

2023 Greater Greater Washington Arlington County Board Questionnaire

Greater Greater Washington is endorsing applicants for Arlington County Board in 2023. We will endorse Planning Board applicants primarily based on their responses to our questionnaire, which addresses the issue areas we work on: housing, affordable housing, transportation, and land use. Completing GGWash's endorsement questionnaire is a prerequisite to be considered for our endorsement, and we publish all responses on our website as a publicly available resource for voters.

If you wish to be considered for an endorsement, please fill out the questionnaire by 8 pm on Friday, April 21, 2023. Due to the compressed timeframe of the appointment process, we will not extend the deadline and are not able to grant individual extensions due to extenuating circumstances.

All questions are required. SurveyMonkey will not save your answers; I recommend drafting your responses in a separate document, then copying and pasting them into the SurveyMonkey form to submit.

If you have any questions, please contact Dan Reed, GGWash Regional Policy Director, at [dreed \[at\] ggwash.org](mailto:dreed@ggwash.org).

* 1. Contact information

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Social media accounts	Natalie for Arlington Facebook and instagram

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Housing Production

* 2. Arlington County needs about 20,000 additional homes by 2030, according to a study from the Urban Institute. Where in the county do you think density should be increased to accommodate the construction of new housing? Select all of the options that apply. If you don't think density should be increased in Arlington County, please select "I do not think density should be increased anywhere in Arlington County."

- New housing should be concentrated within a close distance of transit corridors, including the Rosslyn-Ballston corridor, Route 1, Columbia Pike, and Langston Boulevard.
- New housing should be built throughout existing residential neighborhoods in duplexes, triplexes, townhomes, and small apartment buildings.
- New housing should be built on the site of aging commercial properties, like shopping centers and office parks.
- I do not think density should be increased anywhere in Arlington County.

I support transit oriented development around transit corridors.

* 3. How many additional units (including the aforementioned 20,000) do you think should be built here by 2030?

- Between 20,000 and 30,000
- Between 30,000 and 40,000
- More than 40,000
- I do not support another housing production goal for 2030.

I support setting growth targets in the context of a comprehensive strategic land use plan that has been developed with the full engagement of the voters, that includes transit oriented development and specific goals and metrics for the affordability and diversity objectives we all support.

* 4. The recently passed Expanded Housing Options (or Missing Middle) zoning changes will allow four homes, and in some places six, on lots where previously just one house could be built. Do you support this?

- Yes
- No

The current EHO plan will not increase affordability or promote diversity, two goals we all share.

* 5. The County Board has a variety of tools at its disposal to increase housing production, from land use changes to legislation and budgeting. Please rank the following policies that would increase housing production in the order that you would request the relevant County agencies pursue, if elected. If you would not request that County agencies pursue a specific policy, please select N/A. (This list is purposefully not inclusive of policies that are specific to affordable housing, which are addressed in subsequent questions.)

- Expanding the Expanded Housing Options zoning changes to allow eight homes per lot, as originally proposed N/A
- 1 Incentivizing the conversion of older office buildings, shopping centers, etc. to residential properties N/A
- Reducing or removing parking requirements in new construction N/A
- 3 Legalizing and incentivizing housing above public facilities, such as libraries, recreation centers, and fire stations N/A
- 2 Build and maintain housing for a mix of incomes N/A

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Affordable Housing

* 6. 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

* 7. 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

* 8. Arlington has nearly 8,500 committed affordable homes (with income restrictions) both in affordable housing-only and mixed-income developments. The County Board can approve larger or taller buildings than allowed by zoning in exchange for developers providing affordable units. This means that the larger a development is, the more affordable homes can be built. Conversely, if the initial density proposed by a developer is reduced during the approvals process, rather than maintained or increased, fewer affordable homes can be built.

County Board members are likely to hear from some constituents concerned by a project's potential impact—real or assumed—on traffic, parking, views, and property values, and whether it fits the character of the neighborhood. If a development with affordable units came before you, what would you do, given the likelihood of at least some pushback?

