

***Greater Greater Washington
D.C. Council candidate questionnaire responses
2024 Democratic primary***

Table of contents

Endorsements	p. 3
Housing production	p. 4
Affordable housing	p. 19
Land use	p. 39
Transportation	p. 47

Endorsements

In the 2024 Democratic primary for D.C. Council seats, Greater Greater Washington endorsed the following candidates running in contested races:

- At-large: [Robert White](#)
- Ward 4: [Janeese Lewis George](#)
- Ward 7: [Ebony-Rose Thompson](#)
- Ward 8: [Salim Adofo](#)

We [did not endorse in the Ward 2 Democratic primary](#), in which an incumbent is running unopposed.

Our endorsements are largely based on responses to our questionnaire, which we've compiled here. We also, at our discretion, factor in candidates' prior experience and work, geographically specific context, and our own internal strategic considerations.

Housing production

**GREATER GREATER WASHINGTON
D.C. COUNCIL CANDIDATE QUESTIONNAIRE
2024 DEMOCRATIC PRIMARY**

Q3

Do you support Mayor Muriel Bowser’s goal, announced in 2019, to add 36,000 new units of housing in the District by 2025?

Election	Candidate	Yes	No
At-large	Rodney Red Grant		
	Robert White		
Ward 2	Brooke Pinto		
Ward 4	Lisa Gore		
	Janeese Lewis-George		
Ward 7	Ebbon Allen		
	Kelvin Brown		
	Wendell Felder		
	Nate Fleming		
	Villareal Johnson		
	Ebony Payne		
	Veda Rasheed		
	Denise Reed		
	Eboni-Rose Thompson		
Ward 8	Salim Adofo		

Q4

If successful, the 36,000-unit goal will be met by 2025. However, the District’s population is estimated to grow to over 900,000 people by 2045, and the region is expected to have a shortfall of about 690,000 housing units by then. Will you support a second goal for housing production in the District by 2050? If the mayor or your colleagues don’t propose a production goal, will you propose one yourself?

Election	Candidate	I’ll support another housing production goal and would be propose one myself.	I’ll support another housing production goal, but won’t propose one myself.	I won’t support another housing production goal and won’t propose one myself.
At-large	Rodney Red Grant			
	Robert White			
Ward 2	Brooke Pinto			
Ward 4	Lisa Gore			
	Janeese Lewis-George			
Ward 7	Ebbon Allen			
	Kelvin Brown			
	Wendell Felder			
	Nate Fleming			
	Villareal Johnson			
	Ebony Payne			
	Veda Rasheed			
	Denise Reed			
	Eboni-Rose Thompson			
Ward 8	Salim Adofo			

Q5

With 36,000 presumably completed units as a baseline in 2025, how many additional units do you think should be built in the District by 2050?

Election	Candidate	Between 36,000 and 50,000	Between 50,000 and 100,000	Over 100,000	I do not support another housing-production goal.
At-large	Rodney Red Grant				
	Robert White				
Ward 2	Brooke Pinto				
Ward 4	Lisa Gore				
	Janeese Lewis-George				
Ward 7	Ebbon Allen				
	Kelvin Brown				
	Wendell Felder				
	Nate Fleming				
	Villareal Johnson				
	Ebony Payne				
	Veda Rasheed				
	Denise Reed				
	Eboni-Rose Thompson				
Ward 8	Salim Adofo				

Q6

Housing production in D.C. has been uneven and particularly concentrated in certain neighborhoods. Do you support the mayor’s approach of setting production targets in each of the District’s planning areas to evenly disperse the construction of new housing?

Election	Candidate	Yes	No
At-large	Rodney Red Grant		
	Robert White		
Ward 2	Brooke Pinto		
Ward 4	Lisa Gore		
	Janeese Lewis-George		
Ward 7	Ebbon Allen		
	Kelvin Brown		
	Wendell Felder		
	Nate Fleming		
	Villareal Johnson		
	Ebony Payne		
	Veda Rasheed		
	Denise Reed		
	Eboni-Rose Thompson		
Ward 8	Salim Adofo		

Q7

Should apartments be legal in all parts of all the District’s neighborhoods?

Election	Candidate	Yes	No
At-large	Rodney Red Grant		
	Robert White		
Ward 2	Brooke Pinto		
Ward 4	Lisa Gore		
	Janeese Lewis-George		
Ward 7	Ebbon Allen		
	Kelvin Brown		
	Wendell Felder		
	Nate Fleming		
	Villareal Johnson		
	Ebony Payne		
	Veda Rasheed		
	Denise Reed		
	Eboni-Rose Thompson		
Ward 8	Salim Adofo		

Q8

Council’s land use authority is limited: The Home Rule Act states, “the mayor shall be the central planning agency for the District” (page 13), and councilmembers do not, generally, vote up or down on individual developments. Councilmembers’ most direct influence on land use is through the Comprehensive Plan, though they cannot change that unless amendments are proposed by the mayor.

However, the council can still act to increase housing production, whether through legislation and budgeting, or by directing the executive to pursue amendments before the zoning commission. Please rank the following policies that would increase housing production in the order that you would request your staff to pursue them, if elected. (This list is purposefully not inclusive of affordability and stabilization policies, which are addressed in subsequent questions.)

At-large

Rodney Red Grant

1. Legalizing four-unit buildings District-wide
2. Legalizing two-unit buildings District-wide
3. Incentivizing the conversion of office buildings to residential properties
4. Subsidizing individual homeowners to construct ADUs
5. Increasing the percentage of affordable housing required in public-land dispositions
6. Amending the building code to reduce construction costs
7. Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations
8. Eliminating parking requirements in new construction
9. Eliminating the Height Act

Robert White

1. Increasing the percentage of affordable housing required in public-land dispositions
2. Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations
3. Incentivizing the conversion of office buildings to residential properties
4. Eliminating parking requirements in new construction
5. Amending the building code to reduce construction costs
6. Subsidizing individual homeowners to construct ADUs
7. Legalizing two-unit buildings District-wide

N/A: Legalizing four-unit buildings District-wide

N/A: Eliminating the Height Act

Ward 2

Brooke Pinto

1. Incentivizing the conversion of office buildings to residential properties
2. Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations
3. Legalizing two-unit buildings District-wide
4. Legalizing four-unit buildings District-wide
5. Increasing the percentage of affordable housing required in 5 public-land dispositions
6. Amending the building code to reduce construction costs
7. Subsidizing individual homeowners to construct ADUs
8. Eliminating the Height Act
9. Eliminating parking requirements in new construction

Ward 4

Lisa Gore

1. Incentivizing the conversion of office buildings to residential properties
2. Increasing the percentage of affordable housing required in public-land dispositions
3. Eliminating parking requirements in new construction
4. Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations
5. Legalizing two-unit buildings District-wide
6. Legalizing four-unit buildings District-wide
7. Subsidizing individual homeowners to construct ADUs
8. Eliminating the Height Act
9. Amending the building code to reduce construction costs

Janeese Lewis-George

1. Legalizing two-unit buildings District-wide
2. Legalizing four-unit buildings District-wide
3. Increasing the percentage of affordable housing required in public-land dispositions
4. Incentivizing the conversion of office buildings to residential properties
5. Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations
6. Subsidizing individual homeowners to construct ADUs
7. Eliminating the Height Act

N/A: Eliminating parking requirements in new construction

N/A: Amending the building code to reduce construction costs

Q8

Council’s land use authority is limited: The Home Rule Act states, “the mayor shall be the central planning agency for the District” (page 13), and councilmembers do not, generally, vote up or down on individual developments. Councilmembers’ most direct influence on land use is through the Comprehensive Plan, though they cannot change that unless amendments are proposed by the mayor.

However, the council can still act to increase housing production, whether through legislation and budgeting, or by directing the executive to pursue amendments before the zoning commission. Please rank the following policies that would increase housing production in the order that you would request your staff to pursue them, if elected. (This list is purposefully not inclusive of affordability and stabilization policies, which are addressed in subsequent questions.

Ward 7

Ebbon Allen

1. Legalizing four-unit buildings District-wide
2. Incentivizing the conversion of office buildings to residential properties
3. Legalizing two-unit buildings District-wide
4. Amending the building code to reduce construction costs
5. Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations
6. Subsidizing individual homeowners to construct ADUs
7. Eliminating parking requirements in new construction
8. Increasing the percentage of affordable housing required in public-land dispositions
9. Eliminating the Height Act

Kelvin Brown

1. Increasing the percentage of affordable housing required in public-land dispositions
2. Incentivizing the conversion of office buildings to residential properties
3. Legalizing four-unit buildings District-wide
4. Subsidizing individual homeowners to construct ADUs
5. Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations
6. Amending the building code to reduce construction costs
7. Eliminating parking requirements in new construction
8. Legalizing two-unit buildings District-wide

N/A: Eliminating the Height Act

Wendell Felder

1. Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations
2. Amending the building code to reduce construction costs
3. Eliminating parking requirements in new construction
4. Legalizing four-unit buildings District-wide
5. Subsidizing individual homeowners to construct ADUs
6. Incentivizing the conversion of office buildings to residential properties
7. Eliminating the Height Act
8. Increasing the percentage of affordable housing required in public-land dispositions
9. Legalizing two-unit buildings District-wide

Nate Fleming

1. Legalizing four-unit buildings District-wide
2. Increasing the percentage of affordable housing required in public-land dispositions
3. Legalizing two-unit buildings District-wide
4. Incentivizing the conversion of office buildings to residential properties
5. Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations
6. Eliminating the Height Act
7. Eliminating parking requirements in new construction
8. Subsidizing individual homeowners to construct ADUs
9. Amending the building code to reduce construction costs

Villareal Johnson

1. Legalizing two-unit buildings District-wide
2. Eliminating the Height Act
3. Legalizing four-unit buildings District-wide
4. Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations
5. Increasing the percentage of affordable housing required in public-land dispositions
6. Subsidizing individual homeowners to construct ADUs
7. Incentivizing the conversion of office buildings to residential properties
8. Eliminating parking requirements in new construction
9. Amending the building code to reduce construction costs

Ebony Payne

1. Incentivizing the conversion of office buildings to residential properties
2. Amending the building code to reduce construction costs
3. Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations
4. Eliminating parking requirements in new construction
5. Increasing the percentage of affordable housing required in public-land dispositions
6. Legalizing two-unit buildings District-wide
7. Legalizing four-unit buildings District-wide
8. Subsidizing individual homeowners to construct ADUs

N/A: Eliminating the Height Act

Q8

Council’s land use authority is limited: The Home Rule Act states, “the mayor shall be the central planning agency for the District” (page 13), and councilmembers do not, generally, vote up or down on individual developments. Councilmembers’ most direct influence on land use is through the Comprehensive Plan, though they cannot change that unless amendments are proposed by the mayor.

However, the council can still act to increase housing production, whether through legislation and budgeting, or by directing the executive to pursue amendments before the zoning commission. Please rank the following policies that would increase housing production in the order that you would request your staff to pursue them, if elected. (This list is purposefully not inclusive of affordability and stabilization policies, which are addressed in subsequent questions.)

Veda Rasheed

1. Increasing the percentage of affordable housing required in public-land dispositions
2. Incentivizing the conversion of office buildings to residential properties
3. Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations
4. Legalizing two-unit buildings District-wide
5. Legalizing four-unit buildings District-wide
6. Subsidizing individual homeowners to construct ADUs
7. Eliminating parking requirements in new construction
8. Amending the building code to reduce construction costs
9. Eliminating the Height Act

Denise Reed

1. Subsidizing individual homeowners to construct ADUs
2. Increasing the percentage of affordable housing required in public-land dispositions
3. Incentivizing the conversion of office buildings to residential properties
4. Eliminating the Height Act
5. Eliminating parking requirements in new construction
6. Amending the building code to reduce construction costs
7. Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations

Eboni-Rose Thompson

1. Incentivizing the conversion of office buildings to residential properties
2. Eliminating the Height Act
3. Increasing the percentage of affordable housing required in public-land dispositions
4. Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations
5. Legalizing two-unit buildings District-wide
6. Amending the building code to reduce construction costs
7. Legalizing four-unit buildings District-wide
8. Subsidizing individual homeowners to construct ADUs
9. Eliminating parking requirements in new construction

Ward 8

Salim Adofo

1. Subsidizing individual homeowners to construct ADUs
2. Amending the building code to reduce construction costs
3. Legalizing and incentivizing housing above public facilities, such as libraries, rec centers, and fire stations
4. Increasing the percentage of affordable housing required in public-land dispositions
5. Incentivizing the conversion of office buildings to residential properties
6. Legalizing two-unit buildings District-wide
7. Legalizing four-unit buildings District-wide
8. Eliminating the Height Act
9. Eliminating parking requirements in new construction

Q9

If you have any other preferred means by which you, as a councilmember, would increase housing production, please share them here.

At-large

Rodney Red Grant

To clarify, the list of priorities above was based on two general things, scope and reach, as well as speed and ease of implementation. Removing a legal hindrance to open up new units, that is quick and easy. Converting massive office buildings into residential housing properties would be a relatively smooth transfer, but we need to focus on our vacant properties in DC. The Department of Buildings estimates there are a combination of over 3000 vacant properties, lots, apartments, etc. We need to focus there because vacant properties correlate heavy with crime, and we lose individual spending and revenue from residents in these lots, while also losing out on property taxes for DC.

Robert White

As we saw in the television program “Golden Girls” several unrelated people can thrive by living in the same household. I proudly supported legislative changes that would allow a “Golden Girls” kind of option for DC residents.

Another housing initiative I have long supported: Building residences above one-story shops. In earlier centuries, shopkeepers often lived above their stores. Where building structures and market conditions permit, DC should facilitate this option — for store owners or other residents.

Ward 2

Brooke Pinto

I am committed to advocating for increased housing production in DC and have taken decisive steps to address the critical issues of affordable housing and homelessness throughout my first term and will continue to fight for this priority in my second.

In my first term I have championed legislation -- the Recovery Act -- that incentivizes affordable housing set-asides in new developments within the Central Business District and leverages tax abatements to require developers to include affordable units in their projects. This approach not only increases the overall housing supply but also ensures that affordability is integrated into our urban core.

I plan to continue to explore innovative and effective strategies to further increase housing production. This includes examining additional incentives and requirements for developers, revising zoning laws to allow greater density, and utilizing city-owned land for the development of mixed-income housing. These steps are essential for meeting the growing need for housing in DC and ensuring that it remains accessible and affordable for all residents.

Ward 4

Lisa Gore

I think we also must look for new funding avenues from public-private partnerships, incentives, and find ways to speed up zoning and permitting processes.

Janeese Lewis-George

As a Councilmember, my preferred means for increasing housing production is passage of my Green New Deal for Social Housing legislation. This model has been very successful in other world-class cities and can be a key part of the future of housing development here. It addresses so many of the District’s outstanding needs because it encompasses the totality of the need for housing - not just market-rate housing or housing for people living with very low incomes. And, most importantly, it creates community. Social housing, while initially requiring local funding, is designed to be self-sustaining. Unlike our current model of investing tens of millions of dollars in each affordable housing development, then adding to that initial funding as the property ages, and often providing ongoing rental subsidies, social housing is designed to operate and sustain itself without the need for vouchers or new tax credits when the building needs to be updated.

One other preferred but under-utilized tool Councilmembers have is to expect more from the programs we have already legislated and funded over the years. This means demanding that the DC Housing Authority allocate all of its voucher funding every year and ensure the housing their residents live in is safe and habitable. This means ensuring the Department of Housing and Community Development and DC Housing Finance Agency are maximizing every dollar they receive from the District and the federal government. Currently, the underwriting process for these developments is secretive and has been called into question regularly. I believe both agencies should be required to make their underwriting reports public to ensure we are stretching our housing funding as far as we possibly can, rather than enriching favored developers.

Ward 7

Ebbon Allen

I would propose mixed use housing developments within Ward 7, amenities included.

Kelvin Brown

As council member, I would investigate and propose the following legislation to increase housing availability across the District:

- Introduce the DC Annual Tax Sale First Look Amendment Act, which would provide DC residents a prioritized 90 day “first look” opportunity to purchase homes during the annual housing tax sale
- Introduce the Senior and Disable Veteran Property Tax Relief Act of 2025, which would eliminate property taxes for seniors 65+ years of age and add a sliding scale property tax reduction for honorably discharged veterans based on their VA Disability Rating (0-100).
- Introduce legislation to increase the percentage of IZ housing opportunities across the District in newly constructed dwellings.
- Introduce legislation to amend/update zoning rules to allow for infill housing development for modular, ADUs and 3D printed homes, etc.

Wendell Felder

I would work with DHCD to incentivize homeowners with single families homes and large yards to build small ADU (Accessory Dwelling Units) to rent out to single adults. This is very common [in] San Francisco.

Q9

If you have any other preferred means by which you, as a councilmember, would increase housing production, please share them here.

Nate Fleming

I support exploring the Social Housing Model, inspired by Vienna’s approach to affordable housing. This model involves the city buying land for residential development, soliciting proposals from private developers, and ensuring affordable housing for lower and moderate-income residents. Rents are regulated to ensure affordability.

We must also fully fund the affordable housing preservation fund to ensure it has ample resources to preserve affordable housing projects around the District. A portion of the Housing Production Trust Fund should be dedicated to meeting this goal.

Villareal Johnson

Conversions of single family homes into multi-dwelling units. I also think the use of “tiny homes” can become an options especially for minimalist and short term housing for transients.

Ebony Payne

As Ward 7’s Councilwoman, I would propose not making any cuts to funding our Housing Production Trust Fund and piloting a high-quality municipal/social housing model that serves people with low to moderate income levels. This can be funded with a combination of public and subsidized private low interest loans to cover land and construction costs. For example, we can look towards Montgomery County, Maryland for best practices (i.e. the Laureate apartment complex). I would also support permanent supportive housing options to decrease long term homelessness and focus mental and behavioral health resources in these facilities.

