

1) Would you be transparent about your Council budget? How?

Transparency has been a major cornerstone of my campaign, and I believe it is a necessary component of an equitable and just society. For too long, Atlanta has been influenced by backroom deals where those with the right access are prioritized over the people that our officials have sworn to serve. I served as an Army officer across two overseas tours to Iraq and Afghanistan, so I have seen firsthand how dark money can corrupt local governments, and when left unchecked, how that corruption can bring undue suffering to the people that need help the most.

To address that, I believe that developing robust and open data portals for our city council budget would aid our transparency efforts. Many city departments lack the resources and staff to address myriad open records requests, let alone even routine information requests from the general public. It can take weeks to get basic information about how Council Councilmembers are spending their discretionary funds. But by committing to open data, citizens, nonprofit organizations, and private companies can help the city streamline its processes and potentially identify problems before they arise.

Early in the current administration, the City of Atlanta moved to post checkbook-level spending online, making it accessible through an easily searchable portal. That was a great first step, and we've made marked improvements since then, but those advancements need to be reflected in our city council budgets. I am committed to posting checkbook-level spending for my District office online so that constituents can see how their needs have been prioritized, and I will fight to ensure that Atlanta continues to expand these policies even further. Transparency is vital to ensuring accountability, and sustaining ethical spending practices are typically where our elected leaders fall the shortest.

Beyond checkbook-level spending, open data could allow for better monitoring of campaign financing, reflecting both contributions and expenditures. Currently, the city uploads disclosure reports through a confusing website which compiles difficult-to-search .pdf documents which are only accessible through a cumbersome user interface. Comparatively, state contributions are scannable and reportable through simple keyword searches, and I believe Atlanta should implement a similar searchable database.

If elected to represent District 4 as our next City Councilmember, I will continue to fight for justice, equity, and transparency standards in our government. I will work every day while I am in office to bring greater transparency to the City of Atlanta. I believe that no issue is too large or too small for public scrutiny. Whether it's sanctioning a street closing for a film shoot or voting to spend hundreds of millions of dollars in taxpayer funds to build a sports arena, the public has a right to know how our elected officials are conducting themselves at City Hall, how they are spending their budgets, and who is contributing to their campaigns.

2) What is your stance on displacement of legacy and low-income residents? How would you enact policy to support those residents and prevent displacement?

Affordable housing is one of the most important issues that our campaign is seeking to address. Rising housing costs have displaced many families from the city. In light of this, we're fighting to ensure that the families that have been the organizational backbone of our communities for decades can continue to shape our city's cultural legacy as we continue to gain new residents.

District 4 is home to some of the most economically vulnerable residents in the city. I believe that everyone should be able to live in the community of their choosing, and that Atlanta needs to do more to protect both legacy residents and the next generation of young talent and leaders who can no longer afford to stay in the communities that raised them.

My view is that these challenges are largely driven by a citywide housing shortage. Legacy residents are fighting tooth and nail to stay in their communities at the same time that young transplants with well-paying jobs are hoping to live in trendy communities close to the BeltLine. On top of that, graduates of Morehouse, Spelman, Clark, and Georgia State want to continue to live in the city where they've chosen to pursue their education. Everyone's competing for the same limited housing stock, and housing prices are skyrocketing because of it. But unfortunately, new housing is being built at less than half the pace as our peak in the mid 2000s. In short, we're not building enough housing supply to meet that demand.

To address this, I support land use and zoning changes that would allow for more residents to live in communities of their choice. Housing policy in Atlanta is centered on one of two extremes--low-density, single-family detached homes on one hand, and giant 500-unit, multi-family complexes on the other. So not only are many of us competing for the same housing stock, we're having to settle for options that don't align well with our lifestyles or needs. Not every family wants to live in a 2,500 square foot house in West End, and not every family wants to live in a 600-unit apartment building in Midtown. Our land use policies limit our housing choices, forcing all of us to compete for the same limited housing stock as discussed before.

I believe that reducing barriers in our zoning policies would allow for a diversity of uses which would meet the needs of families looking for housing options beyond large-scale, multi-family and low-density, single-family units. Atlanta should allow the construction of duplexes, triplexes, and garden apartments, as well as accessory dwelling units. Instead many of these buildings are being converted to single-family uses or are being torn down entirely. Ultimately, this means that fewer residents are competing for the same limited housing stock, which would reduce the cost of housing for everyone.

