

#12

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.

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?

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

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):

**Built by private developers,
Unsubsidized,
Not rent-controlled**

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

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.

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,

Other (please specify):

The City just passed Zoning for Housing. A critical next step is to ensure successful implementation and evaluation.

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?

More than 15,000 renter and homeowner households in Alexandria spend more than 30% of their income on housing leaving little left over for essentials like medication, childcare and transportation. All of the small area plans approved in the last 20 years have an explicit goal of more housing and/or housing diversity across the entire city. This is why I supported Zoning for Housing and voted for all eight proposals in 2023. I believe this set of proposals as a whole is critical to meet the diversity of Alexandria's housing needs-- and the lengthy and thorough process with which the community vetted the initiative helped make it so. Zoning for Housing passed unanimously and will help to create homes for more residents across all neighborhoods and alleviate some of the pressure on our existing housing supply that has made it harder for people of all incomes to find and keep their housing.

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 am committed to exploring every tool from zoning to funding to expand housing for residents who earn 40 and 80% of AMI. This year, the city will update its Housing Master Plan. I have been actively engaging in conversations with community members, housing advocates, faith leaders and the Office of Housing to identify new tools and funding for this population. On Council, I supported leveraging our zoning code to expand the use of the RMF zone, which requires one third of the increase in density permitted by the zone to be provided as affordable housing at an average of 40% AMI. Since funding is critical to move these projects to reality, I led the charge to increase dedicated funding for affordable housing, generating more than \$5 million more each year, and to set aside ARPA funds to purchase units in new construction for individuals and households with 40% AMI.

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)?

Several of the policies that were recently approved as part of Zoning for Housing will help create housing opportunities for residents who make 80 to 100% AMI. These policies include: office to residential conversions, amending CDD requests to require 1/3 of bonus density to be committed affordable units, and transit oriented development incentives.

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?

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

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 | 4 |
| Installing speed cameras in school crossing zones, as allowed in Virginia since 2020 | 3 |
| 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

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

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.

One trip that I am committed to taking on foot is taking my son to preschool. We currently walk a few times a week and drive the other trips.

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

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 know what we want as a community. Hundreds of residents, businesses and other stakeholders helped shape the North Potomac Yard Small Area Plan which was approved in 2010 and updated in 2017 and 2020. Our community's vision is a sustainable, mixed-use community with entertainment, restaurants, retail, residential, and open space. This vision was affirmed during the past three months of community engagement. The future Mayor and Council will need to find the right next catalyst, incentives, and public-private partnerships to bring the plan to life.

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?

We need to move on from piecemeal decision-making and be comprehensive in our approach. We need a city-wide revenue generation plan for how we take pressure off of residential taxes. We need a plan that outlines how Alexandria can:

Help small businesses open, stay open, and thrive

Work with the General Assembly to increase our authority to offer incentives for transformative developments

Foster more transit-oriented development at key sites including Potomac Yard, Braddock Road, Eisenhower East, and Van Dorn Metro stations

Better leverage existing tools like the Industrial Development Authority to foster creative deals

And that's just the beginning. Our next set of conversations can't just be about what we want, but about how we make our vision a reality. This moment calls for new energy, creativity, and collaboration with every neighborhood, every part of city government, and every resident.