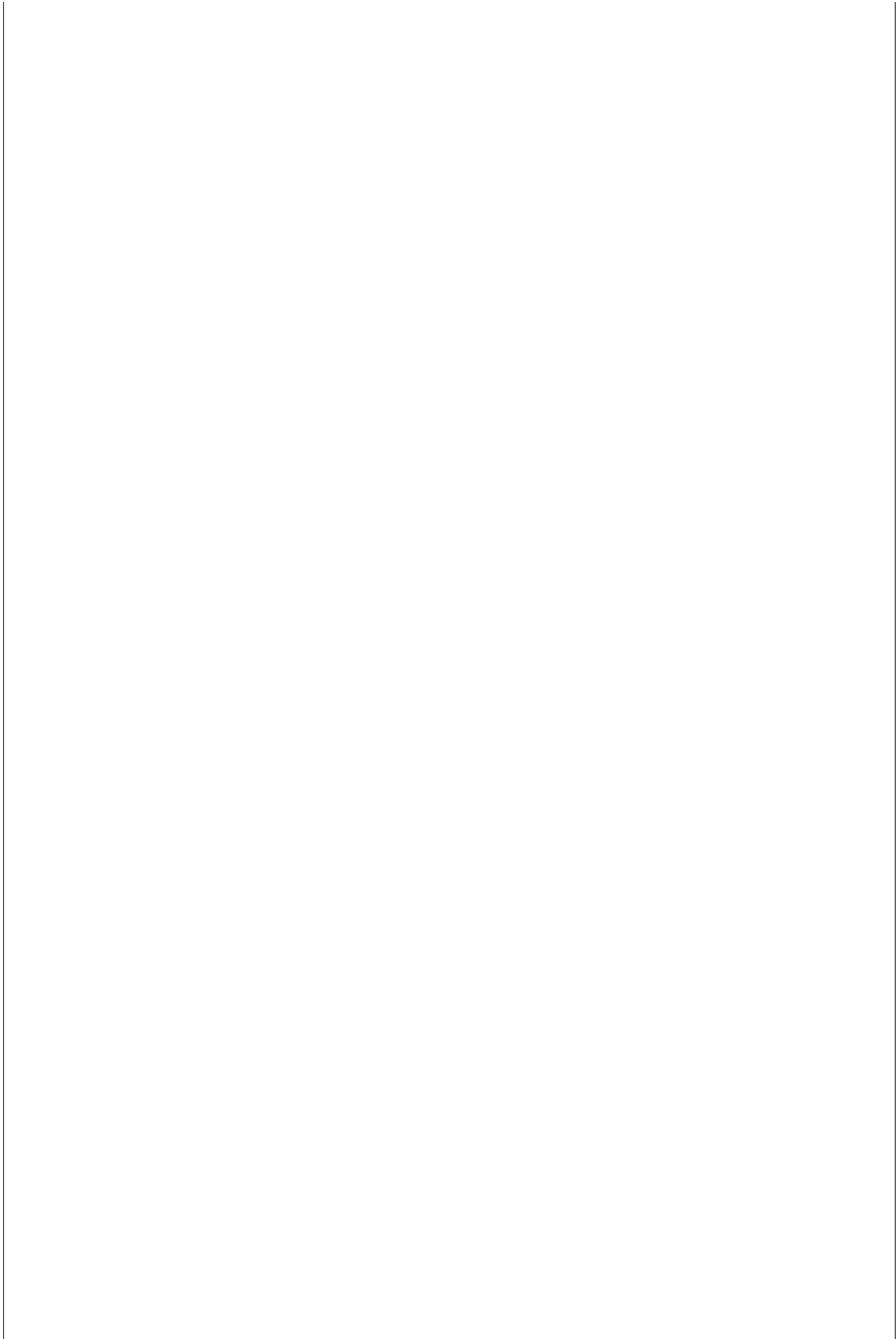
- I would encourage developers to maximize the height and density of the project.
- I would encourage developers to limit the height and density of the project.

I would encourage as many affordable units as possible and also the requisite environmental, traffic and infrastructure impact studies

* 9. Arlington Public Schools spends an estimated \$260,000 of taxpayer dollars (\$20,000 per pupil, per year) to educate a public school student from kindergarten through 12th grade. However, many children who grow up in Arlington cannot afford to live there as adults. Should it be a priority for the County to ensure that a child it pays to educate can afford to live here as an adult?