But housing supply isn't the only challenge to preserving affordable housing. We must expand inclusionary zoning practices requiring developers allocate a portion of new construction to residents with low or moderate incomes. I will also work to incentivize equitable affordable housing options in conjunction with transit-oriented development, which would concentrate mixed-income housing, daily services, schools and jobs near existing transit and this would enable residents to save money, improve their economic opportunities and ultimately improve the regional economy.

Specifically, I will fight to end displacement and preserve access to quality affordable housing in District 4 and beyond by:

- Expanding funding for land banks or community land trusts, which would stabilize land costs and promote economic diversity in neighborhoods by ensuring community stewardship of land.
- Adopting mandatory inclusionary zoning practices for transactions involving the sale or transfer of publicly-owned property.
- Employing market-driven solutions, such as ending minimum parking requirements for new construction and removing traditional zoning requirements which would expand housing choices.
- Holding shadow investors who hold blighted properties and code enforcement violators accountable, which would increase the supply of available housing and open more opportunities to families across the city.
- Expanding Invest Atlanta's home down payment assistance programs, strengthening the pipelines available for residents to become homeowners.
- Working with county-level partners to develop new property tax exemptions for cost-burdened property owners

No single policy initiative is a cure-all, but they can work together to ensure that more families can live in the communities of their choosing.

3) Do you support the Policing Alternatives and Diversion Initiative (PAD)? What role do you see diversion and alternative to policing initiatives, such as PAD, playing in building a new approach to community safety and wellness? Currently, PAD is only .5% of the public safety budget, so how can we financially support it to ensure success?

I recognize that it is counterintuitive, but I believe that public safety shouldn't be completely centered around policing. In fact, I believe in safer neighborhoods supported through strategies that broaden our public safety tools and rethinks the role of police in our communities. To make this a reality, we must invest in wraparound services centered on social work, community organizing, and economic development, intervening in adverse behavior, and providing stability and opportunities for at-risk youth.

Policing isn't always the solution to our problems. We have a lot of police as it is. In fact, our conversation about there being too few police officers seems to miss that we also have officers from MARTA Police, Georgia State University Police, Georgia State Patrol, Fulton County Sheriff, Atlanta Public Schools Police, the Department of Public Safety, and others all patrolling our communities. So any solutions to crime and public safety need to take that into consideration.

This is all to say that I absolutely support this program, and I believe that it needs to be fully-funded so that it's operating at full capacity, 24/7. But for it to thrive, we must also change the culture of policing by emphasizing diversions as public safety outcomes rather than relying on arrest statistics to drive our understanding of success. In fact, arrests are the primary metric used for officer evaluations (which is

then linked to promotions and authorization to work off-duty), which further disincentivizes officers from using our diversion programs. For PAD to be successful, not only must it be fully-staffed and fully-funded, but it also needs to be prioritized by APD.

4) Will you hold monthly town halls and allow input from constituents before voting on controversial matters that affect our daily lives for years?

My commitment to quarterly town halls has been a part of my campaign platform from day one, but I am committed to attending Westview's community meetings on a monthly basis. We must improve awareness of citizen-led meetings and community gatherings by communicating directly with constituents. And we must also lower the barriers to participation in government by streaming videos of community meetings online and exploring child-care and transportation options for citizens. I am fully committed to ensuring that the District 4 office is recognized as a pacesetter for community engagement in the City of Atlanta.

5) What would you like to see improved in regard to pedestrian safety and how would you enact that plan? For example, how would you address the Cascade Corridor? Would you add speed bumps and sidewalks to the budget, or support continuing to use the General Budget funds for those overdue improvements?

The call for safe streets, driven by the principles of Vision Zero, is my campaign's number one issue. I believe that slow streets are safe streets, and I will make sure that the city invests in policies that will move Atlantans safely. As a ped, bike, bus, and train commuter, I fully recognize how dangerous Atlanta's streets can be. My experiences have informed my advocacy work, and I eventually served on the boards of the Atlanta Bicycle Coalition and Advance Atlanta, two organizations focused on expanding safe, equitable transportation access for our most vulnerable citizens.

I have organized with neighbors around Cascade's safety challenges, and I am absolutely committed to seeing it fully transformed into a safe and complete street. In 2019, Cascade's conversion into a complete street was dropped from the city's Renew Atlanta project list. That was unacceptable, and later that year I joined with nearly 50 community members and supporters, including parents and students from Tuskegee Airmen Global Academy Elementary School, to call on the City of Atlanta to refocus energy on the Cascade Ave corridor. Earlier that year, 52-year-old David Gordon lost his life crossing the street in a low-visibility crosswalk, and we decided that enough was enough. Following that community-led action, the City of Atlanta revised the Cascade Complete Street project to include some safety improvements that could be added during the street resurfacing. This included bus stop enhancements, bicycle lanes, and pedestrian safety improvements.