Veda Rasheed

I support increasing affordable housing options by incentivizing private developers to allocate a portion of their new projects for affordable housing through tax breaks or zoning benefits and offering grants or tax reductions to property owners who commit to renovating and maintaining older buildings as affordable rental units.

I also support innovative housing solutions by expanding the introduction of tiny homes or modular housing communities East of the River, offering affordable and sustainable housing alternatives, promoting and providing grants for cooperative housing models, and establishing community land trusts in a collaborative model where local residents will be engaged in CLT governance to ensure that community needs are central in decision-making.

Denise Reed

Unless newly constructed housing design respects the original character and historical facade of our capitol city, I’m not in support of it. I do support taking a tour of unkept and abandoned structures around the city to see how we can invest in refurbishment and revitalization as long as the foundation and bearing walls can support that endeavor. Including unused schools and businesses offices.

Eboni-Rose Thompson

Fully funding the Housing Production Trust Fund.

Ward 8

Salim Adofo

As the future Ward 8 Council member, I would consider constructing tiny homes to combat homelessness and provide a path to home-ownership for low income residents. Additionally, the District owns a number of abandoned properties in Ward 8. I would develop a plan to renovate and make those homes available to long term residents as a sustainable option for affordable housing.

Q10

Where in your ward do you think new housing should be built? If you do not think new housing should be built in your ward, please write, “I do not think new housing should be built in my ward.” At-large candidates should indicate where, and whether, they think new housing should be built in the District.

At-large

Rodney Red Grant

New housing should be built in every DC ward, including mine, in Ward 3, where there is a housing need. We know we have a housing shortage in DC, and expect to be short, as we move forward. The development or conversion of housing potential resources should be targeted by data. If for example we know homelessness exists to a high degree in a specific ward, then that is where we should target.

Robert White

With the caveat that DC must preserve (and develop) parks and other open spaces, I support new, major housing construction, particularly, in and around these Metro stations: Tenleytown, Cleveland Park, Takoma, Stadium-Armory, Deanwood, Capitol Heights, Anacostia, Congress Heights and Southern Avenue. Other prime candidates for considerably more housing: properties on Connecticut Avenue, just south of the Chevy Chase Circle; the Armed Forces Retirement Home property; RFK stadium; large tracts, not currently zoned for housing, in Brookland and Michigan Park; neighborhoods near Pennsylvania Avenue and just east of the Anacostia River (for example, Fairlawn, Greenway, Randle Highlands and Dupont Park); and, areas where land prices are relatively low (for example, Bellevue and Washington Highlands).

Ward 2

Brooke Pinto

We should be prioritizing building more housing in the Central Business District. Downtown DC has been slow to recover from the pandemic in large part because the neighborhoods were overly reliant on an office market. As we work to bring more people Downtown, we must build more supply of housing for people to live there.

Ward 4

Lisa Gore

I propose to increase housing production in the Kennedy Street Corridor. Kennedy Street needs urgent revitalization. Although it is not perfectly centered around metro, there is access to several metro-bus routes and its a walkable community. The main issue with Kennedy Street are the many vacant and blighted properties. Presumably some of these result from small developer foreclosures and project abandonments. I would take a strategic approach to work with DMPED on ways to incentivize the development of multiple parcels, to include the addition of housing and retail space.

Janeese Lewis George

We desperately need more housing and especially affordable housing. That’s why I have been a champion for adding housing across Ward 4, as evidenced by my work in support of the additional housing units at Dance Loft.

For far too long, affordable housing has been shoehorned into certain corners of the city. It is largely driven by anti-growth activism in wealthy neighborhoods and by zoning laws/affordable housing programs that reflect poor urban planning practices and values from the 50s. Many parts of the city need to be upzoned to increase density, especially near areas well served by transit, and especially underutilizing spaces like surface parking lots and abandoned buildings. For instance, in Ward 4, we should have more density along major corridors like Georgia Ave and 14th street. DC would benefit greatly from significant development and density around Metro stations throughout the city. That development would create projects that include deeply affordable housing. If we want a more equitable city, that upzoning should be spread throughout the city. If we continue to allow individual neighborhoods to block development or opt out of upzoning it will exacerbate racial disparities.

In Ward 4, we have many opportunities to increase the housing supply without making big changes to the character of our neighborhoods, such as making it easier and more affordable for homeowners to rent out their basements or accessory dwelling units, and even combining that with vouchers or others programs to increase the number of subsidized homes in our neighborhoods. There are many surface parking lots in prime areas with soaring housing costs. We don’t need to become Manhattan to improve density, achieving Paris’s density levels would be a big step.

Q10

Where in your ward do you think new housing should be built? If you do not think new housing should be built in your ward, please write, “I do not think new housing should be built in my ward.” At-large candidates should indicate where, and whether, they think new housing should be built in the District.

Ward 7

Ebbon Allen

There could be mixed use developments near RFK stadium.

Kelvin Brown

New housing in Ward 7 should be built at the following locations based on parcel availability, demand and construction cost: Capital Gateway, Skyland Towncenter, Fletcher Johnson site, Lower Node of Penn. Ave. SE, Benning / Minnesota Ave SE, The Strand (NE DC), RFK Stadium Site, Benco Shopping Center

Wendell Felder

As stated above, I think there are many policies that could be pursued to create more affordable housing in Ward 7, including when the government disposes of land, on top of public facilities, through ADUs, etc. But, specifically, I support new housing at the RFK campus and I would support significant numbers of new units.

Nate Fleming

Ward 7 has locations that are ripe for housing production throughout the Ward, however the area of the ward with the most potential for large-scale housing production is the RFK campus. The RFK campus is vast, allowing for ample space for housing production, but also for recreational space, green space, commercial enterprises, restaurant incubators, community centers, innovations hubs and more. As the RFK campus is responsibly developed, I will be committed to ensuring it is entirely accessible to pedestrians, bicyclists, and buses. The massive parking lot that existed prior will not translate into the future of RFK.

Villareal Johnson

Deanwood has potential. Parkside. Along the East Capitol Street corridor. There is also opportunity along the right side of 295 heading north. The Fletcher Johnson site is an opportunity as well as in Hillcrest with acreage on by KIPP previously owned by EYA. If we build up there is more opportunity at Penn Branch and other commercial nodes, like Benco, Ft Davis and Fairfax Village. With acquisition there is potential in the Penn ave East corridor. - I support preserving all green spaces District or Federal.

Ebony Payne

Ward 7 has many plots of vacant land and buildings that can and should be used to build better housing options. We should also be focusing our efforts on improving the conditions in our existing affordable housing stock which is often plagued by mold and pest infestations. As Councilwoman, I will be working closely with DC Housing Authority to make progress on building new housing and a grocery store at Capitol Gateway which has been stuck in bureaucracy for decades. Reservation 13 in Hill East also provides ample vacant land where new housing can be built. If Congress passes legislation for a 99 year lease extension on the 174 acre RFK Campus that allows for residential uses, this will open up a once in a generation opportunity to build new housing.

Veda Rasheed

We should prioritize building on publicly-owned land like Fletcher Johnson, Capital Gateway, and RFK. We should also prioritize building near Metro stations and high-frequency bus stops to incentivize public transit use and support local economies.

Denise Reed

I would advocate for just a limited amount of additional housing along the old DC General campus. I am not in support of multiple 100-plus unit apartment buildings. I will advocate for communities, most with a little green space and opportunity to purchase. I am also supportive of canvassing my ward for worn and abandoned properties with beautiful potential to revitalize and perhaps build up.

Eboni-Rose Thompson

Ward 7 is home to several large parcels of land that are long overdue for development. For new housing I would start there, being clear that this housing should come with amenities for which our community is also long overdue. My priority for new housing would be mixed in with amenities at the Fletcher Johnson site, the Capitol Gateway site, HillEast/Reservation 13, completing Skyland, and RFK. The other opportunities are sites that need redevelopment like East River Shopping Center where we have opportunities to build housing on top of existing retail space and more dense building along over metro stations and on our commercial corridors.

Ward 8

Salim Adofo

St. Elizabeths campus is an excellent candidate for new housing.

Q11

Where in your ward do you think density should be increased to accommodate the construction of new housing? If you do not think density should be increased in your ward, please write, “I do not think density should be increased in my ward.” At-large candidates should indicate where, and whether, they think density should be increased in the District.

At-large

Rodney Red Grant

We need to frame this discussion. We know that providing more options helps build more vibrant communities, but we also know that, for some people, they greatly prefer to live in a community with high privacy, limited traffic, etc. and they are willing to pay top dollar for those amenities. I would host a listening session in Ward 3 where we would talk as a community, to then try and figure out a way to add more housing, while everyone is involved, and satisfied with the process.

Robert White

I favor a step-down approach:

- Facilitating the greatest density atop and very near Metro Stations;
- permitting slightly lower density along DC’s major bus corridors;
- scaling down from mid-rise apartments to row houses, for properties near but not right on the major bus lines and; finally,
- permitting single family homes (and accessory housing and two-unit buildings) in areas furthest from major bus lines.

A similar approach has worked well in Arlington County, Virginia — enhancing the County’s tax base and offering a range of housing options at a variety of income levels.

Ward 2

Brooke Pinto

We should be prioritizing building more housing in the Central Business District. Downtown DC has been slow to recover from the pandemic in large part because the neighborhoods were overly reliant on an office market. As we work to bring more people Downtown, we must build more supply of housing for people to live there.

Ward 4

Lisa Gore

Density increases in Ward 4 must be carefully considered and include community input. The Ward has a large percentage of Black and minority homeowners, thus gentrification and displacement must be a consideration. Kennedy Street is an area that could be densified.

Janeese Lewis-George

In 1950, DC had more than 100,000 more residents than it does today. That was before all the buildings we’ve built near metros in the past 20 years. We know we can achieve at least that population again. Doing so could significantly improve equity, welcome new residents, and enable younger generations to afford homes in the neighborhoods they grew up in. Ward 4, like every Ward, must do our part and will benefit from the vibrancy if we manage it well. As I said in 2020: Georgia Avenue is ripe for development and density. We need to encourage growth and development along all our major corridors and around Metro stations. Upzoning Georgia Ave, decreasing bus headways, and expanding the bus lane the length of the avenue would connect downtown, new development at Walter Reed, Takoma Park, and Silver Spring with a long stretch of housing, retail, and commercial the entire length of Ward 4. There are way too many single and 2-story buildings on this major thoroughfare. Increasing density would improve the case for transit, make local businesses more sustainable, and help manage housing costs and limit displacement. We should also make sure that there are protections in place for local businesses so that their rents don’t skyrocket and displace them after they make it through the tough years.

Likewise, there are long stretches of 14th street of single-story development. That shouldn’t be. I have been actively engaged in helping revitalize Kennedy Street (where I grew up) and would like to see it grow to include more housing so that it’s businesses will thrive and we can reduce the storefront vacancy rate. The area near

Takoma’s metro stop also has some surface parking lots that could be put to better use, perhaps as underground lots with retail and housing above if those spots are needed for accessibility.

Ward 7

Ebbon Allen

RFK

Kelvin Brown

Density should be considered for all of the above locations because these are consider high traffic areas that could be served my multimodal transportation options. Additionally, these areas have larger parcel sizes that could accommodate local grocery and other needed community amenities.

Wendell Felder

The RFK campus.

Nate Fleming

As I mentioned in the previous question, density should be increased at RFK. In addition to RFK, there are many vacant lots and blighted buildings in Ward 7 located near public transportation and desirable amenities where housing density should be increased. I also support the development of affordable housing on top or adjacent to public lands like libraries and recreation centers.

Villareal Johnson

Within the commercial nodes. We can build up or tear down Benco, East River Park and Ft Davis are examples of targeted areas.

Ebony Payne

Density is a very important factor in our ability to attract new grocery stores in Ward 7, of which there are only 3 for the Ward’s approximately 90,000 people. In my

first term, I will be focused on increasing density around Capitol Gateway to make it more attractive for grocers to serve residents of Deanwood, Northeast Boundary, Marshall Heights and Capitol View.

Veda Rasheed

As mentioned in the previous question, RFK is another potential site to create more housing and increase density in the ward. The surrounding area is largely single-family homes so the increase in density in the area would have to come from developing the area into, at least partly, housing units. As for other areas, Ward 7 is difficult, as there are not many areas that are legitimate candidates for higher-density development. The ward has a large amount of single family homes, and areas that were previously good candidates, including space around the Deanwood Metro Station, have been since developed. I would work with my constituents, housing experts, and other relevant stakeholders to identify high-quality areas for further development.

Denise Reed

I do not think density should be increased beyond what is currently planned by 2025.

Eboni-Rose Thompson

As I stated above, I think that the best places to build on as of now are the stalled Fletcher Johnson and Capitol Gateway projects, as a part of amenities driven redevelopment. Given their proximity to transit, these projects would be the perfect place to have higher-density development. I would also prioritize density around transit hubs in Ward 7 including metro stations, and connecting bus stops on major thoroughfares.

Ward 8

Salim Adofo

Near the Congress Heights Metro Station and St. Elizabeth’s Campus.

Q12

Given the opportunity, how would you amend the District’s Height Act?

Election	Candidate	Removing or raising the Height Act entirely	Removing or raising the Height Act everywhere but downtown	Removing or raising the Height Act only in downtown	Removing or raising the Height Act within 1/4 mile of Metro stations	Raising the Height Act only for buildings that will produce more income-restricted, subsidized housing than required by IZ	I would not amend the Height Act.
At-large	Rodney Red Grant						
	Robert White						
Ward 2	Brooke Pinto						
Ward 4	Lisa Gore						
	Janeese Lewis-George						
Ward 7	Ebbon Allen						
	Kelvin Brown						
	Wendell Felder						
	Nate Fleming						
	Villareal Johnson						
	Ebony Payne						
	Veda Rasheed						
	Denise Reed						
	Eboni-Rose Thompson						
Ward 8	Salim Adofo						

Q13

Would you support amending the District’s preservation laws to remove height and mass from the purview of historic review? Under such a proposal, District historic officials would still review materials, aesthetics and compatibility of designated structures, but overall density would be controlled by zoning the same way it is for non-designated structures.

Election	Candidate	Yes	No
At-large	Rodney Red Grant		
	Robert White		
Ward 2	Brooke Pinto		
Ward 4	Lisa Gore		
	Janeese Lewis-George		
Ward 7	Ebbon Allen		
	Kelvin Brown		
	Wendell Felder		
	Nate Fleming		
	Villareal Johnson		
	Ebony Payne		
	Veda Rasheed		
	Denise Reed		
	Eboni-Rose Thompson		
Ward 8	Salim Adofo		

Affordable housing

**GREATER GREATER WASHINGTON
D.C. COUNCIL CANDIDATE QUESTIONNAIRE
2024 DEMOCRATIC PRIMARY**

Q14

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

Election	Candidate	Means-tested or income-restricted	Built by the government	Cheap	Subsidized	Rent-controlled	Costing no more than 30 percent of one's household income
At-large	Rodney Red Grant	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Robert White	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Ward 2	Brooke Pinto	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Ward 4	Lisa Gore	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Janeese Lewis-George	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ward 7	Ebbon Allen	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Kelvin Brown	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Wendell Felder	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Nate Fleming	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Villareal Johnson	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Ebony Payne	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Veda Rasheed	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Denise Reed	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Eboni-Rose Thompson	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Ward 8	Salim Adofo	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Q15

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

Election	Candidate	Means-tested or income-restricted	Built by the government	Expensive	Un-subsidized	Rent-controlled	Costing no more than 30 percent of one's household income
At-large	Rodney Red Grant	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Robert White	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ward 2	Brooke Pinto	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Ward 4	Lisa Gore	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Janeese Lewis-George	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
Ward 7	Ebbon Allen	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Kelvin Brown	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Wendell Felder	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Nate Fleming	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Villareal Johnson	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Ebony Payne	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Veda Rasheed	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>
	Denise Reed	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
	Eboni-Rose Thompson	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>	<input checked="" type="checkbox"/>
Ward 8	Salim Adofo	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>	<input checked="" type="checkbox"/>	<input type="checkbox"/>	<input type="checkbox"/>

Q16

Check any of the below combination of features that you would consider social housing.

Election	Candidate	District-owned housing on District-owned land, built by a District agency and managed by a District agency	District-owned housing on District-owned land, built by a District agency and managed by a private property-management company	District-owned housing on District-owned land, built by a private construction company and managed by a District agency	District-owned housing on District-owned land, built by a private construction company and managed by a private property-management company
At-large	Rodney Red Grant				
	Robert White				
Ward 2	Brooke Pinto				
Ward 4	Lisa Gore				
	Janeese Lewis-George				
Ward 7	Ebbon Allen				
	Kelvin Brown				
	Wendell Felder				
	Nate Fleming				
	Villareal Johnson				
	Ebony Payne				
	Veda Rasheed				
	Denise Reed				
	Eboni-Rose Thompson				
Ward 8	Salim Adofo				

Q17

What do you think is the greatest obstacle to ensuring that housing is built in the District for residents who make between 0 percent MFI and 30 percent MFI, and why?

At-large

Rodney Red Grant

Simply put, there is a lack of profit for private companies and we do not have the funding to simply build properties or refurbish homes. We need to incentivize private companies and fortify our public resources, we can utilize the skills they provide and also promote their partnership as a social good, because it is. Helping keep people housed, help keep workers at jobs, families fed, people off the streets, and generally raises the quality of life of a place.

