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HOUSING FOR ALL

1) Transit-Oriented Communities

Providing homes in walkable, mixed-use, mixed income communities close to transit can provide more equitable access to opportunities, reduce reliance on driving, and improve environmental and social outcomes for residents. In fact, County plans call for inclusive, transit-oriented development near its transit stations and along its transit-rich corridors.

1a) Do you agree with the Comprehensive Plan's inclusive, transit-oriented communities goals?

Yes No Partially

1b) How would you improve on or change the County's approach to inclusive, transit-oriented communities?

Our County is attempting to move in the right direction, but we have a long way to go. We need to find ways to improve our public transportation system so that more Fairfax County residents can get around without the use of single-occupancy vehicles. This means added density around transit stations, improving and expanding upon existing bus lines, additional sidewalks and pedestrian options, bike lanes, and trails where possible. There is an understanding that increasing affordable and workforce housing has to be a part of all transit-oriented development. We also need to encourage more employers and take advantage of investments in transit to then help fuel our economy.

2) Housing Goals

The Metropolitan Washington Council of Governments (MWCOG), which includes Fairfax County, has committed to providing 320,000 more homes in our region by 2030 with 75% near high-capacity transit and 75% qualifying as affordable. Yet Fairfax County has not committed to meeting a specific share of this need and is falling behind on its own previously set targets. This contrasts with an earlier time when then-Chairman Connolly committed the County to planning for 48,000 additional households to ensure people could live closer to their jobs and reduce the traffic commuting into and through the County.

2a) Do you believe Fairfax County should be doing more to provide additional housing in the County?

Yes No Partially

2b) What housing and zoning policy steps would you take to fill the housing gap and construct more housing at all levels of affordability, including both committed affordable and market-rate homes? Would you support these changes County-wide or just in specific locations?

I support an all-of-the-above approach to increasing housing affordability. We need additional set-asides for affordable housing units in new developments. We need to figure out how to increase the stock of housing across the County by encouraging added density where infrastructure supports it. Overall, we need to improve our infrastructure where necessary to make sure we support our emerging region.

I believe we need to be smart about how we develop and the steps that we take to take into account the existing infrastructure such as our roads, schools, and impact on neighborhoods. We need to understand that there is no one-size-fits-all approach to housing. It is OK to have varieties of housing options. It is smart to understand what infrastructure can or cannot support so we prevent long-term problems.

In Dranesville in particular, I think we should acknowledge that our opportunities in different locations are different. For instance, Great Falls currently has a lot of land, but has no infrastructure: there is one, two-lane historic byway that goes through the area, no sewer system, and no public transportation. This isn't exactly where we would necessarily want to try to put large multi-family developments and affordable housing. It may, however, be a place where there are opportunities for more senior-living communities, which use infrastructure less as seniors are less likely to drive and have the convenience of local stores.

Dranesville also has three metro stations (including two new metro stations) and borders other dense areas where bus lines already run. Let's expand our public transit options in and around those areas and focus our development where we can start connecting people to transit options other than simply cars.

3) Affordable Housing Funding

Fairfax County has adopted a minimum affordable housing production goal of 10,000 units by 2034, but the annual funding is still below the amount needed to meet that goal.

3a) If elected, would you support dedicated, sustainable funding to achieve the County's housing goals, particularly for those individuals and families at lower incomes?

Yes No

3b) What policies and programs would you consider to strengthen or add to address housing affordability in the County? How much money would you ask for in the County budget to build new affordable housing? To preserve/renovate existing affordable housing?

The County budget reflects a commitment to increasing affordable housing, but more investment is needed to continue to meet our goals. I would support increasing the penny fund to bring in more revenue for affordable housing. I also support requesting more affordable housing contributions from developers in proffers. For FY2023, we had a commitment of around \$25 million to Fund 30300. I think we should try to double that commitment over the next five years.

Especially during times such as COVID-19, some families went through hard times to stay housed. I do support the government programs that directly help constituents through utility assistance and foreclosure prevention.

4) Displacement Concerns

The County has pledged no net-loss of affordable housing but as needed investments are made in revitalization areas and transit corridors, older market rate affordable housing is being lost to newer and more expensive homes. This can lead to current residents being displaced from their communities because affordable homes may no longer be available in their neighborhood. They may even need to leave Fairfax County altogether to find more affordable housing, with profound negative impacts on intergenerational communities.

4a) Do you feel the County should do more to address displacement concerns and ensure more inclusive communities available to different income levels?

