

#5

COMPLETE



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Q1

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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.

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 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?

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

Page 3: Affordable Housing

Q6

Costing no more than 30 percent of one’s household income

I consider affordable housing to be (check all that, in your opinion, apply):

Q7

Not means-tested or income-restricted,

I consider market-rate housing to be (check all that, in your opinion, apply):

Not rent-controlled

Q8

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

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?

Q9

Yes

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?

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,

Increasing the City's affordable housing trust fund,

Establishing a social housing authority that would build and maintain affordable housing

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?

Academic research and news coverage over the past two years have shown that increased housing production has slowed the growth and/or lowered the cost of rent in a number of metro areas, so I do believe that our most effective tool to ensure market rate housing is affordable for many/most households is through housing production. Revisiting zoning codes and updating them to ensure they're in step with the current needs of the community is one such intervention, and will allow us to add smaller housing units (through multi-unit lots) in the neighbors mentioned in the prompt. Investment and incentives for transit-oriented development is another key tool, and will also add housing in or near the neighborhoods you've identified.

We should constantly strive to provide a variety of tools and incentives for builders across the full spectrum of housing type and location, so that any given project—from a single unit lot to a large multi-family building—has the flexibility to ensure success.

Additionally, Alexandria has been among the leaders nationally in office-to-residential conversions, and in some communities and contexts zoning changes are necessary to pursue projects of this nature. Similarly, industrial zones frequently prohibit residential uses yet in some cases have evolved to be locations that are both compatible with and desirable for residential use. Finally, opportunities to expand residential multi-family zones in areas where that is appropriate is another opportunity that zoning change could increase and accelerate housing production.

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)?

I would use existing programs and financial tools in addition to other public resources (like the Industrial Development Authority) to fund more projects like Wesley Housing's Waypoint at Fairlington project, which received around \$7m in loans from the city (in addition to grants from the VA DHCD) to deliver 81 units of 40-60% AMI housing.

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)?

I would pursue more projects like Housing Alexandria's Seminary Road project, which received nearly \$3m in state funding and will deliver 31 townhomes and 5 condos at 80% of AMI.

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?

Page 7: Transportation

Q15

Enough cars

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

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?

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?

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?

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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?

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

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 on their residence's precise block (about a one-minute walk), most of the time

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.

I can take my kids to a lesson in Old Town by DASH bus instead of car.

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

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?

We need to continue to pursue the vision of a vibrant walkable district containing a mix of housing, entertainment, and education uses.

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?

Pursue project opportunities around our transit hubs in Potomac Yard, Eisenhower Ave metro, and Braddock metro to add housing and commercial space in highly desirable locations, alongside additional investments in our education and workforce development programs (for example, partnerships between ACPS, NOVA, and Virginia Tech) so employers continue to view us as a desirable place to relocate and remain.