Robert White

Land and construction costs are so high, that it is virtually impossible for developers to make a profit by producing something that would be affordable at 0 to 30 percent MFI. Hence, we need legislation to make more land available for housing and at greater density. In addition, given land and construction costs, DC must continue to subsidize housing so it is affordable even for households at 0 to 30 percent MFI.

Ward 2

Brooke Pinto

Financial viability would be a significant economic challenge for developers without significant public subsidies. Housing for extremely low-income residents often requires substantial investment in terms of construction, maintenance, and ongoing management, costs which cannot be recouped through rent payments at rates affordable to this income bracket. This risk leads to private developers often lacking the incentive to build and manage such properties without substantial government assistance.

Additionally, the availability of land in desirable or suitable areas that are affordable and feasible for development can be a significant barrier. In urban settings like D.C., where land is at a premium, finding appropriate sites for affordable housing projects is particularly challenging.

I believe that a combination of direct subsidies, aggressive tax credits use, and innovative financing models such as public-private partnerships is necessary. Policy interventions, such as mandatory inclusionary zoning, where a percentage of new development must be affordable, can help ensure that the private market contributes to the supply of housing for residents earning between 0 and 30 percent MFI.

I support effective collaboration between government, non-profits, and private sectors so that we can create a more supportive environment for developing housing that meets the needs of DC's lowest-income residents.

Ward 4

Lisa Gore

I believe one of the biggest burdens to producing affordable housing, at any level, is cost. Affordable housing is expensive to build and to ensure projects are financially feasible, we need to find creative ways to reduce the cost burden. The District has limited financial subsidies and availability. This and the regulatory burdens associated with development make housing production at these levels difficult. I would address these obstacles through a combination of strategies that address increasing funding for affordable housing, reducing regulatory burdens, and establishing more public-private partnerships to help secure additional funding sources

Janeese Lewis George

Building housing for residents in this MFI range often costs more than the developer can charge so the financing is often the most challenging hurdle. Of course, cross-subsidies from profitable units and government subsidies (and various tax credit programs) can help resolve this challenge. But, even with these subsidies, a developer will need ongoing voucher subsidies in order to properly operate a building. A person making 20% of AMI cannot afford a 30% unit, but will still be a good renter who is badly in need of housing. And, as rents go up every year, incomes don't necessarily rise at the same rate so a voucher subsidy is key to paying for ongoing operations. For that reason, development subsidies must be paired with housing voucher subsidies if there is any hope of getting a significant number of 30% AMI units. The financial challenges aren't the only factor. There is also a dearth of buildable land/locations, zoning limitations are a frequent hindrance, and legal challenges slow building significantly. All of these have an impact on the building process.

Ward 7

Ebbon Allen

Well, I'd say it's a mix of factors, but chiefly, it boils down to affordability and available resources. First off, constructing affordable housing in a city like the District of Columbia is no easy feat. Land costs are high, construction expenses are rising, and there's often resistance from existing residents or developers who may not see the immediate financial benefit in building low-income housing.

Then there's the funding challenge. Affordable housing projects often rely heavily on government subsidies or tax incentives, and securing these funds can be a bureaucratic maze. Sometimes, even when the funding is available, it's not enough to cover all the costs, leading to delays or compromises in the quality of housing. Furthermore, zoning and regulatory hurdles can slow down the process significantly. Navigating through zoning laws, obtaining permits, and meeting compliance standards can add months, if not years, to the timeline of a project.

Lastly, there's the issue of societal attitudes towards affordable housing. Despite efforts to promote inclusivity and diversity, there's still stigma attached to low-income housing developments. NIMBYism (Not In My Backyard) is a real challenge, with some communities resisting the idea of having affordable housing units nearby due to misconceptions about crime rates, property values, and so on.

In essence, it's a complex web of financial, bureaucratic, and social challenges that make it difficult to ensure adequate housing for those in the 0-30 percent MFI bracket. It requires a concerted effort from government, developers, and the community to overcome these obstacles and create a more equitable housing landscape.

Q17

What do you think is the greatest obstacle to ensuring that housing is built in the District for residents who make between 0 percent MFI and 30 percent MFI, and why?

Kelvin Brown

Considering the fact that DC is experiencing a nearly \$1B revenue shortfall, funding is the top barrier to producing additional units of affordable housing with IZ requirements. Given my housing experience, many developers are having a very hard time securing financing and making investments in mission oriented, affordable housing options.

Wendell Felder

Access to adequate local and federal programs that incentivize the production of housing by offsetting the cost to build and maintain it.

Nate Fleming

The greatest obstacle to ensuring housing is built for residents who make between 0 and 30 percent MFI is the issue of getting housing vouchers out of the door. Individuals and families with income below 30 percent MFI are eligible for vouchers. Developers respond to demand. When the appropriate number of vouchers reach the hands of low-income DC residents consistently and reliably, developers will be incentivized to build new housing catered to that income level.

My approach supports the development of Community Land Trusts and explores the Social Housing Model to ensure long-term housing affordability and prevent displacement. This initiative not only addresses the immediate need for affordable housing but also contributes to the broader goal of economic empowerment for Black residents and other marginalized groups.

Villareal Johnson

Political will, market forces, and space.

Ebony Payne

Land and total development costs to build any kind of new housing in DC is very expensive and rent prices in affordable housing buildings that serve residents making between 0-30% MFI are often capped at rates that are too low to make the investment worth it for developers because the operating costs often exceed the revenue produced. The Housing Production Trust Fund which is our primary means of building affordable housing, is often not able to cover enough of the costs to make it worth it for developers.

Veda Rasheed

I think the biggest obstacle is the disparate concentration of political power. People who need housing the most often have a lack of political power, whereas those who fight against affordable housing buildings in their neighborhoods are often disproportionately represented in city government. We need people on the Council who will fight for the people who are most often ignored.

Denise Reed

Privatization and the prioritization of excessive profit. The cost of maintenance. The agenda of the current administration.

Eboni-Rose Thompson

The greatest obstacle to building deeply affordable housing in the District is the cost of development. Even with the funds we put in the Housing Production Trust Fund and the federal funding for the LIHTC, the costs are still high, which limits affordable housing development overall.

Ward 8

Salim Adofo

For developers, their operations costs eclipses those in this low-income bracket. There are not enough government incentives to build and make a return on their investment.

Q18

What do you think is the greatest obstacle to ensuring that housing is built in the District for residents who make between 30 percent MFI and 50 percent MFI, and why? If your answer is the same as above, please explain why.

At-large

Rodney Red Grant

Again, the profit mechanism is lacking. We need to promote programs where we can crowd source resources and momentum to pump up production of housing. In addition, we can do more with providing housing options through public service benefits. As an aside, another great hurdle that the DC Office of Attorney General took care of for the public was filing an antitrust lawsuit against the some of the largest rental companies, which surely would have had a limiting effect on housing.

Robert White

Please see my response to Question 19.

Ward 2

Brooke Pinto

While these housing projects may not require as significant of subsidies as those for lower incomes, they still face significant challenges in terms of affordability and availability. These residents often fall into a frustrating gap where they earn too much to qualify for the most heavily subsidized housing yet not enough to afford market-rate housing in high-cost areas like DC.

The challenge is a noticeable shortage of affordable housing options for middle-income earners, which disproportionately affects those in the 30-50 percent MFI range. These individuals and families often struggle with housing costs that exceed the recommended 30% of their income. Addressing this requires a multifaceted approach that includes creating more dedicated affordable housing through incentives for developers, such as tax abatements or zoning adjustments that allow for higher density, thereby reducing per-unit land costs. We should also continue expanding funding for middle-income housing programs, and exploring creative financing options can help bridge the gap. This is among the reasons I support the HPAP program and improving opportunities for District workers to participate in the housing market.

Ward 4

Lisa Gore

My response to question #17 addresses all levels of affordability.

Janeese Lewis George

The financial model challenges are somewhat lessened when building for residents in this income range but they still exist and they remain the same. Someone living at 50% of AMI is still living at a very low income and generally cannot support an annual rental increase. Additionally, someone at 35% of AMI automatically falls into the 50% AMI category, but cannot pay the 50% AMI rent. Voucher subsidies are as critical as development subsidies.

Ward 7

Ebbon Allen

The challenges for ensuring housing for residents making between 30 and 50 percent of the median family income (MFI) in the District are quite similar to those faced by the 0-30 percent MFI bracket. While the specific income range differs, many of the underlying obstacles remain the same.

Affordability remains a significant barrier. Even though this income bracket might have slightly more financial flexibility compared to those at lower income levels, they still struggle to afford decent housing in a city like D.C. where housing costs are steep. Funding constraints persist as well. Affordable housing projects targeting this income range often require subsidies or tax incentives to be financially feasible. However, securing these funds can be challenging due to budget constraints and competing priorities.

Zoning and regulatory hurdles also come into play. Navigating through the complexities of zoning laws, obtaining permits, and meeting compliance standards can be time-consuming and costly, delaying the development process.

And, just like with lower income brackets, societal attitudes towards affordable housing can pose a barrier. Some communities may resist the idea of having affordable housing units nearby, fearing perceived negative impacts on property values or neighborhood safety.

In essence, while the income range may differ, the fundamental obstacles to building affordable housing in the District persist. It requires a multi-faceted approach involving government, developers, and the community to address these challenges and ensure that housing is accessible to all income levels.

Kelvin Brown

As stated above, funding and investments in mission oriented housing for low to moderate income families continues to be problematic for developers because financing opportunities are limited/high risk, increased competition for LIHTC, and the current inflationary market environment.

Wendell Felder

Same as above.

Nate Fleming

There is not enough focus on workforce housing for working individuals and families in this income bracket. For DC residents who earn too much to receive housing vouchers but still cannot afford market-rate housing, we need to strengthen the housing production trust fund and provide more incentives for developers to construct new housing and dedicate substantial percentages of newly constructed units to affordable housing for residents who earn between 30 and 80 percent MFI.

Villareal Johnson

Political will, market forces, and space, plus the need for the creation and management of deeply affordable housing for those with earning potential challenges.

Ebony Payne

Same as the above because the cost of land and development is very expensive and rents for residents making 30-50% MFI can still not be worth the investment for developers.

Veda Rasheed

I believe the answer to this is the same as my answer before because, especially in a city where the cost of living is so high, there is still a stigma against residents with lower incomes and a stigma against services that are meant for those residents. While there is a major difference between 0 percent MFI and 50 percent MFI, the needs are still there.

Denise Reed

Anti-trust. A few developers monopolizing the market, having access to key agencies and "friends" of key high-profile decision-makers. These realities squeeze middle-class aspiring property investors of the market.

Eboni-Rose Thompson

As I said above, the costs are still the main obstacle, because those less expensive than 0-30% MFI development, 30-50% is still expensive to build.

Ward 8

Salim Adofo

For developers, there are not enough government incentives to build and make a return on their investment due to lack of space and overall cost of living for residents.

Q19

What do you think is the greatest obstacle to ensuring that housing is built in the District for residents who make between 50 percent MFI and 80 percent MFI, and why? If your answer is the same as one above, please explain why.

At-large

Rodney Red Grant

I would say my answer is generally the same, but because this group has a higher income, this point is more applicable, but we should subsidize mortgage loans so that more people can buy and maintain their equity, instead of giving rent money to large scale corporations. We have the Home Purchase Assistance Program, but we should fund it more so, and offer it to more people.

Robert White

Even people at middle income levels (30 to 80 percent MFI) face affordability challenges from the land and construction costs referenced in my response to Question 17. Hence people at these income levels still need some help with housing affordability. Another consideration: Far too often, DC subsidizes and otherwise facilitates construction of relatively small (for example, one-bedroom) units, when the greater need is apartments with more bedrooms. There is another consideration relevant to the risk of a “missing middle” in housing availability: Many families at 30 to 80 percent MFI include DC’s first-responders, teachers, health care providers and service industry workers. Those families might be able to find adequate housing in the suburbs, but their doing so risks leaving DC with a deep chasm separating richest and poorest residents.

Ward 2

Brooke Pinto

This demographic typically does not qualify for the most deeply subsidized housing programs designed for lower-income brackets, but they still struggle with the high costs of market-rate housing. The primary challenge is a perfect storm created between rising housing costs and the slower rate of income growth within this income group. As housing prices continue to increase these moderate-income families find fewer options within their financial reach and find themselves in a position where a disproportionate amount of their income goes toward housing costs.

Strategies that specifically focus on increasing the supply of affordable housing through incentives for developers are crucial. Policies like inclusionary zoning can help. Additionally, offering tax incentives or subsidies for developers to build or convert existing properties into affordable units can help increase the supply targeted at this income range. Strengthening and expanding middle-income housing programs will also be essential to ensure that the housing needs of this demographic are met.

Ward 4

Lisa Gore

My response to question #17 addresses all levels of affordability.

Janeese Lewis George

In this range, cost of construction materials and labor can be less than the market price making it possible to profitably produce housing. Issues of land availability, zoning rules, and the cost of dealing with opposition become the primary obstacles.

Ward 7

Ebbon Allen

The greatest obstacle to ensuring housing for residents making between 50 and 80 percent of the median family income (MFI) in the District shares similarities with the challenges faced by lower income brackets, but there are some nuances.

Affordability remains a significant hurdle. While those in this income range may have a bit more financial flexibility compared to lower income brackets, the high cost of housing in the District can still strain their budgets. The gap between median incomes and housing costs continues to widen, making it difficult for moderate-income individuals and families to find suitable housing within their means. Funding constraints are another obstacle. Affordable housing projects targeting this income range often require subsidies, tax incentives, or other financial support to be

financially viable. However, securing these funds can be competitive, as there are limited resources available for affordable housing initiatives, and there may be other pressing priorities competing for funding. Zoning and regulatory challenges persist as well. Navigating through zoning laws, obtaining permits, and meeting compliance standards can be complex and time-consuming, adding delays and costs to the development process.

Lastly, societal attitudes towards affordable housing can pose barriers. Some communities may resist the development of affordable housing units in their neighborhoods, fearing potential impacts on property values or neighborhood character. While the specific income range differs, the fundamental obstacles to building affordable housing in the District remain similar across different income brackets. Addressing these challenges requires a collaborative effort from government, developers, and the community to ensure that housing is accessible and affordable for all residents, regardless of income level.

Kelvin Brown

As stated above there is not much difference in the market, financing, etc. due to current market pressures.

Wendell Felder

Same as above.

Nate Fleming

My answer to this question is similar to the above answer because this income bracket is also too high for vouchers but still in need of deep subsidies to afford housing. There is not enough focus on workforce housing for working individuals and families in this income bracket. For DC residents who earn too much to receive housing vouchers but still cannot afford market-rate housing, we need to strengthen the housing production trust fund and provide more incentives for developers to construct new housing and dedicate substantial percentages of newly constructed units to affordable housing for residents who earn between 30 and 80 percent MFI.

Villareal Johnson

Political will, market forces, and space, plus the need for the creation and management of deeply affordable housing for those with earning potential challenges.

Ebony Payne

The greatest obstacle to ensuring that housing is built in the District for residents who make between 50-80% MFI is that real estate development is either luxury or low-income. Rising property values often displace residents who are middle income because they frequently find themselves priced out of their current neighborhoods and their incomes are often just over the threshold and disqualify them for subsidies meant for low income residents.

Veda Rasheed

As we’ve seen across the country, folks in the middle are often left out of the conversation when issues related to income are discussed. While the need is most concentrated amongst DC residents with the lowest incomes, there is still a need for affordable housing for those in the city who sit in the middle.

Denise Reed

It is unrealistic to believe there is an obstacle for this income bracket.

Eboni-Rose Thompson

As I said above, the costs are still the main obstacle, but as the MFI raises above 50%, the difficulty in maintaining and utilizing tax credits and financing options become a bigger hurdle to be considered.

Ward 8

Salim Adofo

My answer is the same because the cost of developing property at this rate would not yield a suitable return on investment for developers.

Q20

What do you think is the greatest obstacle to ensuring that housing is built in the District for residents who make between 80 percent MFI and 120 percent MFI, and why? If your answer is the same as one above, please explain why.

At-large

Rodney Red Grant

When deciding on a housing location, there are a lot of factors, like commute, environment, schools, etc. People with these higher incomes gravitate towards areas where the school systems are best. The solution isn't to simply offer neighborhoods to people with money near the best DCPS schools, the solution is to improve the quality of all DCPS schools city-wide, so our higher earners may decide to live in other areas, and eliminate any obstacles limiting housing for this group.

Robert White

Even for housing for people at 80 to 120 percent MFI, land and construction costs pose a challenge to housing affordability. Additional considerations also come into play. An enhanced rent control program would help make more of DC's housing affordable for those at 80 to 120 percent MFI. Along the lines of changes advocated by DC's Retain Rent Control coalition, I favor bringing more units under the scope of rent control — every year. I also favor closing loopholes that now exempt property owners from rent control.

Tax policy also affects housing for those at 80 to 120 percent MFI. If DC changed its policy and assessed land and buildings separately, property owners would have a greater incentive to make the "highest and best use" of the land they own; in many cases this would lead to producing more housing on the land they own.

Ward 2

Brooke Pinto

While these residents have relatively stable incomes, the high cost of living and the ever-increasing property values outpace what they can comfortably afford. The most important thing to address this challenge is to increase the supply of housing overall. This situation is compounded by the competitive housing market, which generally prioritizes high-end residential developments over moderately priced homes.

Addressing this challenge requires targeted policy interventions that bridge the gap between income and housing costs. As always, encouraging the development of mixed-income projects can help integrate more moderately priced units into the market.

Ward 4

Lisa Gore

My response to question #17 addresses all levels of affordability.

Janeese Lewis George

If we have a superior land-use policy across DC, it would be easier to add housing for this population since it would be consistently profitable.