But those improvements are modest, and truly are not enough to truly address the worsening challenges facing pedestrians. In Georgia, the number of people killed while walking increased 22% between 2015 and 2019. And half of those killed were black. In fact, black pedestrians have a fatality rate more than twice that of white Georgians. And it hasn't gotten any better. In the city of Atlanta alone, out of the 16

pedestrians killed so far this year, 15 were black and 13 were men. And unfortunately, this mirrors a national trend of pedestrian fatalities increasing fastest among black men. We need to fix that. This is also a personal issue for me. Five years ago, I survived a collision with a motorist, and while I'm thankful to be alive, I recognize that too many people in my community haven't been so fortunate.

While I will always continue to advocate for the prioritization of safe streets across the city, county, and state, there are some immediate steps that we can take right here in District 4 to make our streets measurably safer. I will immediately use District 4 discretionary funds to deliver long-promised and badly-needed street calming strategies including speed humps, speed cushions, speed tables, bulbouts, and chicanes. There are currently millions of unspent dollars appropriated specifically for District 4 through Renew Atlanta, and spending down these funds will have an immediate impact on street safety. I will also commit to investing a portion of my staff and discretionary budgets for sustainable solutions that move our communities closer towards the principles of Vision Zero.

Beyond infrastructure, I will remove administrative hurdles and red tape that make it hard for communities to have speed tables, crosswalks, signage, and light signals installed in our neighborhoods. Mandating that 75% of property owners must sign a petition to initiate a multi-year process to get a modicum of street calming is exclusionary (many of our neighbors are renters), and rooted in a history of classism and racism, and I will fight to change this. I also commit to supporting the full resourcing of our city's Department of Transportation so that it can better prioritize Atlanta's transportation needs and streamline the planning and implementation of those priorities across the city.

I recognize that these changes won't happen overnight. Atlanta has an \$800 million sidewalk backlog, and it will take years, maybe even decades to overcome. We need to have sustainable funding mechanisms in place so that we can address this shortfall. Here's what I will support so that Atlanta can fund pedestrian infrastructure for generations to come:

- First, I believe that we need a new TSPLOST specifically focused on addressing the sidewalk gap and other pedestrian-oriented street safety improvements. However, I recognize approving any funding stream is politically tenuous. Shortfalls in Renew Atlanta have created a degree of distrust among many Atlantans, and restoration of that trust must be baked into any proposed funding stream that's presented to voters. Developing a specific project list will help ensure that buy-in.
- Second, while the people who live and work in Atlanta are most directly impacted by our investments in transportation infrastructure, we must work with interagency and intergovernmental partners to shoulder as much of this load as possible. The Georgia Department of Transportation, Fulton County, and Atlanta Public Schools are all major stakeholders in our policy-making, are all impacted by their constituents' ability to move safely, and should all invest in pedestrian infrastructure accordingly.
- Third, a public infrastructure account like a sidewalk fund will help ensure accountability, and mandating an explicit requirement for developers to contribute to this fund as a condition of tax

incentives administered through Invest Atlanta will help alleviate many funding gaps and shortfalls.

- Fourth, now that we've modernized our impact fee structure, we need to be more diligent about how those funds are spent and ensure that sidewalks take precedence ahead of competing priorities.
- And finally, recognizing the need for tourists, convention goers, and travelers to be able to walk safely to our city's premier attractions, we must partner with state elected officials and other stakeholders to allow hotel / motel tax or rental car fees to be dedicated to transportation improvements and infrastructure projects which ultimately improve the safety and mobility of our urban core.

6) What steps will you take to decriminalize current city ordinances that disproportionately target black and brown people and poor people?

Unfortunately, homelessness and poverty is severely criminalized in the city of Atlanta. Laws criminalizing transporting household goods at night, urban camping, and loitering are framed around addressing nuisances, but they disproportionately target people who are living in the margins, and these things certainly shouldn't be policed as criminal acts.

While I am thankful that the City of Atlanta started the process to decriminalize marijuana possession in 2017, there is still significant work to be done. Before the change, marijuana possession could be punished with up to six months in jail or a fine of up to \$1,000. While this is not as aggressively enforced as before, APD has been loosely directed to not enforce possession under certain amounts. APD officers still have the right to get probable cause under state and federal marijuana laws, and under the Georgia State Charter, the police chief can not direct them not to. Furthermore, the District Attorney can, at her discretion, choose to prosecute for these offenses. As a City Councilmember, I would partner with our representatives at the Georgia Assembly to ensure that these changes are made permanent.

