in the construction and post-construction phases. The redevelopment of Randall School will give our community a mixed-use development project that provides affordable housing, access to world-class arts, and commercial space all in one great location.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I am running to represent a SMD (and ANC) that is truly exceptional for its wonderfully diverse population, mix of single-family homes and high rise apartment buildings, government offices and businesses, sporting events and concerts, an incredible variety of restaurants and shops, and a spectacular waterway and waterfront. But our greatest strength—our varied and diverse population—can sometimes feel divided, if for no other reason than we straddle a major roadway that physically separates us. My vision is to bridge that divide to encourage dialogue and foster a better sense of community. Too many residents in the area have felt ignored for too long. I will dedicate myself to working hard for all residents. I've lived in the area for almost 7 years and have enjoyed seeing the remarkable change and growth. But I also want to ensure that all residents can access that growth and benefit from it. One of the most important ways we can do that is by having an ANC Commissioner who proactively reaches out to residents about their concerns and helps give them a voice with District government and developers, and who also seeks out information and disseminates it to residents. I'm curious and interested and eager to learn more from residents about the issues that matter the most to them and their families. I'm especially concerned about opportunities for the littlest members of our community. Access to pre-K is a fundamental issue. As a former Peace Corps volunteer in El Salvador, where I taught music classes to kids, I believe in the power of music and arts education to foster stronger, more confident kids. Arts education teaches not just basics of music and art but teamwork, leadership, discipline – all skills that build the foundation for a lifetime of success. We have such an amazing performance space in our neighborhood at Blind Whino (which also includes unique exhibits on timely issues) and amazing sporting and recreational facilities. I want to ensure these facilities are used to their utmost potential to give all residents access to educational and performance events. With the constant change and construction in the neighborhood come concerns about parking (both for residents and guests), increasing density and its impact on Metro, affordable housing, and disappearing green space.

None of these issues has an easy, quick fix. 6D02 needs a new, hardworking, fresh face and I am the right candidate for the job.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Before the transitional housing shelter project was finalized, some community members had reservations about its location in SW. Of course, if all communities rejected these shelters, we as a city would be turning our backs on some of the most vulnerable members of society. That would be wrong. I think one of the reasons individuals have concerns about a change to their neighborhood is that they don't have access to all the information about what the change is, what positive impact it can have, and what the world would look like if the change were rejected. All concerns deserve to be heard; all residents should have the opportunity to have their opinions heard. As an ANC Commissioner in that situation, I would do everything possible to ensure all residents feel heard and listened to, and then I would do everything I could to provide educational workshops and materials regarding the proposed change and all the positive benefits it brings that may not be immediately apparent.

Name: ***Cara Lea Shockley***

ANC and Single Member District: ***6D02***

What are your hopes and/or concerns about the redevelopment of Buzzard Point?

Picking just the top 3, health/pollution, traffic, and affordability. The pollution part is tied to the health part. We're already seeing illnesses increase among the elderly and the children thanks to the stadium build and the dust it kicked up. We have developers who are not taking the rainwater regulations for the Anacostia Waterfront Initiative as seriously as they should, too. Traffic, especially on game days, is causing problems for residents, increasing the pollution, and causing major problems with emergency vehicle traffic to Buzzard's Point. Affordability ties in to all of it. IZ doesn't cover everything we need, though I do like the all affordable building that's being shepherded through on Q Street SW.

What are your hopes and/or concerns with the 11th Street Bridge Park and its Equitable Development Plan?

Traffic. I can't wait for it to be finished though. I understand the vegetables from the garden plots are good.

Our area has experienced tremendous growth, a lot of it at the high end of the market. How do we ensure our community has opportunities for residents of all incomes?

I'm lucky. My little microneighborhood in Southwest is very diverse. I see the issues in the other half of my SMD with affordability and hope that we've learned to make demands. The demands mean that all affordability bands, not just the very lowest or just the 100% band are handled. We need more affordability at 80% and 40%, not just the 30%, 60%, 100%, 120% that we see on too many proposals. Studies have shown that having big gaps between income levels fuels the problems of income inequality. Providing a wider range of bands, looking at what the place next door is doing as well as the single piece of the puzzle, is the only way to ensure an ANC that's as diverse economically as it is culturally and racially.

What are your hopes and/or concerns surrounding the new homeless shelter?

It's literally next door to where I live. The plans seem well thought out and the ANC's demands to the city that we get to keep our local clinic, too, have been heeded. My biggest worry is that the DC agencies won't all play nice about sharing information to make it easier for residents to find work and move out of the shelter -- which is always the ultimate goal.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

Without other parking areas being provided, I genuinely don't know. I'd like to see the District support car shares like Car 2 Go and Zipcar in the way that the Northern Virginia cities do, with a tax break. Until there's some incentive, more people aren't going to use them. As far as specific examples, getting the Wharf to team up with L'Enfant Plaza parking was a good idea. We should be looking into how to maximize the public parking we have.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Right now, I'd like to see better timed traffic lights for pedestrians -- I cross South Capitol daily to get to my bus and it's not an easy crossing. On the SE side of South Capitol, I want the various construction projects to do better with traffic plans and traffic safety. Ultimately, though, I want more bike lanes everywhere, even though I don't bike myself. I'd also like to see city agencies pay more attention to making certain the sidewalks are safe. I've had two bad falls -- one left me with a concussion -- due to ill repaired sidewalks. 180 days was how long I was told it would take to get a sidewalk repaired. Keep the bikes and scooters off the sidewalks, too, but that needs a policy created at a much higher level than ANC.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Contribute? We've had nearly a third of all the residential development in the last few years and we're due to have six more major projects that I can think of just off the top of my head. We've contributed our fair share