Ward 7

Ebbon Allen

The challenge of ensuring housing for residents making between 80 and 120 percent of the median family income (MFI) in the District has its own set of hurdles, though there are parallels with lower income brackets. One significant obstacle is the affordability gap. While individuals and families in this income range may have higher earning potential compared to lower income brackets, they still face challenges in finding housing that fits within their budgets. The high cost of living in the District, including housing costs, can stretch their financial resources and make it difficult to secure suitable housing options.

Additionally, zoning and regulatory constraints can impede the development of housing in this income bracket. Navigating through zoning laws, obtaining permits, and meeting compliance standards can be cumbersome and time-consuming, leading to delays and increased costs for developers. Furthermore, there may be funding limitations for affordable housing initiatives targeting this income range. While individuals and families in the 80-120 percent MFI bracket may not qualify for certain subsidized housing programs, they

still may need assistance to afford housing in a high-cost city like D.C. Securing funding sources to support mixed-income housing developments can be challenging, especially given competing priorities for limited resources.

Societal attitudes towards development, particularly in affluent neighborhoods, can also present obstacles. Some communities may resist the integration of affordable or workforce housing in their areas, fearing potential impacts on property values or neighborhood character. While the specific income bracket may differ, the overarching challenges to building housing in the District remain similar across different income ranges. Addressing these obstacles requires a collaborative approach involving government, developers, and the community to ensure that housing is accessible and affordable for all residents, regardless of income level.

Kelvin Brown

As we move closer to market rate, the downward financing and investment pressures and risks faced by developers is lessened. Additionally, funding and competition for subsidies continue to be a barrier for housing production.

Wendell Felder

Same as above.

Nate Fleming

Residents earning between 80 and 120 percent MFI often need down payment assistance to become first time homebuyers. Assisting these residents involves shoring up the HPAP program to provide larger zero-interest down payment assistance loans to individuals and families with good credit. Residents in this income bracket can also benefit from affordable housing like residents earning between 50-80 percent MFI and in that respect the Housing Production Trust Fund can be better administered to ensure a fair balance in distributing funds between ultra low-income residents and moderate income residents.

Villareal Johnson

The need protect the least, the last and the lost, plus space.

Ebony Payne

Same as above, residents making 80-120% MFI are making enough that they do not qualify for any housing assistance programs.

Veda Rasheed

I believe there is a general consensus that the wealthiest in this city don't need more housing, but the gap between 80 percent and 120 percent MFI is significant and those around the 80 percent range are still struggling to find affordable housing that costs under 30% of their monthly income. I think there is a knowledge gap and a general misunderstanding of who exactly in this city needs more housing. It's not just folks under the 30 percent range... many residents across several tax brackets in DC struggle to find affordable housing.

Denise Reed

It is unrealistic to believe there is an obstacle for this income bracket.

Eboni-Rose Thompson

As the MFI is now more near to market-rate, the main obstacle is difficulty in obtaining and utilizing tax credits and dedicated financing options to bring a project to completion in a timely manner, to offset the benefit of building the project at market rate. available via the HPTF, LIHTC, and other financial incentives, and the longer term cost of 0-30% MFI. Additionally, at this point there are limited programs to assist the buyer or renter.

Ward 8

Salim Adofo

There are no obstacles because this is the market rate.

Q21

While the District has a robust Housing Production Trust Fund, it is not infinite, and land costs in the District impact the number of affordable units that can be constructed, as well as the percentage of MFI to which they can be subsidized. The below scenarios are not inclusive of all options that will ever be on the table. They are, however, representative of the tradeoffs inherent in balancing funding for and the location of income-restricted, subsidized “affordable” housing, which is often cross-subsidized with market-rate housing. Please choose the scenario you would prefer, and explain why you prefer that scenario.

Election	Candidate	One 50-unit project in Congress Heights for residents making between 30 (\$27,100 for a one-person household) and 80 percent (\$72,250) MFI, but no affordable housing in Chevy Chase	One 25-unit project each in both Congress Heights and Chevy Chase, for residents making between 80 (\$72,250) and 120 percent (\$108,350) MFI	One 30-unit project in Chevy Chase for residents making between 60 (\$54,200) and 80 (\$72,250) percent MFI, and one 20-unit market-rate project in Congress Heights	One 10-unit project in Chevy Chase for residents making under 30 (\$27,100) MFI, and one 40-unit market-rate project in Congress Heights
At-large	Rodney Red Grant				
	Robert White				
Ward 2	Brooke Pinto				
Ward 4	Lisa Gore				
	Janeese Lewis-George				
Ward 7	Ebbon Allen				
	Kelvin Brown				
	Wendell Felder				
	Nate Fleming				
	Villareal Johnson				
	Ebony Payne				
	Veda Rasheed				
	Denise Reed				
	Eboni-Rose Thompson				
Ward 8	Salim Adofo				

Q22

I prefer this scenario because:

At-large

Rodney Red Grant

I want to clarify, I wouldn't limit affordable housing in Chevy Chase, I would also provide the 30-unit project in Chevy Chase for residents making between 60 (\$54,200) and 80 (\$72,250) percent MFI. The diversification of the community leads to unexpected growth, we need to realize that as a society too.

Robert White

One of the strongest advocates for affordable housing throughout DC is Jim Knight, Jubilee Housing's Executive Director. Mr. Knight points out that one of the greatest predictors of a child's success is the Zip Code where the child lives. In other words, children thrive when they live in communities that have resources typically available to relatively well-off residents (for example, fresh food, a wide range of services and many positive role models). Hence I support building affordable housing (and deeply affordable housing) in every DC neighborhood. In addition, I support building market-rate housing in neighborhoods with low income levels — because the new residents can help attract resources that every neighborhood needs.

Ward 2

Brooke Pinto

This approach would fulfill the immediate housing needs but also support D.C.'s broader goals of social and economic inclusivity. I am committed to addressing the need for affordable housing in higher density areas like Congress Heights while also continuing our efforts to ensure that we can accommodate more affordable options in every Ward of our city.

This option leverages the Housing Production Trust Fund effectively by focusing resources on creating a significant number of units in an area where they can contribute to community stabilization, help prevent displacement, and support residents whose housing needs are most critical. However, ensures we move closer to our goal of increasing affordability everywhere.

Ward 4

Lisa Gore

None of the presented alternatives stand out as particularly excellent. My selection fell on option #4 because it caters to the 0-30% MFI range within a community ripe with opportunities. The only other choice that addresses the critical need for housing within the 0-30% MFI bracket is option #1; however, it fails to provide affordable housing in parts of Washington D.C. where such options are scarce. Historically, housing solutions for Black and brown communities have been overlooked. There's a pressing need to establish more housing in high opportunity neighborhoods, ensuring that communities that have historically been underserved can benefit from the same level of amenities typically available in affluent areas.

Janeese Lewis George

Ward 3 has a glaring deficiency in the construction of affordable housing, and it's been exacerbated by systemic racism. That must change. I support additional housing development, especially deeply affordable housing in Wards that haven't contributed enough historically. Socioeconomically diverse neighborhoods foster equity and opportunity. I prefer this specific option because it balances the locations of affordable housing without reducing the number of units. We sometimes forget that many people who grew up or currently live in East of the River communities like Congress Heights are there because they want to be. They don't live in those neighborhoods because the housing is less expensive, they live there because that is their community. They don't want housing in Ward 3, they want the housing in their neighborhood to be better. And, as they grow in their careers, they want to remain in the community they care about. But, if we're only building income-restricted housing in these neighborhoods, we're driving out the people who are more invested in the wellbeing of the community. We need to be committed to building quality market-rate housing and deeply affordable housing city-wide to create thriving neighborhoods that span the spectrum of economic profiles.

Ward 7

Ebbon Allen

I would propose that families making between \$72,500 and \$108,350 would also invest in any amenities within their communities. Many families are left out that are earning between those income levels. Every family deserves a fair shot in regards to not just purchasing a home in DC, but being able to reside in the District for years to come.

Kelvin Brown

I prefer this scenario because while it's cheaper to build EOTR we must balance supply with equity. All families deserve the right to live, work and play in a diverse community that has all the necessary amenities required for positive future outcomes.

Wendell Felder

We must make hard choices about where to spend limited resources. That said, I believe that we must do everything we can to create as much affordable housing as we can everywhere in the District. All neighborhoods deserve more new affordable housing.

Nate Fleming

I selected the first scenario because it reaches the widest swath of DC residents. By providing affordable housing for individuals and families earning between 30 and 80 percent MFI, we are providing affordable housing for a wider income range than in all of the other scenarios.

Villareal Johnson

We have to have social economic diversity to build better communities to share values producing opportunity for growth, enhance quality of life and prosperity for all residents throughout the District of Columbia.

Ebony Payne

I believe it is necessary for our affordable housing initiatives to be spread across all eight wards so that Ward 7 is not carrying this responsibility alone. A 30-unit project in Chevy Chase for residents making 60-80% MFI

provides an opportunity for middle income residents to live in one of our best neighborhoods while a 20-unit market rate project in Congress Heights increases our housing stock which will help balance rents overall.

Veda Rasheed

While this scenario is not the most ideal, we must do what we can to avoid concentrating poverty, which is why it is necessary to include lower (when compared to the average) MFI housing in affluent areas like Chevy Chase while building more market-rate housing projects in neighborhoods like Congress Heights.

Denise Reed

Congress Heights deserves and can sustain market rate housing, but it had best provide the amenities and public safety this sector requires, or how would Congress Heights have the gull to ask for market rate? I would advocate for just a little more than 10 units under \$27.1K in Chevy Chase and its surrounding zip codes, but 10 is a start.

Eboni-Rose Thompson

We must create workforce housing across the city so that residents live near the communities where they may work, while also balancing the cost-benefit of building affordable housing. While Congress Heights faces similar needs as communities in Ward 7, such as welcoming residents with disposable income to support new businesses and amenities that would benefit the community overall, it is also important to me that we build affordable housing across the district. I will however, note that neither Congress Heights or Chevy Chase are in Ward 7 and consultation with the members who represent those wards is of the utmost importance to me.

Ward 8

Salim Adofo

it encourages mixed income communities and disperses low-income residents around the District.

Q23

In the Office of Planning’s Housing Framework for Equity and Growth, released in October 2019, Mayor Bowser set targets for the production of affordable housing per planning area “to achieve an equitable distribution of no less than 15 percent affordable housing in each planning area by 2050.” Progress toward these targets is shown above. As a councilmember, what will you do to ensure that enough affordable housing is built in each planning area so as to achieve this goal?

At-large

Rodney Red Grant

As a councilmember, I will immediately identify the vacant properties and lots in every planning area and focus on those, first. I would then start raising support for the Office of Public Private Partnerships, to seek out contractors in development, refurbishment, and historic architecture experts, for developing or refurbishing properties in historic districts.

Robert White

Far too often, the Executive sets high minded goals and, then, fails to achieve them or, worse yet, takes steps that run counter to achieving the goals. This problem exists not just with respect to housing, but with respect to climate, education and transportation as well.

One step to help ensure achieving goals is to set them into law.

Another is rigorous Council oversight: pressing agency heads to specify what they will do to achieve the goals and, then, requiring the agency heads to routinely report on their progress.

The oversight, in turn, can help identify where additional steps are needed, including changes in legislation, funding or personnel.

Ward 2

Brooke Pinto

I am supportive of policies that incentivize the development of affordable units across all planning areas. This includes leveraging tools such as tax incentives, zoning adjustments, and public-private partnerships to encourage the inclusion of affordable housing in new developments.

The Council should also focus on identifying and utilizing underdeveloped or underutilized parcels of land, including public land that can be repurposed for affordable housing projects. I am committed to pushing for transparency and accountability in reporting on affordable housing development. This will ensure that we are on track and allow for timely adjustments to our strategies to meet the housing goals in each planning area.

Ward 4

Lisa Gore

Some planning areas have already met the intended goal, thus, the goal should be the production of affordable housing in areas that have not. Additionally, we must ensure we are not displacing Black and Brown homeowners.

Janeese Lewis George

Economically, culturally, and racially diverse neighborhoods should be our goal. Welcoming neighbors who choose Washington and creating liveable communities for a generation of people who want to make Washington their home are important.

As Councilmembers, our biggest opportunity to make that possible is by enacting a comprehensive plan that is pro-affordability, pro-housing, and pro-equity. I will advocate for one.

We also need political leaders who will use their platform to advocate for safe, equitably just, affordable housing. Here is an example of how I have done just that in my time as a Councilmember: <https://www.petworthnews.org/blog/cm-lewis-george-affordable-housing>

Ward 7

Ebbon Allen

As a councilmember, ensuring the equitable distribution of affordable housing in each planning area to meet Mayor Bowser’s targets by 2050 would be a top priority. To achieve this goal, several proactive steps can be taken:

- Introduce and advocate for legislation that incentivizes the development of affordable housing in every planning area. This might include offering tax incentives, density bonuses, or expedited permitting processes for projects that meet affordable housing quotas.
- Foster community engagement and collaboration to identify suitable sites for affordable housing development within each planning area. Conducting outreach, hosting town hall meetings, and soliciting input from residents can help ensure that proposed developments align with community needs and priorities.
- Forge partnerships with developers to encourage the inclusion of affordable housing units in new developments. This could involve negotiating with developers to allocate a percentage of units as affordable housing or providing financial incentives to offset development costs.
- Implement measures to preserve existing affordable housing stock within each planning area. This might involve offering financial assistance to property owners for rehabilitation or retrofitting of affordable housing units to maintain affordability
- Advocate for the equitable allocation of resources and funding for affordable housing initiatives across all planning areas. Ensure that each area receives its fair share of funding for affordable housing development and preservation efforts.

Q23

In the Office of Planning’s Housing Framework for Equity and Growth, released in October 2019, Mayor Bowser set targets for the production of affordable housing per planning area “to achieve an equitable distribution of no less than 15 percent affordable housing in each planning area by 2050.” Progress toward these targets is shown above. As a councilmember, what will you do to ensure that enough affordable housing is built in each planning area so as to achieve this goal?

- Establish mechanisms for monitoring progress towards the 15 percent affordable housing target in each planning area. Regularly review and assess progress, hold stakeholders accountable for meeting targets, and adjust strategies as needed to address any disparities or challenges.
- Advocate for robust inclusionary zoning policies and zoning reforms that require a portion of new developments to include affordable housing units
- Work to streamline zoning regulations and remove barriers to affordable housing development in each planning area.

By taking a comprehensive and proactive approach that involves legislative action, community engagement, partnerships with developers, equitable resource allocation, monitoring progress, and advocating for policy reforms, we can work towards achieving Mayor Bowser’s targets for affordable housing in each planning area by 2050.

Kelvin Brown

As council member, I would advocate, meet with the DPMED/DCHD/OP and other DC agencies to ensure all housing production targets are being met. Additionally, through my oversight responsibilities, I would work to ensure these goals are being proactively communicated to all stakeholders and risks are being mitigated properly.

Wendell Felder

As the next Ward 7 Councilmember, I will work closely with DCHD, OP and DMPED to make sure that the affordable housing units that have been publicized are being delivered on time and I would also work with my CM Robert White to track the progress of each of these units.

Nate Fleming

I would push for more incentives to be given to developers until each goal is met. Developers do not produce affordable housing without government incentives. It is also important to note that housing is less likely to be produced when crime rates are high. This is why I have an extensive evidenced-based plan to address public safety concerns. I encourage you to review my public safety plan on my website at nateford.com.

Finally, again I must point to social housing and community land trusts as ways to help reach and exceed these goals within the desired time frames.

Villareal Johnson

Introduce legislation that target areas that need to have more affordable units to bring parity. To equable grow communities and improve social economic we must diversify communities.

Ebony Payne

As Councilwoman, I will work in conjunction with my colleagues on the Council to ensure that affordable housing is built in each planning area by fully funding existing incentives for affordable housing units such as the Housing Production Trust Fund and identifying key areas within each Ward for housing development. I will also work to ensure our existing stock of affordable housing is meeting the needs of our residents such as being mold and pest free.

Veda Rasheed

I would work with all the requisite agencies, committees, local organizations, and the Bowser administration, as well as keep in constant contact with my constituents to ensure housing is built in areas with the greatest need. This must be a collaborative effort to be successful and sustainable for decades to come.

Denise Reed

Oversight, oversight status hearings, investor background checks and oversight

Eboni Rose-Thompson

As a councilmember I would push for greater oversight into affordable housing development in the district, both in the bidding process and the delivery (in line with the DC Auditor’s recommendations). It is important not only to fund the HPTF, but to be stewards of the process to ensure funds are being dispersed in the most effective way and deliver on the promise of affordable housing.

In addition, I would explore changes to zoning and historical designation rules to remove roadblocks to building affordable housing across all planning areas.

Ward 8

Salim Adofo

If the DC Government is not achieving this goal, I will ask my colleagues and other advocates how best to achieve this goals.

Q24

The Tenant Opportunity to Purchase Act has historically enabled the cooperative purchase of apartment buildings that are put up for sale by a tenants’ association. There are many ins and outs of the TOPA process, one of which is the ability of tenants to take buyouts, if the interested buyer is willing to make them. Buyouts have skyrocketed to, in some deals, \$60,000 per unit, making TOPA, functionally, not an anti-displacement policy but, rather, a tenant-equity policy. Do you think this is a suitable evolution of TOPA, or should the law be amended to either formalize or restrict this?

