

2024 Greater Greater Washington Arlington County Board Questionnaire

Greater Greater Washington is endorsing applicants for the open Arlington County Board seat in 2024. We will endorse County Board candidates 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 Thursday, April 25, 2024. 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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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. yes, if there is the requisite community support and the relevant impact studies on the environment, infrastructure, transit, emergency services, parking etc. are conducted.
- I do not think density should be increased anywhere in Arlington County.

* 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.

The 20K number referenced here is from an Urban Institute report, copyrighted 2019, prior to the pandemic, 5 years ago. I would want to drill down and get a more comprehensive handle on Arlington's housing needs before committing to a specific target or goal, especially in light of recent studies highlighted in an April 10th, 2024 Wash Post article that Arlington County was on track to exceed its housing targets.

* 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

* 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
- 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
- Legalizing and incentivizing housing above public facilities, such as libraries, recreation centers, and fire stations N/A
- Build and maintain housing for a mix of incomes N/A

Strongly support, the only caveat is that higher density housing would be near transit.

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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

is this deeply affordable housing or housing for middle income individuals? It is not clear. I am answering this for truly affordable housing (60% AMI and below) in Arlington. Many of the options provided are not allowed in Arlington.

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* 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?

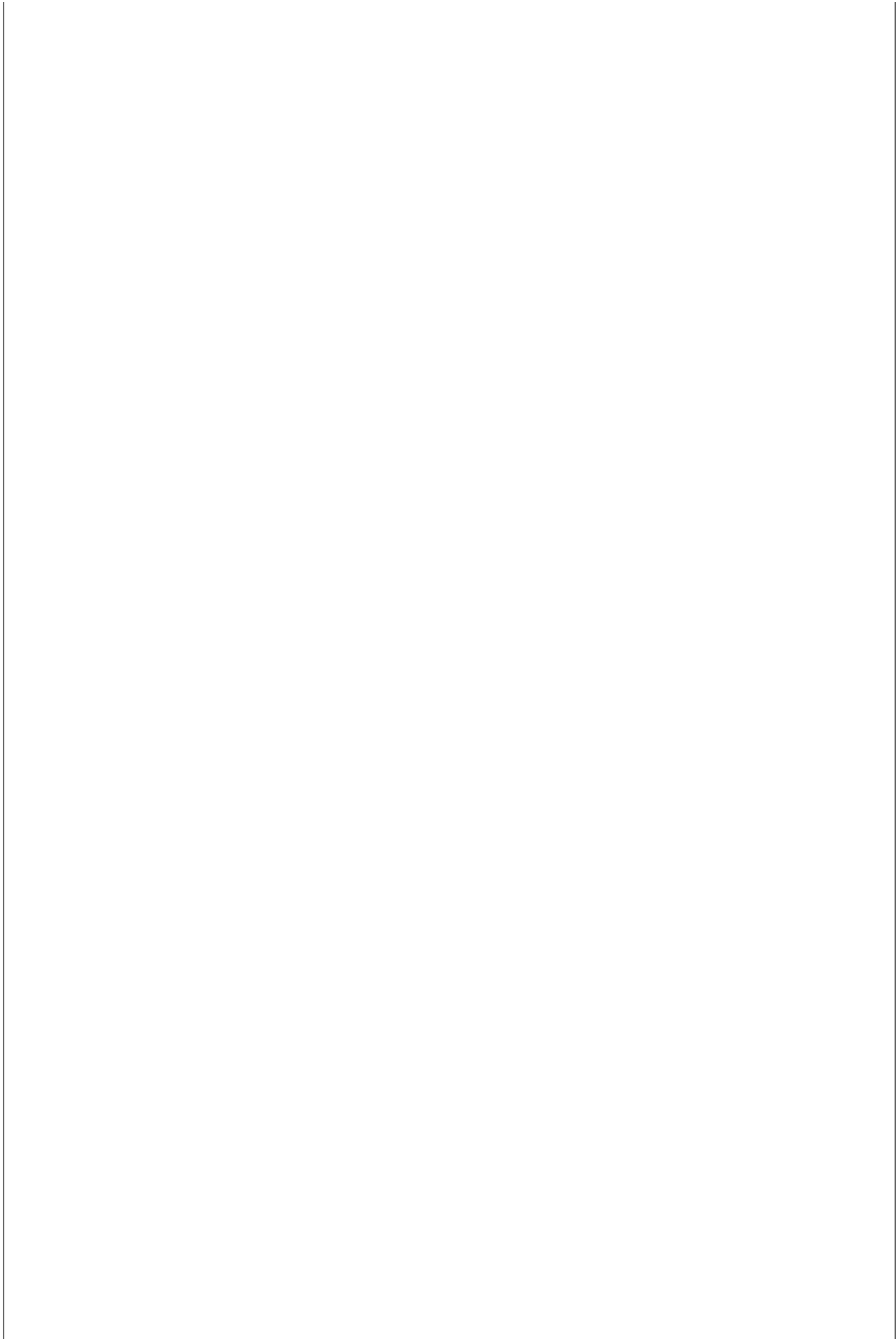
- I would encourage developers to maximize the height and density of the project.
- I would encourage developers to limit the height and density of the project.

None of the above. I have other creative ideas, such as housing co-ops, land trusts, and housing preservation and conservation programs, as well as exploring options in Richmond for other opportunities for Arlington.

* 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

You have to do everything possible to provide affordable housing, but given the dynamics of the housing market, it is unrealistic to think you can guarantee anything along these lines. And we need to ensure we assist the people who live here now from being displaced.