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

Randall School. Everything was going well. We'd finally come to agreements across the board with zoning and the developers. We are now facing a large possibility that an historic building will become even more derelict while a lawsuit against the project is pursued. From the ANC's written follow up testimony: The expense of refurbishing and preserving this building would make many other projects too expensive for the space. Continuing to allow the building to become derelict abrogates our duty to preserve the historic building and greatly hurts the neighborhood. Having a museum, free to all District residents will enhance the character of Southwest and help to cement the quadrant as an arts district, a goal under the District's Comprehensive Plan.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

In two years I hope that King-Greenleaf's redevelopment will be fully in train with a "Build First" programs. I hope that the policy being hammered out for digital signs on Half Street SE will be in effect. I hope Randall School will be nearing completion. I hope whatever is contaminating the lot next to 1 Hill South has been taken care of and that the residents of 1 Hill South have been compensated for their problems. I hope we have more condos in SE and a thriving clinic in SW. I can never say that I'm the best person for the job, that's up to the voters. I can say that I will take it all seriously and make the best decisions I can.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Randall School is being held up. The developer, Lowe, is one of the very few that had no objections to a homeless shelter being put in next door. They offered a lower affordability band than was in the Council ruling -- and which wasn't allowed to happen due to the council agreements at the time Randall was sold to the Corcoran -- but are committed to 20% of units at every price point in the 80% band in perpetuity. This band would allow a DCPS teacher to be able to afford to live near work (at Amidon-Bowen, Van Ness, or Jefferson). This is a band very underrepresented in the greater ANC, but DC 4 Reasonable Development has filed against it.

Name: **Ronald Collins**

ANC and Single Member District: **6D03**

What are your hopes and/or concerns about the redevelopment of Buzzard Point?

With redevelopment of Buzzard Point, we must ensure protection of green space, sustainable quality of life and construction, improved transportation plans in and out of Buzzard Point, and attention to environmental impact on residents as most of Buzzard Point was a heavy industrial area.

What are your hopes and/or concerns with the 11th Street Bridge Park and its Equitable Development Plan?

Must ensure that some green and Park space is retained.

Our area has experienced tremendous growth, a lot of it at the high end of the market. How do we ensure our community has opportunities for residents of all incomes?

Ensuring that all development projects include increasing affordable units, family oriented projects, attention to hiring District residents in construction and post construction projects, ensure sustainable development, and ensure mixed income communities for all projects.

What are your hopes and/or concerns surrounding the new homeless shelter?

That each facility is well managed, maintained, and provides effective social services.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

We have to examine each proposal carefully. In SW, Navy Yard and Capitol Riverfront Neighborhoods, we already have dire on-street parking concerns.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

[did not respond]

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

Affordable housing is a priority concern in ANC 6D to ensure a continued diverse community which has always been important in the SW Community.

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

Transportation plans, sports games days crowd management, pedestrian safety, and quality of life issues.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

As a longtime resident of 6D, have an abiding concern to ensure that our community has sustainable development, affordable housing, safe construction, and effective transportation. As a lawyer by training, have experience in management, experience in government operations and matters, and experience in contract and land use matters. One important vision is to maintain green spaces in the District.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Keep an open mind, educate yourself on all aspects of an issue, maintain integrity, listen, listen, and represent the interest and protection always of the residents you serve.

Name: **Anthony Dale**

ANC and Single Member District: **6D05**

What are your hopes and/or concerns about the redevelopment of Buzzard Point?

The influx of development in Buzzard Point should usher in a wave of economic prosperity for Southwest, only if it is properly planned with adequate oversight and input being provided by the District. I am particularly inspired by the TMI Associates development, because this project significantly increases the number of affordable family-size housing units, which will only require low-income families to make 30% and 40% AMI in the SW neighborhood. This project will serve as the model of how we grow our community while preserving housing for multi-generational residents who have been living in SW for decades. However, development without proper planning can put added strain on our existing infrastructure. Over the next several years, more than 1,000 new units will be available, and I am concerned the growth will greatly impact the transportation ecosystem in SW. It is critical to revisit the Anacostia Transportation Master Plan; we must develop new options that reduce vehicular traffic yet provides more mass transit and pedestrian options. As the ANC, I will work with WMATA and community stakeholders to develop effective marketing strategies that inform the general public about the DC Circulator and other transit options they have at their disposal while visiting Audi Field, Nats Park and other local sites. Additionally, it is imperative that we collaborate with ride-sharing services to help enforce safe drop-off and pick-up locations so as not to impede the flow of traffic. As the ANC, I will encourage DDOT and Metropolitan Police Department (MPD) to identify drop-off and pick-up zones similar to ones currently being tested in Adams Morgan and Golden Triangle. As Commissioner, it is my hope that all stakeholders will work together to improve community assets, including, but not limited to, revisiting the modernization of Greenleaf Recreation Center and partnering with DCPS on academic and physical capacity improvements to Amidon Bowen Elementary School and Jefferson Middle School to accommodate the influx of new families. I believe community engagement is an essential component, and this engagement must be productive, attentive, and respectful of the residents' concerns throughout development. However, these dialogues should not be used as a mechanism to stop growth but to enhance it.

