



**COMPLETE**

Collector: [Redacted]  
Started: [Redacted]  
Last Modified: [Redacted]  
Time Spent: [Redacted]  
IP Address: [Redacted]

Page 1: Contact information

**Q1**

Contact information

Name	Eboni-Rose Thompson
Email	info@ebonirosefor7.com
Website	ebonirosefor7.com
Social media accounts	X & IG: @eboni_roset, Facebook: Eboni-Rose Thompson for Ward 7 Councilmember

**Q2**

Please upload a high-resolution headshot that GGWash has permission to use.

IMG\_0266.jpeg (94.9KB)

**Q3**

Yes

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

**Q4**

I'll support another housing production goal, and would be willing to propose one myself.

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?

**Q5**

Between 50,000 and 100,000

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?

**Q6**

Yes

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?

---

**Q7**

Yes

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

---

**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.)

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

**Q9**

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

Fully funding the Housing Production Trust Fund

---

**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 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, completiing 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.

---

**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.

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.

---

**Q12**

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

**Raising the Height Act only for buildings that will produce more income-restricted, subsidized housing than required by inclusionary zoning**

---

**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.

**Yes**

---

**Q14**

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

**Means-tested or income-restricted,  
Built by the government,  
Cheap,  
Subsidized,  
Rent-controlled,  
Costing no more than 30 percent of one's household income**

---

**Q15**

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

- Not means-tested or income-restricted,**
  - Built by private developers,**
  - Expensive,**
  - Unsubsidized,**
  - Not rent-controlled,**
  - Costing more than 30 percent of one's household income**
- 

**Q16**

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

- District-owned housing on District-owned land, built by a District agency and managed by a District agency**
  - ,
  - District-owned housing on District-owned land, built by a 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**
- 

**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?

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.

---

**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.

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.

---

**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.

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.

---

**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.

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.

---

**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.

**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**

**Q22**

I prefer this scenario because:

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.

---

**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?

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.

---

**Q24**

**TOPA should be amended to formalize this.**

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?

---

**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.

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.

---

**Q26**

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

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.

---

**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?

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.

---

**Q28**

**Mostly tenant-based**

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?

---

**Q29**

**I do not support public funding for privately owned sports stadiums in the District.**

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?

---

**Q30**

**Creating opportunities for new housing**

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?

---

**Q31**

**Yes**

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?

---

**Q32**

Yes

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?

**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."

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.

**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:

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

**Q35**

Enough cars

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



**Q36**

**Yes**

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?

---

**Q37**

**Yes**

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?

---

**Q38**

**DDOT should repurpose whichever lane its staff believe is best on any given street.**

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

---

**Q39**

**No**

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?

---

**Q40**

**DDOT should repurpose whichever lane their staff believe is best on any given street.**

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

---

**Q41**

**No**

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?

---

**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."

I am concerned with overburdening the ability of current residents who live in car-dependent communities that have not yet received equitable transportation 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.

---

**Q43**

**Yes**

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?

---

**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."

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.

---

**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:

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

**Q46**

Why is the above your preferred ranking?

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.

---

**Q47**

**Guaranteed headways of 10 minutes or less within D.C.**

Which of the following would you prefer?

---

**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.

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.

---

**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.

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

**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 within one block in any direction of their residence (about a two- to four-minute walk), most of the time**

---

**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.

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.

---