Election	Candidate	This is a suitable evolution of TOPA.	TOPA should be amended to restrict this.	TOPA should be amended to formalize this.
At-large	Rodney Red Grant			
	Robert White			
Ward 2	Brooke Pinto			
Ward 4	Lisa Gore			
	Janeese Lewis-George			
Ward 7	Ebbon Allen			
	Kelvin Brown			
	Wendell Felder			
	Nate Fleming			
	Villareal Johnson			
	Ebony Payne			
	Veda Rasheed			
	Denise Reed			
	Eboni-Rose Thompson			
Ward 8	Salim Adofo			

Q25

Please explain your selected response. If you'd like, feel free to expound upon cutbacks to TOPA eligibility, including the recently proposed 10-year exemption to TOPA in the Downtown Action Plan.

At-large

Rodney Red Grant

The Tenant Opportunity to Purchase Act (TOPA) gives tenants a very powerful seat at the table, however, we need to formalize the rights and responsibilities for tenants, to ensure it remains in perpetuity.

Robert White

DC Government policies should enhance rather than restrict tenant purchases.

One terrible consequence of the buyout loophole is that it gets in the way of good-faith efforts to arrange for tenant purchases. Exempting TOPA in the name of downtown revitalization is outrageous. This proposal and others in the Downtown so-called "Action" Plan seem more like attempts to use a genuine need for revitalization as an excuse to enrich already wealthy business and property owners.

Ward 2

Brooke Pinto

Amending TOPA to place reasonable restrictions on buyouts would help ensure that the policy fulfills its intended purpose. If buyouts become excessively high, they might encourage tenants to leave, which can result in the loss of affordable housing units and potentially alter the character of neighborhoods. It's important that TOPA continues to function as a policy that supports tenants' ability to remain in their communities and secure affordable housing in the long term. We have also seen this practice abused where longterm families have taken a buy out that may actually be less than what the unit would be sold at market rate.

Ward 4

Lisa Gore

If this policy is formalized, there is an opportunity to make the process equitable.

Janeese Lewis George

Displacement fractures community bonds and erodes the culture of our communities. While housing creation is vital, we must also address how it impacts long-term residents and ensure that they have the ability to stay without feeling pushed out. This issue has many economic factors, but it isn't just about supply and demand. It's also about understanding what drives people out of the community – everything from noise complaints for gatherings that have been established across many generations to the transformation of our long-time local businesses to cater to new residents. Achieving neighborhoods in which new residents and longtime residents thrive at the same time are very much possible, and I'd like to learn more about policies that promote that outcome.

Regarding the evolution of TOPA, I want to learn more about how and if the changing dynamics have impacted TOPA as a tool to slow displacement and also how it contributes to racial wealth disparity. The high payouts are obviously not the desired outcome for TOPA transactions, but they serve a purpose. More times than not, if a renter has to take a buyout, they then leave the District. If we're going to force them from their homes, they should at least be paid for it.

Rather than eliminate buyouts, I would prefer to find a way to make them the exception rather than the rule. We need to make it easier for residents to exercise their TOPA rights and actually become owners of their properties. Ideally, if a property is being sold, it should be converted into social housing rather than an expensive buyout plan that pushes out tenants and raises rents.

Ward 7

Ebbon Allen

It doesn't show equity for our District tenants. The cutbacks affect the families that deserve to reside in the District. DC tenants deserve equity to be able to live and enjoy all of the amenities that our city has to offer.

Kelvin Brown

I believe that tenant buyouts are fraught with fraud, waste and abuse. The goal of TOPA is to allow tenants the right to certain protections that will enable them to have safe, stable and affordable housing options. Allowing buyouts further enhances displacement which TOPA seeks to eliminate.

Wendell Felder

The TOPA process is a very complex matter and as the next Ward 7 Council, I will spend time learning the ins and outs before any decisions are made from my end.

Nate Fleming

Being able to assign the tenant association's interest in the property to a third party is part of the tenants' first right to purchase the property as is the intent of TOPA. Therefore, I do not believe it is necessary to amend TOPA to restate what is already in the law.

Villareal Johnson

We enhance TOPA using it as a tool to create wealth building opportunities for tenants allowing for them to profit more off of their relocation should they not chose to buy the unit and or stay in the District of Columbia. The base should be no less than 75,000

Ebony Payne

TOPA should be used as an anti-displacement tool and as Ward 7 Councilwoman, I will meet with our tenant associations, developers, and real estate agents to come to a suitable solution that balances the needs of all parties and stakeholders.

Veda Rasheed

If tenants are willing to sell apartments in a buy-out, I believe they should be able to do so. For instance, a tenant shouldn't be forced to live through construction after purchasing from the original building owner or even be forced to become a homeowner if they don't want to be. However, I do believe a formal process should be created to ensure that tenants and buyers are not abusing the process and that regulations are in place to protect all parties. We must also formalize to ensure that tenants have the resources to purchase if they so choose to. This will avoid many of the costly, time-wasting issues between buyers and sellers.

Denise Reed

N/A

Eboni-Rose Thompson

I am deeply committed to advocating for policies that promote and balance our ability to produce the revenue necessary to afford the desperately needed social safety net that protects vulnerable populations. In line with this commitment, I am dedicated to crafting legislation that strikes a balance safeguarding against displacement and helping facilitate property transactions. Formalizing buyouts could include caps, which would both provide relief to displaced tenants, while providing clarity to homeowners and redevelopers and account for any prohibitive costs that would jeopardize the production of affordable housing moving forward, and allow for a more transparent and efficient process overall.

Ward 8

Salim Adofo

It's important to find a way to put caps on buyouts.

Q26

**Limited-equity co-ops and community land trusts enjoy widespread support.
How would you encourage their proliferation?**

At-large

Rodney Red Grant

We need to educate the public about their rights and encourage them to connect to resources that may help them form limited-equity co-ops and community land trusts. Further, we should fund community organizations that do active on the ground training and education, as well as even forming limited equity co-ops and community land trusts.

Robert White

I support a review of DC's current housing legislation and policies (for example, those governing the Housing Production Trust Fund) to ensure that the legislation/policies encourage rather than impede capitalizing on limited equity coops and community land trusts.

In addition, I would encourage the Mayor to utilize the District Opportunity to Purchase Act (DOPA) so the DC Government could acquire properties quickly and, then, resell the properties to coops and land trusts that the DC Government helps to form.

Ward 2

Brooke Pinto

I would advocate for increased funding and financial incentives, such as low-interest loans or grants specifically allocated to development and sustainability. This financial backing would lower the entry barriers for creating and maintaining limited-equity co-ops and community land trusts.

I also support promoting policy changes that make land more accessible for these uses, potentially through preferential zoning adjustments or the allocation of surplus public land specifically for affordable housing initiatives like community land trusts.

Ward 4

Lisa Gore

Through support of increased budget dollars.

Janeese Lewis George

Yes!

Ward 4 doesn't have many limited-equity co-ops or Community Land Trusts (CLTs), but I happily encourage them for the development of new properties or conversion of old ones. In my time on the Council, I have advocated for and ensured additional funding for DHCD to use to provide technical assistance grants to tenant associations that want to do a co-op conversion. I also advocated specifically for the restoration of a CLT's funding in the FY24 budget when it had been stripped away by the administration.

When I meet with tenant associations or developers who are looking to develop new housing or convert existing housing, I ask about options for ownership. Many times, the developers or residents don't feel like that's an option because they don't understand the process of setting up a limited-equity co-op or think CLTs are a way for the government to take their home. One of the best things the Council can do to encourage development of co-ops and CLT properties is to restore funding to the agencies that work with tenant associations to explain and administer these.

Ward 7

Ebbon Allen

Encouraging the proliferation of limited-equity co-ops and community land trusts is essential for promoting affordable housing and empowering communities. These models have demonstrated their effectiveness in providing stable and affordable housing options while fostering community ownership and control. To further support their growth, several strategies could be implemented.

First and foremost, providing financial incentives and subsidies for the development of limited-equity co-ops and community land trusts can be instrumental. This might include grants, low-interest loans, or tax incentives to offset the costs of acquiring land, constructing or rehabilitating buildings, and implementing supportive services.

Secondly, streamlining regulatory processes and reducing bureaucratic barriers can facilitate the creation and operation of these housing models. Simplifying zoning regulations, expediting permitting processes, and offering technical assistance can help navigate the complexities of development and ensure compliance with legal requirements.

Additionally, raising awareness and building capacity within communities about the benefits and feasibility of limited-equity co-ops and community land trusts is crucial. Providing education and training programs on cooperative governance, financial management, and community engagement can empower residents to initiate and sustain these initiatives.

Q26

**Limited-equity co-ops and community land trusts enjoy widespread support.
How would you encourage their proliferation?**

Furthermore, fostering partnerships and collaboration between government agencies, nonprofit organizations, financial institutions, and community stakeholders can leverage resources and expertise to support the proliferation of these housing models. By working together, these entities can pool resources, share best practices, and coordinate efforts to address housing affordability challenges effectively.

Lastly, advocating for supportive policies at the local, state, and federal levels can create an enabling environment for the expansion of limited-equity co-ops and community land trusts. This might include enacting legislation to protect and promote cooperative housing, allocating dedicated funding for affordable housing initiatives, and incorporating these models into broader housing policy frameworks.

Overall, by implementing a multifaceted approach that combines financial incentives, regulatory reforms, capacity building, collaboration, and advocacy, we can encourage the widespread proliferation of limited-equity co-ops and community land trusts, thereby advancing housing affordability and community empowerment.

Kelvin Brown

As council member, I would partner with functioning and successfully CLTs to help strengthen, educate and better position CLTs. This would help to preserve land for DC residents and help with displacement.

Wendell Felder

I would work with the district housing agencies, stakeholders, development and community leaders to explore ways to create more community land trust options in Ward 7.

Nate Fleming

I strongly support limited-equity co-ops and community land trusts and would encourage their proliferation by supporting legislation that increases their footprint. I will also fight for funding for these programs in the budget cycle. My plan involves continued support for developing community land trusts in DC. These trusts aim to acquire and steward housing, focusing on a defined geographical area. The goal is to serve low-income and disadvantaged populations, ensuring a robust stock of permanently affordable housing, with a commitment to long-term preservation and stewardship of housing affordability.

Villareal Johnson

I would encourage any housing opportunity that enables residents to leverage their housing to access more wealth creation. I would support the proliferation of any concept or idea that uses housing to the benefit of the housed.

Ebony Payne

I will work with developers to encourage any new housing initiatives that help increase our housing stock including limited-equity co-ops and community land trusts. My primary focus will be on ensuring grocery stores are used as anchors in any new housing developments.

Veda Rasheed

Co-ops and land trusts are central to my affordable housing platform. I would work closely with the mayor's office to ensure attention is once again paid to how co-ops and CLTs would benefit her affordable housing goal and create more equity and a greater sense of community amongst DC residents. I would also work directly with my constituents to establish ideal locations, work with housing advocates at all levels of government to learn as much as I can and work with my constituents to pressure Mayor Bowser into action.

Denise Reed

Keep what is on the books and assure it remains.

Eboni-Rose Thompson

I would encourage more community land trusts and limited-equity co-ops by engaging community advocates in exploring these options, and asking DMPED to help identify and examine the feasibility of determined sites within Ward 7, then pushing for set-asides in the budget to support their creation and sustainability. In the longer term, I would review legislative opportunities to make sure that CLT and limited-equity co-ops are properly supported in the District.

Ward 8

Salim Adofo

Organizations like the Douglas Community Land Trust do excellent work. As a Council Member, I will work to support greater DC funding for them, and I will encourage private business to contribute to such organizations. In addition, I'll encourage legislation that would allow DC residents to use housing vouchers to help pay co-op fees.

Q27

Describe your views of the District’s inclusionary zoning policy. What do you think it should be achieving? What is it currently failing to do? What, if anything, you think should be changed about it?

At-large

Rodney Red Grant

The policy is a good start, but the process for utilizing the program, and the wait list is far too long. We need to streamline the process, speed up wait times, and serve more people.

Robert White

Inclusionary zoning is an important tool for increasing DC’s stock of affordable housing. Too often, the program produces units that are smaller than what DC families need. In addition, processes for accessing IZ units are confusing, obscure and not coordinated with other DC Government housing initiatives.

First, DC should consider changing IZ legislation to prioritize building units of two bedrooms and more. Second, those responsible for managing the IZ program should revamp the program’s operation — to make it easier for members of the public to take advantage of the program and to use the program to help achieve DC’s housing priorities.

Ward 2

Brooke Pinto

I think inclusionary zoning policy in the District can be improved to meet the higher demand of affordable housing, but that it is an imperative tool to ensure that new development is a partner in building more housing that can be more affordable to residents.

Ward 4

Lisa Gore

Inclusionary Zoning is a well-intentioned program, however, it has not delivered the amount of affordable housing DC demands. Additionally, the program continues to produce units at the higher end of the affordability level, which means although units are accessible to moderate-income households, we still need to do more to make them accessible low and very-low income households. Again, producing housing at the lower affordability levels is expensive and requires additional public and private investments.

Janeese Lewis George

I imagine a world where we are adding significant amounts of workforce housing, deeply affordable housing, and also market-rate housing—a DC in which teachers can live near the DCPS schools they teach in and there is workforce housing available for nurses who want to live near the health facilities where they provide care.

I imagine a block like the one I grew up on where my history teacher lived across the street and many grandparents, children, and grandchildren all lived right near each other. We don’t see nearly enough housing to meet any of these needs let alone all of them and it means people who would want to live in DC, including many friends of mine, are pushed to Baltimore or other cities. We are losing amazing neighbors this way.

IZ is meant to produce sustainably affordable (and deeply affordable) housing and it does, just not enough and too slowly. I am so glad we have IZ since it has created many units and I hope IZ+ will exceed expectations but given the depth of our housing crisis it will have to!

I was struck by the results out of Austin where they seem to have succeeded at building enough housing that rents are actually going down while they are rapidly increasing in most cities with robust job markets. I’d consider it a big success if we could build enough housing that rents finally went down.

The District currently has a robust IZ program that I think can be a strong tool for creating both rental and homeownership units. The problem isn’t in the design of the program, it is in the execution and administration. Developers and property managers are often forced to let these homes sit empty for once while they wade through the lengthy lottery process at DHCD. This costs the developers money, frustrates all parties involved, and discourages increasing the number of IZ units in a development. This is a problem that can be fixed.

Q27

Describe your views of the District’s inclusionary zoning policy. What do you think it should be achieving? What is it currently failing to do? What, if anything, you think should be changed about it?

Ward 7

Ebbon Allen

In theory, inclusionary zoning should serve as a powerful tool for promoting economic diversity and creating more equitable communities. It should be achieving a delicate balance between stimulating development and ensuring that a portion of that development is reserved for affordable housing units. Ideally, inclusionary zoning should be fostering mixed-income neighborhoods, where individuals from various socioeconomic backgrounds can live together, share resources, and contribute to vibrant, inclusive communities. It should be a means of addressing the housing affordability crisis by mandating that developers include affordable units in their projects or contribute to an affordable housing fund.

However, as with many well-intentioned policies, the reality often falls short of the ideal. In some cases, inclusionary zoning policies may not be effectively enforced, leading to developers skirting their obligations or finding loopholes to avoid compliance. This can result in a lack of truly affordable housing being built, perpetuating the cycle of exclusion and exacerbating housing inequality. Furthermore, there may be challenges with the design and implementation of inclusionary zoning policies.

The requirements and incentives offered to developers may not be sufficient to encourage the construction of affordable units, especially in high-cost markets like the District. Additionally, the income thresholds used to determine affordability may not accurately reflect the needs of lower-income residents, leading to a mismatch between available housing and the population in need. To improve the effectiveness of inclusionary zoning policies, several changes could be considered.

This might include strengthening enforcement mechanisms to ensure compliance by developers, providing more substantial incentives for affordable housing construction, and revisiting income thresholds to better target those in need. Additionally, there should be a concerted effort to engage with communities and stakeholders to ensure that inclusionary zoning policies are tailored to local needs and context, fostering genuine inclusivity and equity in housing development.

Kelvin Brown

I believe the current IZ program does not provide enough units of supply either for sale or rental units for the current need. New buildings that receive tax payer dollars should be required to have at least 20% IZ units available for low to moderate income families based on DC MFI. This requirement would help to add additional supply to meet Mayor Bowser housing commitment.

Wendell Felder

IZ is a smart way to develop affordable housing without providing a direct government subsidy. I also support the manner in which IZ has spread new affordable housing across the District and how it creates mixed-income housing—an outcome I strongly support. I would, however, like to consider whether the eligibility income bands could be lowered to target DC residents below 50%MFI.

Nate Fleming

I am generally a fan of the District’s inclusionary zoning policy, and like other affordable housing programs, I would like to see the program expanded to reach more DC residents.

Villareal Johnson

IZ is a step in the right direction, allowing for residents, who otherwise may not, have access to a safe, livable, walkable community. However, housing needs to be a tool for increased income, quality of life and wealth generation. I would like to see rentals restrictions allow for career growth and advancement.

Ebony Payne

Our Inclusionary Zoning policy is one of the best tools we have to ensure affordable housing is included as part of any new housing developments. Our IZ program should prioritize the needs of our most vulnerable residents and as such, we should reconsider the lottery model in favor of a formula that accounts for residents who demonstrate a greater need.

Veda Rasheed

IZ helps support expanding affordable housing, especially mixed-income residences, as well as support market-rate projects for economic diversity. Unfortunately, I don’t think IZ is enough to tackle our housing issue now, but I will do what I can to strengthen it so it can meet as many of our needs as possible.

Denise Reed

Subjective to individual communities.

Eboni-Rose Thompson

Inclusionary zoning should be more highly advertised so residents can take advantage of these housing units. Inclusionary zoning is currently an underutilized lever we must pull to achieve our workforce housing goals, especially for city employees and first-responders like firefighters, teachers, and police officers.

Ward 8

Salim Adofo

The law should require more IZ units and the DC Government should do a better of letting residents know how they can get these units.

