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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 walkable, bikeable, pedestrian, rail friendly communities. We need more trains, less traffic. A positive solution: Bring Bikeshare to Braddock District. Bikeshare to George Mason University, Northern Virginia Community college. Bring Bikeshare to every school, every shopping mall. A positive solution: We need to cut auto parking minimums/maximums to zero. A positive, fresh, new approach: Require all future development be car-less, car-free. Create safe bike lanes with road diets. Create infrastructure for biking everywhere, to work, to the grocery, to school, to the movies. Turn lanes previously reserved for cars into bike only. Reduce speed limits to protect human life. The positive solution: Cut taxpayer subsidies to zero for big oil, big asphalt, big auto. Walkable, bikeable, pedestrian, rail friendly communities are safer healthier money makers for our communities. Where speeds are reduced, and bike lanes separated drivers, bikers, pedestrians, residents all report feeling safer. Foot traffic at businesses increase. Revenue and profits grow. The value of our homes, businesses and communities increase. That grows revenue for our schools, police, fire departments. A positive solution: We must cut massively, excessive and under utilized parking in Fairfax county. Some county studies show 40% of spaces set empty. We can create green space and affordable housing instead. Of asphalt wasteland.

For more walkable, bikeable, pedestrian, rail friendly communities we still need light rail on the beltway instead of toll roads. We need dedicated passenger rail track for Virginia Rail Express (VRE). We need more trains, more tracks, more often. We need to return county space to the people and take it back from asphalt, and cars.

In 35 years in Fairfax County I have never owned an automobile. I and many like me want to stop subsidizing big auto, big asphalt, big oil with our tax dollars.

Changing to a walkable, bikeable, pedestrian, rail friendly community makes all healthy. Studies show, and common sense tells us. Walkers, bikers, rail riders have lower blood pressure, fewer strokes, fewer heart attacks, lower rates of obesity, less cases of cancer.

Less pavement means less stormwater runoff. Fewer drivers means cleaner air, cleaner water.

Had we built light rail on the beltway decades ago, as I and many others advocated, Lake Accotink would not be threatened by the toll road run off we see today.

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?

Cut parking minimums/maximums to zero.

Require all future development to be car-less, car-free. Return space to people from the massively overbuilt parking lot wastelands. Fairfax county tells us.

A single surface parking space adds \$5,000 to the building cost. For a garage parking space it's a mind boggling additional \$34,000.

Let's save all those costs. Let's use that additional space for green space and affordable housing. That's a positive, constructive, innovative solution.

Walking, biking, riding the train builds community. It provides us random opportunities to interact, meet, get to know each other. I support these housing affordability and zoning changes county wide.

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?

We need to provide whatever level of funds that are required. The positive solution is to drop requirements to zero. Make all future development car-less, car-free. Those are money makers for county taxpayers and developers. Developers would be eager to build affordable housing with those cost savings.

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?

"Timely county outreach is vital. We need to identify who is in danger of being displaced in advance. Then we have an opportunity to resolve the situation before it develops. There are many excellent community organizations in the county working every day to aide, and protect the displaced. It's vital that the supervisor's office stay in close touch with those communities and organizations. A recent study shows that job insecurity is a primary driver. The supervisor's office might serve as a facilitator to connect threatened individuals and communities with potential training, or employers that could provide the financial security to avoid displacement.

Ultimately the solution is expanded housing stock.

There are innovative ideas about assisting in turning vacant office space into housing. That could be a positive solution."

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?

It will be interesting to see if that vote stands after the November election. The Independent Green Party endorsed candidate Audrey Clement opposes "Missing Middle". Should Audrey Clement be elected in Arlington, I suspect the Board would take another vote. Clearly a great deal more communication with voters is needed.

The spirit of expanded housing in Arlington's case is noble. But the community has been sufficiently brought along.

We can learn from Arlington's example. Whatever housing changes are proposed in Fairfax we must win over the community.

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?

As I write today it is nearly a blistering 100 degrees. According to scientists, and meteorologists these are some of the hottest days on record. The Green Party for its nearly 50 years of existence has warned about climate chaos. We know that we must act quickly.

Accordingly we need to require, as other communities, and countries are wisely doing, all future development including renewable energy.

Over a decade ago I installed geothermal heating and cooling in my home. It cut energy use by two-thirds. The next year I installed 50 solar panels on the roof. Just a few years ago I installed batteries to store the power. Since then my house has produced more energy than it consumes. This is the positive future. If we are to have a future, it is one with Green renewable energy.

We have inherited the earth from our Children's Children, as Green Party founder Petra Kelly said.

We have a duty to preserve this precious planet and our beloved community.

An important part of finding positive solutions is how we deal with each other in our public life.

Theologian Dr. Cornel West reminds us respectful, civil discourse is what love looks like in public.

This is a good reminder for us all from the 2024 Green Party candidate for President.

We are reminded in the book of Matthew, 25:40..,"..Truly, I say to you, as you did it to one of the least of these my brothers, you did it to me."

So, we are indeed our brothers' and sisters' keeper.

Our housing policy should reflect this age old wisdom.

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?

We need more trains, less traffic! We need a massive expansion of Metrorail, Virginia Rail Express, protected bike lanes, and safe pedestrian space county wide.

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 have been an advocate for walkable, bikeable, pedestrian, rail friendly communities for decades. I have advocated for these positive policies as a local candidate since 1999. I've been a prolific recruiter of Independent Green Party,

and Green Party candidates even longer. All were and are advocates for more trains, less traffic, walkable, bikeable, pedestrian, rail friendly communities.

As a member of the North Springfield Civic Association Board, chair of planning and zoning, the North Springfield representative to the Braddock District Council, on various community task forces. Past Vice President of the Fairfax County Federation of Citizens Associations, Co-chair of the transportation and budget committees. It's a long resume of citizen activism across three plus decades. Smarter Growth - NOVA, as well.

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?

Stop taxpayer subsidies to big oil, big auto, big asphalt. Elevate people. Get rid of cars. As supervisor that would be an unabashed, respectful goal. I lived in Europe while stationed in the U.S. Air Force. We regularly visit family there. That is the kind of rail network, the kind of bike network, and pedestrian protections we need in Fairfax County. Stop making the rest of us subsidize cars, parking lots, and fossil fuel.

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?

Clearly we need protected bike lanes. Sidewalks. We need sidewalks, protected crosswalks. Lower speed limits. Below 18 miles an hour increases human survivability. About 400,000 Americans are injured every year on our highways.

About 40,000 are killed. Nothing is so urgent that we must endanger human life.

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?

Arlington county has protected crosswalks, with flashing caution lights. These have proven very effective. Also narrow roads near crosswalks for traffic calming. This slows drivers, and is safer for all..

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?

We must go faster than 2050.

Require renewable energy (solar, geothermal heating and cooling, batteries) on all county buildings. Require new construction to use 100% renewable energy. As. Previously mentioned cut parking requirements to zero minimum and maximum. Require all future development to be car-less, car-free. We need to zero out plastics. Hemp is an alternative packaging material we should encourage. Increase funding for the Green Bank.

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?

Ask the state legislature for permission to impose a special local tax on all fossil fuel use.

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?

We must Zone according. Supervisors must require developers to meet rigorous standards.

Where appropriate standards aren't in place, supervisors must go into the community, win support and improve standards.

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?

The positive solution: don't approve development that destroys tree canopy.

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?

Set aside areas for community gardens as in Germany.

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?

No response provided

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?

No response provided

OTHER COMMENTS

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

No response provided