

#11

COMPLETE



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Q1

Contact information

Name	Kirk McPike
Email	[REDACTED]
Political Affiliation	Democrat
Website	kirkmcpike.com
Social media accounts	<a href="https://www.facebook.com/KirkforAlexandria">https://www.facebook.com/KirkforAlexandria</a>

Page 2: Housing Production

Q2

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.

Q3

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

Between 20,000 and 30,000

**Q4**

**Yes**

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?

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**Q5**

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   | <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>2</b> |
| Legalizing and incentivizing housing above public facilities, such as libraries, recreation centers, and fire stations | <b>4</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,**
  - Subsidized,**
  - 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):

- Unsubsidized**
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**Q8**

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.**

**Q9**

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**

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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 City'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**

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?

The City’s ability to directly induce the creation of affordable housing is very limited under Virginia law. Through initiatives such as Zoning for Housing, we are seeking to diversify our housing stock to create more housing at different price points throughout the City, including in areas presently lacking market rate affordable housing. I believe we can build on many of the tools we have put in place, such as further streamlining the process for creating ADUs, encouraging office-to-residential conversions in cases that would generate committed affordable homes, and by directly building housing. As a member of Council, I have supported changes to our laws to foster housing creation, supported public and private projects to create dedicated affordable homes, and increased funding for the City’s affordable housing trust fund, and will continue to do so.

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Page 6: Affordable Housing

**Q12**

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)?

Under several provisions of Alexandria’s zoning rules, particularly after the adoption of the Zoning for Housing policy package, certain kinds of development guarantee the creation of homes affordable to Alexandrians making 60% of the area median income. The City has been successful at fostering the creation of this housing in recent years, and I would seek to maintain that momentum — and to expand it. Further, we often use funds in our affordable housing trust to “buy down” 60% AMI units to lower AMI levels to serve communities in need of deeper affordability. I support expanding our dedicated revenue to the affordable housing trust fund, and this year proposed a one-time \$3 million transfer of City funds into it, to speed up the production of buildings with approved-but-not-yet-funded dedicated affordable housing. As one of the most vocal advocates for housing expansion on the Council, I will continue to focus on this challenge in a second term.

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**Q13**

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)?

Housing for residents making between 80% and 100% of AMI is part of what is often referred to as “workforce housing”. Unlike housing at deeper affordability levels, this is housing the market can provide with smaller support from the City, depending on the specifics of the project being considered. The Zoning for Housing policy package includes tools to streamline and potentially lower the cost of producing housing, and allows the construction of a broader range of housing types across the City, with the goal of allowing the market to produce more types of housing at these price points. This “missing middle” approach has been successful in other jurisdictions. I am open to revising and improving the tools in Zoning for Housing if we find that they are not producing the full range of housing that we need — it’s not enough to produce committed deeply affordable homes and expensive homes only accessible to families who make more than 120% of AMI, we also need housing for teachers, firefighters and other essential employees.

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**Q14**

Yes

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?

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Page 7: Transportation

**Q15**

Too many cars

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

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**Q16**

Yes

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?

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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**

T&ES should repurpose whichever lane its staff believe is best on any given street.

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?

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**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**

**T&ES should repurpose whichever lane their staff believe is best on any given street.**

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?

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 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.

- |   |          |
|---|----------|
| 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>4</b> |
| Implementing road diets on arterial streets   | <b>5</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>2</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**

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.

Over the last couple of years, I have replaced much of my car travel within the City with bike rides and the use of transit. In 2022, I purchased an e-bike, and have made a concerted effort to travel by bike when commuting within Alexandria or when running errands. I have used Alexandria's fare-free DASH bus system to get to Metro to take the train into DC. I plan to continue expanding my use of DASH and my e-bike again this year, and eventually to purchase a cargo e-bike to expand the types of errands I can run without using my car. As a member of Council, I have also voted for multi-modal transit, bus rapid transit, expanded bus service, and protected bike lanes. I will always be an advocate for lowering emissions by reducing car dependency.

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Page 12: Community Input

**Q24**

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.

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

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**Q25**

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?

The undeveloped site next to the Potomac Yard Metro Station will play a key role in catalyzing the redevelopment of North Potomac Yard that the City has long sought. However, the initial plan for the site, which relied heavily on office space as an anchor, is a poor fit for the post-pandemic market. A focus on an entertainment use anchor is probably the best approach for this site, though incubator-scale office space could also have potential given the location is next to the new Virginia Tech Innovation Campus. The City must work with the property's owners to identify place-making entertainment uses that can be brought to fruition within a reasonable budget and partners to help us do so. Whether something related to live performances, film, or another arts use, an entertainment anchor would foster enough activity to bring about the urban retail, restaurants, light commercial, significant amounts of housing, including dedicated affordable homes, and property for educational uses called for in the small area plan.

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**Q26**

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?

Finding a new approach to catalyze the redevelopment of North Potomac Yard and underperforming properties along the Eisenhower corridor, completing the build out of the hospital and mixed-use residential and commercial development at Landmark, as well as the redevelopment of the old coal-power plant in North Old Town, will provide a much-needed burst of new non-residential revenue in coming years. However, those projects alone will not be enough to address our revenue challenges. Alexandria needs to continue growing its investments in our Economic Development Partnership and our tourism bureau to attract new businesses and customers. I have supported budget proposals to provide funding to under-capitalized small businesses and to hold a citywide economic summit to discuss strategies for revenue diversification. I support empowering local businesses to create tools such as BIDs that have been shown to generate greater economic growth. If re-elected, I will continue to use the experience and knowledge I gained as a member of the City's Budget & Fiscal Affairs Advisory Committee to help Alexandria navigate our financial struggles.

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