

**1. What changes, if any, would you make to the current 10-acre minimum in the rural area?**

The current residential standard of one home per ten acres (A-1 zoning) policy in the Rural Crescent was designed to protect the rural area in Prince William County, and I fully support the principle upon which that policy is based. I have spent the last four years fighting to maintain the rural character of Prince William County against the encroachment of the Bi-County Parkway and the proposed Dominion power lines.

The Prince William County Rural Preservation Study Report, released in May 2014, makes the case that the current development policy treats the Rural Area as a single character type (one-size-fits-all) that may not provide the optimum policy for protecting and preserving the Rural Area of the County in the future.

At the heart of this controversy is the declining economic viability of our farming and agri-businesses that have been the backbone for the argument that family farms should not be forced out of existence because of aggressive housing developers who want to gobble up the land. I have met with many of these farm owners who are finding that their children have little interest in pursuing the rigorous lifestyle associated with the maintenance of a farm operation given the significant economic challenges that they confront in today's economy. In many cases, these family farm owners now want to sell their farmland and find the current zoning restrictions in the Rural Area to be a significant impediment in negotiations with potential buyers. Their argument centers on the fact that there are no interested parties who want to continue farming, but rather potential buyers who want to convert the zoning of the land to residential developments.

I believe over the next 10 years we will face a significant loss of farming and agri-business operations in Prince William County, and we should do all we can to enact policies to support farming and agri-tourism as a part of our economic development efforts in order to preserve the quality of life to which the Rural Area is inextricably linked. We need to continue to discuss our rural policy but do so in a way that involves the community every step of the way.

Any potential changes and proposals for designated areas for increasing the residential density standards would have to pass through an extremely rigorous evaluation process to ensure that we protect the overall vision of the Rural Area.

**2. Would you support Prince William County funding for a Purchase of Development Rights to encourage commercial agriculture and preserve open space in the Rural Area?**

I support exploring the utilization of Purchase of Development Rights (PDR) Programs as authorized by Virginia statutes and administered by the Office of Farmland Preservation for implementation here in Prince William County. The Virginia Department of Agriculture and Consumer Services has developed a model PDR program that could be either adopted or appropriately modified by Prince William County to achieve the stated objective.

The challenge is to identify funding for these land purchases at the County level so as to maximize the opportunity for state matching grants that may be available to stem the tide in the loss of

conservation organization with the intent of protecting the land from development, is a worthy goal that may work well in specific areas of Prince William County.

**3. How would you increase commercial agricultural operations in the Rural Area, including wineries and breweries, to preserve open space?**

The current Economic Development Plan for targeted industries here in Prince William County does not include adequate programs to encourage and provide incentives to wineries and breweries to be located in the Rural Area. I will support an effort to add a new section to the Economic Development Plan to emphasize the need for providing incentives to potential winery and brewery companies to encourage their locating these agri-business operations in the Rural Area. I am proud to have the Winery at La Grange located in the Gainesville District and I believe they have demonstrated that these types of facilities are desired by the citizens and can be successful.

**4. As the county population increases, how will you increase the acreage of public parkland for ballfields and for passive recreational activities?**

The demand for recreational facilities for community sports activities cannot and will not be abated by the current model that is a part of the Monetary Guidelines ("proffers") for new housing developments that theoretically should fund ballfields in proportion to the number of new children who will be living in those communities. The current model just does not work to achieve that goal.

The current budgetary limitations we are experiencing in Prince William County also limit the ability of the Board of County Supervisors to provide an adequate remedy for expanding new parkland facilities either for ballfields or passive recreational activities.

It is my strongly held belief that the solution lies in the development of public-private partnerships with community sports leagues wherein the County will provide land for new ballfields in exchange for the sports leagues paying for the construction of fields and their ongoing maintenance. The County would provide preferential scheduling rights to the contributing sports leagues in exchange for their financial contributions to expand the capacity of recreational ballfields.

This should allow for a release of additional funding for parklands that offer passive recreational activities for the enjoyment of families in Prince William County. The lack of available funding for such activities by the County is evident in the anemic maintenance of the County's premier passive park, Silver Lake Park, located in western Prince William County.

**5. VRE has proposed to increase the number of trains running throughout the day, and also to extend its tracks to Gainesville/Haymarket. Which of those two options is your top priority?**

The extension of the tracks to Gainesville/Haymarket would be my top priority in allocating scarce funds for commuter capacity expansion by the VRE. A recent report issued by the Texas A&M Transportation Institute ranked Washington DC as the most congested city in America. We have to use every available resource to remove cars from I-66, and the proposed extension of the VRE offers a real solution that, when coupled with improvements to I-66 that are planned, will provide measurable relief for commuters. But this solution cannot be the only one we explore. We must look at our transportation issues in a comprehensive way. We must bring more high-paying jobs to Prince William County. In addition, we need to continue to study the viability of Metro in the distant future and the expansion of RRT in the near term.

**6. Do you support the proposed Bi-County Parkway? The Bi-County Parkway is a 10-mile highway segment of the 45-mile long corridor that would connect I-95 in Prince William County to the back of Dulles Airport in Loudoun County.**

I strongly oppose the Bi-County Parkway. While I am personally not opposed conceptually to a new North-South transportation corridor, the proposed plan for the Bi-County Parkway utterly destroys sacred historical ground, and breaks the commitment to build a Battlefield Bypass prior to the closure of Route 234 and Route 29. While the Bi-County Parkway offers some economic advantages to Loudoun County, it actually increases congestion here in Prince William County and claims of any economic development advantages here in the County are nothing more than hollow and contrived talking points with no statistical data to support them.

The most important reason to oppose the Bi-County Parkway is simply the economic reality that the Commonwealth of Virginia does not even have sufficient resources to fix the critically congested East-West commuter corridors, and until that takes place there should not be a competition for those scarce dollars to fund a North-South cargo highway to Dulles.

**7. In the update of the Economic Development Chapter of the Comprehensive Plan, would you consider it a higher priority to improve rail and bus transit capacity in order to attract businesses to Prince William, or would you prefer to rezone acreage to permit more development?**

I consider it a higher priority to improve rail and bus transit capacity in order to attract businesses to Prince William County. More importantly, I believe it is a fundamental mistake for the County to continue on its current development policy that further erodes the balance between the residential and commercial tax base. Our current residential development policy actually encourages the construction of higher density, low-cost homes that cannot even meet the tax burden that is created on the County services that are required to support the new families who live in those homes.

I personally would like to explore an additional option as a needed alternative to rezoning acreage to permit more development. I envision a development policy that offers applicants for new housing communities the ability to purchase "commercial credits" that will allow the County to fund incentives for the construction of Town Centers in targeted areas of the County -- with the goal of creating communities where workers can live, work, and play right here in Prince William County. The "commercial credits" could be used as incentives to attract new businesses into these Town Centers to create new jobs, and will significantly reduce the number of automobiles that clog already congested commuter corridors to job centers in Fairfax County, Arlington, and Washington DC.