- Yes
- No

I would prioritize affordable housing for essential workers and for the most vulnerable members of our community.



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Affordable Housing

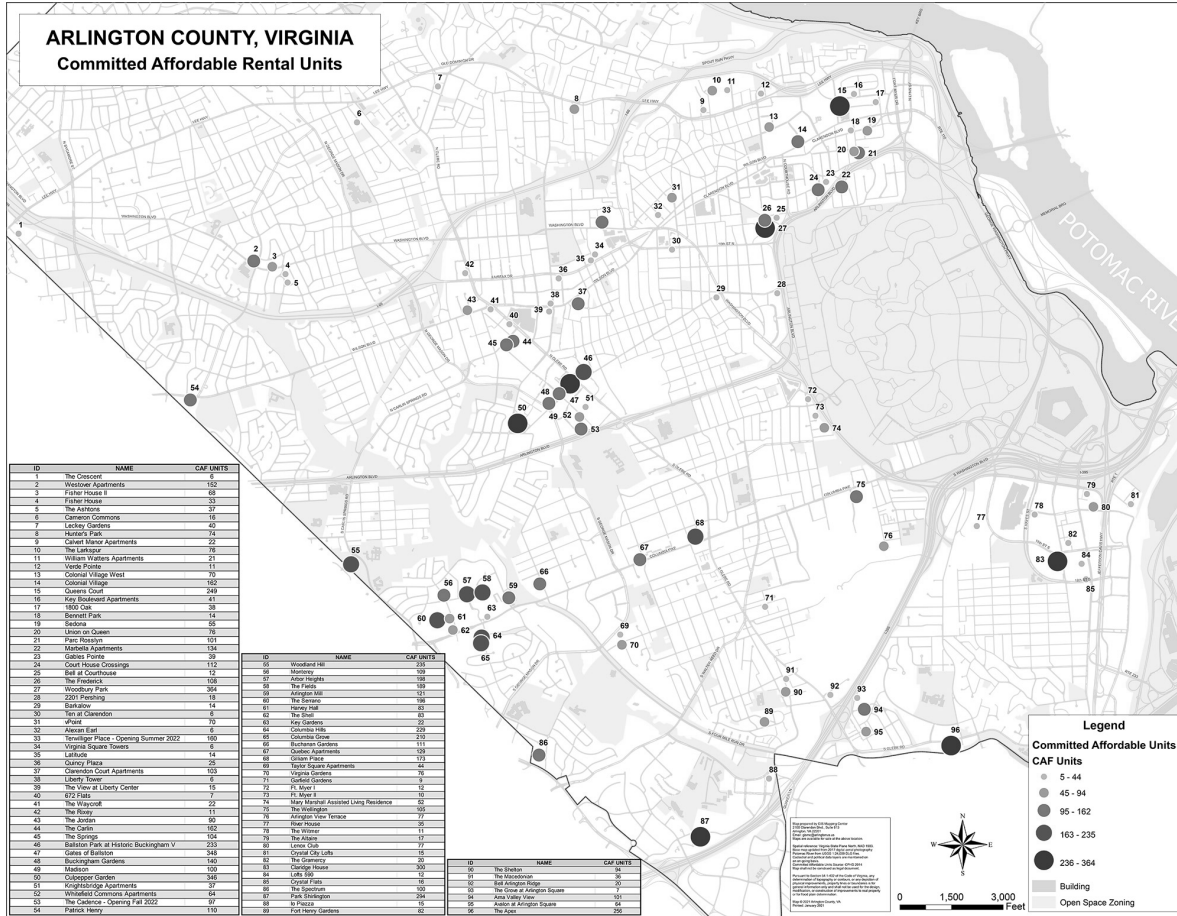
* 10. If you selected yes, which policies to make housing more affordable do you think the county should pursue? Select all that apply.

