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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?

We need to actively engage our communities that have yet to have a voice in shaping the future of our transportation. I have already connected with the Arc of Northern Virginia to establish communications seeking input about transit and general guidance from an organization that protects the rights of people with intellectual and developmental disabilities. I would further reach out to other groups (religious, activity-based, multicultural, non-English speaking, etc.) to ensure we are not waiting for a group to provide input. We need to seek out our community's voices and hear their thoughts on the current state of our transit and ways to improve. I would support a survey seeking input from various groups in the community.

2) Housing Goals

The Metropolitan Washington Council of Governments (MWCOCG), 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?

First, Springfield is dead last in committed and market-rate affordable housing. We need a supervisor who is actively listening to the community and taking action toward working on the housing crisis. The County also needs to address the inventory deficit. I will look to underperforming areas and county property to focus on redevelopment before developing on new land. The County must facilitate the creation of better varieties of options within our housing inventory.

Second, we need to start building and building smarter by combining efforts with our housing. We must utilize mixed-use development to combine housing, workforce development, local small businesses, health/childcare options, transportation, renewable energy generation, and storage in the same area. This allows multiple issues to be addressed at the same time more effectively rather than addressing each one individually.

Third, we have to be more imaginative in our housing solutions. This starts with ensuring our housing and zoning departments are fully staffed and eager to participate in conversations working toward novel solutions for this issue. Good solutions don't arise when departments are just trying to keep their heads above water and when their voice isn't heard. We can look to prefabricated and small building sizes along with creative zoning to utilize parcels of land that were not previously considered for development.

I am already in conversation with non-profit developers and looking to incorporate their work within my district and County. Recent efforts to provide mixed-use solutions as part of committed affordable housing and some federal programs to include longer-term incentives for solar have non-profit developers in good positions to make a significant impact in housing.

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?

I would advocate for a more consistent expenditure for affordable housing from year to year. This starts with investigating the impact of returning Fund 30300 back to 1 cent. I would also increase the time units remain affordable since this housing crisis is not ending anytime soon. The 2023 advertised budget is about \$25M, and I would look to start with an increase to \$50M to help with the renovation aspect if we choose to increase the time units stay affordable. I fully support studying the county's needs to determine how that budget should grow within the next 10-20 years.

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 would first ensure that our housing and zoning offices are better filled and bring these employees into the discussion toward novel solutions. We need a wider variety of housing sizes to meet varying family sizes and income ranges. I would use design thinking sessions to bring county employees, elected officials, and residents together to broaden and diversify the pool of potential solutions and experiences. Bringing residents into the discussion will also help with plan adoption moving forward. People are more committed when they see their contributions are part of the greater solution. I would also like to work with more non-profit developers and community-minded, for-profit developers who bring

more housing options to the table and are willing to take risks to positively impact our housing crisis.

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?

As I mentioned, I support a more creative solution process in zoning. My district has minimal options to cover the missing middle. Many of my conversations during door knocking have been on the need for more variety as families grow and age. I will happily support a study to quantify our housing options and work to expand them.

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?

First, there needs to be a more comprehensive, simple, and visible effort to combine the many types of assistance (federal/state/local) to help first-time home buyers. During my own personal homebuying experience, I was unaware that I could take advantage of a closing cost assistance grant and mortgage credit certificates at the state level, and now that opportunity is past. Along with visibility, this effort needs to be provided in multiple languages to provide equal access to various groups. I would also like to see if the county's first-time homebuyers program requirements regarding family size should be changed to

consider the number of work eligible members instead of just family size. Not all family members are eligible to work.

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?

My personal experience and stories shared with me is that public transit time is too long compared to driving a car. I would propose changes to how our routes are determined. Using a form of machine learning to optimize routes with an increased quantity of vehicles and a greater variety of vehicle sizes can improve transportation time. Creating more bus routes, an additional VRE [Virginia Railway Express] station, and extending the WMATA [Washington Metropolitan Area Transit Authority] Orange line to a redeveloped, mixed-use community in the Fair Oak Mall area could significantly improve public transit in the Springfield District.

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?

I love cycling and would love to work on the core issue of comfort while cycling. Dedicated paths are great, but there is still a need for improvement in this area. Maintenance/upkeep and widening paths with clear signage and markings can help cyclists and pedestrians to exist safely simultaneously. We also need to expand the network of paths around the county. Some roads are supposed to be shared with cyclists, but I would not feel safe on most of these roads. If dedicated paths are not feasible, I would like to improve the overall awareness of cyclists. Awareness can occur at many levels, one during driver education and the other at events highlighting cycling and pedestrian activities. I would advocate for a "Tour de Springfield," where people can cycle around the community visiting local businesses and seeing the sights.