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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.

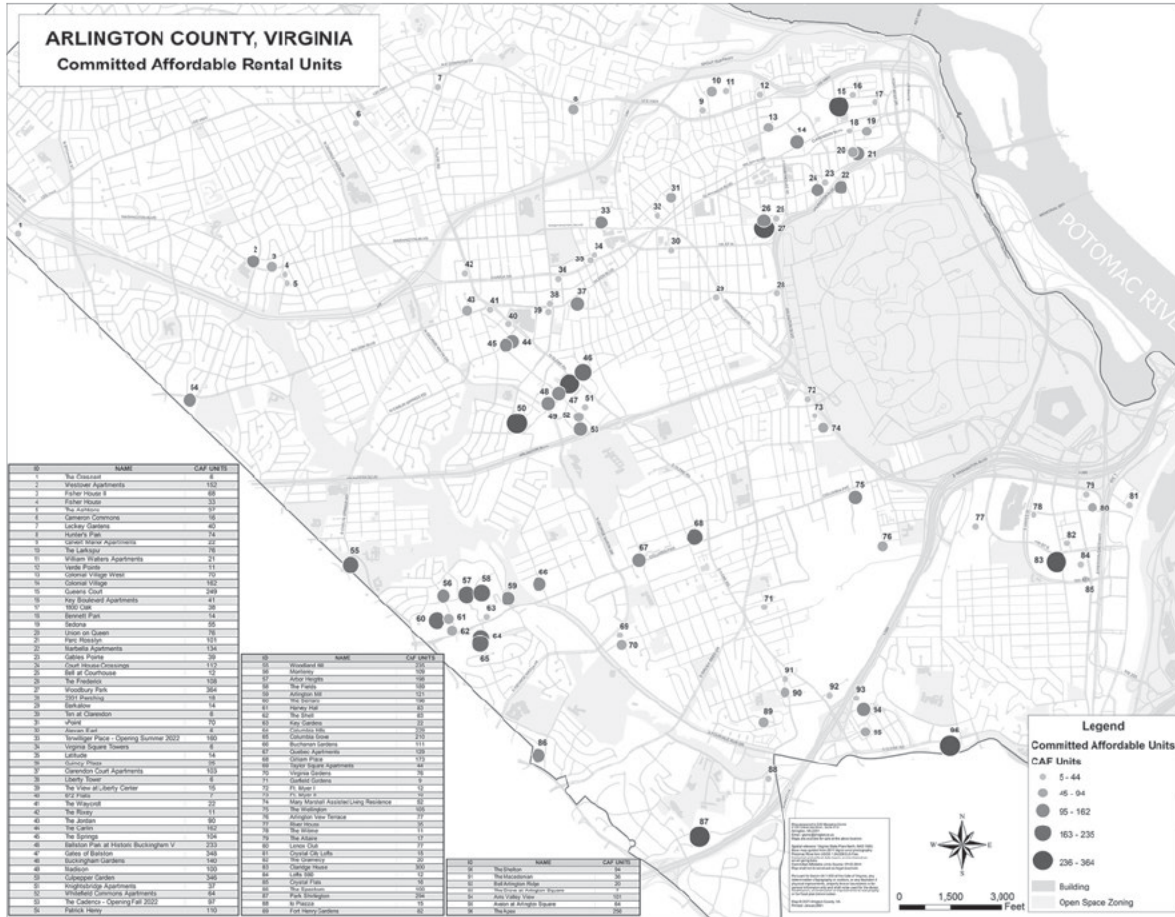
- Zoning for denser housing
- Down payment or closing cost assistance
- Creating a blanket Inclusionary Zoning program like in DC, Fairfax County, or Montgomery County, in which all new development is required to set aside a percentage of units as affordable housing
- Increasing the County's affordable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

Transit-oriented development was successful for several decades. But in the last few years, the county has relied solely on land use and densification, which has damaged the environment and our fiscal health.

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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 am supportive of TOD (Transit oriented development), and that includes the Langston Boulevard Corridor.

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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	\$86,640	\$64,980	\$54,150	\$43,320	\$32,490
2	\$99,040	\$74,280	\$61,920	\$49,520	\$37,140
3	\$111,440	\$83,580	\$69,650	\$55,720	\$41,790
4	\$123,760	\$92,820	\$77,350	\$61,880	\$46,410
5	\$133,680	\$100,260	\$83,550	\$66,840	\$50,130
6	\$143,600	\$107,700	\$89,750	\$71,800	\$53,850

* 12. 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)?

You do everything you can utilizing the tools and housing assistance programs that the County has available.

*** 13. 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)?**

You do everything you can utilizing the tools and housing assistance programs that the County has available.

*** 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

I am supportive of improving and expanding our public transit system.

* 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

This is literally what transit-oriented development was all about.

* 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

Realistically, it is not clear where there is space for this, and it is also not clear if there would be community support.

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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.

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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

I am a regultbike rider. Depending on traffic volume, there are some routes where this would make sense. I have benefited from these protected bike lanes. However, there are major highways/commuter routes where this does not make sense. We would need to do careful planning to make this work. There are several areas in Arlington where I ride where protected bike lanes have been successfully added, including Pershing Drive in Lyon Park and Wilson Boulevard between Rosslyn and Courthousear

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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.

see #19.

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

* 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

if you can guarantee that people with limited mobility can park close to their homes, then parking a block or so away could be sufficient.













* 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 already do an enormous amount of getting around via foot and bike for my job and for daily life. I will commit to doing even more.

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