Yes No

4b) What tools would you use to help provide more housing options for a mix of incomes in areas facing redevelopment as well as support residents facing possible displacement?

Gentrification is a challenge throughout our region. As we redevelop and improve areas, we know that people are unable to afford the area they once called home. The best way to ameliorate this problem is to focus on committing to set-asides in new development plans for affordable housing units. We need more aggressive targets in proffers to the degree that we can obtain them. We

need, as I said above, additional proffer investment in our affordable housing fund.

5) Zoning for More Housing

Eighty two percent (82%) of Fairfax County land is zoned exclusively for single-family detached homes according to a [2019 Northern Virginia Affordable Housing Alliance report](#). Expanding housing options in single family neighborhoods can make way for more housing, increase access to home ownership, reduce racial and economic segregation, and increase access to opportunity.

5a) Would you support a planning process to consider changes to the zoning ordinance to expand housing types in the County?

Yes

No

5b) What are your thoughts on this issue in light of Arlington County's recent community study and vote to expand "Missing Middle Housing" options?

I am glad that Arlington County went first on "Missing Middle," because the devil is in the details and we need to better understand what does and doesn't work to expand our housing options.

The Missing Middle debate has often been characterized as a binary choice: either we preserve single-family homes and neighborhoods or we don't, and lifting zoning restrictions has been too often seen as a panacea in and of itself. Simply changing zoning restrictions alone is not going to lead to more multi-family or affordable housing units in a lot of neighborhoods. Far more comprehensive and detailed urban planning will need to occur to actually generate the panoply of housing options that are needed.

For instance, there are neighborhoods where developers will still make a lot more money by replacing small single-family homes with larger single-family homes which is what we can expect to see regardless of how such areas are zoned. Moreover, I do believe that Arlington missed an opportunity to obtain more affordable housing fund contributions from developers. That should have been a part of the plan as well.

I am hopeful that we can learn from Arlington's experience - its successes and its mistakes - to work on increasing our stock of affordable housing across Fairfax.

6) Homeownership Opportunities

Multiple studies have shown growing wealth and racial/ethnic homeownership gaps in the County. For Black families, this is due in part to the legacy of segregation through deed restrictions that prevented them from buying homes and building wealth.

6a) Do you support County policies to provide more opportunities for home ownership?

Yes No Partially

6b) What types of policies or programs would you propose?

All residents deserve to have an opportunity to succeed regardless of their background, age, race, sexual orientation, gender identity, marital status, disability, or socio-economic status. People want to live, work, learn, and do business in our County because of its diversity and inclusiveness. On a government level, I will support building upon the principles of One Fairfax, the County's framework to advance equity in county government, and public schools. This includes recommendations to expand housing access and social services for constituents and support for boards and commissions that partner with local organizations to provide better direct services.

I would support expanding on and building upon existing rental subsidy programs and the promotion of rent-to-own programs across the County. I also believe that the County needs to continue to invest in community partnerships and direct provision of education programs that teach individuals from families who have not had the opportunity to own a home more about the process, the opportunities, and the means of obtaining financing and assistance to purchase a home.

SUSTAINABLE TRANSPORTATION

1) Improving Public Transit

Public transit is the backbone of a sustainable, equitable transportation system and a thriving economy, and Fairfax County has admirable plans to expand its bus rapid transit (BRT) network to ensure fast, frequent, and reliable service for residents. While public transit ridership on some systems has been hit by the pandemic with reduced commute trips due to increased teleworking, transit remains key for essential workers, and for supporting compact, walkable communities.

1a) Do you support increased funding for public transit to address budget shortfalls and make improvements to better serve riders?

Yes No

1b) What is your experience riding public transit? What ideas do you have to improve public transit in Fairfax County?

I rode the Metro to work for years and enjoyed the convenience of how close it took me to work. It has been frustrating to watch the Metro become less and less reliable with longer wait times, especially during peak periods. My hope is that with the finalization of the Silver Line, Metro will see increased ridership and greater attention, which will lead to better service.

We need to expand bus routes and start orienting our County bus system to support all residents. In Dranesville in particular, we need to make sure that our County bus lines allow more residents throughout McLean, Herndon, Falls Church, and even parts of Great Falls to get to our Metro Stations. We should be doing our best to increase Metro-ridership for McLean and Herndon residents in particular, which will require new lines and opportunities to take people from the central business districts in both towns to Metro stations.

2) Active Transportation Funding

The ActiveFairfax Transportation Plan - the County's most significant overhaul of its bicycle, pedestrian, and trails plans - is expected to be finalized this year. The plan's recommendations address critical safety needs for residents who already walk and bike and also make improvements to allow more residents to walk and bike conveniently and safely for daily needs. Realizing the Plan's vision will require substantial, dedicated, and consistent funding.