What are your hopes and/or concerns with the 11th Street Bridge Park and its Equitable Development Plan?

The foundation of the 11th Street Bridge Park Equitable Development Plan is promising, and I believe the park will bring prosperity to an overlooked region of the Anacostia Watershed. While I see great potential in this initiative, my concerns rest in how the program will be administered, because the city has historically been promised lofty goals associated with the hiring of DC residents, just like the Maple View Flats Development, which is an example of how effective oversight can derail a great project meant to spur economic growth in low-income communities. A critical component of the creation of the Equitable Development Plan will be

effective and continuous oversight that spans the scope of the project and future goals. For example, employment opportunities alone will not solve the social challenges and disparities faced on both sides of the river. As the ANC, I will work with my fellow commissioners on both sides of the river to devise programs that bridge the social, economic and cultural gaps that currently exist. Additionally, I think it is important that we develop a small area business plan for the community, which catalogs existing businesses and evaluates population trends. This plan will run in correlation with the Small Business Enterprise element of the initiative and will ensure that we grow a business community that is representative of the existing one and that it supports economic growth. Lastly, it is paramount that we do not let this project further promulgate the notion of gentrification. We must preserve the historic and rich community east of the river and commit resources to boost the inclusion of the communities and not its alienation.

Our area has experienced tremendous growth, a lot of it at the high end of the market. How do we ensure our community has opportunities for residents of all incomes?

The financial stabilization of all families must be a factor in how we evaluate and approve development projects. This begins with working in unison with the development community to construct housing that affords families making less than 50% Area Mean Income (AMI), the opportunity to live in the community. Furthermore, affordability is not only confined to low-income families; it impacts middle-class residents as well. We must ensure that we are adding reasonably priced family dwellings to our housing landscape that does not eliminate families that do not meet the AMI guidelines. However, I think we must ensure that we do not infringe on a corporation's ability to see a reasonable return-on-investment from their projects. Onboarding a healthy supply of workforce housing will ensure families of every economic level have the opportunity to have stable housing solutions.

What are your hopes and/or concerns surrounding the new homeless shelter?

As someone who experienced housing instability as a child, I am encouraged by the investments made in improving conditions for homeless families in DC. My concerns are rooted in my own personal experience and relate to the negative impact short-term facilities like this could have on the larger community. My hope is that the short-term housing facility becomes a welcoming and safe element of our community that will leverage current resources to help foster the success of families and individuals in need, yet be viewed as a positive addition to the community and not one that will instigate a rise in crime. To create this safe and successful environment, as the ANC, I will work with service providers and MPD to ensure that we are providing holistic programs to residents while protecting the safety and welfare of everyone. I also believe we must increase the foot traffic of police officers and provide an active deterrent to individuals who may seek to take advantage of this vulnerable population. Additionally, with the construction of new luxury apartments and museums being built in close proximity to the Short-Term Housing facility, I think it will be a great idea to partner with Southwest Business Improvement District to expand its community ambassador program to focus on this area. Their

function would be to help bridge the vast economic divide and craft programs to support the diverse long-term and transitional population residing in the community.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

My approach as commissioner will always put productive and collaborative community engagement at the forefront of the conversation. Before making any decisions, I would research and evaluate the current parking availability in the community. By including the voice of the community in this process, I will learn more about the concerns of those who utilize the parking subject to removal. This preliminary discussion will help better inform the ANC and city agencies on alternative parking solutions for residents who use these spaces. Furthermore, prior to the deletion of spaces, I would work with property managers and other stakeholders to identify alternative off-street parking options. One idea I would propose is the creation of a grant program sponsored by DDOT, WAMTA and Ride-sharing companies that would provide subsidies to buildings and individuals impacted by this infrastructure change. The focus of our transit improvements and the push toward reducing our carbon footprint must be at a pace that ensures progress and not disenfranchising community members who have chosen vehicles as their primary mode of transportation. The safety of bicycle riders and the smooth flow of buses is vital to the health of our transportation ecosystem. As a community, we must be sensitive to the changing landscape of the multimodal transportation system while ensuring every commuter segment has a say in how we proceed. Consideration of all prospective must be a cornerstone of the process, however, we should never allow the desires of a few hold hostage progress for the larger community.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

The I Street corridor is an ideal location to accommodate dedicated bus and bike lanes and to expand the current footprint of sidewalks to accommodate more pedestrians. The abundance of projects currently in progress and those coming online in the near future present an opportunity to reshape the area from 7th Street to South Capitol Street. A dedicated bus lane would relieve pressure currently experienced on M St, providing for a smoother transition from Waterfront Metro Station to the National Park and Audi Field. Additionally, the expansion of bike lanes along I Street will make it a more commuter friendly corridor, and it will reduce the chances of accidents. Lastly, expanding sidewalks in this area will create a safer and more welcoming community that intertwines residents and visitors to all the parks and amenities in the community including the Southwest Library, Randall Park, Southwest Duck Pond, the new museum and the Wharf. A project of this significance would increase the economic viability of Southwest and help create a more walkable experience for residents and visitors.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

