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Page 1

Q1

Contact information

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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.

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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

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

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	**4**
Incentivizing the conversion of older office buildings, shopping centers, etc. to residential properties	**2**
Reducing or removing parking requirements in new construction	**5**
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	**1**

Page 3: Affordable Housing

Q6

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

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,

Not rent-controlled,

Costing more than 30 percent of one's household income

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.

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):

Maximize the use of public land, whether it's owned by the City, Commonwealth or WMATA

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?

There is no silver bullet to solve our affordable housing crisis, which is why we need to use every tool in our tool box to effectively address this crisis.

First, we need to look at where land is publicly owned, and use that for the public good. Public land, whether it's owned by the City, the Commonwealth, WMATA, or any other public entity, should be a vehicle for affordable communities for teachers, firefighters, blue collars and service workers to afford to live in diverse transit oriented communities rather than pricing them out.

The second tool in our toolbox is related to using density bonuses to secure a higher percentage of dedicated affordable units. Though I support the Housing for All initiative, I believe that our affordable housing crisis is just that - A crisis.

A crisis demands immediate action, which is where I believe Housing for All falls short. We cannot simply just wait for the market to organically add more units to our housing supply in the hopes that this increased supply decreases prices over the next twenty years. Too many of our neighbors, friends, and even City employees have already been priced out of Alexandria, and they'll continue to be collateral damage as we're waiting on a long-term market correction to come. That's why, as a member of Council, I would not vote for increased density unless substantial affordable housing units are built with that increased density. Alexandria is a desirable place to build. Let's use that market position to our advantage and require more affordable units to be built in exchange for increased density.

Third, I strongly support office to residential conversions in transit oriented development areas. If the labor market is moving away from in-person office work, then we need to pivot as well. Keeping properties vacant when we are experiencing such a housing crisis is a huge disservice to our community.

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)?

We need to fund ALL of the projects currently in the affordable housing pipeline, as well as maximize the amount of affordable housing created by developers during the development process.

In addition to this, we need to work more with our community and state partners. As a member of the VOICE Strategy team, I have worked with Virginia Housing to help secure funding for the affordable housing projects at both the Episcopal Church of the Resurrection and Fairlington Presbyterian Church.

We also need to maximize our return on investment - That's why, as a member of the Alexandria Redevelopment and Housing Authority (ARHA) Board of Commissioners, I voted in support of using ARHA's bonding authority.

Lastly, I also believe we should increase the amount of dedicated funding that goes to the affordable housing trust fund.

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)?

The tools I listed in my response to question 12 should also be used to build more units of housing at the 80%-100% AMI levels.

As a member of the ARHA Board of Commissioners, we focus on the lowest AMI levels. However, many community partners (such as APAH, AHC, Wesley Housing, Enterprise etc), have the ability to focus on building units between the 50%-100% AMI levels.

Our inability to properly address our affordable housing crisis has long standing impacts throughout our community, and we need to do everything we can to fix it. An important thing to remember here - Many of our City employees fall between 50%-100% of the AMI. The starting salary for our firefighters is approximately $59,000. This leads to incredibly high turnover rates. We lose approximately 30 firefighters a year, many of whom leave to go work in other fire departments throughout the region. Since it costs us over $170,000 to recruit and train each additional firefighter, this retention problem costs us over $5 million annually.

This isn't going to change until we fix this issue. When the cost of housing is high, but the salaries of the people who serve our community don't match that high expense, our employees end up living far away from the community they serve. Right now, only 4% of the City's frontline firefighters live in Alexandria. So when another fire department closer to where an employee lives has a job opening, we're at a huge competitive disadvantage.

Housing affordability impacts everything, which is why, once elected to Council, I'm fully committed to do everything in my power to address this crisis immediately.

Q14

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

Page 7: Transportation

Q15

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

Enough cars

Q16

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

Q17

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

Page 8: Transportation

Q18

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 repurpose whichever lane its staff believe is best on any given street.

Page 9: Transportation

Q19

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

Page 10: Transportation

Q20

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 repurpose whichever lane their staff believe is best on any given street.

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	**3**
Installing speed cameras in school crossing zones, as allowed in Virginia since 2020	**2**
Removing minimum parking requirements in new developments near transit	**4**
Implementing road diets on arterial streets	**5**
Making some streets, especially residential streets, car-free	**N/A**
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 within one block in any direction of their residence (about a two- to four-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.

Trips to the grocery store. As a father of four, I've been hesitant, since this would require making multiple trips per week by foot instead of one large trip per week by car. But I believe my kids are old enough now that we can schedule those multiple trips by foot.

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	**4**
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	**1**

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?

I'll be releasing a full plan for the Potomac Yard site the week of 5/20, but the short version is:

1- Use this land to build dedicated, workforce housing for our City Employees - As I noted on one of the questions above, we have an employee retention issue in our City, which costs taxpayers millions of dollars a year. The root cause of this problem comes from the discrepancy between our City's housing prices and the compensation for our employees. If we were to create dedicated housing for our teachers, firefighters, police officers and other City employees at the Potomac Yard site, we would not only improve the work-life balance of our City employees, we would also improve the services provided by the City and increase our employee retention rate.

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?

As a business owner, there are parts of the City's tax structure that are detrimental. For a personal example, I run basketball camps for the City, and I know first hand that our accounting processes decrease potential revenue. If the City budgets for 20 kids to come to my camp, but then I have 25 kids register to attend, I can't accept those 5 additional kids, even though their attendance would lead to additional revenue for the City, simply due to the City's budgeting/accounting practices (they calculate the added costs of the additional 5 kids, but not the added revenue).

In addition, Alexandria's commercial property tax rate is lower than all of our surrounding jurisdictions, and is the exact same as our residential tax rate. Arlington, for example, has a $1.03 residential property tax rate, and a $1.155 commercial property tax rate. DC has a $0.85 residential property tax rate, and a $1.89 commercial property tax rate. Fairfax County has a $1.184 residential property tax rate and a $1.298 commercial property tax rate. Aligning our commercial property tax rate with our surrounding jurisdictions would alleviate some of the pressure on the budget. (all as of FY 2023)

In addition, places like Washington DC have an additional vacant property tax and Air BnB tax as a way to incentivize those landlords to ensure that their properties are available for rent and are a part of our housing stock. Looking into a similar style would not only increase revenue, but it would also help increase our housing supply, something that is desperately needed.

Lastly, we as a community need to be forward thinking about our financial investments in our community to ensure that we are building our tax base without pushing the members of our community who built our community out of the City.