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
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.)

<table>
<thead>
<tr>
<th>Policy</th>
<th>Rank</th>
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</thead>
<tbody>
<tr>
<td>Expanding Zoning for Housing zoning changes to allow up to six homes per lot</td>
<td>5</td>
</tr>
<tr>
<td>Incentivizing the conversion of older office buildings, shopping centers, etc. to residential properties</td>
<td>3</td>
</tr>
<tr>
<td>Reducing or removing parking requirements in new construction</td>
<td>2</td>
</tr>
<tr>
<td>Legalizing and incentivizing housing above public facilities, such as libraries, recreation centers, and fire stations</td>
<td>4</td>
</tr>
<tr>
<td>Build and maintain housing for a mix of incomes</td>
<td>1</td>
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</tbody>
</table>

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,
- 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

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,
- Other (please specify):
  - Reconsider parking requirements in new developments, improve permitting and approval process to reduce development costs
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?

Zoning for Housing related changes that supported historic development patterns in those areas, simplified our townhouse zone regulations and eliminated single family exclusive zoning will help to induce a degree of affordability in these areas. We also should expand and increase our programs designed to support home renovations and rehabilitation in return for placing their homes into our committed affordable sales pipelines. We should also consider creative uses of our affordable housing trust fund to support the creation or preservation of affordable units in these areas where affordable housing is more limited and at risk by redevelopment.

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)?

On Council, I have co-signed and voted for expanded funding for our affordable housing trust fund which allows us to compete for tax credits, buy down units, and contribute directly to the financing and construction of affordable housing in this range. I also supported the Zoning for Housing reforms and the ways it was designed to increase supply at all price points. With the application and potential approval of special use permits by multi-family residential developers, I will push for the broadest mix of affordability and units provided at the deepest range of affordability where possible. I will continue to press for our legislative package to include more authority for localities to require affordability within newly approved and redeveloped projects. We should also continue to expand the ways in which ARHA can work to provide financing tools to housing developers that we have not applied previously to facilitate more supply.

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)?

Workforce housing in this this price range is a key element of a healthy community. The Zoning for Housing changes, with a special emphasis on the transit-oriented density of development, is well suited to create affordability in this range and proximate to transportation. By expanding the range of what can be built, simplifying and where possible expediting our review and approval process, we can lower the final costs of development and press for those savings to be passed along to residents. I will continue to press for our legislative package to include more authority for localities to require affordability within newly approved and redeveloped projects. We should also continue to expand the ways in which ARHA can work to provide financing tools to housing developers that we have not applied previously to facilitate more supply.
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

Q15
Do you think there are not enough cars, enough cars, or too many cars in Alexandria?

Too many 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

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.
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

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.

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.

<table>
<thead>
<tr>
<th>Policy</th>
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</tr>
</thead>
<tbody>
<tr>
<td>Installing red light cameras in more locations</td>
<td>4</td>
</tr>
<tr>
<td>Installing speed cameras in school crossing zones, as allowed in Virginia since 2020</td>
<td>3</td>
</tr>
<tr>
<td>Removing minimum parking requirements in new developments near transit</td>
<td>2</td>
</tr>
<tr>
<td>Implementing road diets on arterial streets</td>
<td>5</td>
</tr>
<tr>
<td>Making some streets, especially residential streets, car-free</td>
<td>6</td>
</tr>
<tr>
<td>Building more housing and affordable housing in the County near transit and job centers</td>
<td>1</td>
</tr>
</tbody>
</table>

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.

In all seriousness, I rarely drive and my few car trips happen because I am transporting my large dog to and from boarding/daycare or to the vet. I generally bike, metro, bus, or carpool (and was featured in Transit Diaries). I am interested in finding an attachment for my bike so I can ride with my dog.

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 | 4 |
| Door-knocking in an apartment complex | 3 |
| Online survey of 500 residents | 6 |
| Pop-up event at a community festival | 2 |
| Booth at a farmer's market | 5 |
| 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?

The North Potomac Yard Small Area Plan was a thoughtfully designed effort to create a dense, walkable, and environmentally sustainable neighborhood that also created revenue through a mix of residential, retail, office, and entertainment activities. That vision should be upheld in future plans with dense, transit-oriented development that creates an environment that serves the residents with retail, food, and childcare opportunities and also induces visitors who will travel to the area via Metro and BRT. A performance venue was a popular and key element of the larger proposal and we should continue to pursue opportunities with potential partners for a commercial opportunity such as that. Much like Carlyle, we have an opportunity to build a community that serves its residents in a low-stress pedestrian-friendly way but also creates opportunities for commercial activity at restaurants, salons, child care, dog boarding, and office environments. We should also be open to future partnerships between youth-focused activities like sports, theater, and recreation centers that also produce revenue for Alexandria and may require investment and financing support from the City.
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?

Recent successful efforts to bring Five Guys corporate HQ and help keep The Art League in Alexandria demonstrate that creative solutions are necessary to support economic development. Beyond direct financial investment by the City in economic opportunities (which we will have to consider in the right situation), the use of our financial tools including those of ARHA and the IDA as well as expediting permitting (as with Five Guys) or facilitating and identifying business opportunities in our available real estate will be necessary. Commercial activities should be welcomed into the City not simply for their revenue but for the third spaces they create that foster relationships, decrease isolation, and provide additional opportunities for youth employment and career readiness. We need to continue investing in our transit systems so that companies seeking employees and customers are confident those people will be able to access their businesses. We need to continue evaluating our zoning laws to make sure they are not unduly limiting or complicating potential commercial development opportunities. We also need to place greater emphasis on the retention of small and mid-sized businesses who can be hard to replace and with time may grow to be a substantial source of commercial revenue. We should invest and incubate local talent at NOVA Community College and in our schools as well as get out from City Hall and into the business community to learn about what their challenges are to staying open, growing, and expanding.