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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?

I have advocated for, helped develop and approved the County's focus on creating transit-oriented communities. Our redevelopment of the Richmond Highway Corridor, from 70's era sprawl to high density, transit-oriented, walkable, livable communities, including a new BRT, and well-designed pedestrian and bicycle infrastructure are examples of translating goals into actions and results. More than \$1 billion is being spent developing the public infrastructure and more than a billion dollars of private investments have been or are being made in Richmond Highway transit-oriented development.

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 have advocated and supported major comprehensive planning, zoning and development in transit corridors throughout the County over the past few years to dramatically increase lower- and middle-income affordable homes, and the Board and County have done that, spending more than \$100 million. Our Embark Richmond Highway is an excellent example where I have helped lead the development of all types of housing, including more committed and the preservation of market affordable housing, over the past few years than anywhere else in the County, more than 1,000 homes total. I support the replication of these approaches in other parts of the county.

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?

As noted in my response to 2B, County funding is essential to developing committed affordable and preserving market affordable housing around the County using the Mount Vernon District/Richmond Highway model. County-wide, we have invested more than \$100 million in affordable housing just in the past few years alone. Additionally, we made it easier to invest in lower and more moderate cost housing through zoning and development incentives. Increasing all types of housing supply can make a big difference in meeting the tremendous demand for housing and keep housing cost increases lower for everyone, making it easier for our lowest income families. It also has the added

benefit, with housing projects of 50 or more units, of increasing the supply of affordable and workforce homes due to County requirements for those developments.

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?

I support the strides we have made as a County to require and incentivize ADUs [Affordable Dwelling Units] and WDUs [Workforce Dwelling Units] in the major transit corridors. Additionally, more County investments are needed in other areas to preserve the more than 1,000 market and committed affordable housing like has been done in the Mount Vernon District over the past two years.

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?

Fairfax County and especially Mount Vernon District are different, as they already have a wide range, variety and great diversity of all types of housing,

including many lower cost, substantial middle-income and some of the most expensive housing in the DMV [DC, Maryland, Virginia area]. The smart growth housing and community development policies that I helped initiate, plan, fund and implement in 2016 have resulted, in the past two years alone, in the Mount Vernon District building or preserving more than 1,000 units of workforce and affordable homes while more than a thousand middle income homes were built or started construction. I support further reviewing and greater flexibility in our planning and zoning along our transit corridors to further increase these "missing middle" homes.

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?

I have supported county and state programs which provide "first time" homeowners down payment, mortgage insurance and interest rate supports to help them get over the biggest hurdles to homeownership, enabling them to begin building the equity that a home can provide and the credit experience mortgage lenders require. Other options that I support involve using long-term ground leases, at a nominal cost instead of selling the land, thereby saving a homeowner at least a third of the normal cost to buying 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 ride Metro, trains, buses and bikes to work whenever possible. I am on the Virginia Railway Express (VRE) Operations Board and its Finance Committee Chair, while also serving as an alternate on the Northern Virginia Transportation Commission (NVTC) Board. A more reliable, trustworthy and flexible VRE and Metrorail system will attract more ridership and improve overall transportation in our area; however, our most essential transit for increasing ridership and reducing greenhouse gases is our bus system. I have led bringing Bus Rapid Transit (BRT) to the Richmond Highway Corridor (now branded "The One"), and am committed to ensuring the Corridor becomes a future Metrorail line.

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?

As an avid walker, runner and cyclist throughout the Mount Vernon District, I personally experience and hear from constituents almost every day of the need for safer and more enjoyable sidewalks, trails and bike lanes, and intersections that support that safety as well. I have effectively worked with FCDOT [Fairfax County Department of Transportation] and VDOT [Virginia Department of Transportation] to dramatically increase these improvements throughout the District and our County including more sidewalk and trail connections and new sections, bike lanes, improved crosswalks and pedestrian alert signals.

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 would do this by continuing to make sure our land use decisions reflect the importance of density along our urban main streets, bringing more BRT [bus rapid transit] lines, reliable, more frequent bus and Metro service, and more last mile solutions to improve access for all users. We need to continue investing in these solutions. As a School Board Member and Mount Vernon District Supervisor, I have championed providing students free public transit passes and am proud to have supported our expansion of free Connector and Metro bus fares for all our young riders to encourage a lifetime of public transportation users.

