

#1

COMPLETE



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Q1

Contact information

Name	Julie Farnam
Email	[REDACTED]
Political Affiliation	Democrat
Website	<a href="http://www.julieforarlington.com">www.julieforarlington.com</a>
Social media accounts	FB: <a href="#">julieforarlington</a> , IG: <a href="#">@julieforarlington</a> , Threads: <a href="#">@julieforarlington</a>

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 on the site of aging commercial properties, like shopping centers and office parks.

Q3

Between 20,000 and 30,000

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

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

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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,**
  - Cheap,**
  - Subsidized,**
  - Rent-controlled,**
  - Costing no more than 30 percent of one's household income**
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**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,**
  - Expensive,**
  - 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 limit 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**

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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.

**Down payment or closing cost assistance,**  
**Increasing the County's affordable housing trust fund,**  
**Establishing a social housing authority that would build and maintain affordable housing**

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Other (please specify):  
Incentivize keeping older home stock

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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?

Many of your questions, including this one, are quite leading. The issue isn't so much the neighborhoods where the affordable housing is located. The issue is that the County allows developers who have committed to building a certain number of affordable units to locate those units not in the structure they are building, but putting them elsewhere in the County, including the neighborhoods you reference in the question. For example, the Macy's in Ballston that is being converted into nearly 600 housing units, will only contain 12 affordable units. The remaining affordable units will be located elsewhere. This 'you poor people go live somewhere else, we don't want you integrated into our new apartment building' is wrong and perpetuates inequities. The County should mandate that affordable units are placed within the building that is being built, not elsewhere.

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Page 6: Affordable Housing

**Q12**

How will you ensure that there is housing in Arlington County for residents who make between 50 percent AMI (\$54,150 for a household of one) and 80 percent AMI (\$86,640 for a household of one)?

We need to be more deliberate with ensuring we create more affordability in housing to include requiring additional affordable units when we provide tax breaks to developers, incentivizing keeping older homes rather than tearing them down to build more expensive housing, implementing programs that are modeled after DC's Black Homeownership Strike Force, community land trusts, offering down payment assistance, offering low-interest loans, and working with State legislators to implement rent stabilization efforts. Simply building more will not reduce prices because Arlington will remain a desirable place to live, we attract a lot of large business with highly skilled workers, and builders will stop building more if building more means less profits. If the market is saturated with supply, developers will stop building because it won't be profitable for them anymore, so relying on them to drive down housing prices is a failing proposition.

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**Q13**

How will you ensure that there is housing in Arlington County for residents who make between 80 percent AMI (\$86,640 for a household of one) and 120 percent AMI (\$129,960 for a household of one)?

We need to be more deliberate with ensuring we create more affordability in housing to include requiring additional affordable units when we provide tax breaks to developers, incentivizing keeping older homes rather than tearing them down to build more expensive housing, implementing programs that are modeled after DC's Black Homeownership Strike Force, community land trusts, offering down payment assistance, offering low-interest loans, and working with State legislators to implement rent stabilization efforts. Simply building more will not reduce prices because Arlington will remain a desirable place to live, we attract a lot of large business with highly skilled workers, and builders will stop building more if building more means less profits. If the market is saturated with supply, developers will stop building because it won't be profitable for them anymore, so relying on them to drive down housing prices is a failing proposition.

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**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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Page 7: Transportation

**Q15**

**Enough cars**

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

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**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?

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**Q17**

**No**

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?

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Page 8: Transportation

**Q18**

**Respondent skipped this question**

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

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Page 9: Transportation

**Q19**

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

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Page 10: Transportation

**Q20**

Respondent skipped this question

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

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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	<b>3</b>
Installing speed cameras in school crossing zones, as allowed in Virginia since 2020	<b>1</b>
Removing minimum parking requirements in new developments near transit	<b>N/A</b>
Implementing road diets on arterial streets	<b>N/A</b>
Making some streets, especially residential streets, car-free	<b>N/A</b>
Building more housing and affordable housing in the County near transit and job centers	<b>2</b>

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**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 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**

**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 walk frequently and only purchased a car two years ago. It is healthier for me and the environment when I walk rather than drive. I remain committed to walking rather than driving whenever I can.

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