- Zoning for denser housing
- Down payment or closing cost assistance
- Creating a blanket Inclusionary Zoning program like in DC, Fairfax County, or Montgomery County, in which all new development is required to set aside a percentage of units as affordable housing
- Increasing the County's affordable housing trust fund
- Establishing a social housing authority that would build and maintain affordable housing
- Other (please specify)

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Affordable Housing

For the next question, consult this map.



11. This is a map of committed affordable (income-restricted) housing in Arlington County as of 2021 (click to see a bigger version), which shows that 98.5% of the County’s nearly 8,500 affordable housing units are located south of Langston Boulevard (Route 29, formerly Lee Highway) and in areas that are historically less affluent and more racially diverse. This effectively means far North Arlington, the wealthiest and least diverse part of the county, is functionally off-limits to people with low and moderate incomes. What would you do to increase the amount of affordable housing in far North Arlington?

I would support the location of affordable housing across the County.

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Affordable Housing

This is a chart of Arlington County's income limits for residents of permanently affordable homes. It shows the income level that corresponds with certain percentages of the median family income in Arlington. The next few questions will refer to this chart.

Household Size	80%	60%	50%	40%	30%
1	\$79,760	\$59,820	\$49,850	\$39,880	\$29,910
2	\$91,120	\$68,340	\$56,950	\$45,560	\$34,170
3	\$102,480	\$76,860	\$64,050	\$51,240	\$38,430
4	\$113,840	\$85,380	\$71,150	\$56,920	\$42,690
5	\$122,960	\$92,220	\$76,850	\$61,480	\$46,110
6	\$132,080	\$99,060	\$82,550	\$66,040	\$49,530

* 12. How will you ensure that there is housing in Arlington County for residents who make between 50 percent AMI (\$49,850 for a household of one) and 80 percent AMI (\$79,760 for a household of one)?

Establish and support non-profit community land trusts & housing coops that can buy older homes that are vulnerable to being torn down, upgrade them, and sell at below market costs to low- and mid-income residents.

- Convert under-utilized commercial space to residential housing.
- Put more resources into Arlington County's Homeownership Programs, which include the Affordable Dwelling Units (ADUs) program, Moderate Income Purchase Assistance Program (MIPAP), and the Live Near Your Work program.
- Increase funding to the Arlington Housing Initiatives Fund (AHIF) by requiring more from developers and by tapping other tax resources.

* 13. How will you ensure that there is housing in Arlington County for residents who make between 80 percent AMI (\$79,760 for a household of one) and 120 percent AMI (\$119,640 for a household of one)?

Make transportation more affordable by improving public transit, expanding environmentally-sound bus service, increasing protected bike lanes, and improving pedestrian routes.

- Provide innovative financing and mortgage lending programs to middle and low-income homebuyers.
- Continue Arlington's current Accessory Dwelling Unit (ADU) program.
- Require developers to add more affordable units than what is currently designated for all new construction projects and to add more properties with 3-4 bedrooms in new multi-unit buildings.

* 14. Arlington currently has an Affordable Dwelling Unit (ADU) program in which homes are set aside for moderate-income households to buy at reduced prices, with covenants that require them to stay affordable forever. There are currently just 59 for-sale homes in the program. Would you support expanding the ADU program to include more for-sale homes?

Yes

No

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Transportation

* 15. Do you think there are not enough cars, enough cars, or too many cars in Arlington County?

- Not enough cars
- Enough cars
- Too many cars

* 16. Arlington's Transportation Master Plan has a goal to increase the number of trips by every travel mode *except* for people driving alone, which means reducing the number of private vehicle trips. About half of County residents drive to work today. Do you agree that incenting residents and visitors to drive less should be an explicit policy goal of the County?

- Yes
- No

* 17. Internal data for WMATA estimates that bus delays cost the system about \$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. Would you support removing single-occupancy vehicle parking and travel lanes for dedicated bus lanes, which make bus service faster and more reliable?

- Yes
- No

I would explore a number of opportunities to make bus service more timely and environmentally friendly.

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Transportation

* 18. If yes, how do you think the Arlington Department of Environmental Services (DES) should prioritize repurposing street space to create dedicated bus lanes?