2a) Would you support Fairfax committing dedicated annual funding to support the ActiveFairfax Transportation Plan, even if that meant potentially delaying road expansion and interchange projects?

Yes

No

2b) What is your personal experience dealing with or advocating for pedestrian or bicyclist safety issues?

My neighborhood itself lacks sidewalks and there are no sidewalks connecting my neighborhood to downtown McLean. As such, I don't have great places in my neighborhood to go for a walk with my two-and-a-half-year-old son, and if we do go to downtown McLean, there aren't many walking options available at all. I support additional pedestrian and bike infrastructure wholeheartedly, both would greatly enhance the lived experience of families like mine.

3) Low-Stress Bike Network

Fairfax County has committed to reducing the amount people have to drive and associated transportation-related carbon emissions. The County's climate plan calls for meeting a goal of 30% non-auto commuting trips by 2030. To make this shift, the County will need robust,

accessible alternatives and bicycling is an ideal, low-cost, carbon-free alternative. But that mode shift requires dedicated infrastructure including an expanded network of trails and comfortable, protected, low-stress bicycle facilities - not just painted bike lanes or sharrows - to make bicycling meaningfully safer, more appealing, and more accessible and often requires roadway redesign that reduces parking and/or vehicle lanes.

3a) Compared to the current prioritization, do you think greater priority should be given to the needs of bicyclists and pedestrians in the County's roadway designs?

Yes

No

3b) How would you ensure that people of all ages and abilities have robust active transportation access to and along the County's major and most important thoroughfares and connecting streets?

I believe that the County is already making strides to improve pedestrian and bicycle safety, and I would like to see it continue on this path while also working on expanding road infrastructure and reducing our overall traffic. Herndon has a large cycling community that I want to support and McLean is interested in various pedestrian/bicyclist-friendly projects such as studying the impact of a potential pedestrian/bicycle bridge across Dolley Madison Boulevard near McLean Central Park and installing pedestrian lights in certain intersections. I would like us to continue investing in our bike trail systems, install bike lanes where possible, and increase walkability throughout the County. Concurrent with these efforts, I would like to increase the utilization of traffic cameras across the County, especially in school zones, to reduce speeding around high-traffic pedestrian areas.

4) Safe Streets for All

On May 10, 2022, the Fairfax County Board of Supervisors unanimously endorsed the Safe Streets for All Program, a comprehensive initiative to address systemic transportation safety issues for people walking, biking, taking transit, and driving. Included in the recommendations is a call for roadway infrastructure changes to slow traffic on our community's streets. Unfortunately, the County has not yet dedicated staff or funding to begin executing the program. At the same time, Fairfax County experienced a troubling uptick in traffic-related pedestrian fatalities in 2022.

4a) Do you support the full implementation of the Safe Streets for All Program in Fairfax County, including changes to roadway design guidelines and an expanded automated speed enforcement program?

Yes

No

4b) What proven traffic safety improvement policies, programs, and/or technologies would you like to see implemented in your district and throughout the County?

Given the lack of clarity around who has the legal and budgetary authority to make roadway safety improvements stemming from state ownership of County roads, what steps would you propose to ensure that these roadway safety improvements are implemented?

Road safety is a major concern in many of our large intersections and residential neighborhoods. I would like to see traffic calming measures implemented throughout the County with an all-of-the-above approach utilizing various Institute of Transportation Engineers (ITE) recommendations such as well-placed medians, speed bumps, and raised crosswalks/speed tables. I would also like to see, as indicated above, greater utilization of traffic cameras to help reduce speeding and promote safer driving.

While roadway safety improvements are largely under the purview and control of VDOT [Virginia Department of Transportation], the job of a Supervisor is to work closely with VDOT and push VDOT to make the necessary changes and improvements to help local neighborhoods and communities. I take that role seriously and have little problem being a thorn in the side of VDOT when necessary and useful.

5) Safe Routes to School

Trips to and from schools are among the best opportunities to reduce car trips in Fairfax County. A robust Safe Routes to School (SRTS) program can play a critical role in encouraging more families to walk and bicycle to school, which has been shown to increase confidence and sense of independence among children while also reducing pickup/dropoff vehicle congestion and associated carbon emissions. Unfortunately, the County's SRTS program includes just one dedicated staff position for a public school system that serves 185,000 students.

