

#9

COMPLETE

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### Q1

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### Q2

Which district are you running in?

Dranesville

Page 2: Housing Production

### Q3

Fairfax County is expected to add about 62,000 households by 2032 according to the County's Comprehensive Plan, requiring at least that many homes for new and existing residents alike. 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 Fairfax County, please select "I do not think density should be increased anywhere in Fairfax County."

New housing should be concentrated within a close distance of Metro stations, as identified by the County's Comprehensive Plan.

New housing should be concentrated in one of the County's "Suburban Centers" as designated by the Comprehensive Plan: Centreville, Dulles (Route 28 Corridor), Fairfax Center (the area around Fair Oaks and Government Center), Flint Hill (the area around Route 123 and I-66), Lorton, and Merrifield.

New housing should be built on the site of aging commercial properties, like shopping centers and office parks.

**Q4** **Between 80,000 and 100,000**

How many additional units (including the aforementioned 62,000) do you think should be built here by 2032?

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**Q5**  
 The Board of Supervisors has a variety of tools at its disposal to increase housing production, including land use changes, legislation, and budgeting. Please rank the following policies that would increase housing production in the order that you would request the relevant County agencies pursue them, if elected. If you would not request that County agencies pursue a specific policy, please select N/A. (This list is purposefully not inclusive of affordability policies, which are addressed in subsequent questions.)

- |  |          |
|--|----------|
| Incentivizing the conversion of older or vacant office buildings, shopping centers, etc. to residential properties     | <b>2</b> |
| Reducing parking requirements for new construction projects  | <b>3</b> |
| Legalizing and incentivizing housing above public facilities, such as libraries, recreation centers, and fire stations | <b>4</b> |
| Build and maintain housing for a mix of incomes  | <b>1</b> |
- 

**Q6**  
 Where in your district do you think density should be increased to accommodate the construction of new housing? For reference, here's a map of all nine districts, as well as the

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 is planned as one of several low density semi-rural areas in the county: there is one, two-lane historic byway that goes through the area, limited sewer system, and no public transportation. This isn't exactly where we would necessarily want to try to put large multi-family developments. 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.

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**Q7**

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

**Subsidized,**

**Costing no more than 30 percent of one's household income**

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**Q8**

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

**Not means-tested or income-restricted,**

**Unsubsidized,**

**Not rent-controlled**

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**Q9**

The Affordable Dwelling Unit (ADU) program (not to be confused with “accessory dwelling units”) requires that a percentage of homes (either 6.25% or 12.5%) in a new residential development with at least 50 homes be set aside as affordable homes. The cost of doing so is paid by a project’s developer, who in turn is allowed to build a larger, denser project. Because the number of ADUs is tied to the number of total units, the larger a development is, the more ADUs will be built. Conversely, if the initial density proposed by a developer is reduced during the approvals process, rather than maintained or increased, fewer ADUs will be built. Supervisors are likely to hear from some constituents concerned by any given project’s potential impact—real or assumed—on traffic, parking, views, and property values and rents, and whether it fits the character of the neighborhood. If a development with ADUs came before you, what would you do, given the likelihood of at least some pushback?

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**I would encourage developers to maximize the height and density of the project.**

**Q10**

Fairfax County Public Schools spends an estimated \$214,565 of taxpayer dollars to educate a public school student from kindergarten through 12th grade (\$16,505 per pupil, per year). However, many children who grow up in Fairfax County cannot afford to live here as adults. Should it be a priority for the County to ensure that a child on whose education it has invested can afford to live here as an adult?

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**Yes**

**Q11**

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,**
- Higher Affordable Dwelling Unit (ADU) requirements,**
- Increasing the County’s affordable housing fund, aka the Housing Blueprint Fund**
- ,
- Establishing a social housing authority that would build and maintain affordable housing**
- ,
- Social housing,**
- Other (please specify):
- Public/private partnerships aimed at producing more affordable housing options.

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Page 5: Affordable Housing

**Q12**

How will you ensure that Fairfax County produces housing for residents who make between 50% AMI (\$49,850 for a household of one) and 80% AMI (\$79,760 for a household of one)?

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 with a focus on serving households at 80% AMI and below. 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.

**Q13**

How will you ensure that Fairfax County produces housing for residents who make between 80% AMI (\$79,760 for a household of one) and 120% AMI (\$119,640)?

We won't solve our housing crunch without more housing. I intend to take an "all-of-the-above" approach to tackle housing affordability. I am committed to working with the Redevelopment and Housing Authority staff on strategic plans such as the Affordable Housing Preservation Policy to preserve already existing units and buildings. When upcoming plans are presented to the board, we should look for strategic openings to increase our stock of housing in opportunity zones, transit corridors, activity centers, and commercial areas. Finally, we should understand that a necessary component of our housing solutions includes school and transportation infrastructure improvements to ensure that our communities can sustain added development.

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Page 6: Transportation

**Q14**

**Too many cars**

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

**Q15**

Yes

Fairfax County’s Community-wide Energy and Climate Action Plan (CECAP) has a goal of increasing non-drive alone trips (transit, walking, bicycling, etc) to 30% of commutes by 2030. 88% of commuters drove to work alone in 2020, according to the American Community Survey. Do you agree that incenting residents and visitors to drive less should be an explicit policy goal of the County?

Page 7: Transportation

**Q16**

Preventing drivers from killing and injuring people will require not just incentives for people to drive less and nudges to make them drive better. It will also require policies that actively reshape the County’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. Please rank the following policies in the order that you would pursue them as a Supervisor. If you would not pursue a specific policy, please select N/A.

- |   |          |
|---|----------|
| Installing red light cameras in more locations  | <b>4</b> |
| Installing speed cameras in school crossing zones, as allowed in Virginia since 2020        | <b>2</b> |
| Reducing minimum parking requirements in new developments near transit                      | <b>5</b> |
| Implementing traffic calming and/or road diets on residential streets where allowed by VDOT | <b>3</b> |
| Building more housing and affordable housing in the County near transit and job centers     | <b>1</b> |

**Q17**

The Community-wide Energy and Climate Action Plan (CECAP) goal to be carbon neutral by 2050 requires part 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.

At this point in time, there are no good non-car options to get from my house in McLean to anywhere that I would need to go, and therein lies the problem. I live right off of 123, a major thoroughfare with no sidewalks, no bike lanes, and infrequent bus service. My experience is not atypical. If elected Supervisor, expanding sidewalks, adding bike lanes, and investing in public transportation will all be priorities of my office.

Page 8: Community Input

**Q18**

Fairfax County, like other area jurisdictions, has started to expand its toolbox of outreach methods in order to hear from a broader variety of community members, in addition to traditional outreach formats. The following is a list of potential sources of feedback for a hypothetical development proposal in your district coming before the Board. Rank how important each of these sources would be to your decision-making process. If this source would not be important to you, please select N/A.

Comments from residents at a Planning Department presentation to a civic association	4
Door-knocking in an apartment complex	2
Online survey of 500 residents	3
Pop-up event at a community festival	6
Booth at a farmer's market	5
Letters, emails, and calls from neighbors adjacent to the site	1

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