Q28

Affordable housing is publicly subsidized in two main ways: project-based subsidies (such as Housing Production Trust Fund dollars or Low-Income Housing Tax Credits) that are tied to a unit and reduce its cost for any qualified tenants who live there, and tenant-based subsidies (i.e., portable vouchers) that a qualified tenant can use on any market-rate unit. Acknowledging that an even split is not realistic, how do you think the District should divide its public subsidy money between these two methods?

Election	Candidate	Entirely project-based	Mostly project-based	Mostly tenant-based	Entirely tenant-based
At-large	Rodney Red Grant				
	Robert White				
Ward 2	Brooke Pinto				
Ward 4	Lisa Gore				
	Janeese Lewis-George				
Ward 7	Ebbon Allen				
	Kelvin Brown				
	Wendell Felder				
	Nate Fleming				
	Villareal Johnson				
	Ebony Payne				
	Veda Rasheed				
	Denise Reed				
	Eboni-Rose Thompson				
Ward 8	Salim Adofo				

Land use

**GREATER GREATER WASHINGTON
D.C. COUNCIL CANDIDATE QUESTIONNAIRE
2024 DEMOCRATIC PRIMARY**

Q29

Sports teams and government officials have long touted the economic benefits of publicly financed, privately owned sports stadiums, but research spanning the last 30-plus years has found that these projects consistently do not deliver their promised economic impacts, while imposing major public costs. Which of the following statements best describes your view?

Election	Candidate	I support public funding for privately owned sports stadiums in the District.	I do not support public funding for privately owned sports stadiums in the District.
At-large	Rodney Red Grant		
	Robert White		
Ward 2	Brooke Pinto		
Ward 4	Lisa Gore		
	Janeese Lewis-George		
Ward 7	Ebbon Allen		
	Kelvin Brown		
	Wendell Felder		
	Nate Fleming		
	Villareal Johnson		
	Ebony Payne		
	Veda Rasheed		
	Denise Reed		
	Eboni-Rose Thompson		
Ward 8	Salim Adofo		

Q30

The District’s current Comprehensive Plan was written in 2006 and amended in 2021. The Office of Planning will begin the process of rewriting it in 2025. The Comp Plan is the District’s foundational land-use document; though land use naturally intersects with other sectors, the Comp Plan’s legal scope is limited to land use alone. Which of the following will be your top priority in a rewrite of it?

Election	Candidate	Creating opportunities for new housing	Preserving green space	Preserving the character of existing neighborhoods
At-large	Rodney Red Grant			
	Robert White			
Ward 2	Brooke Pinto			
Ward 4	Lisa Gore			
	Janeese Lewis-George			
Ward 7	Ebbon Allen			
	Kelvin Brown			
	Wendell Felder			
	Nate Fleming			
	Villareal Johnson			
	Ebony Payne			
	Veda Rasheed			
	Denise Reed			
	Eboni-Rose Thompson			
Ward 8	Salim Adofo			

Q31

Traditional smart-growth planning principles concentrate high-density construction, including apartment buildings, on major corridors. This, by design, leaves residential areas off of corridors untouched. Do you agree with this approach to the distribution of housing within neighborhoods?

Election	Candidate	Yes	No
At-large	Rodney Red Grant	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Robert White	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ward 2	Brooke Pinto	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ward 4	Lisa Gore	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Janeese Lewis-George	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ward 7	Ebbon Allen	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Kelvin Brown	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Wendell Felder	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Nate Fleming	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Villareal Johnson	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Ebony Payne	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Veda Rasheed	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Denise Reed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Eboni-Rose Thompson	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ward 8	Salim Adofo	<input checked="" type="checkbox"/>	<input type="checkbox"/>

Q32

Production, distribution, and repair zones—basically, industrial uses—are largely concentrated in the Near Northeast planning area. In a Comprehensive Plan rewrite, would you support a fair-share approach to the location of parcels zoned for PDR, which would necessitate adding PDR zoning to planning areas where there currently is none or very little, such as Near Northwest and Rock Creek West?

Election	Candidate	Yes	No
At-large	Rodney Red Grant	Yes	No
	Robert White	No	Yes
Ward 2	Brooke Pinto	Yes	No
Ward 4	Lisa Gore	Yes	No
	Janeese Lewis-George	Yes	No
Ward 7	Ebbon Allen	Yes	No
	Kelvin Brown	Yes	No
	Wendell Felder	Yes	No
	Nate Fleming	Yes	No
	Villareal Johnson	Yes	No
	Ebony Payne	Yes	No
	Veda Rasheed	Yes	No
	Denise Reed	Yes	No
	Eboni-Rose Thompson	Yes	No
Ward 8	Salim Adofo	No	Yes

Q33

Where in the District should PDR zoning should be added so as to more fairly balance it across the District? If you do not think PDR zoning should be added in the District, please write, “I do not think PDR zoning should be added in the District.”

At-large

Rodney Red Grant

No one demographic should bear the burden of all the production, distribution and repair zones. These services help all DC residents, so PDR zoning should be modified to reflect that.

Robert White

We all live downstream. No industrial activity should be allowed to pollute in any part of the DC. For example, even though zoning permits industrial activities near Ivy City and the Alexander Crummell School, businesses conducting such activities must do so in ways that contain pollution — particularly the air pollution brings serious harm to children living nearby.

Distributing pollution equitably is no solution; hence I do not think PDR zoning should be added in the District. However, I am open to hearing other explanations about why DC might need additional areas for industrial activity.

Ward 2

Brooke Pinto

First and foremost, we need to do more to mitigate the harmful impacts that certain sites have on the environment and the wellbeing of residents who live close by. We see disproportionate impacts on residents of Ward 5. We should continue to seek to spread out this balance in other areas of the city that have large swaths of land and ideally not right next to residential units.

Ward 4

Lisa Gore

This is an environmental justice issue that brings to mind the Ivy City community. Although I agree that distribution of PDR zones must be fair, I am extremely hesitant to add any additional polluting or unsafe facilities to any communities. Harm shouldn't be distributed, but safe industrial uses are acceptable.

Janeese Lewis George

I agree with the equity goal of having PDR zoning be more broadly distributed but would welcome additional specific proposals to learn more about the optimal locations for advancing those goals.

Ward 7

Ebbon Allen

I do not think PDR zoning should be added to the District.

Kelvin Brown

As council member, I would work with my council colleagues, ANCs, the general public and field experts to determine the best location for PDRS that is efficient, equitable and safe.

Wendell Felder

I think that decisions to locate new PDR zones should be undertaken, first and foremost, through a robust community engagement process. Therefore, I won't presume to know now—without community input—where new PDR zones should be located.

Nate Fleming

PDR should not be concentrated in poorer regions of the District where more residents of color reside. Equitable zoning policy means distributing PDR zoning throughout the District as not to create a disproportionate and negative impact on underserved communities. Industrial projects often compromise air quality and water quality creating an issue of environmental injustice in communities of color. Spacing these projects protects the health of our most vulnerable residents.

Villareal Johnson

Along federal highways and corridors supportive of heavy vehicles.

Ebony Payne

Northwest and Rock Creek West

Veda Rasheed

As is the case in many cities across the country, Black and Brown communities and low-income communities in general are overburdened by the environmental costs that come with PDR zoning. These projects cannot solely be placed in these communities, which are already struggling; instead, we must spread these projects throughout the city, identifying where they will best fit, and ensure that we are not exacerbating existing environmental injustices or creating new ones. Any further PDR zoning must be done with the greatest care to ensure the health and safety of our residents.

Denise Reed

West of Rock Creek

Eboni-Rose Thompson

New industrial uses should not be placed in areas that are overly concentrated. Additionally, I am committed to working to put environmental safe guards in place in existing PDR zones.

Ward 8

Salim Adofo

Near Northeast is already designated for industrial activities. DC should stick to its plan. Ward 8 has enough challenges already, we should not be burdened with industrial zones.

Q34

Land-use changes in the District are sometimes, though not always, required to be accompanied by a public input and/or community outreach process. The following is a non-exhaustive list of means by which public input might emerge, or community outreach might be conducted. Of course, different proposals will occur in different contexts, and it's understandable that you might feel that your preferred ranking would vary based on individual proposals. However, all else being equal, rank the following based on how greatly you, as a councilmember, would value them:

At-large

Rodney Red Grant

1. A statistically significant survey or poll of neighbors adjacent to a given site
2. Letters, emails, and calls from residents adjacent to a given site
3. A statistically significant survey or poll of ward residents
4. A statistically significant survey of District residents
5. Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
6. Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
7. A petition with 100 or more signatures
8. Emails sent via click-to-send action alert
9. A resolution passed by the relevant Advisory Neighborhood Commission(s)

Robert White

1. A statistically significant survey of District residents
2. A resolution passed by the relevant Advisory Neighborhood Commission(s)
3. A statistically significant survey or poll of ward residents
4. A statistically significant survey or poll of neighbors adjacent to a given site
5. Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
6. Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
7. Letters, emails, and calls from residents adjacent to a given site
8. A petition with 100 or more signatures
9. Emails sent via click-to-send action alert

Ward 2

Brooke Pinto

1. A resolution passed by the relevant Advisory Neighborhood Commission(s)
2. Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
3. Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
4. Letters, emails, and calls from residents adjacent to a given site
5. A petition with 100 or more signatures
6. A statistically significant survey of District residents
7. A statistically significant survey or poll of neighbors adjacent to a given site
8. A statistically significant survey or poll of ward residents
9. Emails sent via click-to-send action alert

Ward 4

Lisa Gore

1. Letters, emails, and calls from residents adjacent to a given site
2. A statistically significant survey or poll of neighbors adjacent to a given site
3. A statistically significant survey or poll of ward residents
4. A statistically significant survey of District residents
5. Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
6. Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
7. A resolution passed by the relevant Advisory Neighborhood Commission(s)
8. A petition with 100 or more signatures
9. Emails sent via click-to-send action alert

Janeese Lewis George

1. A statistically significant survey or poll of ward residents
2. A statistically significant survey of District residents
3. A statistically significant survey or poll of neighbors adjacent to a given site
4. A resolution passed by the relevant Advisory Neighborhood Commission(s)
5. Letters, emails, and calls from residents adjacent to a given site
6. Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
7. Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
8. A petition with 100 or more signatures
9. Emails sent via click-to-send action alert

Ward 7

Ebbon Allen

1. Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
2. A resolution passed by the relevant Advisory Neighborhood Commission(s)
3. A statistically significant survey or poll of neighbors adjacent to a given site
4. Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
5. A petition with 100 or more signatures
6. A statistically significant survey of District residents
7. A statistically significant survey or poll of ward residents
8. Letters, emails, and calls from residents adjacent to a given site
9. Emails sent via click-to-send action alert

Kelvin Brown

1. A resolution passed by the relevant Advisory Neighborhood Commission(s)
2. Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
3. Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
4. A statistically significant survey or poll of neighbors adjacent to a given site
5. Letters, emails, and calls from residents adjacent to a given site
6. Emails sent via click-to-send action alert
7. A petition with 100 or more signatures
8. A statistically significant survey or poll of ward residents
9. A statistically significant survey of District residents

Q34

Land-use changes in the District are sometimes, though not always, required to be accompanied by a public input and/or community outreach process. The following is a non-exhaustive list of means by which public input might emerge, or community outreach might be conducted. Of course, different proposals will occur in different contexts, and it's understandable that you might feel that your preferred ranking would vary based on individual proposals. However, all else being equal, rank the following based on how greatly you, as a councilmember, would value them:

Wendell Felder

1. A statistically significant survey or poll of neighbors adjacent to a given site
2. Letters, emails, and calls from residents adjacent to a given site
3. Emails sent via click-to-send action alert
4. A resolution passed by the relevant Advisory Neighborhood Commission(s)
5. A statistically significant survey or poll of ward residents
6. A statistically significant survey of District residents
7. A petition with 100 or more signatures
8. Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
9. Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing

Nate Fleming

1. Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
2. Letters, emails, and calls from residents adjacent to a given site
3. A resolution passed by the relevant Advisory Neighborhood Commission(s)
4. Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
5. A statistically significant survey or poll of neighbors adjacent to a given site
6. A statistically significant survey or poll of ward residents
7. A petition with 100 or more signatures
8. Emails sent via click-to-send action alert
9. A statistically significant survey of District residents

Villareal Johnson

1. Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
2. Letters, emails, and calls from residents adjacent to a given site
3. Emails sent via click-to-send action alert
4. A petition with 100 or more signatures
5. A statistically significant survey or poll of neighbors adjacent to a given site
6. A statistically significant survey or poll of ward residents
7. A statistically significant survey of District residents
8. Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
9. A resolution passed by the relevant Advisory Neighborhood Commission(s)

Ebony Payne

1. Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
2. Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
3. A resolution passed by the relevant Advisory Neighborhood Commission(s)
4. A petition with 100 or more signatures
5. Letters, emails, and calls from residents adjacent to a given site
6. A statistically significant survey or poll of neighbors adjacent to a given site
7. A statistically significant survey or poll of ward residents
8. A statistically significant survey of District residents
9. Emails sent via click-to-send action alert

Veda Rasheed

1. Letters, emails, and calls from residents adjacent to a given site
2. Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
3. Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
4. A resolution passed by the relevant Advisory Neighborhood Commission(s)
5. A statistically significant survey or poll of neighbors adjacent to a given site
6. A petition with 100 or more signatures
7. A statistically significant survey or poll of ward residents
8. A statistically significant survey of District residents
9. Emails sent via click-to-send action alert

Denise Reed

1. A statistically significant survey or poll of neighbors adjacent to a given site
2. A resolution passed by the relevant Advisory Neighborhood Commission(s)
3. A statistically significant survey or poll of ward residents
4. Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
5. A statistically significant survey of District residents
6. Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
7. Letters, emails, and calls from residents adjacent to a given site
8. A petition with 100 or more signatures

Eboni-Rose Thompson

1. A statistically significant survey or poll of neighbors adjacent to a given site
2. Letters, emails, and calls from residents adjacent to a given site
3. A statistically significant survey or poll of ward residents
4. A resolution passed by the relevant Advisory Neighborhood Commission(s)
5. A petition with 100 or more signatures
6. Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
7. Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
8. Emails sent via click-to-send action alert
9. A statistically significant survey of District residents

Ward 8

Salim Adofo

1. A resolution passed by the relevant Advisory Neighborhood Commission(s)
2. Verbal testimony given in-person in a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
3. Written testimony submitted to the record of a public forum, such as a Zoning Commission or Board of Zoning Adjustment meeting, or a council hearing
4. Letters, emails, and calls from residents adjacent to a given site
5. A statistically significant survey or poll of neighbors adjacent to a given site
6. A statistically significant survey or poll of ward residents
7. A statistically significant survey of District residents
8. A petition with 100 or more signatures
9. Emails sent via click-to-send action alert

Transportation

**GREATER GREATER WASHINGTON
D.C. COUNCIL CANDIDATE QUESTIONNAIRE
2024 DEMOCRATIC PRIMARY**

Q35

Do you think there are not enough cars, enough cars, or too many cars in the District?

Election	Candidate	Not enough cars	Enough cars	Too many cars
At-large	Rodney Red Grant			
	Robert White			
Ward 2	Brooke Pinto			
Ward 4	Lisa Gore			
	Janeese Lewis-George			
Ward 7	Ebbon Allen			
	Kelvin Brown			
	Wendell Felder			
	Nate Fleming			
	Villareal Johnson			
	Ebony Payne			
	Veda Rasheed			
	Denise Reed			
	Eboni-Rose Thompson			
Ward 8	Salim Adofo			

Q36

The Sustainable D.C. 2.0 plan includes a target of reducing commuter trips made by car to 25 percent. Do you agree that incentivizing residents and visitors to drive less should be an explicit policy goal of the District?

Election	Candidate	Yes	No
At-large	Rodney Red Grant		
	Robert White		
Ward 2	Brooke Pinto		
Ward 4	Lisa Gore		
	Janeese Lewis-George		
Ward 7	Ebbon Allen		
	Kelvin Brown		
	Wendell Felder		
	Nate Fleming		
	Villareal Johnson		
	Ebony Payne		
	Veda Rasheed		
	Denise Reed		
	Eboni-Rose Thompson		
Ward 8	Salim Adofo		

Q37

Internal data for WMATA estimates that bus delays cost the system at least \$14 million per year. Buses are primarily delayed by sitting in single-occupancy vehicle traffic. Bus riders are more frequently Black and brown, and less affluent, than rail riders and drivers. Do you support removing single-occupancy vehicle parking and travel lanes for dedicated bus lanes, which make bus service faster and more reliable?

Election	Candidate	Yes	No
At-large	Rodney Red Grant		
	Robert White		
Ward 2	Brooke Pinto		
Ward 4	Lisa Gore		
	Janeese Lewis-George		
Ward 7	Ebbon Allen		
	Kelvin Brown		
	Wendell Felder		
	Nate Fleming		
	Villareal Johnson		
	Ebony Payne		
	Veda Rasheed		
	Denise Reed		
	Eboni-Rose Thompson		
Ward 8	Salim Adofo		

Q38

If yes, how do you think DDOT should prioritize repurposing street space to create dedicated bus lanes?

Election	Candidate	DDOT should prioritize repurposing existing parking lanes.	DDOT should prioritize repurposing existing travel lanes.	DDOT should repurpose whichever lane its staff believe is best on any given street.	I do not think that DDOT should repurpose street space for dedicated bus lanes.
At-large	Rodney Red Grant				
	Robert White				
Ward 2	Brooke Pinto				
Ward 4	Lisa Gore				
	Janeese Lewis-George				
Ward 7	Ebbon Allen				
	Kelvin Brown				
	Wendell Felder				
	Nate Fleming				
	Villareal Johnson				
	Ebony Payne				
	Veda Rasheed				
	Denise Reed				
	Eboni-Rose Thompson				
Ward 8	Salim Adofo				

Q39

A 12-year study, published in 2019, found that protected bike lanes drastically lowered fatal crash rates for all road users in Seattle (-60.6%), San Francisco (-49.3%), Denver (-40.3%) and Chicago (-38.2%), among others. Do you support removing single-occupancy vehicle parking and travel lanes for protected bike lanes?

