

2024 Greater Greater Washington Alexandria Mayor + Council Questionnaire

Greater Greater Washington is endorsing applicants for Alexandria Mayor and City Council 2024. We will endorse 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

Name

Email

Political Affiliation

Website

Social media accounts

2024 Greater Greater Washington Alexandria Mayor + Council Questionnaire

Housing Production

* 2. Alexandria needs about 20,000 additional homes by 2030, according to a study from the Urban Institute. As of 2019, Alexandria committed to building 3,000 more units in addition to original projections. 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 Alexandria, please select "I do not think density should be increased anywhere in Alexandria."

- New housing should be concentrated within transit oriented, amenity-rich areas, including Potomac Yard, the Eisenhower Valley, Landmark/Van Dorn and Beauregard.
- 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.
- I do not think density should be increased anywhere in Alexandria

* 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.

* 4. The recently passed Zoning For Housing changes will allow up to four units on lots where previously just one single family home could be built, and offer developers a density bonus if they set aside one-third of units in a development as affordable housing. Do you support this?

- Yes
- No

* 5. The Mayor and City Council 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 City agencies pursue, if elected. If you would not request that City 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 Zoning for Housing zoning changes to allow up to six homes per lot 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

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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

* 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. Alexandria has 1,378 committed affordable rental and homeownership units (with income restrictions). The City Council 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. The Mayor and Council 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.

* 9. Alexandria City Public Schools spends an estimated \$244,000 of taxpayer dollars (\$18,816 per pupil, per year) to educate a public school student from kindergarten through 12th grade. However, many children who grow up in Alexandria cannot afford to live there as adults. Should it be a priority for the City to ensure that a child it pays to educate can afford to live here as an adult?

- Yes
- No

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Affordable Housing

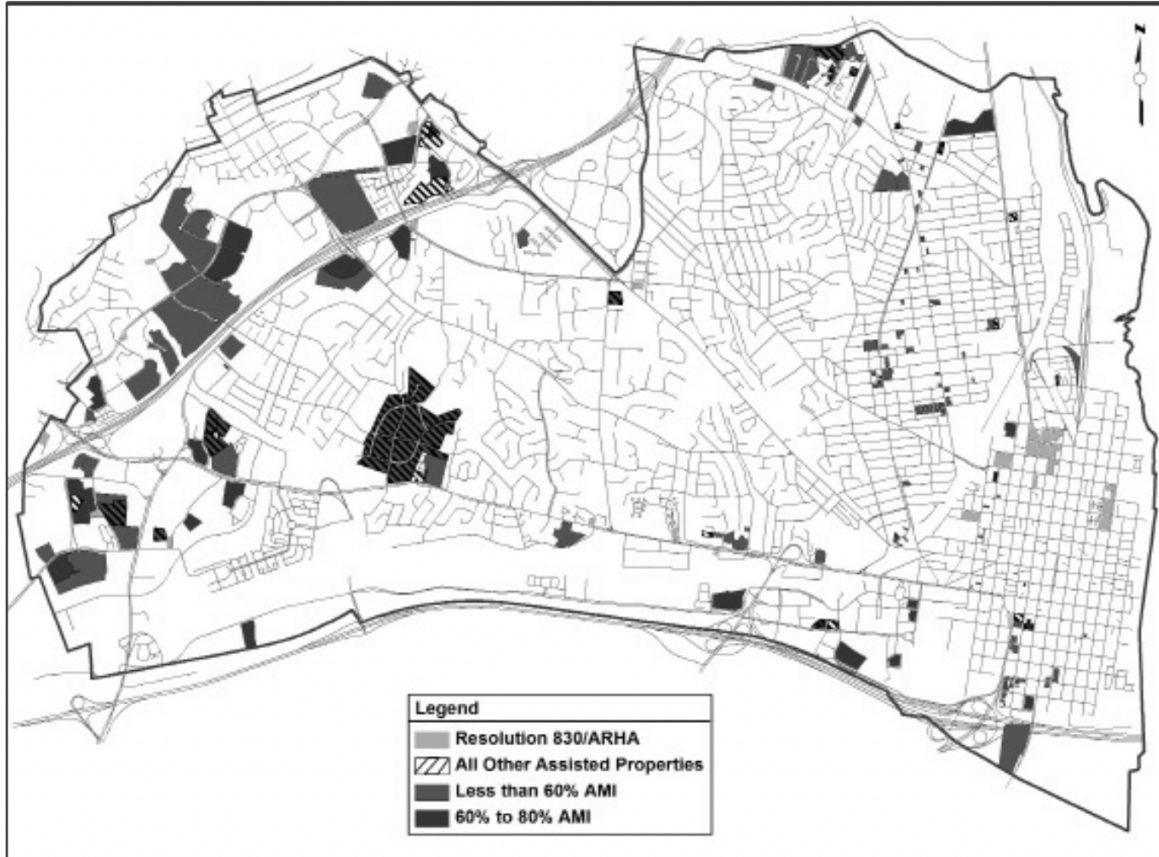
* 10. If you selected yes, which policies to make housing more affordable do you think the county should pursue? Select all that apply.