Finally, I believe that jaywalking absolutely must be decriminalized. This will remove an unjust burden from low-income residents who are least able to afford to pay fines and who are more likely to live in neighborhoods that lack the infrastructure for safe crossings in the first place. Streets are for people, and I'm determined for that principle to be reflected in the city code.

7) Westview residents love our trees, but they can be prohibitively expensive to maintain, which has created dangerous and even fatal situations for our beloved neighbors. What can be done to not only plant new trees, but maintain existing trees on public and private property?

We can't push forward policies, initiatives, or priorities surrounding our tree canopy without fully understanding it, and unfortunately Atlanta's last Urban Canopy Survey was conducted in 2014. Through a new survey, we can ensure that policy formulations and funding opportunities are as effective as possible. I would also propose that the city more-aggressively fund the Arborist Division within the Office of Buildings - which oversees private tree canopies - as well as the Office of Parks within the Parks Department - which oversees tree canopies on public lands and rights-of-way.

We can also tap funds from the Federal Green Infrastructure program to help support some of these opportunities. Finally, I believe that developers should carry a greater share of the financial burden of tree canopy maintenance. A Tree Fund could be developed from our Impact Fee revenue to directly support the responsible management of our tree canopy.

8) The proximity of I-20 creates airborne contaminants, which has been proven to shorten life spans, endanger children in their third trimester, and generally hurt the long term health of residents. The highway transects our neighborhood in a way that historically was not allowed in more affluent areas of Atlanta. How would you address this inequity, and the effects of similar environmental racism that subtracts 20 years from our collective life expectancy?

Elevated levels of airborne particulate matter pose severe health risks to populations in cities across the globe, and Atlanta isn't alone in this fight to address these disparities. However, Atlanta's history of racism has compounded these health challenges in ways that we are still learning about, and we absolutely must do more to reverse this history. A great start to meaningfully addressing this would be to improve air quality through urban greening projects. Plantlife can naturally filter the air's harmful particulate matter, and I support both requiring and incentivizing urban greening programs in new development to help us address these challenges at scale. For this to be successful, the city must support the creation and proliferation of new pocket parks, the expansion of existing parks, and the planting in developed land through rough top intervention and vertical greening, all of which work together to ensure consistent green coverage across the city and in our communities. The more that these green spaces are connected, the better we can address overall air quality and impact.

But Atlanta can't solve this issue alone. It is critically important that we partner with other government agencies, especially Fulton County and the State of Georgia, to remediate and mitigate the health challenges caused by environmental racism. GDOT owns the management of our interstates, and Atlanta should demand the investment and implementation of green infrastructure projects along that corridor. I am particularly proud of my work, in conjunction with American Rivers, to encourage GDOT to complete a first-of-its-kind green infrastructure retrofit along I-20. While this project was centered around stormwater management (it created two bioretention cells near Capitol Avenue that will infiltrate 750,000 gallons of stormwater runoff from the highways each year), I believe that this project can serve as an inspiration for GDOT to know what kind of collaborations are possible and to do more to reverse the harm our state agencies have caused to Atlanta's black and underserved communities.

9) Incredibly frequent power outages plague residents, residents working from home, and local businesses alike. They routinely disrupt our economic and physical well being. How do you plan to lessen this burden on us?

While I certainly believe that our Public Service Commission can better ensure that providers like Georgia Power do more to invest in our electrical infrastructure in ways that mitigates these risks, I recognize that the city's toolset here is limited. But better managing our tree canopy would help provide some badly-needed relief to our overburdened electrical grid.

Atlanta's tree canopy is beloved by all communities, but it can also exacerbate structural challenges with our power grid. I appreciate the work being done to bury our power lines since it reduces the risk incurred from falling branches or from the uprooting of entire trees, and I support any and all efforts for power companies to 'underground' as many lines as possible. However, I understand that undergrounding power lines is extremely expensive from both an installation and a maintenance standpoint (costing five times or more than to use our typical power poles), and those costs are typically passed onto consumers.

Instead, the City of Atlanta must do more to better manage failing parts of our tree canopy that puts many of our neighbors at risk. The older a tree is, the more likely it is to suffer damage during storms, and we need an end-of-life strategy for the largest and most dangerous of our trees. Unfortunately, climate change is causing major storm events to become more frequent, and we need a safe way to remove or "retire" large fragile trees that pose a risk to people and property.

10) We have had issues for years with excessive street flooding, which damages homes and creates sudden expensive repairs. How do you plan to fix this problem?