5a) Would you support expanding the Safe Routes to School program, including additional staff capacity, to get more kids to walk and bike to school?

Yes

No

5b) What other policies or budget items will you pursue to upgrade transportation infrastructure so kids can safely walk and bike to school?

I would like the County to continue to invest in sidewalk improvements and pedestrian traffic signals to make it easier for children to walk to school since many families worry about their safety. I would also like the County to consider traffic calming measures in school zones. And, again, I want to utilize speed cameras in school zones.

CLIMATE MITIGATION, RESILIENCE, AND GREEN SPACES

1) Reaching Carbon Neutrality by 2050

The recent Intergovernmental Panel on Climate Change report made clear that tackling the climate crisis is **the** challenge of this century, and will interact with all others, from ecological to economic to social. Leaders who boldly act to reduce and prepare for climate impacts have the opportunity to truly preserve and create a better world for ourselves and our children. This starts with reducing our greenhouse gas emissions. The Community-wide Climate & Energy Action Plan (CECAP) established a goal of carbon neutrality for Fairfax County by 2050, with interim goals of 50% greenhouse gas emissions reductions by 2030 and 75% by 2040. To reach these goals, the County requires actionable implementation plans, effective management, robust accountability mechanisms, a clear communication strategy, consistent metrics and monitoring, and sufficient funding to address the current challenges. We have just seven years to reach the first 2030 goal.

1a) Are you committed to ensuring that Fairfax County complies with and achieves its greenhouse gas emission reduction goals by 2050?

Yes

No

1b) What specific policy actions and/or programs would you undertake as supervisor to accelerate and/or achieve the aggressive carbon reduction goals?

Local governments are the frontline in the fight against climate change. Fairfax County must continue to be a national leader for environmental protection and preservation. I want to see the County make a much stronger commitment to solar power. We should be putting solar panels on every school in the County as soon as possible, for instance. We should increase solar panel usage on all County buildings. We should request solar power as a part of private new development plans where possible during the proffer system.

I believe that Fairfax County should use its planning and land use staff to try to develop public education programs and resources that will help residents, businesses, developers, and others figure out how to take advantage of opportunities provided by federal legislation such as the Inflation Reduction Act including tax credits and other financial assistance for green technology. We should try to make it easier for people to understand, for instance, how to pay for and replace old furnaces with heat pumps, install solar panels on their roof, or electric vehicle charging stations in their garages.

We should incentivize and where possible mandate more electric vehicle charging stations throughout the County. We should require additional electric vehicle charging stations in new multi-family developments and new parking lots. We should push electric vehicle charging as a central component of new private development so that we can put our County on a path where everyone,

even people who don't live in single-family homes, can sustain an electric vehicle lifestyle as the cost of electric cars goes down.

2) Climate Resilience

In 2022, Fairfax County adopted Resilient Fairfax, a roadmap to help residents and infrastructure adapt to an increasingly warmer and wetter climate. Ensuring our County is implementing the necessary measures (such as providing emergency relief hubs, planting trees, and improving stormwater management) in the face of a changing climate is important, particularly for disadvantaged communities who are identified as the most vulnerable.

2a) Will you support the plan recommendations of Resilient Fairfax?

Yes No Partially

2b) How would you further fund and support equitable resilience investments to implement the Resilient Fairfax plan in communities most affected by climate impacts?

This answer applies more globally, but I want to see the County push the state legislature for more authority to raise revenue outside of property taxes. In a Dillon Rule state, General Assembly action will be needed to give the county more flexibility to generate the revenue it needs for various programs. I support utilizing the proffer system to obtain developer funding into resiliency measures. Finally, we should consider what bond options we have to raise further revenue to fight climate change.

3) Climate Impacts of Land Use and Development

Every land use decision is an environmental decision. To meet both our climate and resilience goals, the County can take actions through the development process such as prioritizing compact development and land use patterns, which have a positive impact on reducing carbon emissions and on protecting current natural resources. To do this, we must ensure the implementation of energy efficient buildings (such as green buildings and the use of solar and other renewable energies), eliminate any building or development in Resource Protection Areas, reduce the amount of impermeable surfaces, and increase native tree canopy and natural landscaping.

3a) Are you committed to utilizing the development process to reduce carbon emissions and minimize environmental impacts on our natural resources?

Yes No

3b) How would you utilize the development process to achieve CECAP and Resilient Fairfax goals?