- 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 City's affordable housing trust fund
- Establishing a social housing authority that would build and maintain affordable housing
- Other (please specify)

Affordable Housing

For the next question, consult this map.

Map 2-2: Market Affordable Rental Housing, 2010 (Affordable for -Rent 2-Person Households)



11. Research for Alexandria’s Zoning For Housing/Housing For All program has found that Alexandria’s segregationist history has led to both economic and racial segregation in the city. According to the city’s Housing Master Plan, “market affordable” rental units (defined as “affordable for a household at 60% AMI to spend no more than 30% of household income on housing costs, without any public subsidy or restrictions”) are concentrated in Alexandria West, Landmark/Van Dorn, and Potomac West.

This effectively means that more affluent areas like Del Ray, Old Town, and Potomac Yard/Potomac Greens are functionally off-limits to people with low and moderate incomes, as shown in the map below. What would you do to increase the amount of affordable housing in these and other Alexandria neighborhoods?

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Affordable Housing

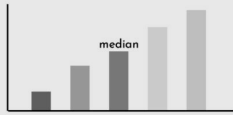
This is a chart of Alexandria's income limits for residents of permanently affordable homes. It shows the income level that corresponds with certain percentages of the median family income in Alexandria. The next few questions will refer to this chart.

ALL ABOUT AREA MEDIAN INCOME (2023)



What is the Area Median Income (AMI)?

AMI is the income value directly in the middle of the income set being (not the average or mean).



The 100% AMI value is calculated annually by the Department of Housing and Urban Development (HUD).

How is the "area" part determined in AMI?

A "metro" area is a city of 50,000 or more people, and includes outlying areas that commute to a common urban core.

In Housing Alexandria's area, income calculations are pulled from D.C., Maryland, and Virginia neighborhood incomes.



How is the AMI used in affordable housing?

AMI is used by affordable housing developers to set upper limits on household income for an income-restricted unit.

Different units go up to different income levels - most units are restricted to 40, 50, 60, or 80% AMI. A household's income must not exceed that level in order to be able to rent there. Income is calculated for all adults, and includes all benefits or income regularly received (i.e., Social Security).

Financing programs for affordable housing development, like the Low Income Housing Tax Credit (LIHTC) program, typically require certain ratios or numbers of 40/50/60/80% AMI units within the building.

Minimum incomes are often required; they are typically 2.5x the rent of a unit.

Area Median Income Limits For Washington-Alexandria-Arlington, updated May 2023

Numbers provided by Novogradac Income Limits Calculator (novoco.com) and HUD. Limits here are provided for your convenience; and are subject to change. Leasing officers at Housing Alexandria properties can help answer your questions and provide the final determination on your household's qualifying income.

