

#10

COMPLETE



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Q1

Contact information

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Page 2: Housing Production

Q2

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.

Q3

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

Between 30,000 and 40,000

Q4

No

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?

Q5

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
Incentivizing the conversion of older office buildings, shopping centers, etc. to residential properties	1
Reducing or removing parking requirements in new construction	2
Legalizing and incentivizing housing above public facilities, such as libraries, recreation centers, and fire stations	3
Build and maintain housing for a mix of incomes	4

Page 3: Affordable Housing

Q6

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

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

Q7

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

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

Q8

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.

Q9

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

Page 4: Affordable Housing

Q10

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**

Page 5: Affordable Housing

Q11

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 recognize that this is a significant problem particularly as it relates to school districts. Currently students in affordable housing do not have access to the best schools in the County which is an incredible impediment to upward mobility. I realize it is unpopular with all parties, but I think it is worth reconsidering bussing students from less affluent neighborhoods to schools in more affluent neighborhoods. I support this because the affluence of one's social peer group is one of the strongest correlating factors with upward mobility. To make this work, it would likely need to be an opt out option so that parents could choose to not participate. In terms of housing, I would increase committed affordable housing in locations that have some amount of market rate affordable units in neighborhoods such as East Falls Church, Yorktown, Donaldson Run, and Cherrydale. I would also modify affordable housing grant requirements to incentives parents with kids to rent in better school districts. Existing affordable housing grants limit the proportion of income which can be spent on housing, effectively disincentivizing families from renting more expensive units which could be in better school districts.

Page 6: Affordable Housing

Q12

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)?

see next page for questions 12 & 13

Q13

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)?

Q14

Yes

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?

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Invitation for Arlington County Board endorsement questionnaire

Tony Weaver <tony@olsonweaver.com>
To: Dan Reed <dreed@ggwash.org>

Fri, Apr 21, 2023 at 12:20 PM

Thanks! I have included my responses below:

Increasing housing options for those at 50-80% area median income in Arlington County, Virginia requires a multi-faceted approach.

We need to reduce regulatory hurdles in the site plan process for building 4–8-unit apartment buildings. I feel one of the big misses of the expanded housing option proposal is that it does not adequately address these types of structures. The requirement to stay within the existing zoned building envelope will dramatically limit areas where by right 4-6 unit apartments can be built, effectively limiting the impact of the policy on inventory. This is a problem, because it is difficult for developers to financially justify going through the site plan process for such a small building, which is one reason we have not seen a huge number of these units built in the past. I think the County Board needs to address this issue by providing an expedited, cheaper, approval process for these types of apartments. Furthermore, the County needs to streamline and reduce administrative costs associated with approving permits in general. Although the recently approved expanded housing options are a step in the right direction, the administrative process for getting these types of projects approved is still overly cumbersome and time consuming in many cases.

In addition to making it easier to build smaller apartments. We need to convert existing office space to affordable housing. The County should encourage non-profit developers to pursue such conversions and establish best practices within the County's regulatory framework. This will reduce risk the uncertainty for for-profit developers and increase the likelihood of their pursuing similar projects which would assist with inventory at higher income levels.

Finally, the County needs to increase income thresholds for affordable housing grants. From a budgetary standpoint I doubt they would be able to raise them all the way to 50% area median income, but the current limits are far too low.

Increase the supply of housing options for those at 80-120% area median income

Many of the strategies to increase inventory in for folks at 80-120 % area median income are similar to those relating to the 50-80% bracket. Reducing the regulatory cost of building small 4-8+ unit apartments and conversion of office space by for profit developers to residential would add needed inventory. The expanded housing option policy will also provide some added inventory for people at this income level. In addition, the income limits on MIPAP should be increased to make the program more useful. Often the income level required to get a loan to purchase an appropriate home in the County exceeds the threshold to qualify for the MIPAP program.

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Q15

Too many cars

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

Q16

Yes

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?

Q17

Yes

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?

Page 8: Transportation

Q18

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

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

Page 9: Transportation

Q19

Yes

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?

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Q20

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

Page 11: Transportation

Q21

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.

- Installing red light cameras in more locations **4**
- Installing speed cameras in school crossing zones, as allowed in Virginia since 2020 **5**
- Removing minimum parking requirements in new developments near transit **2**
- Implementing road diets on arterial streets **3**
- Making some streets, especially residential streets, car-free **6**
- Building more housing and affordable housing in the County near transit and job centers **1**

Q22

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

Q23

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 recently purchased an electric scooter and have been transitioning a number of my shorter/mid range trips from car to scooter. I have been using it for trips from Courtbridge (my condo) to Harris Teeter in Shirlington. I also now sometimes drive it from Courtbridge to Crystal City for a weekly meetup group. The 4-mile run trail to the Mount Vernon trail offers a great mostly car free drive.

Page 12: Community Input

Q24

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.

Comments from residents at a county staff presentation to a civic association	4
Door-knocking in an apartment complex	1
Online survey of 500 residents	3
Pop-up event at a community festival	2
Booth at a farmer's market	5
Letters, emails, and calls from neighbors adjacent to the site	6