Election	Candidate	Yes	No
At-large	Rodney Red Grant	Yes	No
	Robert White	Yes	No
Ward 2	Brooke Pinto	Yes	No
Ward 4	Lisa Gore	Yes	No
	Janeese Lewis-George	Yes	No
Ward 7	Ebbon Allen	Yes	No
	Kelvin Brown	No	Yes
	Wendell Felder	Yes	No
	Nate Fleming	Yes	No
	Villareal Johnson	Yes	No
	Ebony Payne	Yes	No
	Veda Rasheed	Yes	No
	Denise Reed	No	Yes
	Eboni-Rose Thompson	No	Yes
Ward 8	Salim Adofo	No	Yes

Q40

If yes, how do you think DDOT should prioritize repurposing street space to create protected bike lanes?

Election	Candidate	DDOT should prioritize repurposing existing parking lanes.	DDOT should prioritize repurposing existing travel lanes.	DDOT should repurpose whichever lane its staff believe is best on any given street.	I do not think that DDOT should repurpose street space for protected bike lanes.
At-large	Rodney Red Grant				
	Robert White				
Ward 2	Brooke Pinto				
Ward 4	Lisa Gore				
	Janeese Lewis-George				
Ward 7	Ebbon Allen				
	Kelvin Brown				
	Wendell Felder				
	Nate Fleming				
	Villareal Johnson				
	Ebony Payne				
	Veda Rasheed				
	Denise Reed				
	Eboni-Rose Thompson				
Ward 8	Salim Adofo				

Q41

Road pricing, or congestion pricing, in which motorists pay directly for driving on a particular road or in a particular area, has successfully reduced congestion, improved air quality, and raised money in London, Stockholm, and Singapore by reducing the number of vehicles on the road and improving transit performance. New York City is moving forward with its implementation of road pricing. Though it is on its face unpopular to drivers who currently do not pay to do so, a road pricing program charging drivers for their trips into downtown is estimated to generate about \$345 million for the District. Would you, as a councilmember, support road pricing as a means to reduce congestion to speed up transit, improve air quality and public health, and raise revenue?

Election	Candidate	Yes	No
At-large	Rodney Red Grant	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Robert White	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ward 2	Brooke Pinto	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ward 4	Lisa Gore	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Janeese Lewis-George	<input checked="" type="checkbox"/>	<input type="checkbox"/>
Ward 7	Ebbon Allen	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Kelvin Brown	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Wendell Felder	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Nate Fleming	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Villareal Johnson	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Ebony Payne	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Veda Rasheed	<input checked="" type="checkbox"/>	<input type="checkbox"/>
	Denise Reed	<input type="checkbox"/>	<input checked="" type="checkbox"/>
	Eboni-Rose Thompson	<input type="checkbox"/>	<input checked="" type="checkbox"/>
Ward 8	Salim Adofo	<input type="checkbox"/>	<input checked="" type="checkbox"/>

Q42

If yes, how would you propose reinvesting the \$345 million in revenue road pricing is estimated to generate for the District? If no, please write, “I do not support road pricing.”

At-large

Rodney Red Grant

I would fix our public travel infrastructure, add money to Metro Access for the disabled and elderly, add money to Vets Rides, run through the Mayor’s Office on Veterans Affairs, and I would add more Circulator buses and route options for city residents.

Robert White

Road pricing revenue should go into DC’s General Fund so the Council can appropriate the money to meet DC’s greatest needs.

Ward 2

Brooke Pinto

I do not support road pricing. In addition to our important goals to make transit reliable, affordable, and environmentally friendly, I am also focused on a Downtown recovery. With office workers opting for remote work, we must make it more likely that folks will come back Downtown.

Ward 4

Lisa Gore

I support reinvesting these funds in education.

Janeese Lewis George

As a priority, additional revenue from road pricing should make other forms of transportation – public transit, walking, biking, rolling – more efficient, more accessible, and safer by funding projects such as more frequent bus and rail service, dedicated bus lanes, improved bus shelters, protected bike trails, multimodal trails, mobility accessibility improvements, and traffic safety upgrades – with a focus on improving road safety in areas around schools, healthcare centers, parks, and senior centers. Additional revenue should be invested in strengthening the District’s safety net and core services through pay for early childhood educators, fully funding DC schools, increased SNAP food assistance, tax credits for working families, rental assistance, foreclosure prevention, property tax relief that allows seniors and other individuals on fixed incomes to age in place, and other social programs.

Ward 7

Ebbon Allen

Yes. The District must take precautionary measures to protect our environment for the next 30/40 years.

Kelvin Brown

As council member, I would invest a portion of the funds into ensure all communities across Ward 7 have equitable, safe and reliable transition options to move them about their day. Additionally, I would invest funding into repairing our streets, bridges and road infrastructure, which would make communities safer and offer job opportunities to local residents.

Wendell Felder

Potentially, but it’s crucial to consider equity implications when implementing road pricing. Measures must be taken to ensure that low-income residents are not disproportionately burdened by the fees and that alternative transportation options are accessible and affordable for all. Additionally, community engagement and education are essential to garner public support and address concerns about the perceived fairness and impact of road pricing.

Nate Fleming

Road pricing is a form of regressive taxation that would disproportionately affect Black DC residents and low-income residents. The stated goals can be achieved through more equitable policymaking.

Villareal Johnson

I do not support road pricing in general. I would explore it for non DC residents.

Ebony Payne

Because many Ward 7 residents are car dependent, I would propose reinvesting this revenue to increase public transit options such as funding WMATA, the DC Circulator, and the DC Streetcar extension.

Veda Rasheed

I am hesitant to fully endorse this because I am concerned that this will ultimately become a tax on low-income people and those who cannot afford to live close to DC’s economic centers. If this does come to pass, revenue must be diverted to equalizing transit access, especially in Wards 7 and 8, to ensure that public transit is reliable and affordable for everyone. It does no good to punish poor people for driving when the alternative (bus or train) is either too expensive due to Metro fare hikes or takes too long due to increased traffic and multiple bus transfers.

Denise Reed

For the record, I support road pricing into the city. NOT into downtown.

Eboni-Rose Thompson

I am concerned with overburdening the ability of current residents who live in car-dependent communities that have not yet received equitable transportations investments with congestion pricing. If implemented, as councilmember, I would reinvest road pricing revenue in badly needed transportation infrastructure particularly east of the river, where our residents disproportionately bear the burden of discriminatory transportation planning, commuter traffic, and pedestrian injuries from drivers.

Ward 8

Salim Adofo

I do not support road pricing.

Q43

In 2019, the council budgeted \$475,000 for a road pricing study. The study is complete, but Mayor Bowser has not yet released it, despite 2024 legislation mandating her to do so. Do you think the study should be made public?

Election	Candidate	Yes	No
At-large	Rodney Red Grant		
	Robert White		
Ward 2	Brooke Pinto		
Ward 4	Lisa Gore		
	Janeese Lewis-George		
Ward 7	Ebbon Allen		
	Kelvin Brown		
	Wendell Felder		
	Nate Fleming		
	Villareal Johnson		
	Ebony Payne		
	Veda Rasheed		
	Denise Reed		
	Eboni-Rose Thompson		
Ward 8	Salim Adofo		

Q44

If "yes," how would you get the executive to release the report? If "no," please write, "I do not think the study should be made public."

At-large

Rodney Red Grant

If the Mayor is violating public law, the DC Attorney General needs to speak on the issue and/or take appropriate action. I would push them to do such.

Robert White

In many instances the current Mayor responds quickly and decisively to public shaming. If the Mayor is made to look bad for not releasing the report, the Mayor is more likely to release it. A second option would be for the Council or others with legal standing to sue the Mayor to compel releasing the report.

Ward 2

Brooke Pinto

I would ask the Executive why they have not released it.

Ward 4

Lisa Gore

Releasing the report is the executive's decision. However, I would advocate for the release of the report.

Janeese Lewis George

Releasing the report is important both as a matter of policy (so the public can see the findings of the report), but also as a matter of ensuring the Administration and its agencies follow the law. The Council is currently using Council oversight hearings and public pressure to compel the release of the report after the Council passed legislation requiring its release. If these efforts continue to prove ineffective, the Council can take additional steps such as a subpoena, filing a lawsuit, withholding confirmation of key appointments, or delaying approval of contracts.

Ward 7

Ebbon Allen

We must hold all public officials accountable and provide better ways for our constituents to trust the Mayor and the Council. I would propose to the rest of the Council to propose full transparency from the Mayor to release the information to the public.

Kelvin Brown

If the executive is not following the law, then she should be held accountable through our legal system. No one, regardless of role or title is above the law and our residents have a right to be informed about where and how tax dollars are spent. It's about oversight, checks and balances.

Wendell Felder

While important to be able to review the study, I do wonder whether the 2019 study is still relevant 5 years later and after a pandemic has drastically changed commuting patterns.

Nate Fleming

I would encourage the release of the report during Council deliberations and I would sign on to a letter supporting the release of the report solely in the interest of public transparency.

Villareal Johnson

Apply pressure from the public.

Ebony Payne

I would first be interested in learning why the executive has not yet released the report and work to come to a resolution.

Veda Rasheed

I would work with the mayor's office, my constituents, local organizations, and my fellow Councilmembers to pressure the mayor to release the report.

Denise Reed

Everything paid for by tax dollars should be made public.

Eboni-Rose Thompson

I think the Council can and should be more vocal about the study's release to make residents aware of the mayor's actions. I also believe the Council should seek the OAG's opinion on whether the executive is in violation of the 2019 legislation.

Ward 8

Salim Adofo

I would submit a request for the documents via the Freedom of Information Act, and submit a request to the Office of Attorney General.

Q45

WMATA's budget deficit is likely to extend beyond this year, and funding WMATA going forward will require the District to cut existing programs, raise revenue, or both. Please rank the following revenue-raising policies in the order of your preference:

At-large

Rodney Red Grant

1. Implementing a road pricing charge
2. Increasing the gas tax
3. Increasing parking rates
4. Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes
5. Increasing the sales tax
6. Raising Metrorail and Metrobus fares

Robert White

1. Increasing parking rates
2. Implementing a road pricing charge
3. Increasing the gas tax
4. Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes
5. Raising Metrorail and Metrobus fares
6. Increasing the sales tax

Ward 2

Brooke Pinto

1. Increasing the sales tax
2. Increasing the gas tax
3. Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes
4. Increasing parking rates
5. Implementing a road pricing charge
6. Raising Metrorail and Metrobus fares

Ward 4

Lisa Gore

1. Increasing the gas tax
2. Implementing a road pricing charge
3. Increasing parking rates
4. Increasing the sales tax
5. Raising Metrorail and Metrobus fares
6. Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes

Janeese Lewis George

1. Implementing a road pricing charge
2. Increasing the gas tax
3. Increasing parking rates
4. Raising Metrorail and Metrobus fares
5. Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes
6. Increasing the sales tax

Ward 7

Ebbon Allen

1. Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes
2. Increasing the sales tax
3. Increasing parking rates
4. Implementing a road pricing charge
5. Raising Metrorail and Metrobus fares
6. Increasing the gas tax

Kelvin Brown

1. Implementing a road pricing charge
2. Increasing parking rates
3. Raising Metrorail and Metrobus fares
4. Increasing the gas tax
5. Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes
6. Increasing the sales tax

Wendell Felder

1. Increasing the sales tax
2. Increasing parking rates
3. Increasing the gas tax
4. Implementing a road pricing charge
5. Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes
6. Raising Metrorail and Metrobus fares

Nate Fleming

1. Increasing parking rates
2. Increasing the sales tax
3. Increasing the gas tax
4. Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes
5. Implementing a road pricing charge
6. Raising Metrorail and Metrobus fares

Villareal Johnson

1. Increasing parking rates
2. Increasing the gas tax
3. Increasing the sales tax
4. Implementing a road pricing charge
5. Raising Metrorail and Metrobus fares
6. Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes

Ebony Payne

1. Increasing parking rates
2. Increasing the sales tax
3. Implementing a road pricing charge
4. Increasing the gas tax
5. Raising Metrorail and Metrobus fares
6. Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes

Veda Rasheed

1. Increasing parking rates
2. Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes
3. Implementing a road pricing charge
4. Increasing the gas tax
5. Increasing the sales tax
6. Raising Metrorail and Metrobus fares

Denise Reed

1. Increasing parking rates
2. Increasing the gas tax
3. Implementing a road pricing charge
4. Increasing the sales tax
5. Raising Metrorail and Metrobus fares
6. Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes

Eboni-Rose Thompson

1. Raising Metrorail and Metrobus fares
2. Implementing a road pricing charge
3. Increasing the gas tax
4. Increasing parking rates
5. Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes
6. Increasing the sales tax

Ward 8

Salim Adofo

1. Increasing the gas tax
2. Increasing parking rates
3. Increasing the sales tax
4. Raising Metrorail and Metrobus fares
5. Implementing a road pricing charge
6. Increasing property tax rates around Metrorail stations and high-frequency Metrobus routes

Q46

Why is the above your preferred ranking?

At-large

Rodney Red Grant

From the prior question, road pricing, has successfully reduced congestion, improved air quality, and raised money in London, Stockholm, and Singapore, so it is the top priority. We want drivers to drive less in DC, so raising the gas tax and parking rates seems like a good way of achieving that goal. Increasing property tax rates around Metro access points and high frequency Metrobus routes seems reasonable. Increasing sales tax is reasonable, and if done properly, could offer public benefit, and lastly, raising Metrorail and metrobus fares is last, because generally people who use those services, are more vulnerable.

Robert White

It is in the public interest to encourage Metro and bus use and to discourage using individual cars. Hence, I support “taxing” the use of individual cars, and I do not support raising public transit fares.

Proximity to Metro stations and high frequency bus routes should already have boosted the value of nearby real estate.

Sales tax increases place an undue burden on DC residents with relatively low incomes. Although I recognize that sales taxes are a way of gleaning some revenue from commuters and others who come into DC, I would only support a sales tax increase if it included a mechanism for rebating the taxes paid by DC residents — especially residents at relatively low income levels.

Ward 2

Brooke Pinto

We need dedicated funding for WMATA and I support efforts to work with our neighboring jurisdictions to ensure we don’t continue to face a budget cliff every two years. It is most important to me that we do not raise costs on riders which is why I placed raising fares last. I think a raise of the sales tax is most sensible. Regarding parking, while I certainly want to make sure transit is reliable, affordable, and accessible for all, some residents are going to continue to drive and there are many reasons some one may drive that I do not want to over tax folks for parking.

Ward 4

Lisa Gore

All of these suggestions have some impact on equity, however, I selected ones that might drive behavior change as a higher priority and ones that might impact equity least favorable.

Janeese Lewis George

I’d like to fund Metro in the way that most encourages people to choose transportation options that have a positive impact on others. I want to prioritize options that have the least negative impacts on DC residents with low incomes. I’d be interested to see a systematic racial impact analysis of these options as well as a thorough analysis of how these options compare in regressivity.

Ward 7

Ebbon Allen

DC residents have more accessibility with transportation and other amenities if they reside near metro stations. Constituents should have property taxes raised when those amenities are presented within a community. The city should try to avoid raising bus and train fares if there are other proposals of bringing a street car to Ward 7.

Kelvin Brown

I believe the ranking above would be the least impactful way to help fund WMATA without adding cost burdens to low to moderate income families across the District.

Wendell Felder

Until the Tax Commission revisions are fully adopted by the council I do not support increasing property taxes on residents which will disproportionately impact low income residents.

Nate Fleming

I ranked increasing parking rates first because doing so may reduce the use of individually driven vehicles when public transportation or bicycles can be used instead, which reduces global climate change and harmful particulate matter emissions. The last change I recommended was raising Metrorail and Metrobus fares because public transportation should be accessible to all DC residents regardless of income level.

Villareal Johnson

theoretically the incentive needs to be to encourage ridership. Protecting ridership of public transportation is objective.

Ebony Payne

I believe in order to encourage public transportation use, we need to keep Metro and bus fares down as much as possible to make it more cost effective to take public transit than a car.

Veda Rasheed

I’m not very supportive of many of these, as a good deal of them will have disparate impacts on people who are already struggling to make ends meet. I believe my ranking is in the best interest of the vast majority of Ward 7 residents, who are far less affluent than people in other areas of the city. I would also like to note that I am not in favor of Metro fare hikes whatsoever, as the fare pricing is already unfairly skewed to be more burdensome on people from lower-income communities.

Denise Reed

It still grants residents the freedom to choose to purchase a private vehicle and worry about the maintenance costs on their terms.

Eboni-Rose Thompson

Increasing sales tax is a regressive flat tax that impacts those at the bottom of the income ladder most negatively. WMATA is a transportation system, so pulling the levers most closely related to how residents access transit to address the burdens seems most fair to me.

Ward 8

Salim Adofo

If elected Councilmember, it will be important to prioritize the needs of my residents. One of the biggest needs is maintaining the infrastructure in the ward. The best way to fund this is my top three options, which are the least impactful to my residents of Ward 8.

I believe increasing the gas tax makes the most sense since they haven’t been raised since the 1990s. Property taxes are the last option due to income disparities in the Ward.

Q47

Which of the following would you prefer?