The affordability of housing is an issue facing a large segment of the country, and the DC region is not immune to this problem. ANC6D is doing a yeoman's effort contributing to the housing inventory of the city. Current projections estimate that more than 2,500 units will be constructed over the next three years. While these luxury homes will provide quality places for middle class residents and newcomers, the rent associated with low-income housing is steadily on the rise. As the ANC, I will work with city leaders to revisit the theory behind saturating the market with high-end units while hoping to relieve competition in the low-income markets. This flawed theory has led to property owners seeking companies to use their vacate units as transit space for visitors, while the market demand for housing is low. This practice should serve as a wake-up call for ANC and zoning commission, pushing them to reconsider the approval of more units that will sit on the market vacate. As commissioner, I will advocate for projects that focus on providing units at 30%-40% AMI as a key component for their development. Additionally, in this capacity, I will work to grow the inventory of family-size units in our area. Projects similar to the one currently in planning, which will occupy the parcel at 4th and I Street, should not be the standard. The plan for this specific project is to have 49% of the building's capacity be slated for one bedroom units and over 20% for studio apartments. This development, along with numerous others, are not helping build communities, but are only adding to the transient nature this area. Ultimately, our area master plan should put an emphasis on growing both segments of the population equally and respectfully.

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

I believe the utilization of apartments as hotels is a pressing concern for residents. This highly unregulated market drives up apartment rental costs and negatively impacts the safety of existing residents. As the ANC, I will work with city leaders, key stakeholder and the Attorney General's office to evaluate this practice and put regulations in place that manage this unique market. I believe a developer should seek to right size the rental market and help make housing affordable thus reducing their vacancy rates instead of deploying their current practice while housing demand for luxury units are on the decline. Property owners should not be allowed to circumvent the zoning process by taking advantage of gaps in regulations. Dwellings zoned for residential living should be used for that purpose, not as a quasi-hotel.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

Serving your fellow neighbors is one of the greatest honors anyone can hope to achieve. It is my belief that 6D05 has seen rapid changes over the last 20 years, but has been voided of a voice that represents the changes in demographics. My local government experience handling economic development matters with the City of Richmond and legislative policy within the District of Columbia Government uniquely positions me to be the ideal candidate to usher this

neighborhood into the next decade. Our area faces real challenges over the next two years. Southwest is a neighborhood rooted in diversity, strong families and culture. We can not let the push to morph our landscape into a mini New York City relieve us of our responsibility to ensure the affordability of housing for neighbors who lack the financial means to stay. My vision for ANC 6D05 will promote our economic vitality while respecting our historic fabric. My plan will also encompass creating walkable streets that share the space with multimodal transit solutions. I will serve as a microphone to communities like Greenleaf, ensuring they do not get left in the wake of our growth.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

Due to the hyperlocal nature of our communities, it is inevitable that issues may arise. There will be issues that benefit those within the boundaries of ANC6D but will negatively impact the wider community. My approach will always bend towards finding solutions that grow the entire city and region, and not just a small conclave. I firmly believe that public policy should be respectful of all ideas; however, it should endeavor to create solutions for the entire city as a whole, not the most vocal populations. Engaging every stakeholder will be my tactic when faced with this dilemma and any other. While I understand this will not always lead to a solution for all parties, I do believe that engagement and transparency will ease the impact of those who advocate against it.

Name: **Roger Moffatt**

ANC and Single Member District: **6D05**

What are your hopes and/or concerns about the redevelopment of Buzzard Point?

I want this to be a place where all can comfortably and affordably live without having to leave home unless one wants to leave. Below is an excerpt from the letter that I wrote for the ANC as most of Buzzard Point in my SMD. ANC 6D is diverse, and economics plays a huge part in that diversity. We want to maintain that diversity. Consequently, we want to make sure the stock of housing is diverse as well. However, if all new housing units are priced at market, we will lose that diversity. With that in mind, we ask developers to include low income or affordable units in the mix, even those who are not required to do so. Even a minimalist inclusion by the latter will demonstrate an effort is being made by them. In addition, we suggest that developers make every effort to include much needed three bedroom units in the planned development in order to allow families to continue to live in SW. Relative to landscaping and addressing pet comfort, we are extremely concerned that while the Buzzard Point vision calls for more than 6,000 new housing units, there has been no plan whatsoever put forth to say how this is going to be managed. One of the items that need to be addressed is containment of pet excrement that will directly affect the Anacostia and the Potomac. Notwithstanding the lack of DC guidelines, we request that the developer works alone or with other developers to create dog comfort areas that provide places where animals can run without destroying public green space, to provide dog bag dispensers where supplies are maintained & readily available, while at the same time ensuring waste containment. We believe that with the lack of ingress and egress to Buzzard Point, it is not prudent to encourage creating excessive parking on Buzzard Park. Consequently, we believe that future development on Buzzard Point should be minimalist where parking is concerned, emphasizing public transport and developer/owner provided shuttle service for residents. The southern portion of Buzzard Point should be slated to be an area where vehicular access is limited to certain times of day with access for residents only during those hours. We hope you can support such a plan. When considering retail for the area, we encourage developers to keep the Buzzard Point vision with its call for more than 6,000 units in mind. Rather than concentrate on having a bunch of restaurants, more attention needs to be placed on retail that will be needed by those approximate 18 to 20 thousand residents. That would be things like a grocer, dry cleaner, florist, hardware, or any other that would ensure that residents do not have to leave the area to address most of their needs.

What are your hopes and/or concerns with the 11th Street Bridge Park and its Equitable Development Plan?