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 start with aggressively coordinating with VDOT [Virginia Department of Transportation] to move through the backlog of identified transportation priorities in our District. One project that comes to my mind is creating pedestrian pathways on both sides of the Fairfax County Parkway. The additional path would ease pedestrian traffic and allow bicyclists to navigate the parkway better. I would also support better modernizing our bus route maps to make them more user-friendly and improve our mobile apps to provide our residents with better up-to-date information about our bus system. Lastly, I applaud the Board for allowing those aged 12 and under to ride the bus for free with a parent. However, this policy does not go far enough. I would support making our bus system free to all our residents under the age of 18 to encourage them to use our public transportation systems, especially once they become

members of the workforce.

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 would advocate for installing speed cameras in locations other than construction and school zones. In the Springfield District, there is a notorious road (Lee Chapel Road) with a history of speeding accidents that will be an excellent candidate for speed cameras. The fear of receiving a speeding ticket is a sufficient deterrence that makes drivers slow down and will save lives. Other traffic safety improvement technologies I would like to consider include red light cameras, rectangular rapid flashing beacons, and better signage/signals during low visibility events (Fog, rain, snow).

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?

Two items come to my mind regarding upgrading our transportation infrastructure for our children's commute to school. First, I would like to provide more resources and increase the number of crossing guards at our schools. This is a proactive measure that we should approve as soon as possible and not wait until we have a pedestrian traffic incident involving one of our students. I would work closely with our school board on adding more crossing guards and explore possible additional funding. The second idea I have is creating more secure bike racks at our public schools to encourage commuting by bike.

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 goal would be to meet and surpass our carbon reduction goals by placing solar along with energy storage on any new building. I would also support aggressively retrofitting existing buildings with solar technologies. Each building will be a community energy resource that can also expedite the electrification of vehicles by providing charging locations or a charged vehicle

swap-out. Larger electrical vehicles, such as buses, can serve as part of that energy storage. These goals can also make financial sense. FCPS [Fairfax County Public Schools] is on pace to spend roughly \$680M just for electricity over the next 20 years (https://get2green.fcps.edu/energy_db.html). The equivalent cost for solar is about \$460M when assuming commercial scale costing (<https://www.energy.gov/eere/solar/articles/2030-solar-cost-targets>).

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?

Each county building that serves as a community energy resource can also serve as an emergency relief hub in every neighborhood. Having a distributed energy system helps provide a more resilient power solution against changing climate and climate extremes. Using these systems in the community also offers excellent workforce development opportunities for our local residents, who can be trained and eventually hired to maintain or construct these energy sources.

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 already in talks with a non-profit developer who aims to create a net-zero community. I want to grow these relationships and implement these types of developments to ensure high efficiency, minimal environmental impact communities are built. We also need to have our land use policies focus on meeting our carbon reduction goals by including renewable energy in our developments and make recommendations to the state through the Supervisor's Legislative Committee and their Legislative Program to push for higher efficiencies in building codes along with solar power not being restricted by HOA [Homeowners Association] covenants.

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?

I would look at areas that have already been developed and could be performing better. This helps our housing efforts while minimally affecting existing canopy and green spaces. Converting some of these areas to mixed-use developments where green space can be added back into areas where trees have been removed will help with growth. I am interested in the redevelopment of the Fair Oaks Mall area, where added greenspace complementing mixed-use housing and commercial space will counteract a primarily asphalt and concrete area.

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?

At the detached home level, I would advocate for the square footage and distance to property lines for front yard gardens to be changed when there is little growable space (due to shade or limited space) in the backyard of houses. I also advocate rezoning small and odd-sized parcels of land that may be too small for housing to be used for community gardens if they are not in a resource-protected area or a canopy needs to be removed to accommodate the garden. Future developments of multifamily housing can also be designed with community garden space as part of planning these developments.

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 want to investigate an urban agriculture idea that came out of Fukushima, Japan's earthquake and nuclear disaster. They turned to above-ground hydroponic growth of food in warehouses to avoid using the potentially contaminated soil. Entire communities contributed to this effort, and food was given to any local that requested. Urban agriculture can supplement traditional farm-grown food during the off-season or when climate extremes reduce crop output. This keeps chemicals out of the soil (and running into our water supply), minimizes water consumption, simplifies our supply chain by reducing the distance to consumption, and provides jobs for locals. County-owned land could be a good test case before expanding to other types of properties or even incorporating it into developments.

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?

During the height of the pandemic, the federal government provided free lunch for all K-12 students regardless of income. As we all know, the County is still experiencing high levels of food insecurity among our most vulnerable populations. I would support dedicated funding to provide all our students with free lunches regardless of income level. This equitable solution will not shame our students since it is a program for everyone. Not only will our students not have to worry about learning while hungry, but depending on how built out the program is, this can relieve our County food distribution sites of some demand. For example, students can bring any access food home, or the program can be run through the summer to provide students and their families with another option to obtain free meals. There is also a potential to involve our local nonprofit organizations to help fill the needed gaps, whether transporting, storing, or distributing food.

OTHER COMMENTS

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

No response provided