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?

I disagree, Virginia and VDOT [Virginia Department of Transportation] clearly have responsibility for roadway safety improvements, they have just not adequately invested in them in Fairfax County. As a result, the County many times must step in to protect the lives of our residents. Doing so is very time consuming, cumbersome, as well as costing the County staff time, money and our residents' tax dollars. Over the past couple years, substantial safety responsiveness and improvements by VDOT seem to be occurring, however, more time, support and funding are needed.

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 successfully advocated a year ago and ensured the FCPS [Fairfax County Public Schools] Safe Routes to Schools position was retained, but it is urgent that FCPS expand their support for this critical opportunity to enable more students to walk to school and the benefits it has to overall health. Funding to support the sidewalk and trail gaps by Fairfax County and in Mount Vernon District continue to be available and our highest priority.

Schools must continue to upgrade their walking, biking and driving educational instruction for all ages, incentivizing walking and biking and disincentivizing single occupancy vehicle transport to school. Recognizing and rewarding the behavior we want and making less convenient and more expensive single occupancy vehicle transport we don't want.

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?

My 2018 Fairfax Green Initiative adoption by the Board is what really got the County moving on setting the key goals, policies, plans, funding and now implementation and will get our communities there by 2050 or before.

My Initiative led to the aggressive goals the County and community have set and are now implementing through the JET [Joint Environmental Taskforce], CECAP [Community-wide Energy and Climate Action Plan] and Resilient Fairfax plans. I will continue to lead the County to achieve these goals and implement needed policy, funding, and strategies to do so.

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?

I oversaw its initiation, creation, development and adoption of Resilient Fairfax. I fully support that all County resiliency efforts are being undertaken through the One Fairfax lens, prioritizing investments in our most vulnerable communities. We have implemented a number of efforts to ensure that, and are looking at some additional options as well.

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?

I am working closely with County staff as they review the Comprehensive Plan for needed updates to meet our Carbon Neutrality goals, looking at all aspects of land use, stormwater management, development types, saving/enhancing tree cover, building standards and other ways we can advance our efforts. I continue to advocate and work with our state representatives to make one of the most important changes - strengthening our building codes to reduce energy use and greenhouse gases- which requires changes and adoption by a state authority.

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?

My Fairfax Green Initiatives called for solutions to plan/plant more trees and the Tree Commission, along with the County have implemented several programs since that time, from ReLeaf Fairfax to pilots to plant hundreds of trees in low income neighborhoods, including along the Richmond Highway Corridor.

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?

I am leading efforts to bring a new community garden to Lorton this year, which will include a true community garden plot for neighbors and volunteers to grow food for donation to the LCAC [Lorton Community Action Center], as well as teaching those in need to grow their own food. Additionally, I work closely with and support Arcadia's efforts to bring farmers markets and resources to those who live in food deserts and to promote more "grow it where we need it" solutions.

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 our efforts to adaptively reuse underutilized commercial buildings for vertical farming. The Board has supported these types of initiatives through our Economic Opportunity Fund Reserve. This preserves land, creates opportunities to grow food where it is most needed and decreases transportation demands to deliver it.

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 am a strong supporter of SNAP [Supplemental Nutrition Assistance Program] and the County's partnerships with our non-profits to meet people where they are and support their needs. In our recent budget actions, we have been able to provide more assistance to meet this need.

OTHER COMMENTS

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

My life's work has been about caring for people and our planet, beginning with my early twenties volunteer work for the environment and providing food and housing for the neediest, to my continuing record as a driver of environmental protections and the Board's Environmental Committee Chairman, my former education and non-profit leadership and now on-going championing of our many health, housing, and social support organizations. Meeting these needs and protecting our world means making sure that they/we all work together, well; we are inclusive, our increasingly urban area has housing for all and

healthy, effective, well-designed, pedestrian, bike and transit-friendly connections. I bring decades of broad experience serving all types of people, thousands of community connections and a proven track record for getting things done to the Board, while delivering results for the South County area.