

#10

COMPLETE



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Q1

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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.

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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

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

Page 3: Affordable Housing

Q6

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

- Means-tested or income-restricted,**
 - 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**
-

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?

We need to ensure that affordable housing is available across the county. The current county board has approved missing middle, now known as expanded housing options. We need to keep an eye on the uptake of this policy across the county to make sure that we are also seeing townhomes, duplexes, etc. north of Langston Boulevard especially since the lot sizes have the capacity for 6-plexes. Depending on the results of the first few years we may need to adjust and take a closer look at what the limitations may be to expanding housing options north of Langston Boulevard.

Housing and transportation also go hand in hand. If we want to expand affordable housing in the northern parts of Arlington, we must also expand our transportation system. A more connected Arlington is also an opportunity to build a more inclusive county. Our ART bus system currently has limited routes that go north of Langston and few that are more than just simple transit through the county to neighboring jurisdictions. While the two ends of Langston have access to the metro, these are, as we have seen more accessible to a diverse set of people and have housing options.

Our best chance to bring affordable housing units to the area may however be right on Langston Boulevard. The 2022 "Plan Langston Boulevard, Preliminary Concept Plan Report" already illustrates the deep need and desire for affordable housing to be a priority in this project. At the same time, pushback is already present from the community as to where this type of housing should come in. We need to take both into account as we proceed but make sure that affordable housing, at levels such as 60% and 30% AMI is baked into the plan.

Investing in affordable housing across the county is also investing in the diversity of our county. We have seen a decrease in the diversity of Arlington from the 2010 to 2020 census. The rising cost of living coupled with rising rents and mortgages in the county are directly impacting the diversity of residents. We have seen the rising concentration of communities of color in South Arlington and while we can pride ourselves in having such diversity concentrated in our county, we should also be concerned that we are limiting access to certain parts of the county.

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 find a way to increase the production of housing at these AMI levels. According to the five-year housing master plan of 2020, we were already behind on our 2040 goal of 17.7% goal of committed affordable units at 60% AMI. Furthermore, nearly 40% of households in the county have a household size of 1. Yet according to the 2021 Affordable Housing Master Plan Review households of 1-2, people are more likely to live in units with more bedrooms than people.

In the last decade, Arlington has consistently added to the number of CAFs available at the 50-60% AMI with nearly 8000 total in 2022. For this specific demographic, we should look at how we can increase the number of units at the 60-80% level which has by only a few hundred units in the last 5 years. From 2015-2019 it is estimated that 6% of the population, nearly 15,000 residents, live at the 50-80% AMI level. Since then Arlington's population has continued to increase and it is my understanding that we have units to only meet half of the demand increases the fact that nearly 40% of our residents are rent-burdened.

A sense of urgency is going to be critical to prioritize increased housing at this AMI level. I look forward to continuing to look and expand our work with private-public partnerships to find creative solutions to increase housing availability at these particular levels across the county.

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)?

Across Arlington, we are seeing higher demand than supply and it is estimated that 25% of our residents live at 80-120%. We need to look at ways to incentivize the production of these types of housing options especially now that the current county board has approved Expanded Housing Options. What we also know is that at this AMI level, a condominium rather than a single-family home might be within reach. The average rent in 2022 was \$2290 which is close to the maximum affordable housing cost based on income. This continues to drive the fact that nearly 40% of our residents are rent-burdened.

We need to continue zoning reforms that expand housing options across the county and create mixed-income and diverse communities. One of the unfortunate impacts of rising home prices is that it negatively impacts diversity in the county - a trend we have seen for the last several years across Arlington. Diverse housing supply should be available across the county and not just concentrated in pockets. Approaches at zoning reform will require us to take a look at parking minimums specifically in residences in our metro corridors. Historically we have taken great pride in being transit-oriented we need to continue to prioritize this to allow for increased housing options at more moderate income levels.

Arlington's current commercial vacancy rate of 22% presents an opportunity for us to look at consolidating vacant buildings and exploring the opportunity of creating more space for residents. With just 26 square miles we have to look at all options across the county and should work towards increasing mixed-income and mixed-use communities.

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

Enough 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?

Page 10: Transportation

Q20

DES should repurpose whichever lane their 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 protected bike lanes?

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 | 5 |
| Installing speed cameras in school crossing zones, as allowed in Virginia since 2020 | 3 |
| Removing minimum parking requirements in new developments near transit | 2 |
| 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**
- ,
- 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**

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 am privileged to live close to multiple public transportation access points and have already begun to reduce the trips I take by car, but certain trips can be reduced. When we first started living together my husband and I each had a car. Not only was this expensive, but it was not practical especially since we lived close to public transportation, and if we drove to work we often commuted together. We went from two cars to one and then over 4 years ago made the conscious change to an electric vehicle. We both take pride in driving a fully electric vehicle to reduce the emissions from all of our travel and offer to pick up and drive friends when meeting up to consciously reduce these emissions. More of my commute to the office and meetings have depended on public transportation, specifically the metro as a way not only to reduce emissions but to save time in traffic and allow me to do more with the time that would otherwise be spent in traffic. I am committed to continuing to find ways to reduce my already limited car trips and find alternative methods of transportation.

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