#8

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Page 1

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.

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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 20,000 and 30,000

Q4   **Yes**

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	**5**
Incentivizing the conversion of older office buildings, shopping centers, etc. to residential properties	**4**
Reducing or removing parking requirements in new construction	**3**
Legalizing and incentivizing housing above public facilities, such as libraries, recreation centers, and fire stations	**1**
Build and maintain housing for a mix of incomes	**2**

Page 3: Affordable Housing

Q6   **Rent-controlled,**

I consider affordable housing to be (check all that, in your   **Costing no more than 30 percent of one's household**
opinion, apply):   **income**

Q7   **Not means-tested or income-restricted**

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

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

,

Other (please specify):

Community land trust; financing housing through social impact and Community Development Financial Institutions

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?

Our current process requires us to wait for development to pop up and then the County attempts to incentivize CAFs through site planning. I want to focus on greater land use planning, similar to what is occurring for Plan Langston Blvd, in order to start discussing the long-term future of development. This means breaking down the silos of our planning process and expanding transportation, housing, and infrastructure in intentional and proactive ways to meet the needs of the community. Segmenting our analysis of the housing market will let us meet specific needs of each group. While building more housing of any and all types is important, we need to be conscious of prioritizing diverse types of housing: family-sized units, accessibly designed units, deeply affordable units, and moderate income units. Developing annual building goals that are specific about the number of units needed within each segment will create accountability for the County serving the diversity of housing needs in Arlington and not just the easiest to build housing.

From there, we will have a concrete measurement to work toward. We should develop a housing pipeline that includes developing future prospects similarly to how our economic development team has business prospects. Based on the ages, type, and zoning of properties, the County staff should work to consistently identify potential targets for (re)development of additional housing. As prospects are identified, staff can build relationships with the owners, understand what interests they may have for the future of their property, and understand where in a pipeline of potential development they might fall. Importantly, because we are seeking sustained investment and increases in housing stock, not every potential project needs to be in the short-term. It is okay to have a longer horizon but knowing whether something is or is not a possibility will help us quantify whether we are able to meet our housing needs, what resources need to be allocated, and have ample time to work with owners/developers to make sure the site plan fits everyone's needs.

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)?

We need to build more affordable housing units, including both market rate affordable and committed affordable. I would like to do this through consistent funding to the AHIF and leveraging all incentives to build and preserve both CAF and MARK units. Additionally, I think the County should investigate ways to change the underlying funding structure in order to reduce the costs that go into development. Innovative approaches, like Community Land Trusts and Community Development Financial Institutions can help us meet our goals.

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)?

The 2020 Housing Needs Analysis shows that there was a closer match for this income level to the existing housing in Arlington - for one and two person renter households. We need to work on creating a pipeline with more three and four bedroom size housing units, and for more ownership units for both small and large households. As a Board Member I will work to support development that will generate robust supply, making sure that folks in the 80-120% AMI range have sufficient options and are not competing with lower income residents for the same types of housing.

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?	

Page 7: Transportation

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

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

Page 9: Transportation

Q19

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

Page 10: Transportation

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	**3**
Installing speed cameras in school crossing zones, as allowed in Virginia since 2020	**2**
Removing minimum parking requirements in new developments near transit	**5**
Implementing road diets on arterial streets	**4**
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 currently rely primarily on walking and public transportation, and only drive when other options are not sufficiently reliable. One exception I have made is to Uber/Lyft to the DCA airport. I know that I can take the train - and I often do, on the way home - but I should commit to it both directions. I have already taken the Silver Line to Dulles and would highly recommend.

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	**2**
Online survey of 500 residents	**1**
Pop-up event at a community festival	**5**
Booth at a farmer's market	**6**
Letters, emails, and calls from neighbors adjacent to the site	**3**