	100% AMI	30% AMI	40% AMI	50% AMI	60% AMI	HUD 80%*	MATH 80%*
1 person	\$106,500	\$31,650	\$42,200	\$52,750	\$63,300	\$66,750	\$84,400
2 people	\$121,700	\$36,180	\$48,240	\$60,300	\$72,360	\$76,250	\$96,480
3 people	\$136,900	\$40,710	\$54,280	\$67,850	\$81,420	\$85,800	\$108,560
4 people	\$152,100	\$45,210	\$60,280	\$75,350	\$90,420	\$95,300	\$120,560
5 people	\$164,300	\$48,840	\$65,120	\$81,400	\$97,680	\$102,950	\$130,240
6 people	\$176,400	\$52,470	\$69,960	\$87,450	\$104,940	\$110,550	\$139,920

*What is "HUD 80% AMI" and "Math 80% AMI"?

The Department of Housing and Urban Development (HUD) regulates the 80% AMI level in high cost-of-living areas, such as the D.C. metro, in order to bring the local 80% AMI level for rental housing programs closer to the national median. Some programs, like Housing Alexandria's homeownership program, may use the mathematical 80% instead of the HUD 80%. Ask each different property leasing team for more information.



* 12. How will you ensure that there is housing in Alexandria for residents who make between 50 percent AMI (\$52,750 for a household of one) and 80 percent AMI (\$66,750 for a household of one)?

* 13. How will you ensure that there is housing in Alexandria for residents who make between 80 percent AMI (\$66,750 for a household of one) and 100 percent AMI (\$106,500)?

* 14. Alexandria currently has an Affordable For-Sale Unit program in which homes are set aside for moderate-income households to buy at reduced prices, with covenants that require them to stay affordable long-term. As of April 2024, there were just 7 for-sale homes in the program. Would you support expanding this 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 Alexandria?

- Not enough cars
- Enough cars
- Too many cars

* 16. The Alexandria Mobility Plan has a goal to increase high quality transportation options to discourage private vehicle trips. About half of city residents drive to work by themselves today. Do you agree that incentivizing residents and visitors to drive less should be an explicit policy goal of the City?

- Yes
- No

* 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

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Transportation

* 18. If yes, how do you think the Alexandria Department of Transportation and Environmental Services (T&ES) should prioritize repurposing street space to create dedicated bus lanes?

- T&ES should prioritize repurposing existing parking lanes.
- T&ES should prioritize repurposing existing travel lanes.
- T&ES should repurpose whichever lane its staff believe is best on any given street.
- I do not think that T&ES 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

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Transportation







* 20. If yes, how do you think the Alexandria Department of Transportation and Environmental Services (T&ES) should prioritize repurposing street space to create protected bike lanes?

- T&ES should prioritize repurposing existing parking lanes.
- T&ES should prioritize repurposing existing travel lanes.
- T&ES should repurpose whichever lane their staff believe is best on any given street.
- I do not think that T&ES should repurpose street space for protected bike lanes.

2024 Greater Greater Washington Alexandria Mayor + Council Questionnaire

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 City'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 Mayor or City Councilmember. If you would not pursue a specific policy, please select N/A.

- | | | | |
|---|--|---|------------------------------|
|  | <input data-bbox="224 592 297 638" type="text"/> | Installing red light cameras in more locations | <input type="checkbox"/> N/A |
|  | <input data-bbox="224 659 297 705" type="text"/> | Installing speed cameras in school crossing zones, as allowed in Virginia since 2020 | <input type="checkbox"/> N/A |
|  | <input data-bbox="224 726 297 772" type="text"/> | Removing minimum parking requirements in new developments near transit | <input type="checkbox"/> N/A |
|  | <input data-bbox="224 793 297 840" type="text"/> | Implementing road diets on arterial streets | <input type="checkbox"/> N/A |
|  | <input data-bbox="224 861 297 907" type="text"/> | Making some streets, especially residential streets, car-free | <input type="checkbox"/> N/A |
|  | <input data-bbox="224 928 297 974" type="text"/> | 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

* 23. Alexandria's [Environmental Action Plan](#) goal to be carbon neutral by 2050 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.

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Community Input

* 24. Alexandria, 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.

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

25. Last month, a proposal to build a basketball and hockey arena in Potomac Yard fell through. What's your vision for the future of this 12-acre property, where the City previously approved a mix of housing, office space, and retail?

26. Eighty-two percent of the City's tax revenue comes from residential properties, including both single-family and multi-family homes. How would you encourage a more diverse tax base?