Proffers are a critical component of the entitlement process in Fairfax that allow applicants to offset potential impacts and needs created by proposed rezoning actions. I intend to use the proffer system to try to incentivize smarter, greener development, including pushing for more energy-efficient buildings, green spaces, more usage of solar technology, and more opportunities for electrical vehicle charging stations in new developments. I also believe we need to utilize the proffer system to ensure sufficient stormwater management targets, and to obtain additional funding for our climate and resiliency goals.

My job as Supervisor is to use my power with County staff and otherwise to provide rigorous oversight of our CECAP [Community-wide Energy and Climate Action Plan] and Resilient Fairfax goals. As Supervisor I intend to (1) make sure we follow this plan to the best of our ability; (2) push for regular updates to this plan based on data collected by County staff; and (3) if possible, push for more ambitious goals and actions.

4) Tree Canopy and Forest Management

Trees help mitigate climate impacts by sequestering carbon, mitigating heat island effects, and improving stream valley integrity, thus improving drinking water quality and minimizing flooding. The result is a healthier, more friendly, and more resilient urban habitat. CECAP calls for a minimum of 50% tree canopy coverage in every census block by 2050, prioritizing areas of highest socioeconomic need first. Data from 2015 to 2018 shows that the County lost 2.6% of our tree canopy, which will make reaching these goals even more challenging. Relatedly, the Fairfax County Park Authority (FCPA) owns nearly 10% of land in Fairfax County, including stream valleys and forested areas, yet faces significant budget challenges that impact its ability to manage and protect its natural resources.

4a) Are you committed to protecting and increasing Fairfax County's tree canopy?

Yes No

4b) Which actions would you take to protect and grow the County's tree canopy, particularly in areas with the lowest tree canopy coverage?

We overall need to plant more trees - and then plant some more trees - where we have the opportunity to do so. We should be planting more trees in our parks and our green spaces, on our school campuses, and on county properties. During the planning approval process, we have the opportunity to see how we can preserve tree canopy. We should be requiring additional developer contributions to existing tree canopy programs.

We need to lobby the General Assembly to grant Fairfax County with additional authority to limit the ability of developers to remove all trees from properties on otherwise "by right" properties.

FOOD SECURITY

1) Inclusive and Accessible Community Gardens

The Fairfax County Park Authority has 10 community gardens, but only one is near communities where the residents struggle to get enough to eat. Additionally, almost all of the gardens require a car to get to and have multi-year waiting lists.

1a) What County actions would you advocate for in order to increase residents' ability to grow their own food, particularly food-insecure residents?

We are a County of 1.1 million residents. We need more than ten community gardens across the entire county. I believe we should look at opportunities for private-public partnerships to help provide the opportunity for residents to learn how to grow their own food and become gardeners.

2) Urban Agriculture

The pandemic showed how fragile local food supply systems are. However, County zoning rules can severely limit entrepreneurs who want to start commercial agricultural operations that would help build a more robust food production system locally. Fairfax County also lags behind its neighbors in providing incentives for would-be commercial food growers, who may be unable to finance the upfront technology and equipment needs or support an agricultural operation for the length of time it takes to become sustainable.

2a) What regulation changes or incentives would you endorse to facilitate innovative urban agriculture in Fairfax County?

I support changes to our zoning rules that will make it easier to engage in commercial agricultural operations within the County in areas that could realistically sustain such operations.

3) Food Insecurity

The demand at local food distribution sites has not yet fallen back to pre-pandemic levels, likely due to inflation and employment insecurity in low-income neighborhoods. Yet federal programs for extra food as well as rent relief have ended, leaving many residents worse off than they were before the pandemic.

3a) Do you support additional County funding for food assistance to meet the current needs?

Yes

No

3b) What policies or programs would you support to make sure the lowest income families have access to food?

I support expanding community partnerships, building upon existing contracts with food service organizations around the County, and support additional funding for work with such organizations. I believe that we should also seek out and promote opportunities like "stuff the bus" to help raise awareness to our neighbors. I also want to ensure we are able to assist with providing students in need with meals during the summer.

OTHER COMMENTS

Are there any other comments you would like to provide? (optional)

The reason that I chose to leave a Federal Government job I loved and, frankly, had always dreamed of was the realization that every major issue facing America today that I cared about needed to be addressed at the local level. This is especially true when it comes to tackling climate change and housing affordability. If local governments resist or delay necessary action, we will not be able to meet our climate goals and obligations as a nation. Local government leadership will be absolutely critical to pushing for increased affordable housing, especially because market demand plus old zoning rules only keep exacerbating our housing shortages. I want our County to do its part and serve as an example for our region and the rest of the country when it comes to these issues in particular, and that is why I'm running for Supervisor.