I believe the bridge Park is already and will develop in an even greater connection across the River economically and I hope it becomes a bridge across the river for extending neighborhoods. The plan says it will have lots of construction Jobs, and there is an ample work pool in nearby low income developments in 6B, 8A, and 6D, many of whom need training to

qualify for those construction jobs. Community organization need to work with all stakeholder to ensure that there is training available to this group through apprenticeships and government programs. I also believe it is in the interest of the ANC's to aid those organizations in their efforts to find available aid. I also hope that we can duplicate the efforts in some way with the Frederick Douglass Bridge I believe the park is awesome and can't wait for its positive effects.

Our area has experienced tremendous growth, a lot of it at the high end of the market. How do we ensure our community has opportunities for residents of all incomes?

We have to continue to lobby DC Council to increase the number of low income units in new buildings and the formula for determining affordable need to be altered to make it realistic. We on the ANC have to continue to press for the maximum number of affordable housing with the developers. We also have to press for more 3 and 4 bedroom units across the economic strata, thereby allowing families to stay in the area as they grow larger. I have pushed this for several years with developers. It finally came to fruition under a South Cap overlay hearing. The development was already approved and was located directly on South Capitol. A zoning change had since allowed the building behind this location to an increased height. So they wanted that same height. I testified and suggested that for that height addition, the developer should add some 3 BR units. Zoning ruled in agreement. Since that time we are seeing more and more 3BR units available but we are extremely deficient on the low income side.

What are your hopes and/or concerns surrounding the new homeless shelter?

My hopes are that it is completed quickly to get the people out of St. Elizabeth's and my concerns were with the design that does not include bathroom in the units for mothers who have children. As a member of ANC 6D, we pushed for and received a good design for the building. I think this is going to be a good addition to the community.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

DDOT usually works these things pretty well. They do discuss with the commissioners affected, any plans they have. Being so over parked I would rather lose a lane of traffic to accommodate the necessary bike lanes. That is what happened on 4th Street from M to P Street SW, which happens to be part of the western-most boundary of my SMD. The future is back to the bike. They need a safe place to be ridden.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Buzzard point is to be the most in need and it will be difficult on many of the cross streets as they are so narrow. However, there is also the possibility of shared lanes. No matter what

avenue is taken, there needs to be regulation/education for motorized and non-motorized vehicles to learn new behaviors for sharing the roads/streets.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

As stated in question 7, We have to continue to lobby DC Council and the administration to increase the number of low income units in new buildings and the formula for determining affordable needs to be altered to make it realistic. We on the ANC have to continue to press for the maximum number of affordable housing with the developers. We also have to press for more 3 and 4 bedroom units across the economic strata, thereby allowing families to stay in the area as they grow larger.

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

Residential Parking Permit (RPP) availability for new builds. Because we are so over-parked already. My position has been to deny it to new build Property Unit Developments. We cannot do that for matter of right buildings. But I have also included the requirement for the owners to let the prospective renter know it's in the lease. Now, we are requiring a rider to be added to the lease for the renter to initial thus ensuring the renter knows. With that knowledge they can decide whether they want the new build without RPP or an older place that has parking albeit limited already. If we did not do this the District would raise the price of RPP to lessen demand or the streets will be completely clogged.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

Dealing with developers is the major concern as 6D has more development than any other ANC. I believe I am the best person for this job because I have 22 years' experience on this ANC many of those years include massive experience with developers. I also have lived in this community for 27 years in the same apartment so I am intimately familiar with the neighborhood from participation in the Urban Land Institute studies to the Small Area Plan for SW, I have been involved with this community's growth.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

This happens but not often, which points to the goodness of people. My philosophy is to cause the least inconvenience or least harm to the greatest number of people where possible. A bus stop was moved from in front of an apartment building in the middle of a block to the corner near a metro station at the request of the association in the apartment building. A

fewer number of townhouses near the corner protested. I was on the side of the greater number of affected in the apartments. It also made more sense in accommodating transfers between buses and train to have the stop on the corner.

Name: **Edward Daniels**

ANC and Single Member District: **6D07**

What are your hopes and/or concerns about the redevelopment of Buzzard Point?

Development and affordable housing are a primary concern of my campaign and an issue that many of my neighbors are glad to discuss. I have lived in DC since 2003 and have seen tremendous growth and redevelopment in this town. I absolutely love that the city has focused on developing our waterfront and better connecting the entire community. That being said, I believe it important for developers to understand that affordable housing, home ownership, and ease of living, are crucial to our city. Neighborhoods need to be built and sustained by and for those who plan to live and call a neighborhood home. I have seen the mock-up of what the area will look like in just a few years and it is amazing. My hope is that these plans include affordable rental units for those of my neighbors who can not fathom the thought of paying upwards of \$4k-\$5k per month for a one or two bedroom apartment. Part of this development should also provide for residential zoned parking, giving residents of the neighborhood priority in parking in their neighborhood.

What are your hopes and/or concerns with the 11th Street Bridge Park and its Equitable Development Plan?

I was in Austin, Texas earlier this year. One of the first things that I noticed about that city were the bridges that connected the north and south ends of town. These bridges were filled with people from all ages and walks of life and there was a certain energy that seemed to attract tourists and residents alike to flock to the river. They were biking, they were reading, they were walking with children. I immediately thought about the 11th Street Bridge project back home in DC. I hope that this stunningly beautiful project becomes a permanent driving force which truly connects, literally and physically, Ward 8 to the rest of our great town. I hope that the local and city partnerships that are planned work in unison from day one to ensure that residents who live within the boundaries of the project are given priority access and a constant voice as to the development of the bridge zone. Again, affordable housing, home ownership, and resident input into the further development that will surely commence once this bridge is built is critical to enhancing the surrounding neighborhoods, without completely alienating those who've built those neighborhoods.