- DES should prioritize repurposing existing parking lanes.
- DES should prioritize repurposing existing travel lanes.
- DES should repurpose whichever lane its staff believe is best on any given street.
- I do not think that DES should repurpose street space for dedicated bus lanes.

Designating street space is a balancing act that should involve direct engagement between the board and the community.



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Transportation

* 19. 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. Would you, as a Planning Board member, support removing single-occupancy vehicle parking and travel lanes for protected bike lanes?

Yes

No

Where it makes sense and there is community support, I definitely would be supportive of this. I am all for protected bike lanes.

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Transportation

* 20. If yes, how do you think the Arlington Department of Environmental Services (DES) should prioritize repurposing street space to create protected bike lanes?

- DES should prioritize repurposing existing parking lanes.
- DES should prioritize repurposing existing travel lanes.
- DES should repurpose whichever lane their staff believe is best on any given street.
- I do not think that DES should repurpose street space for protected bike lanes.

Again, this is a balance that should be struck by the Board/County (not just staff) in engagement between the board and the community.



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Transportation

* 21. Reducing traffic fatalities and injuries will not only require incentives for people to drive less and nudges to make them drive better. It will also require policies that actively reshape the County's transportation systems and its landscape to decrease single-occupancy vehicle trips, and to slow down the speed of those trips when people do make them. To that end, please rank the following policies in the order that you would pursue as a County Board member. If you would not pursue a specific policy, please select N/A.

- | | | | |
|---|--------------------------------|---|------------------------------|
| ☰ | <input type="text" value="3"/> | Installing red light cameras in more locations | <input type="checkbox"/> N/A |
| ☰ | <input type="text" value="2"/> | Installing speed cameras in school crossing zones, as allowed in Virginia since 2020 | <input type="checkbox"/> N/A |
| ☰ | <input type="text" value="↓"/> | Removing minimum parking requirements in new developments near transit | <input type="checkbox"/> N/A |
| ☰ | <input type="text" value="↓"/> | Implementing road diets on arterial streets | <input type="checkbox"/> N/A |
| ☰ | <input type="text" value="4"/> | Making some streets, especially residential streets, car-free | <input type="checkbox"/> N/A |
| ☰ | <input type="text" value="1"/> | Building more housing and affordable housing in the County near transit and job centers | <input type="checkbox"/> N/A |

With community support.

* 22. 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 100 feet (about a 30-second walk) of their residence's entrance, most of the time
- A resident is able to find an available public street parking space on their residence's precise block (about a one-minute walk), most of the time
- 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
- A resident is able to find an available public street parking space within two to three blocks, in any direction of their residence (about a five- to seven-minute walk), most of the time
- A resident is able to find an available public street parking space within their neighborhood, in any direction of their residence, (about a ten-minute walk), most of the time

The answers depend on the access to transit.







* 23. The county's climate action plan goal to be carbon-free by 2035 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, via a mobility device, or by bike instead.

I bike to work almost every day and bike or walk for errands on a daily basis as well.

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Community Input

* 24. Arlington County, like other area jurisdictions, has started to expand its toolbox of outreach methods in order to hear from a broader variety of community members. The following is a list of potential sources of feedback for a hypothetical project or initiative coming before the board, such as a master plan. Rank how important each of these sources would be to your decision-making process. If this source would not be important to you, please select N/A.

- | | | | |
|---|-------------------------------|---|------------------------------|
|  | <input type="text" value=""/> | Comments from residents at a county staff presentation to a civic association | <input type="checkbox"/> N/A |
|  | <input type="text" value=""/> | Door-knocking in an apartment complex | <input type="checkbox"/> N/A |
|  | <input type="text" value=""/> | Online survey of 500 residents | <input type="checkbox"/> N/A |
|  | <input type="text" value=""/> | Pop-up event at a community festival | <input type="checkbox"/> N/A |
|  | <input type="text" value=""/> | Booth at a farmer's market | <input type="checkbox"/> N/A |
|  | <input type="text" value=""/> | Letters, emails, and calls from neighbors adjacent to the site | <input type="checkbox"/> N/A |

They are all important.