Election	Candidate	Fare-free transit	Guaranteed headways of 10 minutes or less within D.C.
At-large	Rodney Red Grant		
	Robert White		
Ward 2	Brooke Pinto		
Ward 4	Lisa Gore		
	Janeese Lewis-George		
Ward 7	Ebbon Allen		
	Kelvin Brown		
	Wendell Felder		
	Nate Fleming		
	Villareal Johnson		
	Ebony Payne		
	Veda Rasheed		
	Denise Reed		
	Eboni-Rose Thompson		
Ward 8	Salim Adofo		

Q48

Pick a planned transportation project in your ward that you support, and explain what you would do to ensure it comes to fruition. At-large candidates are welcome to select any project, regardless of ward.

At-large

Rodney Red Grant

(The link was broken), but from I searched it online and found that it seems that the DC Circulator was a Public Private Partnership and is attributed to Ward 3, where I reside. However, this does affect the position I am running for, which is At-Large. The DC Circulator is a fantastic option and should reach more areas, it aggregates our collective transportation need, to take cares off the road, and it is quite frankly, very high quality in comparison to other cities. We should build on our existing resources, there is no need to reinvent the wheel.

Robert White

I support revitalizing Union Station and the area around it. Because of its role in interstate rail and bus travel, Union Station is central to DC's public transit system. Furthermore, any plans to revitalize downtown must include strategies to make the areas around Union Station safe, clean and congestion-free. Implementing ideal plans for Union Station would cost a billion dollars or more. The DC Government and not even the federal government are likely to fund Union Station projects at that level. However, with smart transit planning, capital budget funding and federal assistance could produce a Union Station revitalization that DC can afford.

Ward 2

Brooke Pinto

While there are many transportation projects in Ward 2 that I continue to work closely with the community and DDOT on, I am very enthusiastic about the Dupont Deceiver project. This project will not only improve transportation access to Dupont Circle, it will also be a draw for residents to come to visit, enjoy outdoor space, and support our small business community.

Ward 4

Lisa Gore

Kennedy Street Phase II Reconstruction. This is a project that will bring improvements to Kennedy Street from 16th St to Georgia Ave, as well as on Longfellow St and Illinois Ave, and will upgrade signage, and reconfigure two major intersections. I would work with DDOT to ensure the project stays on track. As an ANC Commissioner, I've worked with DDOT on many projects, including Chestnut Street, Connecticut Avenue, Oregon Avenue, and more recently the installation of a BikeShare Station at Pinehurst Circle. I would also work with the ANC Commission and community to ensure proper community engagement, and the executive to continue to ensure proper funding for the project.

Janeese Lewis George

I confronted Ward 4's pressing traffic safety challenges head on when I took office and used all of the tools that Council members have to make our streets safe. Grant Circle is a residential area, with families, seniors, and children. Residents witnessed numerous collisions, near-misses, and tragically, a traffic fatality. Previous attempts to address the issue faltered and were shelved over concerns about traffic flow. I engaged DDOT leadership and insisted on a comprehensive safety overhaul.

Joined by ANC 4C and vigilant neighbors, I got DDOT to commit to a transformative plan. This proposal promises to render Grant Circle safe and accessible for pedestrians, cyclists, bus riders, and drivers alike. Collaborating with DDOT and community stakeholders, we've refined the plan, addressing proactively addressing concerns and ensuring additional safety enhancements for surrounding areas.

By securing a traffic signal study for the hazardous intersection of New Hampshire & Taylor NW, we preemptively tackle potential safety issues downstream from the proposed changes. With DDOT's pledge to update the design and fund the project, progress is imminent. This initiative underscores our collective dedication to prioritizing traffic safety for all Ward 4 families, valuing their well-being over mere traffic speed. The transformation of Grant Circle will soon commence.

Q48

Pick a planned transportation project in your ward that you support, and explain what you would do to ensure it comes to fruition. At-large candidates are welcome to select any project, regardless of ward.

Ward 7

Ebbon Allen

As councilman, I would hold DDOT to come speak with constituents from each Ward 7 community and provide transparency on a timeline for the projects to be completed. DDOT would also be responsible to provide surveys from the constituents to determine whether residents will support or oppose the projects. I would also encourage my constituents to come and testify in public about the projects presented throughout the Ward.

Kelvin Brown

The federal transfer of jurisdiction of the Minnesota Ave. SE and Pennsylvania Ave. SE corridor. As council member, I would work with our elected Delegate to ensure the FEDS are moving forward expeditiously to transfer ownership of this area to DC so that it can be reimaged.

Wendell Felder

The D.C. Street Car.

Nate Fleming

The above link does not work, but a planned transportation project that I support is the extension of the DC Streetcar to the Benning Road Metro station.

Villareal Johnson

An inter-connector that serves as a bridge for a residential corridor to a major transportation hub.

Ebony Payne

I support the DC Streetcar extension because it would connect residents East of the River to the many grocery stores along the H street and Benning Road corridors. I believe it should be extended further to connect residents to the new Urgent Care facility at Fletcher-Johnson and possibly extend to the Maryland border to provide residents with a free public transit option to get to the RFK Campus and H Street. I would work with DDOT to determine budget and design considerations and potentially seek federal funding assistance for transportation infrastructure projects to alleviate the need to utilize the District's limited budgetary resources.

Veda Rasheed

I heartily support the DC 295 & I-295 Corridor Improvements Study. Highways have decimated vibrant Black communities across the country, and 295 is no exception. Studying how best to reconnect our historic neighborhoods in Wards 7 and 8 and taking steps to better our communities and improve vital pathways into the District should be a priority, and I will work with DDOT and other relevant agencies, constituents, and other stakeholders to ensure this plan is prioritized. I understand that this is not a project that can be completed quickly, and I will commit to supporting its reliable and sustained movement for the long-term.

Denise Reed

The District Department of Transportation (DDOT) is studying ways to reconnect communities separated by transportation infrastructure in the Route 295 (DC 295)/Interstate 295 (I-295) Corridor. Neighborhoods east of these barriers are separated from job sites, schools, and healthcare sites. I am closely monitoring the study to send 295 underground. I am against it and I believe there are several above-ground alternatives to connect west to east.

Eboni-Rose Thompson

I have been very supportive of several overdue transportation projects in the ward, including the East Capitol St redesign and Pennsylvania Avenue redesign which has the potential to bring housing, amenities, and improve multimodal transit on the south side of the ward. I would ensure these come to fruition taking steps similar to my work on the East Capitol St redesign in my prior capacity as ANC commissioner and current capacity as the Ward 7 representative to the DC State Board of Education. This includes joining Councilmember Allen in drafting a letter to the federal Department of Transportation to secure federal funds, securing local infrastructure funding, and performing oversight to track the progress toward completion and ensuring it aligns with the Office of Planning's small area plan which is informed by community members.

Ward 8

Salim Adofo

I would increase the DC circulator bus service for the residents in my ward by fighting for increased funding.

Q49

Incentives for people to drive less and nudges to make them drive safely can prevent drivers from killing other people, but research shows such “carrots” won’t be enough to curb this public health crisis. Keeping people alive and safe on District roads requires policies that actively reshape our transportation systems and built environment to decrease single-occupancy vehicle trips, and to slow down drivers when they do make those trips. Please rank the following policies in the order that you would request your staff pursue them.

At-large

Rodney Red Grant

1. Implementing a road-pricing program
2. Regional reciprocity for automated traffic enforcement
3. Making some streets, especially residential streets, car-free
4. Implementing road diets on arterial streets
5. Removing travel lanes for bike lanes
6. Building more housing and affordable housing in the District proximate to transit and job centers
7. Removing minimum parking requirements in new developments near transit
8. Removing travel lanes for bus lanes
9. Increasing the cost to own a car in the District, including RPP and parking registration

Robert White

1. Implementing road diets on arterial streets
2. Regional reciprocity for automated traffic enforcement
3. Removing travel lanes for bus lanes
4. Removing travel lanes for bike lanes
5. Implementing a road-pricing program
6. Building more housing and affordable housing in the District proximate to transit and job centers
7. Increasing the cost to own a car in the District, including RPP and parking registration
8. Removing minimum parking requirements in new developments near transit
9. Making some streets, especially residential streets, car-free

Ward 2

Brooke Pinto

1. Implementing road diets on arterial streets
2. Building more housing and affordable housing in the District proximate to transit and job centers
3. Regional reciprocity for automated traffic enforcement
4. Increasing the cost to own a car in the District, including RPP and parking registration
5. Removing travel lanes for bus lanes
6. Removing travel lanes for bike lanes
7. Removing minimum parking requirements in new developments near transit
8. Making some streets, especially residential streets, car-free
9. Implementing a road-pricing program

Ward 4

Lisa Gore

1. Building more housing and affordable housing in the District proximate to transit and job centers
2. Regional reciprocity for automated traffic enforcement
3. Removing minimum parking requirements in new developments near transit
4. Implementing a road-pricing program
5. Removing travel lanes for bus lanes
6. Removing travel lanes for bike lanes
7. Implementing road diets on arterial streets
8. Making some streets, especially residential streets, car-free
9. Increasing the cost to own a car in the District, including RPP and parking registration

Janeese Lewis George

1. Regional reciprocity for automated traffic enforcement
2. Building more housing and affordable housing in the District proximate to transit and job centers
3. Implementing a road-pricing program
4. Removing minimum parking requirements in new developments near transit
5. Implementing road diets on arterial streets
6. Removing travel lanes for bus lanes
7. Removing travel lanes for bike lanes
8. Increasing the cost to own a car in the District, including RPP and parking registration
9. Making some streets, especially residential streets, car-free

Q49

Incentives for people to drive less and nudges to make them drive safely can prevent drivers from killing other people, but research shows such “carrots” won’t be enough to curb this public health crisis. Keeping people alive and safe on District roads requires policies that actively reshape our transportation systems and built environment to decrease single-occupancy vehicle trips, and to slow down drivers when they do make those trips. Please rank the following policies in the order that you would request your staff pursue them.

Ward 7

Ebbon Allen

1. Building more housing and affordable housing in the District proximate to transit and job centers
2. Implementing road diets on arterial streets
3. Removing minimum parking requirements in new developments near transit
4. Implementing a road-pricing program
5. Removing travel lanes for bus lanes
6. Removing travel lanes for bike lanes
7. Making some streets, especially residential streets, car-free
8. Regional reciprocity for automated traffic enforcement
9. Increasing the cost to own a car in the District, including RPP and parking registration

Kelvin Brown

1. Building more housing and affordable housing in the District proximate to transit and job centers
2. Regional reciprocity for automated traffic enforcement
3. Implementing a road-pricing program
4. Removing minimum parking requirements in new developments near transit
5. Implementing road diets on arterial streets
6. Increasing the cost to own a car in the District, including RPP and parking registration
7. Removing travel lanes for bus lanes
8. Removing travel lanes for bike lanes
9. Making some streets, especially residential streets, car-free

Wendell Felder

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Nate Fleming

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Villareal Johnson

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Ebony Payne

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Q49

Incentives for people to drive less and nudges to make them drive safely can prevent drivers from killing other people, but research shows such “carrots” won’t be enough to curb this public health crisis. Keeping people alive and safe on District roads requires policies that actively reshape our transportation systems and built environment to decrease single-occupancy vehicle trips, and to slow down drivers when they do make those trips. Please rank the following policies in the order that you would request your staff pursue them.

Veda Rasheed

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Denise Reed

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5. Regional reciprocity for automated traffic enforcement
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7. Removing travel lanes for bus lanes
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Eboni-Rose Thompson

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Ward 8

Salim Adofo

1. Building more housing and affordable housing in the District proximate to transit and job centers
2. Implementing road diets on arterial streets
3. Removing minimum parking requirements in new developments near transit
4. Regional reciprocity for automated traffic enforcement
5. Removing travel lanes for bus lanes
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Q50

On-street parking occurs in public space, which means that an on-street parking spot cannot belong to a specific individual, and people park in different places at different times. What do you consider a reasonable threshold for evaluating if street parking is sufficient in any given neighborhood? A resident is able to find an available public street parking space ...

Election	Candidate	Within 100 feet (about a 30-second walk) of their residence's, entrance, most of the time	On their residence's precise block (about a one-minute walk), most of the time	Within one block in any direction of their residence (about a two- to four-minute walk), most of the time	Within two to three blocks, in any direction of their residence (about a five- to seven-minute walk), most of the time	Within their neighborhood, in any direction of their residence, (about a ten-minute walk), most of the time
At-large	Rodney Red Grant					
	Robert White					
Ward 2	Brooke Pinto					
Ward 4	Lisa Gore					
	Janeese Lewis-George					
Ward 7	Ebbon Allen					
	Kelvin Brown					
	Wendell Felder					
	Nate Fleming					
	Villareal Johnson					
	Ebony Payne					
	Veda Rasheed					
	Denise Reed					
	Eboni-Rose Thompson					
Ward 8	Salim Adofo					

Q51

The District's goal to be carbon-free by 2050 requires most of the reduction of its transportation emissions to come from residents turning existing single-occupancy vehicle trips into transit, walking, and biking trips. Please describe at least one trip you currently take by car (even if you, yourself, are not driving) that you can commit to taking on foot, by bus, by train, or by bike instead.

At-large

Rodney Red Grant

I grocery shop at a Whole Foods fairly close to me that I drive to from time to time, but in the effort of reducing our carbon footprint, reducing smog and pollution, and reducing traffic, so our economy can function more freely, I will commit to taking this trip on foot in the future instead. Thank you for your time!

Robert White

Unfortunately, I often lack the time needed to walk our children to school. So I end up driving them. My commitment: walking our children to school whenever possible.

Ward 2

Brooke Pinto

I believe the number one way we can reduce our emissions is by committing to lowering our emissions from our buildings which make up almost 70% of our emissions. That is why I have supported BEPS standards and will continue to look for ways to support more efficient buildings.

When it comes to transit, I work to use all different modes of transportation. There is a route I often take from my home to a fitness class in Shaw. I can commit to walking or biking there more often instead!

Ward 4

Lisa Gore

My community remains stranded in an area with inadequate public transportation options. If the now-discontinued E6 bus line were still operational, it would serve the majority of my local travel needs. However, during the pandemic, the E6 was one of several bus lines in Washington D.C. that were cut. Its replacement, the M4 line, fails to provide crucial connections, such as the direct link that the E6 offered to the commercial hubs on Connecticut Avenue. Instead, the M4 diverts its passengers over half a mile away from these key areas (specifically, Connecticut and Nebraska Avenues). There's a pressing need to evaluate and reconfigure the transportation network in D.C. to ensure that vital community amenities, including public transport and retail options, are accessible to residents within a reasonable distance, achievable through a 15-minute walk or bike ride.

Janeese Lewis George

I used to drive to Lost Sock or Donut Run for a weekend coffee and treat in the morning. More recently, I've switched to walking often with Kyle (my husband) and Sully (my dog). We get our steps in, don't need to look for parking, and have the time to connect as a family.

Ward 7

Ebbon Allen

I would love to walk to the Benco Shopping Plaza by foot. I'm apprehensive because the area is experiencing public safety issues. The Benco Shopping Plaza also needs to be redeveloped from the Shrimp Boat to the Department of Motor Vehicles Center. I want my wife and 3 sons to be able to enjoy everything that Marshall Heights could possibly offer within the next 10 or 15 years.

Kelvin Brown

I can commit to walking with a friend to the new Starbucks and back home instead of using my vehicle.

Wendell Felder

As the next Ward 7 councilmember, I can commit to regular metrobus trips to the Wilson Building.

Nate Fleming

The next trip I take to Dulles airport will be by metro instead of car.

Villareal Johnson

I enjoy utilizing and experiencing the many modalities of transportation. I am a fan of rentable electric scooters. I am a cyclist for, exercise, sport and commute. I am a dog owner and use any opportunity to do so. Walking from my home in Hillcrest to shop, exercise and socialize at the Skyland/Good Hope Market place, Penn Branch and the Villages. I utilize and enjoy the W4 to travel toward and into central and north Ward 7 and the 30's in and out of the Ward. Use of a car is only need when traveling beyond what negatively impacts the demands of restrictive scheduling.

Ebony Payne

I have been in the habit of using Uber or Lyft to get to the airport, but I am a huge fan of the new Metro stop at Dulles and can commit to taking the Metro to and from both Dulles and National airports.

Veda Rasheed

I can commit to going to the bank, which I do quite often, on foot. If I may, I'd also like to take this opportunity to clarify my answers for questions 39 and 40. While I am not against bike lanes, after speaking to residents in Ward 7 and being a lifelong Ward 7 resident myself, bike lanes are not a top priority for the vast majority of people here and I do not support placing them indiscriminately. I am, however, in support of them wherever it makes sense, especially on streets and in areas identified by my constituents.

Denise Reed

I can make the commitment to walk from my home at Southern & Pennsylvania Avenues, to Penn Branch to partake in the many new and planned community amenities. and further on to the Sousa Bridge, transferring to the metro on my way to work as a proud Ward 7 councilmember in the Wilson Building.

Eboni-Rose Thompson

I have most often been able to utilize metro, going to and from my places of employment, which have consistently been downtown for the last few years. I would want to take the metro to the Wilson building as councilmember. One trip I would like to take by train now is to the Old Council Chambers. I am currently hesitant to do so because of the late hours our meetings often go to and the safety for me as a black woman traveling alone back to a neighborhood that does not have a lot of foot traffic at late hours.

One of my priorities as the Ward 7 councilmember is to make the necessary investments around safety and development alongside the necessary transportation investments to truly make my community walkable so more of the residents I represent will be able to walk, bike, or use public transit to complete daily routines because it is safe, convenient, and reliable.

Ward 8

Salim Adofo

I would commit to taking the bus and metro as my primary transportation to work.