Our area has experienced tremendous growth, a lot of it at the high end of the market. How do we ensure our community has opportunities for residents of all incomes?

I support development and revitalization of DC neighborhoods which were unkempt for years and like many of my neighbors, I work very hard to make a decent living in DC. However, no resident, especially native Washingtonians, should be bought out of their neighborhood overnight due to redevelopment that has caused a cost of living surge that cannot be met. It is

crucial that every single developer who is delivering rental housing to our community understand that it is unreasonable and illogical to believe that a low or even middle-income family will be able to afford a one or two-bedroom luxury unit, renting at upwards of \$4,000 per month. Therefore, an adequate number of affordable units need to be part of any rental development plan. Furthermore, rentals generate tons of profit for developers, that is no secret. However, many renters are short-term tenants in the District, who usually move away in less than five years, leaving those of us who wish to call DC home, long-term, the recipients of sky-rocketing rents. Development of town-home and condo property is also crucial to our neighborhood and many other neighborhoods across the district, if we hope to achieve any sense of community that we deserve as residents here.

What are your hopes and/or concerns surrounding the new homeless shelter?

I am just beginning to familiarize myself with the three new shelters that are slated to open this fall. My hope is that these brand new facilities are adequately maintained, staffed, and sustained properly for years to come. We are Washington, DC. Not only are we home to an amazing group of local residents. We are also our nation's capital. There is no excuse for inadequate shelters and properly over-seen shelters to ensure that the least fortunate of our neighbors is provided respectable living conditions in order to find their bearings and ideally transition into a successful independent means of living.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I have lived in two neighborhoods where I was able to take advantage of the Residential Permit Parking program here in the District. I am currently living in a neighborhood where half of us do not have the option for RPP, due to the baseball stadium. I am very biased when it comes to on-street parking. There are many DC residents who drive, not only for convenience, but as a job necessity. I run a small business and my car is crucial to my company. Ideally, taking a close look at the city's main thorough-ways and limiting on-street parking to make way for buses, in an effort to cut back on the number of cars on the road, would be understandable. As for bikes, I am pretty pleased at what we've been able to do to ensure that most residents have access to them throughout the city, without removing parking spaces. Taking a look at DPR park spaces throughout the city, I would suggest that more bike spaces would be homed in our parks instead of removing on-street parking.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

Thankfully, my neighborhood has a pretty sufficient amount of safe space for bikers and pedestrians. However, I would appreciate more clearly striped crosswalks for pedestrians. Taking a look outside of my neighborhood, I would definitely recommend better safe space

along the North Capitol Street and Rhode Island Ave NW areas. Also, these motorized scooters that we are seeing pop up all over town need to remain OFF of our sidewalks. Period.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

I think that the root of most of the affordable housing crisis that we are experiencing in DC stems from developers who are given the chance to build and transform our community. I am a business owner. I understand that profit is a huge part of business. However, profiting from one's ability to make a living is a real problem. It must be made clear to rental developers that, though the city is a very wealthy region, a large percentage of us simply can not afford to pay market rent that is rising higher and higher with each new high-rise that appears next door. Truly affordable rental rates need to be established with each residential delivery. Again, many renters are short-term residents who move away (often due to high rents) leaving those of us who wish to call DC home, long-term, the burden of paying insanely high rental costs. On the other hand, priority should be shifted to building and offering residents the chance to OWN residential property here in the district. The backbone of any neighborhood lays in the history of the people who call the neighborhood home, not those who are here on assignment for a year and plan to leave at the end of a lease.

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

I have lived in congested neighborhoods here in the District, including Columbia Heights and Shaw. Though congested, I had the option of residential permit parking while living in those neighborhoods, which cost me about \$75 a year. It was great. However, a great number of residents in the Navy Yard - Capitol Riverfront corridor, living south of M Street, do not have this option because we live with the confines of the 'Baseball District'. In addition to rent, which averages \$2k-4k per unit, we are paying an additional \$3,000 to park in our own neighborhood. This area is constantly marketed as a new destination for DC residents, however baseball fans and visitors are prioritized in parking, as they are the revenue generator for the city. I propose a trial parking program, during the upcoming Washington Nationals off-season, where 25% of DDOT signage that is currently zoned for metered parking be updated to allow for metered/Zone 6 exempt parking, which would allow more neighbors who do drive, the chance to avoid the high cost of garaged parking and gain the option of RPP street parking.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I've lived in the DC area for 15 years now. I began to follow the development of the Capitol Riverfront BID back in 2008 when much of the area consisted of empty fields and warehouses. I became a bit obsessed with the progression of this part of town and, after living in Columbia Heights and Shaw, moved to the Capitol Riverfront in 2016. I have absolutely loved living in the neighborhood and following its growth. This huge metropolitan area that we call home and

our nation's capital now boasts nearly 700,000 residents. Though the District is a massive region, the southerner in me continues to enjoy getting to know my neighbors and (to be quite cliché) keeping the unity in community. Representing Navy Yard and Capitol Riverfront, I look forward to meeting each of the great people who have helped make this part of town one of the 12 coolest neighborhoods around the world and advocating to keep our voice and concerns at the forefront of DC government, especially when it comes to the issues that my neighbors feel are important to address before major decisions are decided. I have always been a leader, very personable, and quite frankly already seem to serve as a local 'guide to the neighborhood' as one of my neighbors called me. I hope that over the next two years I can be the eyes and ears of my community and offer a simple and clear resource for residents looking for guidance when their concerns arise.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

I believe in altruism. I believe in the gray area. Every resident is unique. Every neighborhood across our city is unique. Every concern and plan of action to address said concern should be met with careful analysis on a case-by-case basis. Dog park surfaces, parking, stadium traffic are huge issues for my neighborhood. I definitely wouldn't waste the time and resources of another ANC or any official to advocate for focus on these issues in their respective communities if such issues aren't priority concerns.

