

#8

COMPLETE



Page 1

**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.

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**

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**

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?

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

**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**

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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.

- 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**

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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?

For now (April 2024), I am satisfied with the new Langston Boulevard Plan and the framework our County Board and Staff created to permit, by right, options for different housing types in every residential zoning district. Next, I want to analyze the natural impact in this area of Arlington relating to housing supply and explore additional affordable housing options, i.e., Community Land Trusts. We also need to update the East Falls Church plan to align better with the new Langston Boulevard plan and increase affordable housing opportunities.

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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)?

As a County Board Member, I will ensure that we expand the number of committed affordable units (CAF). Arlington currently has about 11k CAFs and most of them are 60% of AMI. We need to expand that number so we can help more lower-income residents obtain housing here in Arlington. For residents within this income range, we should also continue to use programs like the Low-Income Housing Tax Credit, and we can expand the use of mixed-income housing that serves people of different income levels. Increasing funding for our Affordable Housing Investment Fund is a key tool we can use to make those projects happen. We also have a co-living option in Arlington that may be an interesting case study to explore further. Studying that model (e.g., private bedrooms with communal kitchens and other shared amenities) and understanding how to make it more successful and more affordable for single people would be worthwhile. Addressing our housing shortage requires thoughtful innovation.

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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)?

Residents within this income range can struggle to find homeownership options in Arlington, especially as they build their families and need some more space to live. Our down payment assistance program has not been doing enough for these families. We also need more of the housing types and sizes that work for these households, whether it be in townhomes, apartments, or condominiums. As a County Board Member, I would also like to work with our state legislature to allow more than four unrelated people to live in the same single-family house, so as people age and want to continue to live in their homes, they could rent out rooms in their homes (especially if they live in 4, 5 and 6 bedroom homes). This is different from Accessory Dwellings Units, which have a higher cost barrier due to stringent building codes. We also need to continue looking for ways for Accessory Dwellings (internal and detached) to be easier to permit and build. Planning for our major east-west roads to allow for higher density and heights that abut commercial areas and at major intersections (Glebe Road, George Mason, Washington Blvd, Walter Reed) could result in more condo and rental homes built for this up to 80% or even 120% income bracket. Additionally, I would advocate for the Virginia General Assembly to pass rent stabilization to ensure that the cost of rental units doesn't increase at unreasonable rates each year. This would help people to feel more secure that their housing costs will not dramatically rise from year to year.

Finally, we can look at establishing special purpose credit programs (either by the county itself or nonprofits) to expand homeownership opportunities for Black and Brown residents.

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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**

**Not 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**

**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?

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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?

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

**Q22**

**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**

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?

**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'd like to share that although I had to use my vehicle to cover 26 square-miles of Arlington in a short time while campaigning, I've been seeking ways to reduce my carbon footprint. I've given great thought to purchasing an e-bike, particularly for my Sunday commute to church. Not only will this lighter mode of transport be more convenient, but it will also help in reducing carbon emissions. I am committed to purchasing an e-bike or a similar mode of transport and will use it for events or engagements that are within close proximity to my home. I am fully committed to reducing our carbon footprint and making the world a better place one e-bike ride at a time!

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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>1</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>3</b>

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