I currently lead the Intrenchment Creek Community Stewardship Council and I believe that climate change is an intergenerational issue that requires the attention of leaders at every level of government, and I will ensure that Atlanta plays a bigger role in reversing its effects. With climate change and global warming, extreme storm events will be more common, making our need to capture runoff much more urgent. We are experiencing more frequent, longer-lasting, and heavier rain events at the same time that we are experiencing more development, which means our communities (and our aging pipes and other aging infrastructure) are having to deal with a larger abundance of stormwater runoff. We need legislation that recognizes this reality. Specifically, we must strengthen our stormwater ordinance, and I will do everything in my power to require developers to shoulder a greater share of this burden.

Last summer, I took on the Council for Quality Growth in our fight to ensure that the City of Atlanta adopt a stronger stormwater management ordinance. That ordinance would have put greater onus on developers to detain and manage a greater volume of that stormwater runoff. Climate change will continue to test the resiliency of our city in the years to come, and more frequent storms and flooding means it's more likely that residents get displaced from their homes. Unfortunately, our existing stormwater ordinance doesn't sufficiently address these challenges, nor do they position us as a city that's ready and resilient to take future challenges head on.

As our next City Councilmember, I will fulfill my commitment to address flooding in our communities by:

- Ensuring that we have equitable, green, sustainable, and livable development standards that emphasize the need for clean air and water and addresses flooding.

- Addressing the role that poor stormwater management plays in displacing vulnerable communities by strengthening our stormwater ordinance and requiring developers to shoulder a greater share of the burden, ensuring that projects better manage stormwater runoff and address flooding.
- Strengthening requirements for the implementation of green infrastructure best practices in projects financed with Invest Atlanta tax incentives.
- Championing initiatives and policies that reverse decades of flooding and environmental degradation caused by unchecked development and makes the City of Atlanta more resilient to the effects of climate change.
- Promoting sustainable land use and reducing food insecurity through the implementation and expansion of urban agriculture programs
- Ensuring for the fair and equitable treatment and inclusion of communities in the planning and implementation of projects, and the enforcement of environmental policy, regulations, and laws.

11) The current public transportation options create unfavorably long commutes for residents. Long commutes have been shown to have a heavy burden on quality of life, from healthy family relationships to stable mental and physical health. Atlanta is due to receive sizable federal funds from the CARES Act this year. Specifically, which public transportation projects will you support to relieve these long commutes? How will you also improve MARTA to serve our neighbors with these already approved federal funds?

To solve this issue, I feel that we must acknowledge the relationship between land use and transportation and work to reverse the damage caused by decades of development that's been detrimental to pedestrians, cyclists, and wheelchair users. In Atlanta, low-density communities typically don't have sufficient sidewalk access, lighting, or general access to safe streets, and I believe that we can only succeed when we support infrastructure with land use and zoning policies that enhance the urban fabric. Transportation priorities need complementary land use and zoning policies, and transportation planning can't happen in a vacuum. The City of Atlanta and MARTA (along with Atlanta Public Schools and Fulton County) need to work together.

We must work harder to reframe our understanding of land use and development patterns, just as we must normalize the implementation of transit access in all development projects across the city. Prioritizing connectivity and accessibility for all Atlanta residents will absolutely strengthen the effectiveness of our transit systems.

And land-use and road design aren't the only ways that the city can support MARTA. Partnering with MARTA to adjust or deviate from passenger thresholds for bus benches and shelters can make bus ridership much more enjoyable and dignified. I will also work to ensure our traffic signals are upgraded so that buses are given priority. This is something that should have happened years ago with the streetcar, and I recognize that having buses constantly stuck in traffic can deter ridership. Overall, I believe that prioritizing buses on our streets and creating dedicated lanes will create a safe environment that de-centers automobiles from our transportation landscape and instead elevates people. Finally, the BeltLine was initially envisioned to connect communities across the City of Atlanta, and it will fail without

necessary investments in rail and other transportation infrastructure: I am fully committed to ensuring that our city builds rail transit along the Beltline corridor.

12) Studies show that a common denominator of police officers that use excessive violence is a history of domestic violence. Will you support screening for prospective police officers to disqualify them if they have domestic violence priors?

The city absolutely needs to mandate that new police hires are personally screened for a history of domestic violence. People that have shown they can't maintain their composure around loved ones should not be entrusted by citizens with a badge and gun. It's also important for police jurisdictions to share information related to officer misconduct and malfeasance. The public deserves to know when officers have failed in the line of duty.