Name: **Brant Miller**

ANC and Single Member District: **6D07**

What are your hopes and/or concerns about the redevelopment of Buzzard Point?

My first hope for the redevelopment of Buzzard Point is that it brings more employment opportunities to residents of the neighborhood. If given the opportunity to serve in this position, I would work with my colleagues in surrounding SMDs to organize around getting our constituents hired locally. My second hope would be that it would bring many new visitors to our neighborhood by many different modes of transportation, especially through the Anacostia Riverwalk Trail. My primary concern would be that the area would need to remain accessible to everyone without displacing existing surrounding residents through development. Buildings like the all-affordable apartments at 1st St SW are a good sign that work is being done to avoid this issue, but we must act vigilantly to make sure that housing stays affordable and available.

What are your hopes and/or concerns with the 11th Street Bridge Park and its Equitable Development Plan?

While following the news of the 11th Street Bridge Park I have been very happy that the goals of the Equitable Development Plan (EDP) have been put into place to avoid the negative consequences projects like this can have. (I think Scott Kratz has done a great job of leading this project with humility and keeping many stakeholders engaged and listening to their concerns.) All communities in the area can benefit from a wonderful and redeveloped public space, but it is vital that all communities, in fact, can remain once the project is complete. As the city experiences tremendous development, engaging all residents impacted is key as their lives can change dramatically as more people wish to join our community because of the additional of beautiful public spaces. I hope that issues like housing and workforce development will continue to be areas of focus as the bridge and park project reaches completion. I am concerned, of course, that not all stakeholders will act in accordance with the goals of the EDP and that those who wish to profit from the project will do so at the expense of those who want to focus on affordability in the affected neighborhoods.

Our area has experienced tremendous growth, a lot of it at the high end of the market. How do we ensure our community has opportunities for residents of all incomes?

The SMD where I live is a unique area that encompasses many kinds of housing, including rental apartments, condos, single-family homes and affordable housing units. This creates greatly varying density from one block to the next in a small area. I believe this is an obvious strength of our community and gives us an opportunity to build bonds with our current neighbors and welcome even more new ones as the area grows. That being said, we must ensure that our wonderful new neighbors are from varying backgrounds and socioeconomic statuses. Planned Unit Developments (PUDs) and Inclusionary Zoning (IZ) are two tools that can be utilized to

ensure this happens. While these tools don't always have full community support, I believe it is vital that many neighbors be engaged in the issue of affordable housing in our SMD so we can have as much buy-in as possible. Some buildings nearby have recently been built with a very high percentages of adorable units, and engaging developers and the city to encourage projects like those is also key. Once people move into our neighborhood, they should also be able to engage with local businesses to find job opportunities that allow them to thrive in our community.

What are your hopes and/or concerns surrounding the new homeless shelter?

I am grateful that families and individuals experiencing homelessness will have the opportunity to find themselves decentralized out of outdated housing and immersed in better facilities throughout the city. I am concerned, however, about the impact this will have on the stability of these individuals' housing in the interim, as we often see with these projects. I want to be sure that as one unit is lost, one (or more) opens at the same rate. I look forward to welcoming new community members into our neighborhood when the new shelter opens, and making sure that we all know and appreciate our neighbors. While projects like this may not always have the entire community's support when they start, it is important to engage with the neighborhood as the projects are completed and open their doors so that future issues can be prevented or de-escalated quickly. I hope every neighbor, long-term and new, can feel at home here, and I want too work to make sure the community's concerns are addressed as the project moves forward.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

While I don't see this being an imminent issue in my SMD, I would support transit infrastructure that improved mobility for bikes and buses even at the expense of on-street parking.* As more bike lanes and dedicated bus lanes are proposed throughout the city, such as those on 16th Street NW and 14th Street NW, we have to take the opportunity to engage community members from different backgrounds about multi-modal transportation planning. I would want to have as many engaged individuals as possible voicing their concerns and listening to their neighbors' concerns as well. *I do think that parking studies would be an important part of the process to verify the percentage of spaces being used at peak times, if only to communicate to the community the realities of the parking use in the neighborhood.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

In my SMD at an intersection with high pedestrian use, a bulb-out was recently added to reduce the distances pedestrians have to travel to cross the intersection. Projects like these are a passion of mine, and I hope that we can continue implementing similar infrastructure projects.

These projects, like the upcoming changes to 14th Street NW streetscape can help increase safety for cyclists and pedestrians, make bus operations more efficient and have traffic operate in a way that doesn't encourage drivers to make hazardous choices that can endanger others. In terms of Vision Zero for this SMD, I think more signalized intersections will be necessary as the neighborhood grows, especially in the area to the west where the Whole Foods will be opening soon. Again, I would also like to see more tactical urbanism implemented to potentially decrease distances traveled across traffic lanes by pedestrians.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

This ANC and SMD are growing a great deal and have become a destination for housing in the District. We certainly contribute our fair share and will continue to do so at all levels of affordability. This means welcoming more housing where possible and making sure that all new housing has opportunities for individuals at all socioeconomic levels. The ANC can do this by staying engaged in the development process and pushing for more units that are affordable whenever possible. Additionally, I want to be sure that those in existing communities are engaged about how more housing impacts them. My hope is that as the neighborhood grows, we can continue to know our neighbors and keep a sense of community alive.

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

Housing development and transportation are issues that greatly impact this ANC/SMD and are two of the three focuses I want to have if given the opportunity to serve in this position. The third issue I want to make sure to address is safety, especially as our neighborhood grows and we see more and more people visiting the area for daily activities or special events. Knowing our neighbors is the first of many ways to increase neighborhood safety, and I want to make sure that while the community grows we continue to act neighborly to one another. I understand that no candidate's position would be to "decrease safety" and anyone would want to make a neighborhood more safe, but I want to ensure that it is done in a way that engages and respects all members of our community and only strengthens our bonds with our neighbors.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I think I am a qualified candidate as I have experience serving communities in DC and engaging ANCs and local government agencies on issues that impact residents. I have a long history of working on engaging communities in DC, especially with those who sometimes face additional barriers when getting involved. At one of DC's local community centers, I spent six years working with older adults, those with limited English proficiency and people experiencing homelessness. I have served on the Leadership Council of the District's Victim Assistance Network, received my Master of Public Policy with a focus on housing and urban policy, and

have experience working with ANCs on transportation issues. In the next two years, many changes will be coming to our ANC/SMD with new projects in the public space, more housing and employment opportunities and more special events bringing in visitors to our incredible neighborhood. I want to spend that time ensuring that important issues like these move forward smoothly and to completion with as much engagement from the community as possible.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

It can be very difficult to address complex problems when members in your community disagree on an issue and find themselves at odds with one another. This can be particularly challenging when the issue impacts some people's daily lives and is boiled down to a Yea or Nay vote from a Commissioner who represents thousands of people in a small area. I think the potential site for a homeless shelter a few blocks from where I live is a good example of this. While the process for implementing this project has been imperfect, I still believe that it is vital we welcome people into our neighborhood and don't limit the city's opportunities to move forward with creating shelters in a timely way. I believe in this position, it would be my role to facilitate conversations across my community with experts and other leaders to inform the public about a project's potential to do good and to make sure their concerns are addressed in a way that also supports the project. I believe this also means proactively engaging DC government to make sure they know the neighborhood they will be working with so appropriate measures can be taken to address concerns before any conflict escalates.

Name: **Patrick Witte**

ANC and Single Member District: **6D07**

What are your hopes and/or concerns about the redevelopment of Buzzard Point?

I think that the new apartment complex provides excellent opportunities for neighborhood development and I look forward to its completion. In particular I endorse the units being made available to those making 30% to 50% of the median income as affordable housing is often not enough to serve demand. The added commercial space is welcome and should provide more opportunities for residents as well.

What are your hopes and/or concerns with the 11th Street Bridge Park and its Equitable Development Plan?

I hope that the project can be built without delay. I think that its goals of linking Anacostia and Navy Yard is a good one and can help the city develop. The goal of providing employment and small business opportunities is a good one and it should yield benefits to the neighborhood and its residents. I hope it turns out to be beautiful and is used extensively by the area residents.

Our area has experienced tremendous growth, a lot of it at the high end of the market. How do we ensure our community has opportunities for residents of all incomes?

A certain number of units in each new building development should be set aside for those with lower incomes. Also, rent incentives could be used to ensure, school teachers, police officers and 1st responders live in the communities they serve and could help develop a stronger community. Strategies to encourage local employment should be a focus of businesses in the area. Not every new apartment/condo building should not be high end only. More affordable housing construction should be encouraged.

What are your hopes and/or concerns surrounding the new homeless shelter?

I hope that it is a good place for people to volunteer as well as a welcoming and safe place for those who need shelter.

If there were a way to improve bus transit or bike infrastructure in your neighborhood, but it required removing on-street parking, how would you approach the situation? Give a specific example if possible.

I support the increase of transportation alternatives and would encourage innovative proposals.

Where would you like to see new bicycle lanes, sidewalks, or other infrastructure to make it safer for residents, families, and seniors to walk and bike? What are the top Vision Zero priorities for your community?

I think that new construction projects should consider wider sidewalks and bike lanes to facilitate movement within the community.

What role do you think your ANC could play in addressing housing affordability challenges? How can your neighborhood contribute its fair share of the housing our growing city needs?

It is necessary for communities to provide housing options to people of all income brackets. ANC should strive to encourage new construction to provide lower income options.

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

There is a huge amount of residents in the neighborhood who own dogs and with the development of almost every block currently ongoing, there are very few places for dogs to use the bathroom. The high concentration with limited spaces makes for so much waste in a small space.

Why do you think you are the best person to represent your SMD? What's your vision for your ANC in 2 years?

I hope that the community continues to develop and I hope to get involved and help the neighborhood grow.

Sometimes community members advocate for a position that is in their narrow interest, but is counter to broader city-wide interests and is highly problematic position if all communities across DC were to act that way. How will you lead in such a situation? Give a local example if possible.

I think laying out the possible impacts to the community and attempting to find a reasonable solution is the best path. The goal is to work with and for all.